

RIO
RANCHO
CITY
CENTER

MASTERPLAN 2009

1. introduction | Executive Summary
 Project Goals and Guiding Principles
 Rio Rancho City Center Plan
 Stakeholders and Intended Users
 Team Members

2. site inventory & analysis | Regional Context
 Site Overview
 Slope Inventory
 Topography Inventory
 Drainage/Hydrology Inventory
 Soils Inventory
 Climate Inventory
 Solar Inventory
 Wind Inventory
 Views
 Site Analysis & Recommendations

3. relevant document summary | Overview of Existing Documents and Studies
 > Vision 2020 Integrated Comprehensive Plan (ICP)
 > Existing Rio Rancho City Center (RRCC) Master Plan
 > Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA) and Rio Rancho City Center (RRCC) Drainage Plans
 > RRCC Stormwater Management Plan
 > Unser Boulevard Widening
 > University of New Mexico (UNM) Master Plan
 > Central New Mexico Community College (CNM) Master Plan

4. rio rancho
city center
masterplan 2009

Overview

- > Rio Rancho City Center Master Plan
- > Program Statistics and Block Map
- > Future Development Opportunities
- > Future Development Opportunity Reference Images

The Plan In Detail

- > Circulation Master Plan
 - >> Conceptual Street Sections
 - >> Pedestrian Pathways
 - >> Parking Typologies and Recommended Design Guidelines

- > Landscape Master Plan
 - >> Streetscapes
 - City Center “Branding” and Environmental Graphic Design
 - Conceptual Lighting, Furnishing, Paving, Public Art, and Signage Guidelines
 - Landscape Design Guidelines
 - Conceptual Plant Palette
 - >> Linear Park and Functional Windbreak
 - Reference Images
 - Functional Windbreak Section and Conceptual Diagram
 - Conceptual Plant Palette
 - >> On-Site Nursery
 - Reference Images
 - Conceptual Plant Palette
 - >> Plazas and Interior Courtyards
 - Reference Images
 - Conceptual Plant Palette

- > Architectural Master Plan
 - >> Commercial, Retail, Mixed Use, and Civic Architecture
 - >> Residential Architecture

- > Sustainable Development Tools

5. conclusion

Conclusions and Implementation Strategies

6. appendix

- A. Program Statistics by Block
- B. Stormwater Management Approach
- C. Public Utility Memo
- D. Image Sources

7. design standards

Rio Rancho City Center Regulating Design Standards

introduction

executive summary

The City of Rio Rancho, the “City of Vision”, has for some years been pursuing the creation and development of a city center that will serve as the central civic, cultural and commercial district for the City of Rio Rancho. The City Center has been characterized as a Downtown, a main street based environment that was intended to create a live, work and play environment.

The January, 2006 City Centre Master Plan set forth the conceptual framework for the City Center and its implementation via a Central Business District ordinance (CBD). The CBD zoning district provides mixed land uses consisting of concentrated retail commercial, employment, civic, recreational and entertainment, residential and office uses.

The 2006 document specifies a number of policy measures (such as sustainable design criteria) that have been carried forward into the 2009 Master Plan update. Moreover, the statistical data and background research serves as the foundation of the 2009 Master Plan. The Main Street concept and vertical mix of uses as well as the goals of creating an experience of exciting urban living were all retained in the new plan.

In the fall of 2006, the University of New Mexico acquired 222 acres of land, adjacent and to the east of City Center, for the express purpose of planning and developing a full service campus. Sometime prior to this, Lion’s Gate film studios acquired approximately 52 acres of land of which 12 lies within the plan area. In March of 2008, a partnership was created between UNM and Central New Mexico Community College to co-locate on UNM’s property, and subsequently, CNM acquired approximately 37 acres to the north of UNM’s site. In late 2006, and early 2007, the University of New Mexico School of Architecture and Planning conducted major planning studies (known as charrettes) which included community workshops, stakeholder interviews, and creation of multiple planning scenarios for both the UNM campus site, and the Rio Rancho City Center site. Both charrettes were open to the public, and final presentations were made to University and City officials. The charrettes opened up a number of possibilities that informed both the Campus as well as the City Center planning efforts.

The unique programming, capital budgets and accelerated timelines of these major planning area stakeholders presented the City of Rio Rancho with an opportunity to plan the larger area around City Center in a more integrated way. The 2009 City Center Master Plan is a result of a strategic and collaborative partnership with UNM and CNM with input provided by the Southern Sandoval County Arroyo Flood Control Authority, the Mid Region Council of Governments and the New Mexico Department of Transportation.

executive summary (continued)

The 2009 City Center Master Plan updates, revises and provides additional detail to the 2006 City Centre Master Plan, while integrating the plans for UNM and CNM. Highlights of plan revisions are:

Revisions to the Master Plan Layout

- > Refinement of the street grid and connections to adjacent development
- > Refinements to the open space network and connections to the adjacent development
- > A new set of urban street standards for City Center, tested by an operational traffic analysis
- > Block by block development program analysis and recommendations
- > Base drawings in CAD format, tied to surveys, distributed to city consultants.
- > Municipal parking lot and garage plan and phasing/land banking recommendations
- > Design guidelines for public art, landscape, streets, pedestrian pathways, environmental graphics, and urban storm water management

Revisions to the Regulating Design Standards

- > Regulating Plan and Block specific requirements
- > Revised Design Standards to reflect revised layout and program
- > Revised Design Standards to allow more architectural diversity and provide the city more design control as well as discretionary flexibility, while maintaining high design standards
- > Reformatted to standardized, revisable, digital format

Suggested revisions to the CBD ordinance

- > Require a standardized plan submittal for site development plan applications and refer applications to the City's Development Review Committee

Additional new information integrated into the 2009 masterplan

- > Site Inventory, analysis and overlay mapping
- > Review of applicable planning documents
- > Integrated traffic analysis (UNM, CNM and RR)
- > Civil, grading, streets and storm water studies
- > Future rail plans and highway extensions

The 2009 Rio Rancho City Center Master Plan holds true to the vision created by the City as a mixed use retail, commercial, employment, civic, recreational, entertainment and residential urban center implemented through a Central Business District ordinance and coordinated economic development activities. The 2009 update significantly advances the plan by providing the necessary next steps toward implementation while establishing an award winning collaborative public partnership between the City, the University of New Mexico and Central New Mexico Community College.

project goals

- >> To create a diverse market for retail, tourism, employment, recreation, and residential development.
- >> To maximize convenience and provide for the comfort of both residents and visitors.
- >> To create a positive and distinct identity, associated exclusively with urban Rio Rancho, which celebrates the unique social and physical character of the city.
- >> To build value for the City of Rio Rancho and its citizens.
- >> To create a project that is complete at every phase of development.
- >> To become a model for sustainable urban development.
- >> To create a Central Business District in Downtown Rio Rancho.

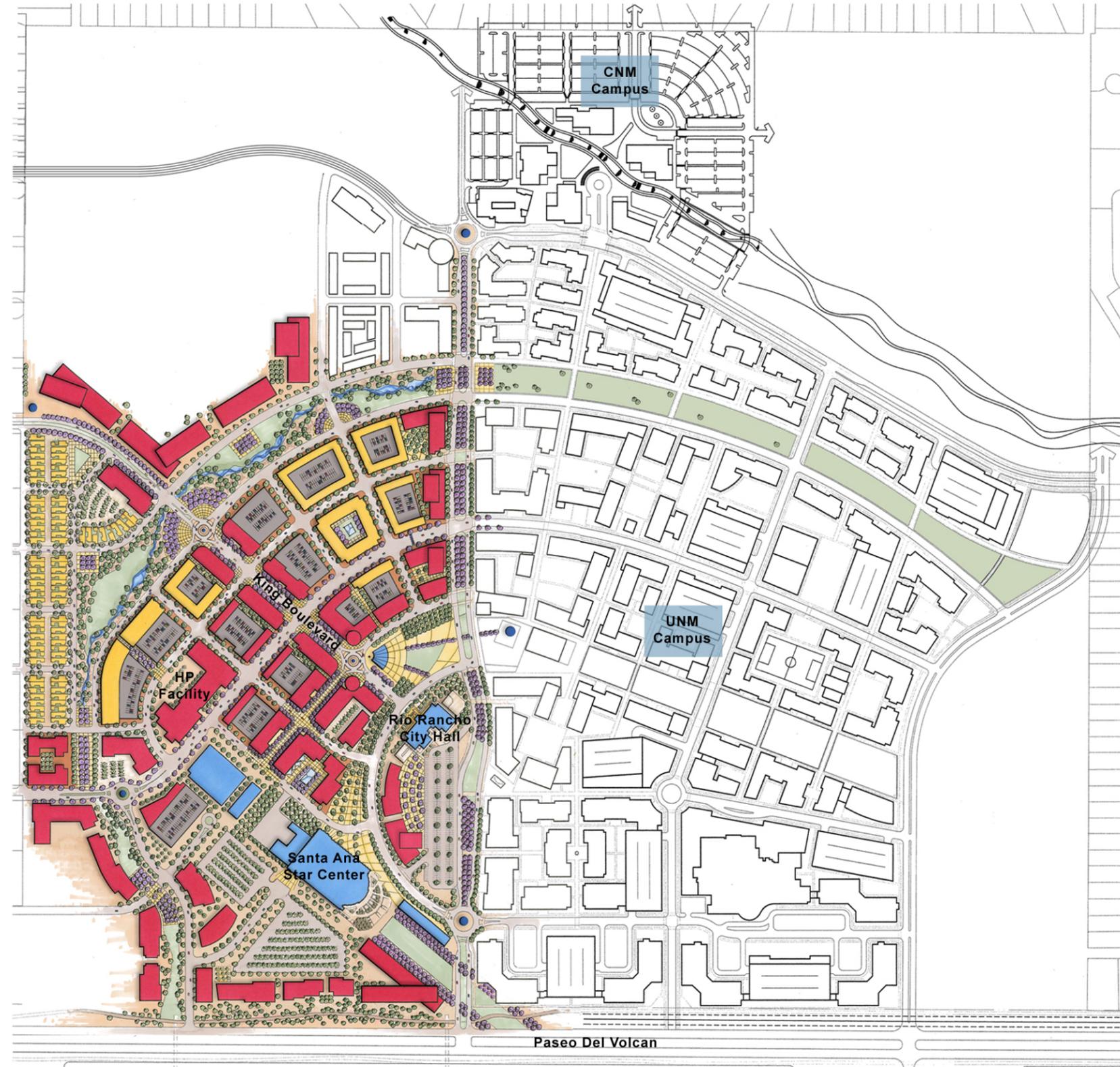
guiding principles

- >> The city center must contain a diverse mix of uses.
- >> The city center must be a compact and walkable arrangement of buildings with a clear organizing structure that is readily accessible and linked to the larger community.
- >> The City Center environment must emphasize high quality.
- >> The City Center should be considered a tableau for public art.
- >> All development should be designed using sustainable principles.
- >> The development pattern within city center should maximize density around the central core before moving to more remote parcels.
- >> Natural drainage corridors should be used to create an urban parks system.

Rio Rancho
City Hall



As is evident by the diversity of team members that have contributed to the planning of Rio Rancho City Center, this plan is not limited to 160 acres. Instead, Rio Rancho City Center is part of a much larger whole which includes The University of New Mexico Campus and associated medical facilities, Central New Mexico Community College, and many other adjacent land owners and potential land uses. The plan for City Center weaves together existing buildings and infrastructure with a complex layering of new roads, public transportation systems, pedestrian linkages, park systems, and building types. The following plan illustrates the future of Rio Rancho's City Center. Accordingly, this book is a tool to help realize Rio Rancho's goals for future buildings and streets, students and professionals, and for future revenue and job creation.



stakeholders and intended users

- >> Residents of Rio Rancho, New Mexico
- >> The City of Rio Rancho Governing Body and Administration
 - >> Business Owners
 - >> Real Estate Developers
- >> The University of New Mexico (UNM)
- >> Central New Mexico Community College (CNM)



CNM Campus Master Plan
Design Charrette
May 7, 2008
Rio Rancho City Hall



Rio Rancho City Center Design Charrette
April 2007

team members

The City of Rio Rancho
Rio Rancho, NM

Thomas Swisstack
Mayor

James C. Jimenez
City Manager

Dolores Wood
Interim Director of Development Services

Steve Tollefson
Strategic/Special Projects Specialist

George Bootes
Business and Development Relations

Kellogg Associates
Santa Rosa, CA

Architecture, Urban Design, Planning

Kevin Kellogg
Principal

Paul Fritz
Project Manager

Urban Earth Design
Phoenix, AZ

Landscape Architecture, Urban Design, Planning

Michael Dollin
Principal

Elizabeth Blackburn
Project Manager

Darin Brett
Graphic Designer

partners

Whitlock and Weinberger
Transportation (W-Trans)
Santa Rosa, CA

Traffic Engineering and Transportation Planning

Steven Weinberger
Principal

Zack Matley
Senior Planner

University of New Mexico
Albuquerque, NM

UNM Administration
Albuquerque, NM

Ayers Saint Gross
Tempe, AZ

Sites Southwest
Albuquerque, NM

Central New Mexico
Community College
Albuquerque, NM

CNM Administration
Albuquerque, NM

Consensus Planning
Albuquerque, NM

SMPC Architects
Albuquerque, NM

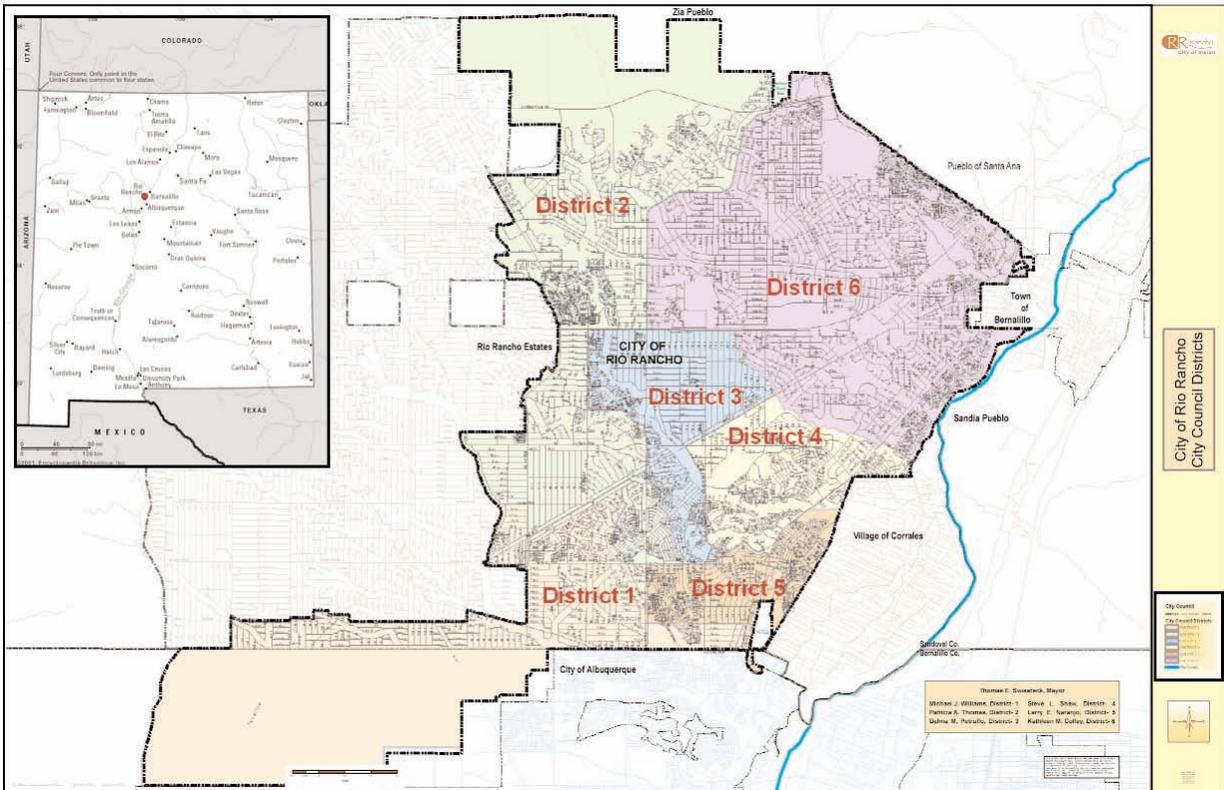
Bohannon Houston
Albuquerque, NM

*site
inventory &
analysis*

regional context

Rio Rancho, NM

- >> Located in north central New Mexico
- >> Immediately adjacent to the City of Albuquerque's northwest city limits
- >> 35 miles southwest of Santa Fe's city limits
- >> Convenient access to both US-550 and I-25
- >> Directly west of the Sandia Mountains and the Rio Grande
- >> Bordered by the City of Albuquerque to the south, the Santa Ana and Zia Indian Reservations to the north, the Rio Puerca Valley to the west, and the Town of Bernalillo and Village of Corrales to the east
- >> Quick stats: Population - Approximately 77,338
 Median Age - 33.8
 Estimated Median Income - \$54,033 (New Mexico - \$37,492)
 Estimated Median Home Value - \$181,600 (New Mexico - \$125,000)
 Land Area - 104 square miles
 Total Housing Units: 28,175
 Owner Occupied Units: 22,211

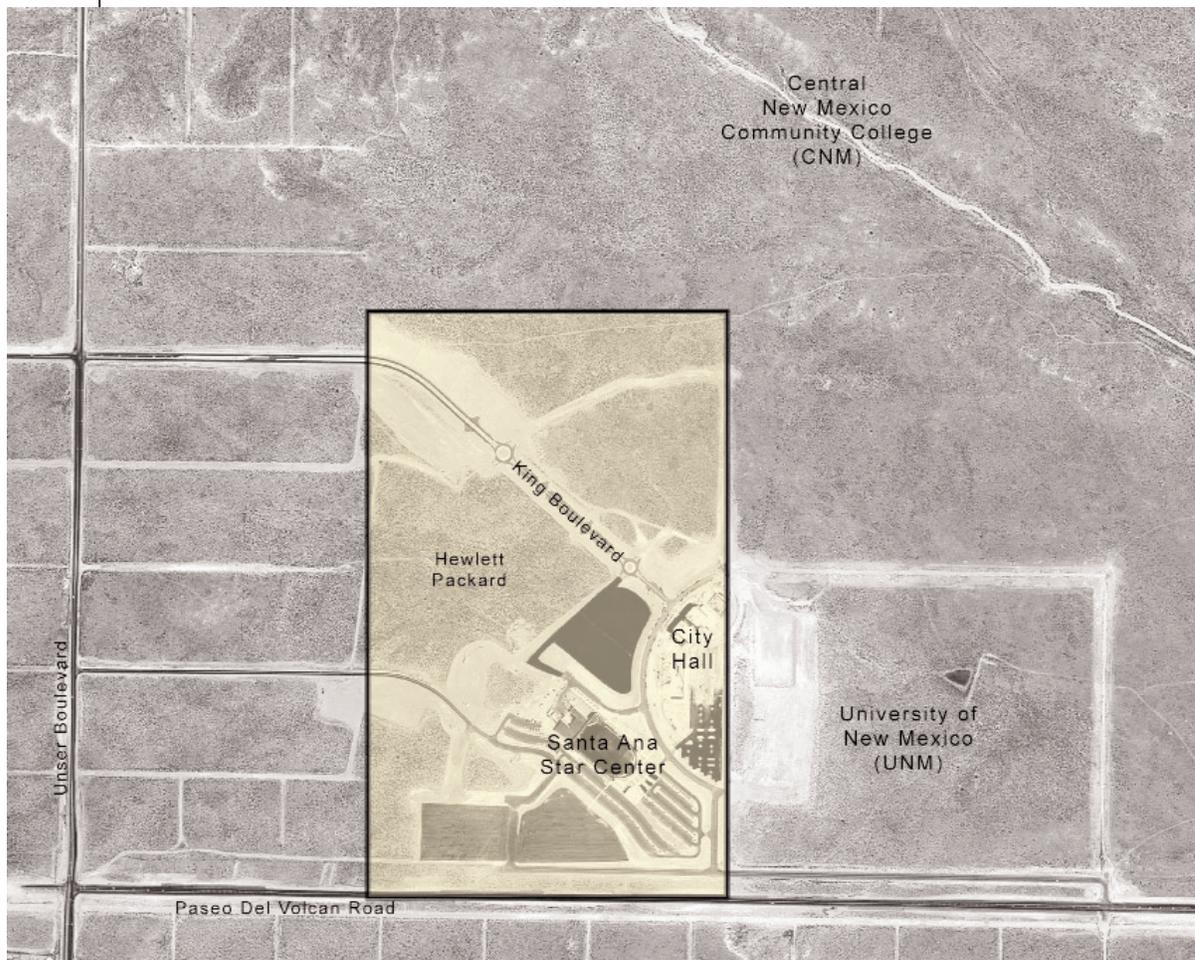


site overview

Rio Rancho City Center

- >> 160 acre site near the geographic center of the city
- >> Bordered by Paseo del Volcan on the south and vacant privately owned parcels on the west, the future site of the University of New Mexico's Rio Rancho Campus (UNM) to the east, and the future site of Central New Mexico Community College (CNM) to the northeast.
- >> Recent developments within the City Center include the Rio Rancho City Hall, the Santa Ana Star Center, and a Hewlett-Packard Call Center.
- >> The site is served primarily by Paseo del Volcan, Unser Boulevard, and King Boulevard.

Site



slope inventory

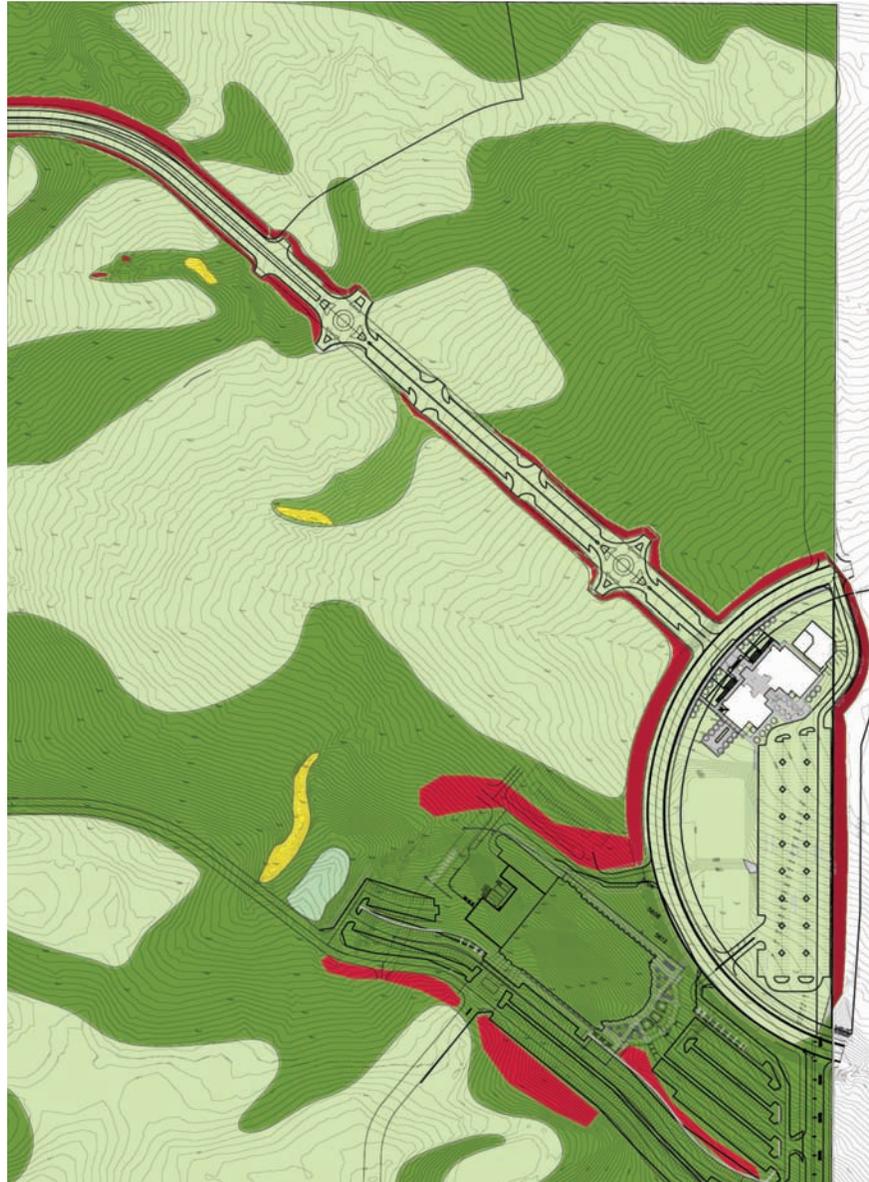
Legend

- Slopes >26%
 Comprises 3% of site
 Located primarily on areas of the site that have been disturbed by construction.

- Slopes 16-25%
 Comprises .5% of site

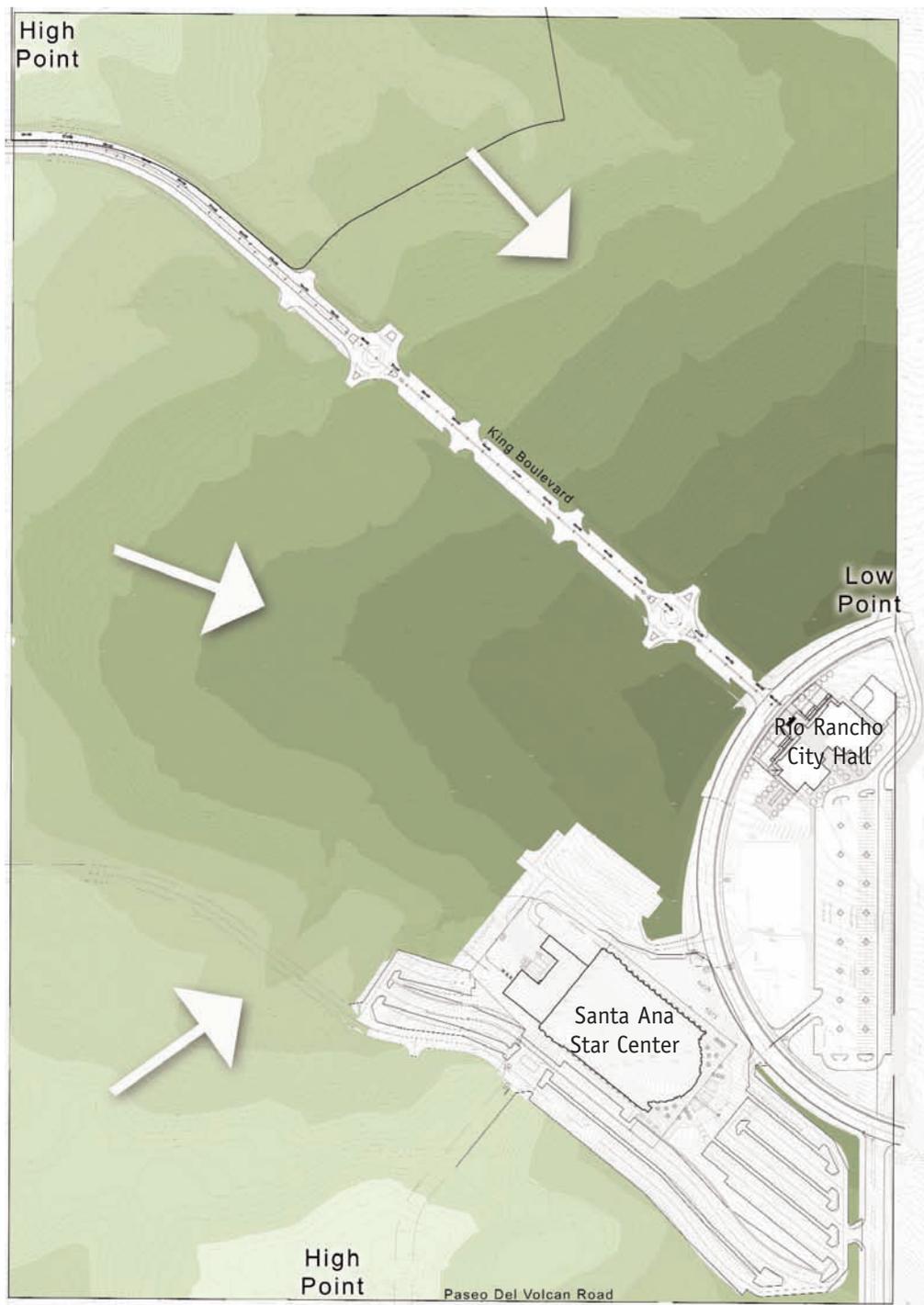
- Slopes 6-15%
 Comprises 48.5% of site

- Slopes 0-5%
 Comprises 48% of site



Not To Scale

topography inventory



**Elevation Legend
(feet)**

- 5680-5690
- 5670-5680
- 5660-5670
- 5650-5660
- 5640-5650
- 5630-5640
- 5620-5630
- 5610-5620
- 5600-5610
- 5590-5600
- 5580-5590
- 5570-5580

Not To Scale



drainage/hydrology inventory

SUMMARY:

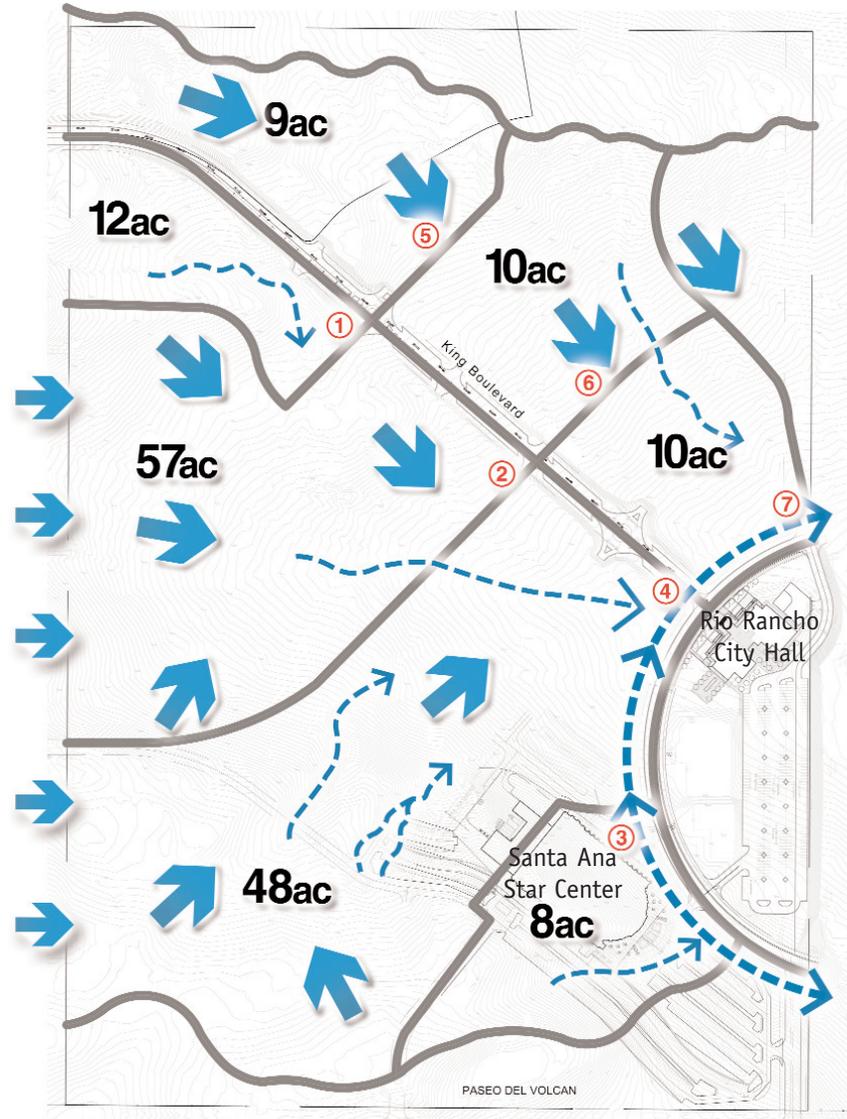
>> Drainage flows are shown broken into drainage areas and probable flows have been calculated for each area.

>> Several natural drainageways exist on site, conveying overland rainwater runoff downhill, generally in the direction of City Hall.

>> The site is not located within a flood plain.

>> The site is approximately 6 miles west of the Rio Grande and generally slopes towards the river.

>> Current stormwater drainage plans for the City Center anticipate that water collected at point 7 will be piped to a regional detention area off site.



Water Flows from Drainage Area to Collection Point (cubic feet per second)

① Q2 = 9 cfs Q10 = 15 cfs Q100 = 30 cfs	④ Q2 = 100 cfs Q10 = 160 cfs Q100 = 309 cfs	⑦ Q2 = 124 cfs Q10 = 198 cfs Q100 = 380 cfs
② Q2 = 56 cfs Q10 = 88 cfs Q100 = 170 cfs	⑤ Q2 = 7 cfs Q10 = 12 cfs Q100 = 22 cfs	
③ Q2 = 6 cfs Q10 = 10 cfs Q100 = 20 cfs	⑥ Q2 = 15 cfs Q10 = 24 cfs Q100 = 45 cfs	

-  Sheet Flow
-  Channel Flow
-  Collection Point
-  Drainage Area Boundary

soils inventory

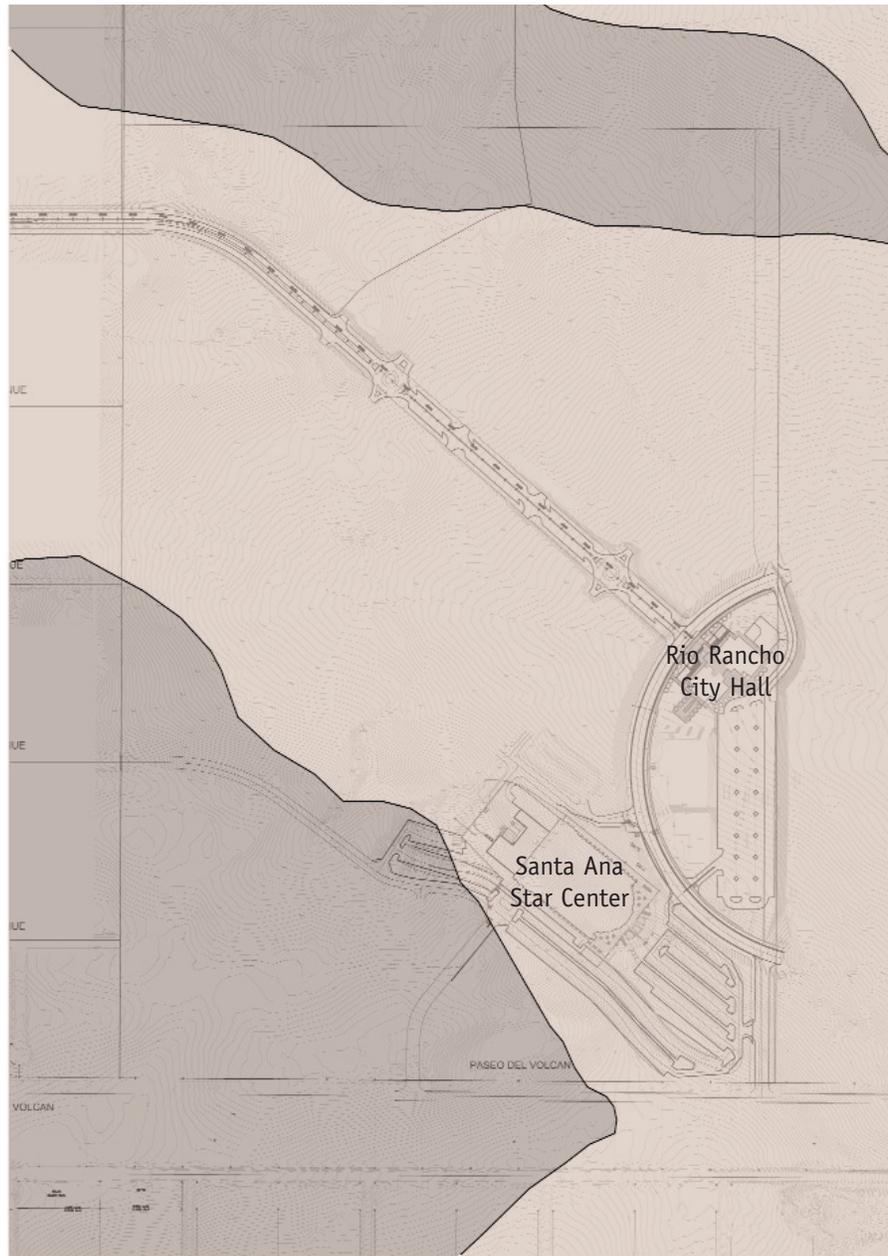
SUMMARY:

>> 2 different United States Department of Agriculture soil classification types are present on site.

>> Both soil types are fine loamy sands.

>> Both soil types are highly susceptible to wind erosion and often require stabilization if native vegetation is removed.

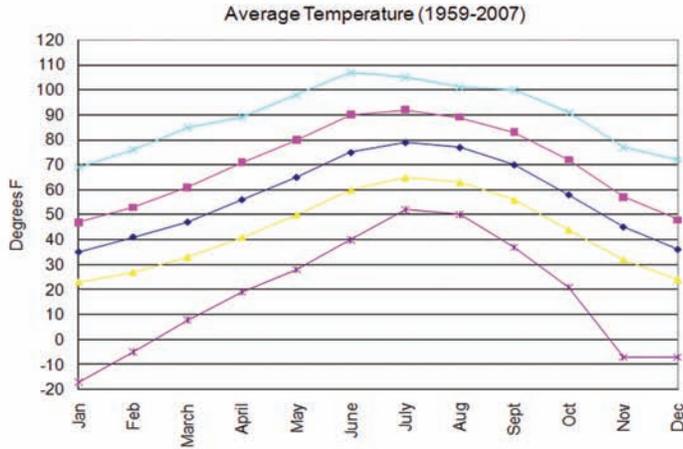
* It is important to note that this is not an agronomic soils test. It is recommended that agronomic soils testing be done by a soil scientist prior to the selection and installation of plant material on the site.



- Soil 145 - Grieta-Sheppard Loamy Fine Sands
- Soil 142 - Grieta Fine Sandy Loam

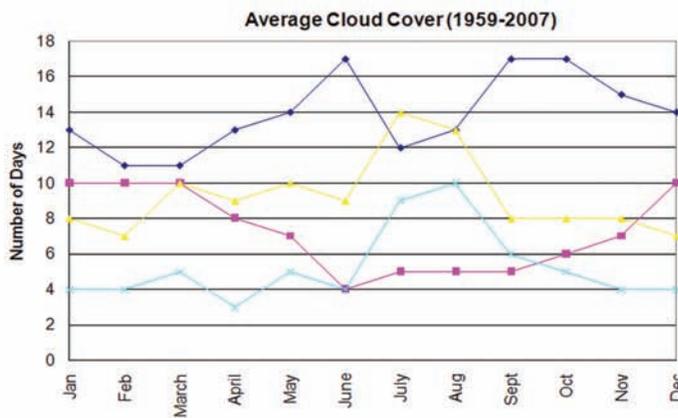
Source: United States Department of Agriculture Natural Resource Conservation Service

climate inventory



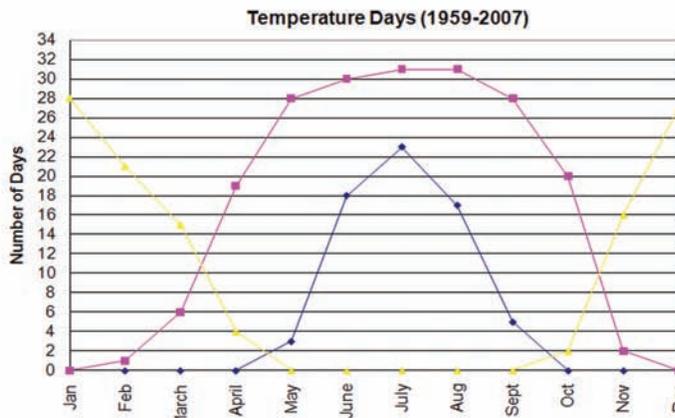
Legend:

- ◆ Average Temperature (57°F)
- Average High Temperature (70°F)
- ▲ Average Low Temperature (43°F)
- ◆ Highest Recorded Temperature (107°F)
- ◆ Lowest Recorded Temperature (-17°F)



Legend:

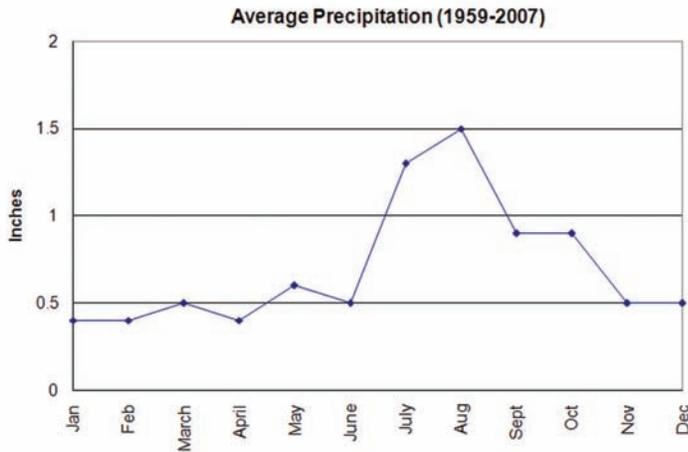
- ◆ Average Number of Clear Days (168 days)
- Average Number of Cloudy Days (87 days)
- ▲ Average Number of Partly Cloudy Days (110 days)
- ◆ Average Number of Rainy Days (61 days)



Legend:

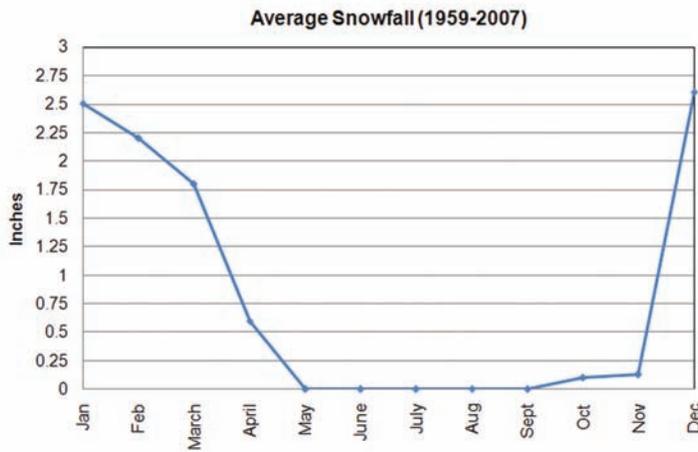
- ◆ Average Number of Days above 90F (66 days)
- Average Number of Days above 70F (196 days)
- ▲ Average Number of Days Below 32F (113 days)

climate inventory



Legend:

◆ Average Annual Precipitation (8.5 in.)



Legend:

◆ Average Annual Snowfall (11.1 in.)

NOTE:

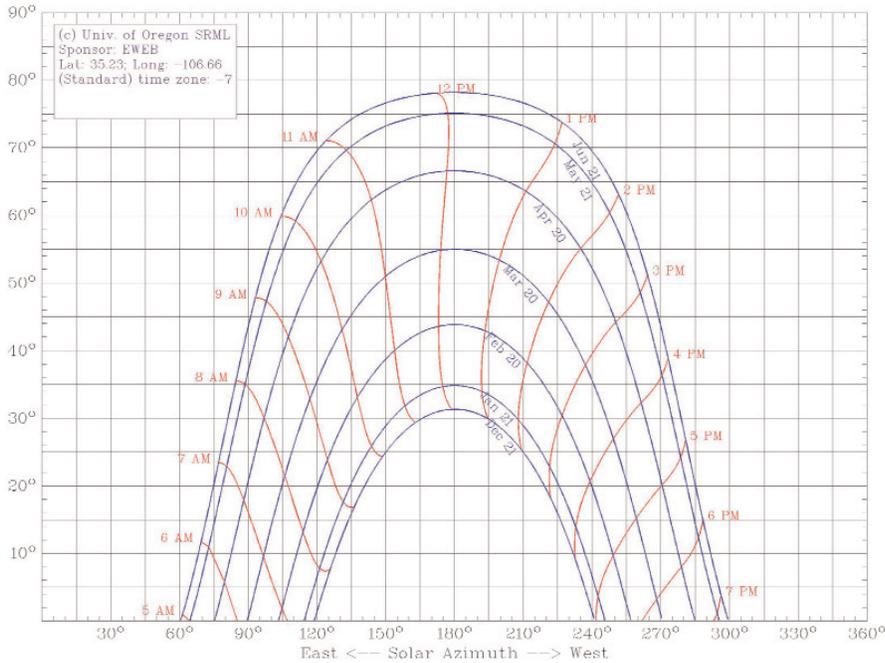
Climate data was taken from the Albuquerque Airport Weather Station. According to the National Weather Service, no historical weather data is available for Rio Rancho. A National Weather Service Weather Station was installed in Rio Rancho in November 2007.

SUMMARY:

>> The climate is classified as an arid, steppe arid climate by Koppen-Geiger Climate Classification.

>> Hardiness zone #7, as classified by the National Arbor Day Foundation.

solar inventory



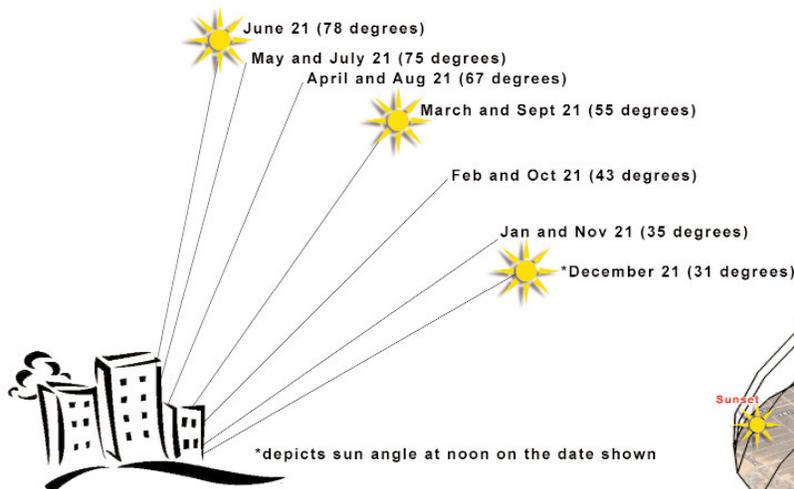
Annual Sun Chart for Rio Rancho, NM

Source: University of Oregon Solar Radiation Monitoring Laboratory

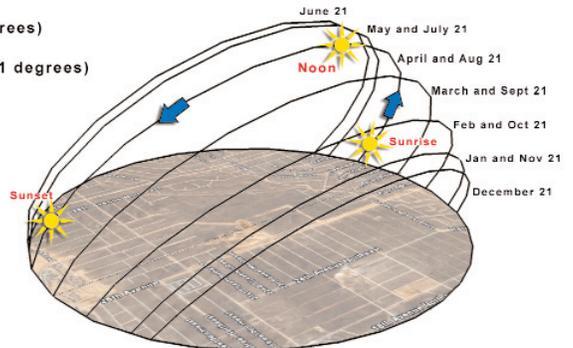
SUMMARY:

>> The summer sun reaches an altitude of 78° at noon.

>> The winter sun reaches an altitude of 31° at noon.



Sun Angle Diagram for Rio Rancho, NM

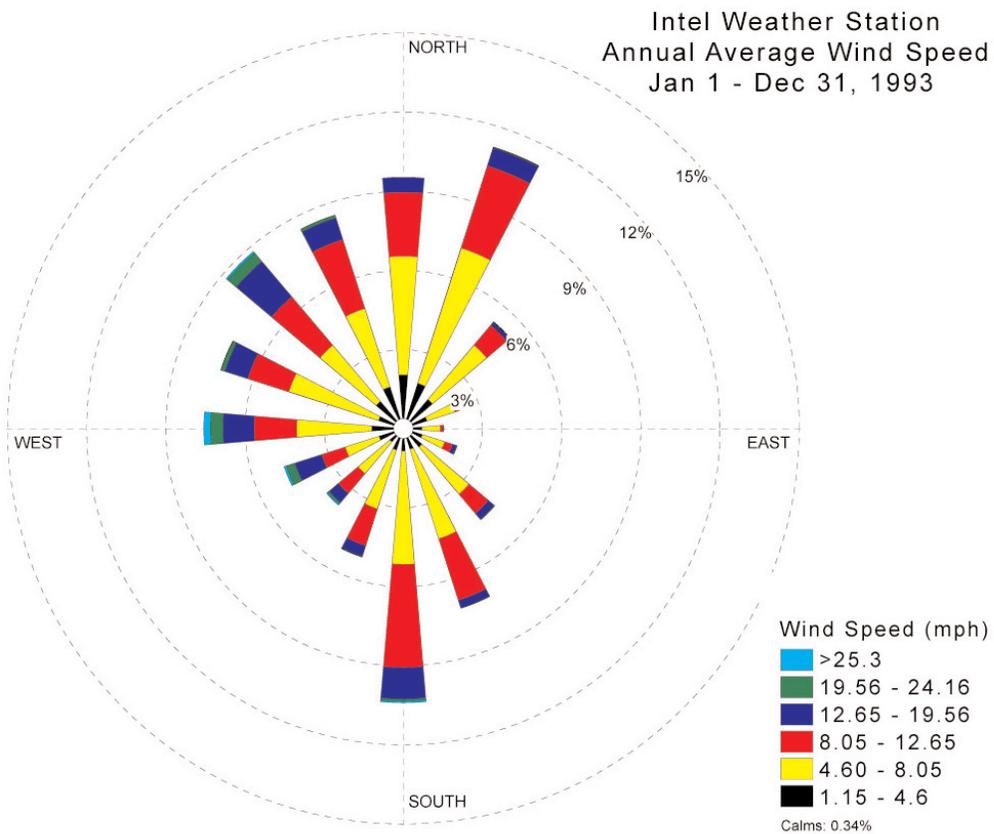


Sun Tracking Diagram for Rio Rancho, NM

wind inventory

Winds in the Rio Rancho area generally blow from the northwest and south at speeds below 20mph.

The diagram below shows average annual wind speed, frequency, and direction for the Intel Weather Station in Rio Rancho, New Mexico. According to the US Department of Energy, the City of Rio Rancho is a marginal location for large scale wind power production, however, the site is appropriate for smaller “building scale” turbines.



A wind rose summarizes the occurrence of winds at a location, showing their strength, direction, and frequency.

- > The percentage of calm conditions is represented by the size of the center circle. The larger the circle, the higher the frequency of calm conditions.
- > Each branch of the rose represents wind coming from that direction.
- > The branches are divided into segments of different thicknesses and color, which represent wind speed ranges from that direction. The length of each segment within a branch is proportional to the frequency of winds blowing within the corresponding range of speeds from that direction.



1

looking southeast

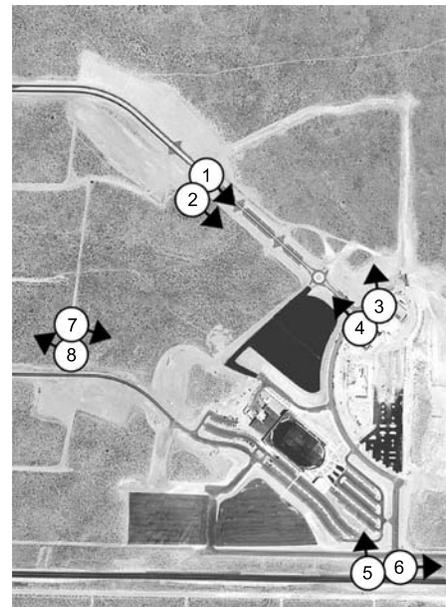
looking southeast



2

views

photo key





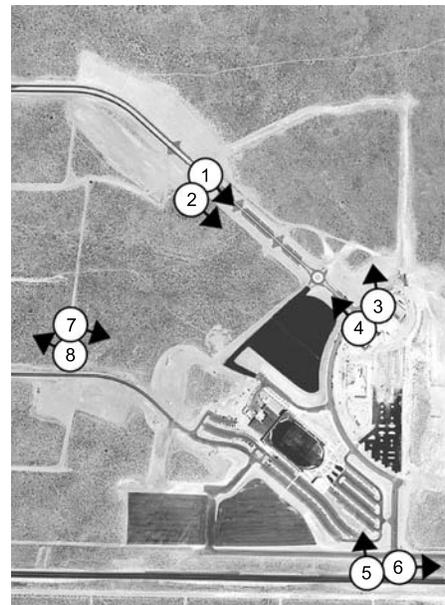
looking north

looking northwest



views

photo key





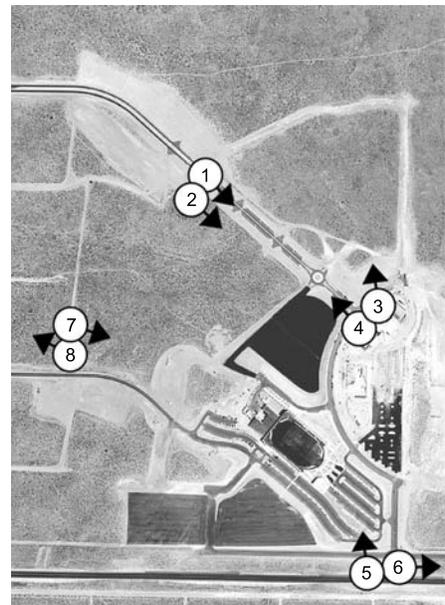
looking north

looking east



views

photo key





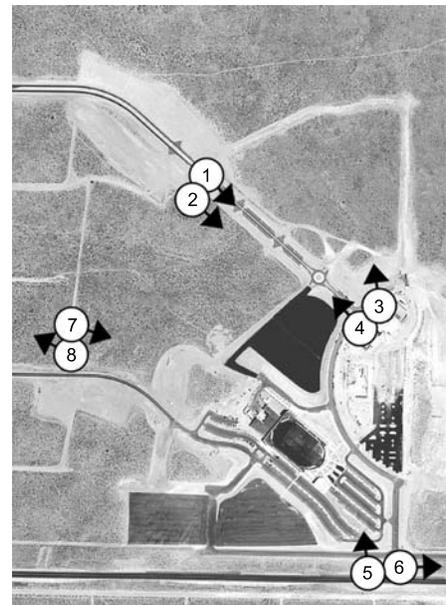
looking southeast

looking northwest



views

photo key



site analysis & recommendations

Slope, Topography, and Drainage

- > On sloping sites, such as those adjacent to King Boulevard, consider construction of pedestal buildings with parking or additional leasable space below grade.
- > Consider construction of below grade parking structures.
- > Utilize terraces, planter and seating walls, steps, and ramps adjacent to and along sidewalks to accommodate changes in grade.
- > Encourage development that is compatible with the existing natural environment, including existing vegetation, slopes, and drainage channels.
- > Promote integration with the site's natural topography.
- > Utilize the sloping site to create and protect view corridors to the Sandia Mountains.
- > Develop parks and open space in low areas near City Hall.
- > Consider stormwater infiltration methods and drainage diversion techniques to limit the water flows near City Hall and capture rainwater near its source for landscape irrigation.
- > Utilize parks and open space on the site to capture stormwater and allow for infiltration.
- > Integrate below-grade, vaulted stormwater retention into buildings and plazas for use as a source of irrigation water.
- > Create a linear park system on the uphill side of City Center to capture stormwater runoff that would otherwise drain to point 7 or be piped to an offsite detention facility.

Soils

- > Because the soils present on the site are highly susceptible to wind erosion, native vegetation should be preserved prior to site development as a means of soil stabilization.
- > On disturbed sites, new plant material such as trees, shrubs, groundcovers, grasses, and/or native seed mixes should be installed.

Climate, Solar, and Wind

- > The climate of Rio Rancho is ideal for outdoor activities such as dining, sports and recreation, entertainment, and shopping.
- > Rio Rancho enjoys an average of 278 sunny days per year, making solar electricity generation a viable alternative energy source.
- > Shading of building facades, parking areas, streetscapes, and open spaces should be considered in order to maximize user comfort and reduce energy costs.
- > Vegetation and/or light colored materials should be used on all rooftops to minimize the impacts of the urban heat-island effect and reduce energy consumption.
- > South facing walls should utilize vegetation and/or sun shades on windows to properly block the summer sun while allowing the winter sun to penetrate a building's interior.
- > The prevalence of wind makes wind powered electricity generation a possibility.
- > Wind breaks can be created through proper location of buildings, site walls, and large vegetation. Generally, entryways and open sides of pedestrian outdoor spaces should be oriented perpendicular to the prevailing winter winds.

*relevant
document
summary*

vision 2020 integrated comprehensive plan (ICP)

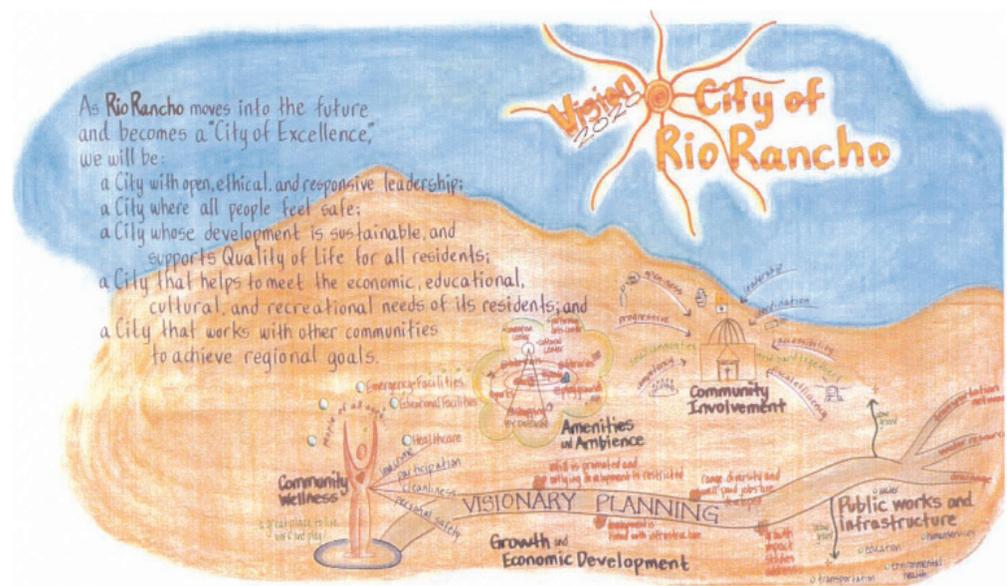
Document:

Vision 2020 ICP

Prepared By: The City of Rio Rancho Administration and Development Services Department

Date: June 2001

NOTE: The Vision 2020 plan provides a great deal of historical, geographic, cultural, and ecological information about the City of Rio Rancho which was utilized but not duplicated in this report. Please refer to the City of Rio Rancho Vision 2020 Plan for this information.



“Visioning” graphic from Vision 2020 ICP Document

According to the City of Rio Rancho Resolution 19, Enactment 01-036, which officially adopted the Vision 2020 ICP, the Vision Plan is described as:

- >> An integrated comprehensive plan that was developed by the City of Rio Rancho with extensive public participation over a period of two years.
- >> A plan which takes into account the future land uses, fiscal impacts, urban design, transportation and circulation, infrastructure needs, environmental sustainability, housing, community services and public facilities, and economic development of Rio Rancho.
- >> A principle-based plan developed with consideration given toward planned communities, sustainable development, and the elimination of conditions which lead to sprawl and its adverse consequences on the community.

existing rio rancho city centre master plan

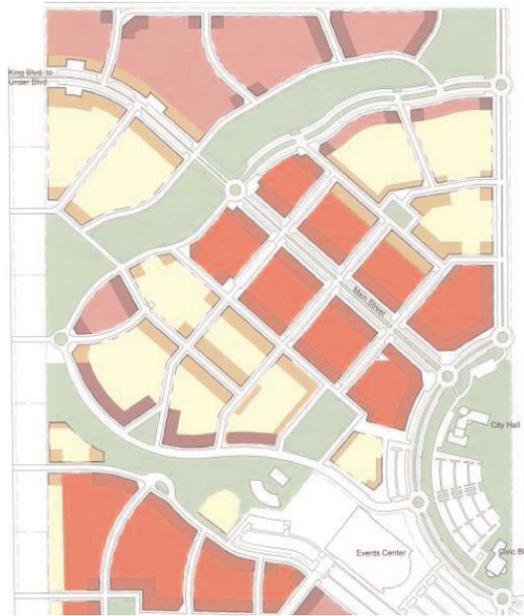
Document:

Rio Rancho City Centre Master Plan

Prepared By: The City of Rio Rancho Development Services Department

Date: January 25, 2006

NOTE: The 2006 Master Plan includes an analysis of Rio Rancho History, Culture, Wildlife, and Vegetation which was utilized but not duplicated in this report. Please refer to the 2006 City Centre Master Plan for this information.



In January of 2006, The City of Rio Rancho completed a Master Plan for an undeveloped site that was then called the "City Centre". This plan provided a framework for the construction of King Boulevard (then called Main Street), the City Hall building, the Santa Ana Star Center, and all related infrastructure and grading.

The purpose of the Rio Rancho City Center Masterplan 2009 is to update and amend the 2006 plan. For that reason, much of the information contained in the 2006 plan will be utilized and referenced in the 2009 plan. The 2006 plan contains the following information:

- >> Project Area Description
- >> Existing Land Use and Zoning
- >> Physical Environment
- >> Cultural Resources
- >> Demographic Data
- >> Proposed Zoning and Land Use
- >> Proposed Mixed Use Development Guidelines
- >> Proposed Urban Design Guidelines
- >> Proposed Environmental Sustainability Guidelines
- >> Regional Traffic Patterns
- >> Proposed Site Circulation
- >> Multi-Modal Transportation Recommendations
- >> Utility Expansion
- >> Housing
- >> Economic Development and Fiscal Analysis
- >> City Centre Implementation

Southern Sandoval County Arroyo Flood Control Authority and Rio Rancho City Center Drainage Plans

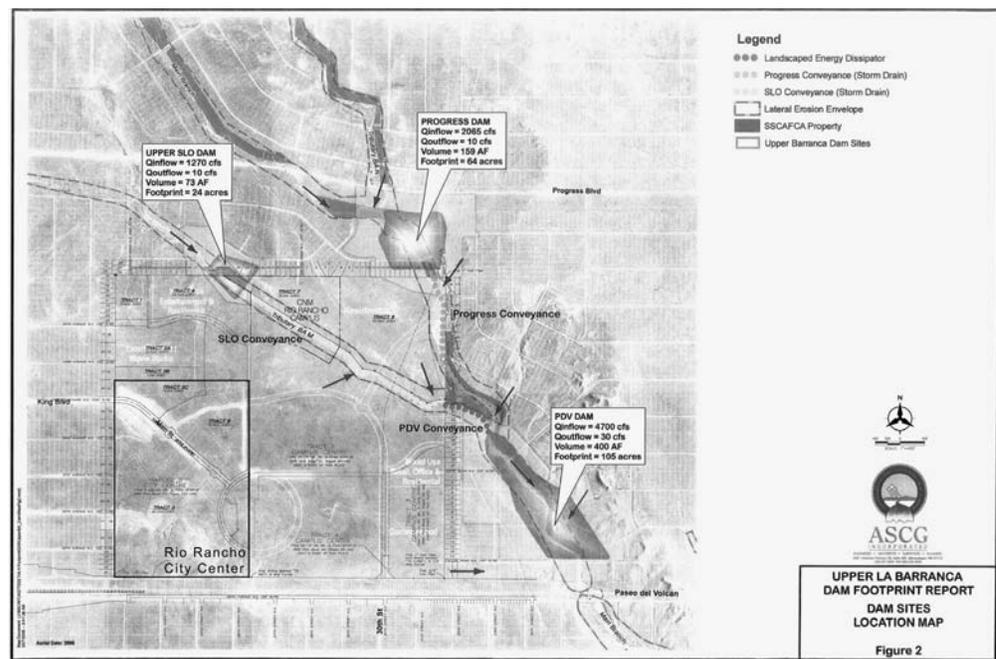
Document:

SSCAFCA City Center Drainage Development Plan

Upper SLO, Progress, and PDV Dams Footprint Report

Prepared By: Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA)

Date: pending publication



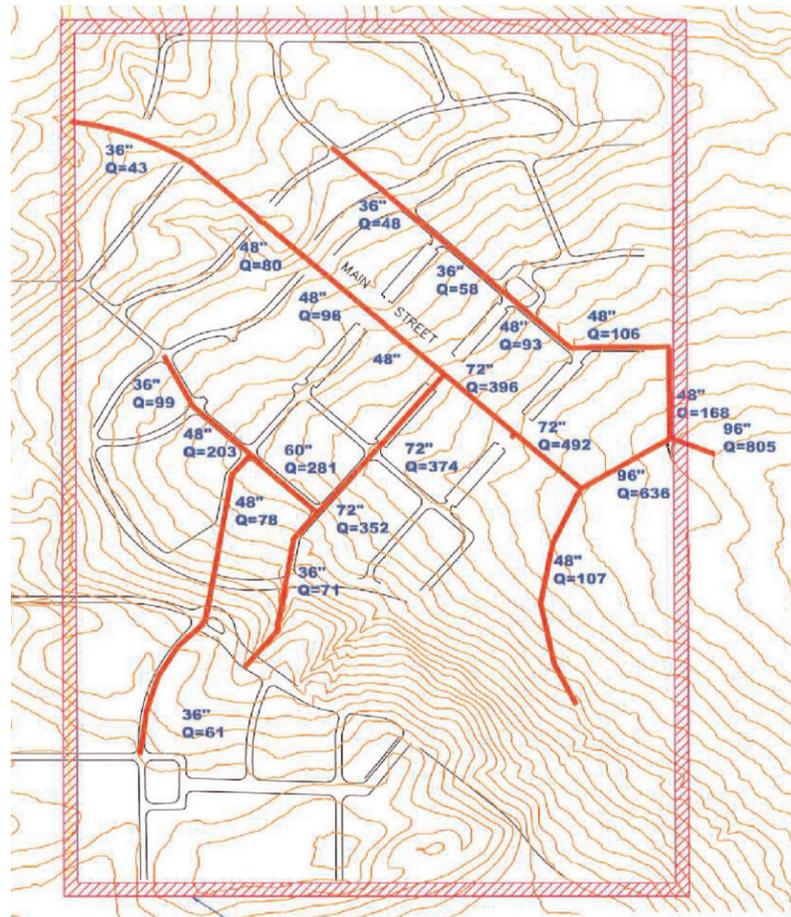
Graphic of proposed improvements

- >> This drainage plan provides for three regional flood control facilities within the La Barranta Watershed.
- >> The plan was developed in cooperation with the City of Rio Rancho, the University of New Mexico, Central New Mexico Community College, and the State Land Office, and contemplates cost sharing among these entities.
- >> This conceptual image, provided by SSCAFCA, shows the approximate location of each dam in relation to the City Center.
- >> In addition to this report, Urban Earth Design and Kellogg Associates has prepared a Stormwater Management Memo discussing the applicability of such regional facilities and the possible implementation of smaller scale, on-site stormwater management techniques throughout City Center.

Additional sources of information include the SSCAFCA Quality of Life Plan and La Barranta Watershed Management Plan.

RRCC stormwater management plan

Document:
 Rio Rancho City Center Stormwater Management Plan
 Prepared By: Parsons Brinckerhoff
 Date: October 2005



Graphic of selected drainage improvements from stormwater management plan

- >> This drainage plan was developed for The City of Rio Rancho and covers the 160 acre Rio Rancho City Center parcel.
- >> The plan presents two options for stormwater drainage and includes existing and developed water flow and cost estimates for each drainage option.
- >> In November of 2005, Option 2 was selected and a storm drain was constructed beneath King Boulevard. This drain pipes water downhill to a temporary detention facility located north of City Hall.
- >> The plan calls for the ultimate construction of a 30 acre-feet permanent detention facility and for property owners to construct the remaining storm drain system.

unser boulevard widening

Document:

Unser Boulevard Widening and Unser Blvd. Phase 2 Draft Design Analysis Report and Traffic Analysis

Prepared By: Wilson & Company

Date: November 2007

Further Studies By: Whitlock & Weinberger Transportation, Inc. (W-Trans)

Date: In Progress

The City of Rio Rancho recently completed Phase 1 of a large scale Unser Boulevard improvement project and is currently working on Phase 2. This phase of the widening will extend from Farol Road to Progress Boulevard, and includes the portion of Unser located directly to the west of the City Center site. This improvement project is vitally important to the success of Rio Rancho City Center because Unser Boulevard provides a major transportation link between the area and the remainder of the city.

In November of 2007, Wilson & Company completed a traffic study and reports related to Unser Boulevard. Since that time, however, anticipated traffic volumes have increased dramatically for the portion of Unser Boulevard that is adjacent to Rio Rancho City Center. For this reason, W-Trans, a transportation engineering company from Santa Rosa, CA, is currently coordinating with Wilson & Company on a revised traffic report and recommendations for this portion of the road improvements.

Specifically, and in addition to their work related to Unser Boulevard, W-Trans has been engaged to provide transportation engineering and planning services relative to the design work being conducted in Rio Rancho City Center. For this work, W-Trans will make assumptions regarding future growth, prepare trip generation estimates, create a TRAFFIX network, conduct an operational analysis of key intersections and roadways, and develop recommended street sections for all streets within Rio Rancho City Center.

University of New Mexico master plan

Study: University of New Mexico (UNM), Rio Rancho Campus, Master Plan
 Prepared By: Ayers Saint Gross and Sites Southwest
 Date: In Progress



Campus
 plan
 conceptual
 sketches
 prepared by
 UNM
 DesignTeam

The University of New Mexico is currently planning a Rio Rancho campus that will be located directly to the east of Rio Rancho City Center. Throughout 2008, the City Center, UNM, and CNM Design Teams hosted a series of meetings and charettes to coordinate planning efforts discuss opportunities for shared infrastructure. At these charettes, plans for the City Center were shared with UNM.

The UNM master planning effort is currently under way and is expected to be complete in mid 2009. Ground was broken on the first campus building in February 2009 and construction is expected to be complete for the spring semester of 2010. Additionally, in 2011 UNM will open a 75 room hospital to be built in conjunction with Legacy Hospital Partners group.

Central New Mexico Community College master plan

Study: Central New Mexico Community College (CNM), Rio Rancho Campus, Master Plan
 Prepared By: Consensus Planning, SMPC Architects, Bohannon Houston
 Date: In Progress

Central New Mexico Community College is currently planning a Rio Rancho campus that will be located to the northeast of Rio Rancho City Center. The CNM design team hosted a charette in May of 2008, during which the UNM and City Center design teams were invited to participate and provide input. Current plans for City Center were provided to the CNM design team.

Construction on the first CNM Campus building is expected to begin in early 2009.

Campus plan
 conceptual
 diagram
 prepared by
 CNM
 Design Team

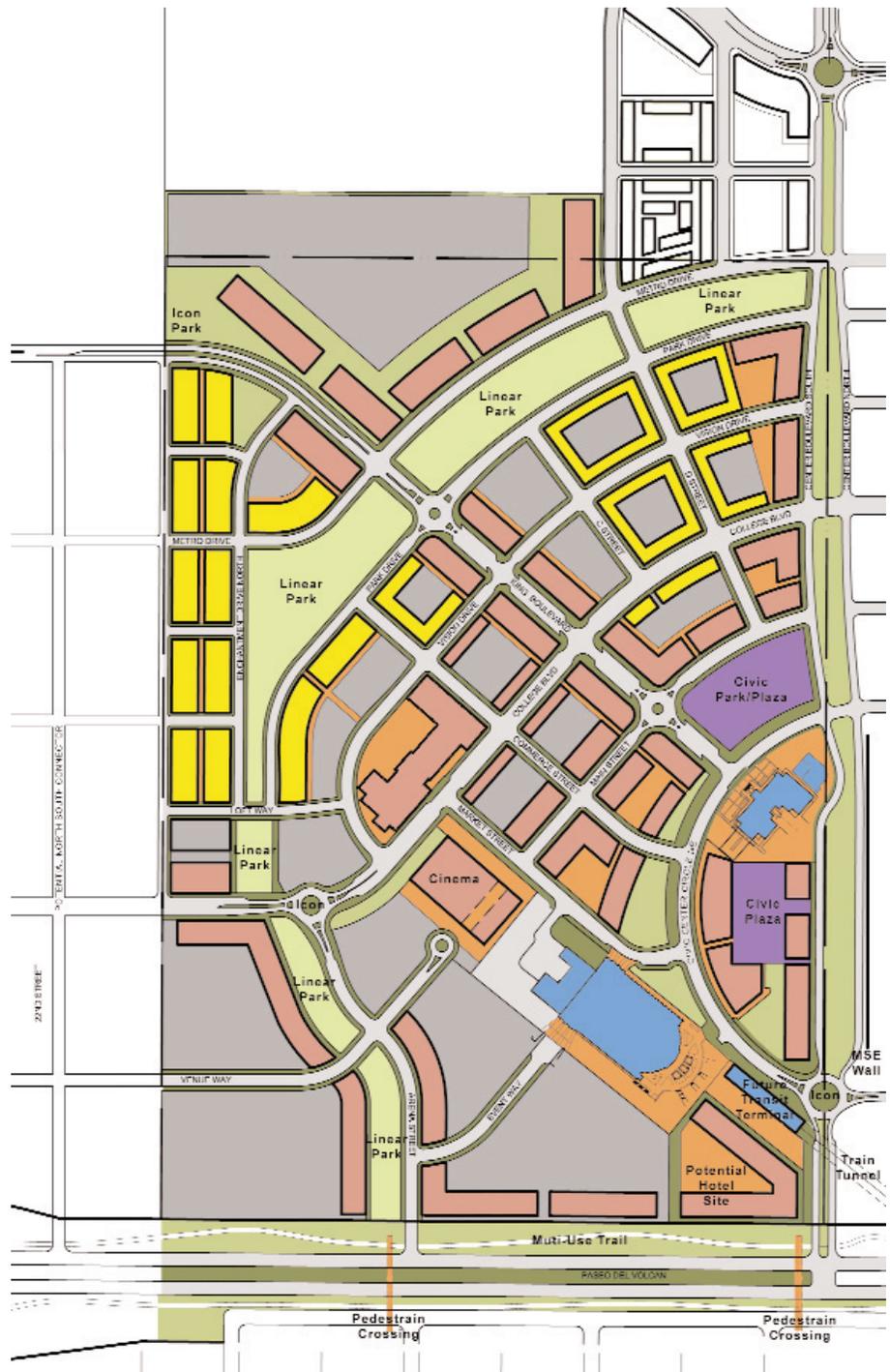


*rio rancho
city center
masterplan
2009*

rio rancho city center master plan

Legend

- Linear Park System
- Public Park or Open Space
- Streetscape
- Plaza, Arcade, or Pedestrian Pathway
- Civic Plaza or Open Space
- Mixed Use Building
- Residential Building
- Civic Building
- Parking
- Street



Not To Scale



program statistics and block map

Development Statistics

Total Buildable Area (SF)	4.79 million
Total Buildable Area (Acres)	110
Average Lot Coverage Ratio	.39

Residential

Total Multi Family Units	650 to 1156
Total Single Family Units	113

Commercial - 3 Story Scenario

Gross Office (SF)	1.9 million
Gross Retail (SF)	483,705
Gross Commercial Misc (SF)	493,156

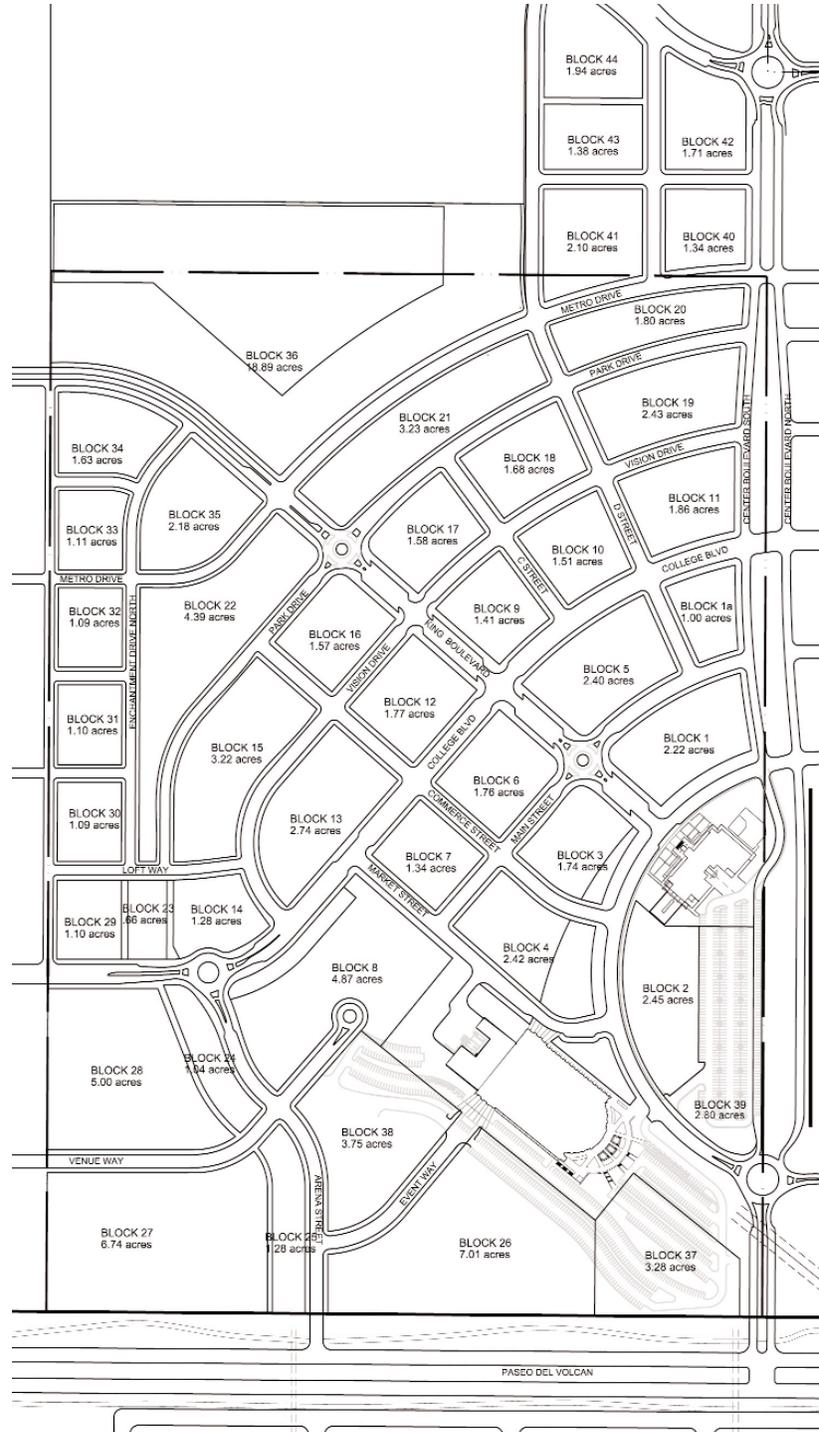
Commercial - 5 Story Scenario

Gross Office (SF)	3.2 million
Gross Retail (SF)	453,483
Gross Commercial Misc (SF)	493,156

Landscape

Linear Parks (SF)	540,000
Courtyards and Plazas (SF)	100,000
Civic Open Space (SF)	140,000

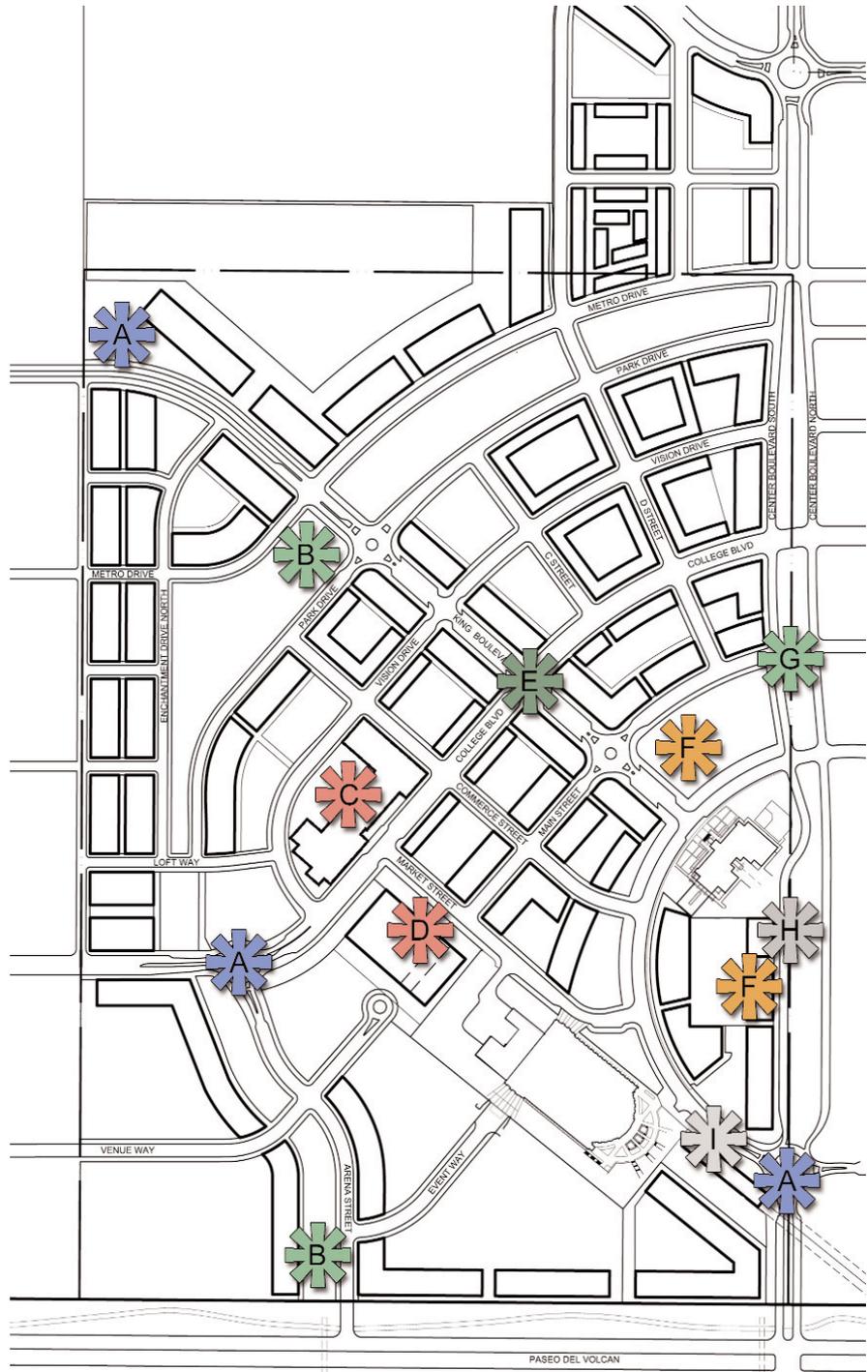
See Appendix A for block specific development statistics



Not To Scale 

future development opportunities

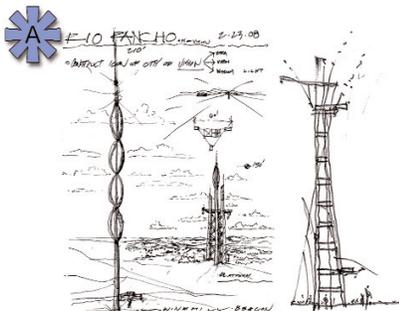
-  Wind Icon
-  On-Site Nursery
-  Hewlett Packard Facility
-  Movie Theater
-  Streetscape
-  Plaza
-  Center Boulevard Median
-  Below Grade Parking Structure
-  Transit Station



Not To Scale



future development opportunity reference images



Wind Icon



On-Site Nursery



Hewlett Packard Facility



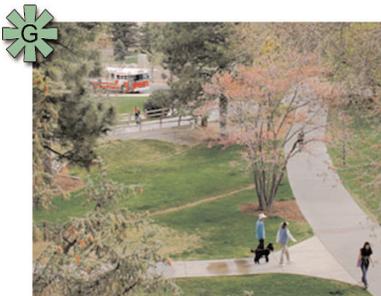
Movie Theater



Streetscape



Plaza



Center Boulevard Median



Below Grade Parking Structure



Transit Station

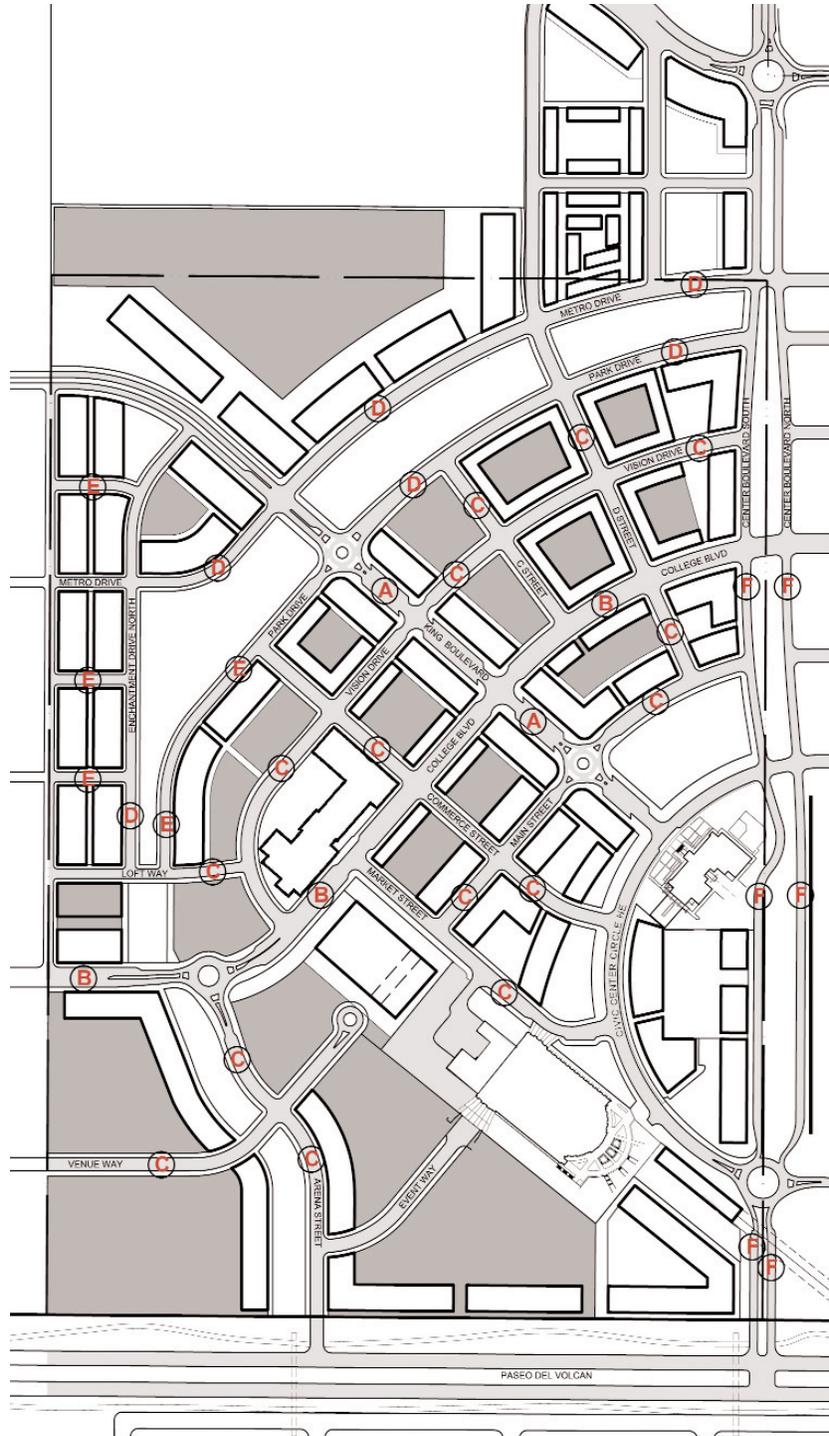
Street Design Guidelines

- All streets shall have a landscape buffer between the curb and sidewalk.
- All streets shall have sidewalks.
- All utility accessories, including utility boxes, meters, man hole covers, and fire hydrants shall:
 - Be located below ground or flush with surrounding finished grade
 - Be coordinated, designed, and located to allow for other streetscape accessories including street trees and tree grates, planters, trash receptacles, bollards, kiosks, lighting, bike racks, and specialty paving.
 - Be readily accessible for purposes of utility maintenance.
 - Be designed and located so as not to obstruct pedestrian or vehicular movement.
 - Be designed and located to blend in with surroundings or enhance the area.
- Examples of acceptable utility accessory design include matching materials and colors to surrounding materials and/or utilizing decorative screens and covers.
- All developments shall comply with ADA accessibility guidelines.
- Shade, in the form of colonnades, landscape structures, and/or plant material should be provided along all pedestrian walkways adjacent to streets.
- All surface parking lots should be considered for conversion to structured parking as development occurs.

Legend

-  Parking
-  Street
-  King Boulevard
-  College Boulevard
-  Typical Commercial
-  Typical Park Frontage
-  Typical Residential
-  Center Boulevard

circulation master plan

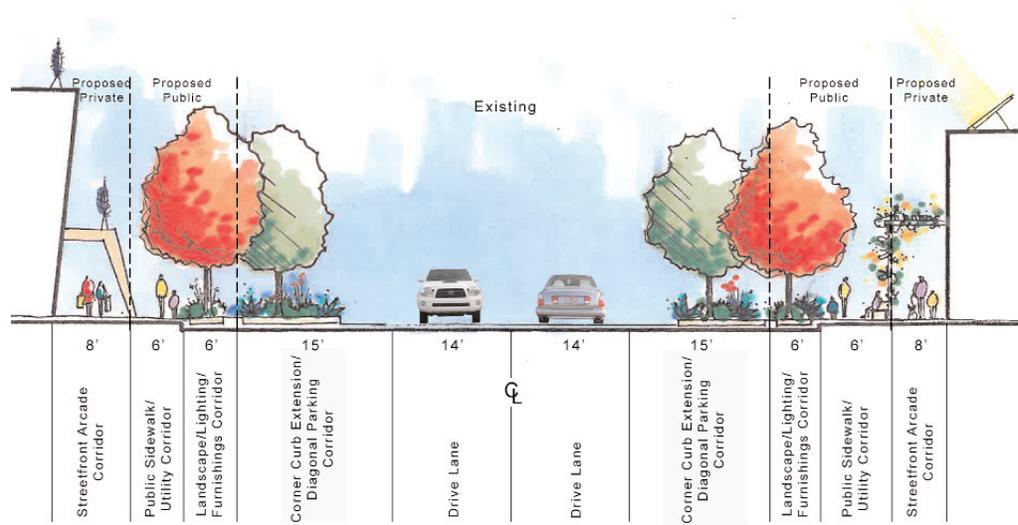


Not To Scale



conceptual street sections

street type A: king boulevard



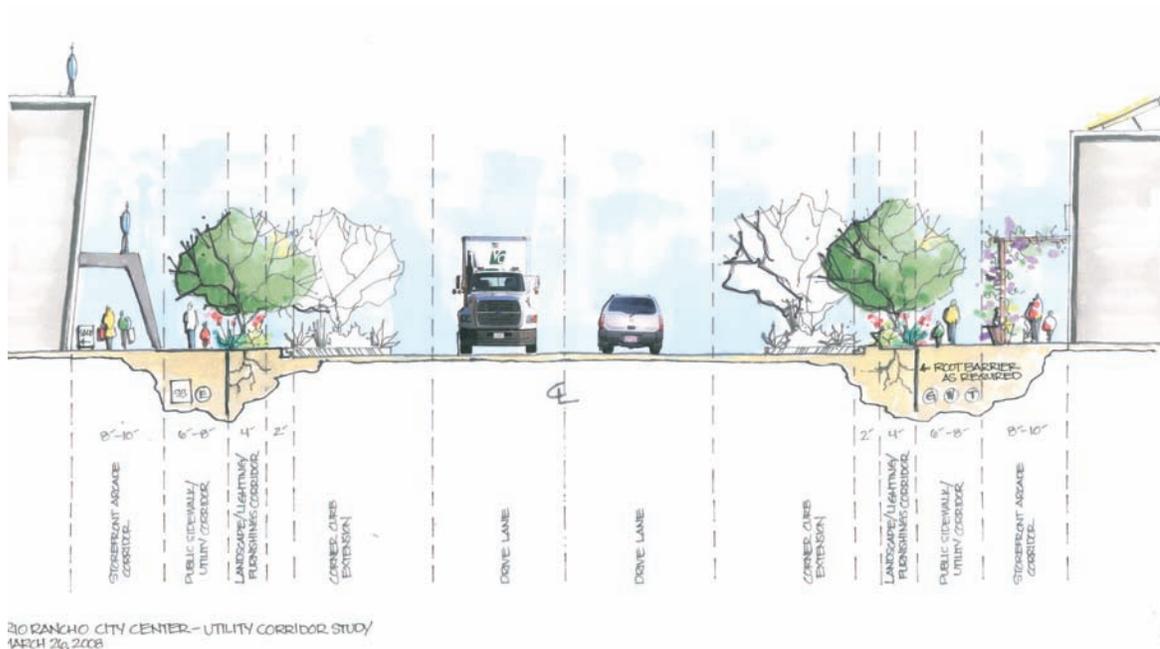
Existing Conditions:

- >> King Boulevard was constructed in 2006
- >> No sidewalks or streetplantings were installed at that time.
- >> Reconfiguration of existing intersections may be required.
- >> A storm sewer currently runs down the center of the road.
- >> Other utilities have been placed in the pedestrian right of way below future sidewalks.
- >> Diagonal parking exists on both sides of the street.

Proposed Elements:

- >> A 6' landscape buffer should be constructed within the pedestrian right of way to provide protection from automobiles, shade sidewalks, and capture stormwater runoff from adjacent pavement.
- >> Wide sidewalks (6' public and 8' private) should provide ample space for pedestrian movement and should accommodate cafe seating and storefront displays.
- >> Overhead shade structures should be encouraged as part of building or storefront architecture to create visual interest and provide for pedestrian comfort and shelter.
- >> Buildings fronting on King Boulevard should contain a mixture of uses including retail, dining, and office on upper floors.

king boulevard utility locations



Existing Conditions:

>> A storm sewer currently runs down the center of the road.

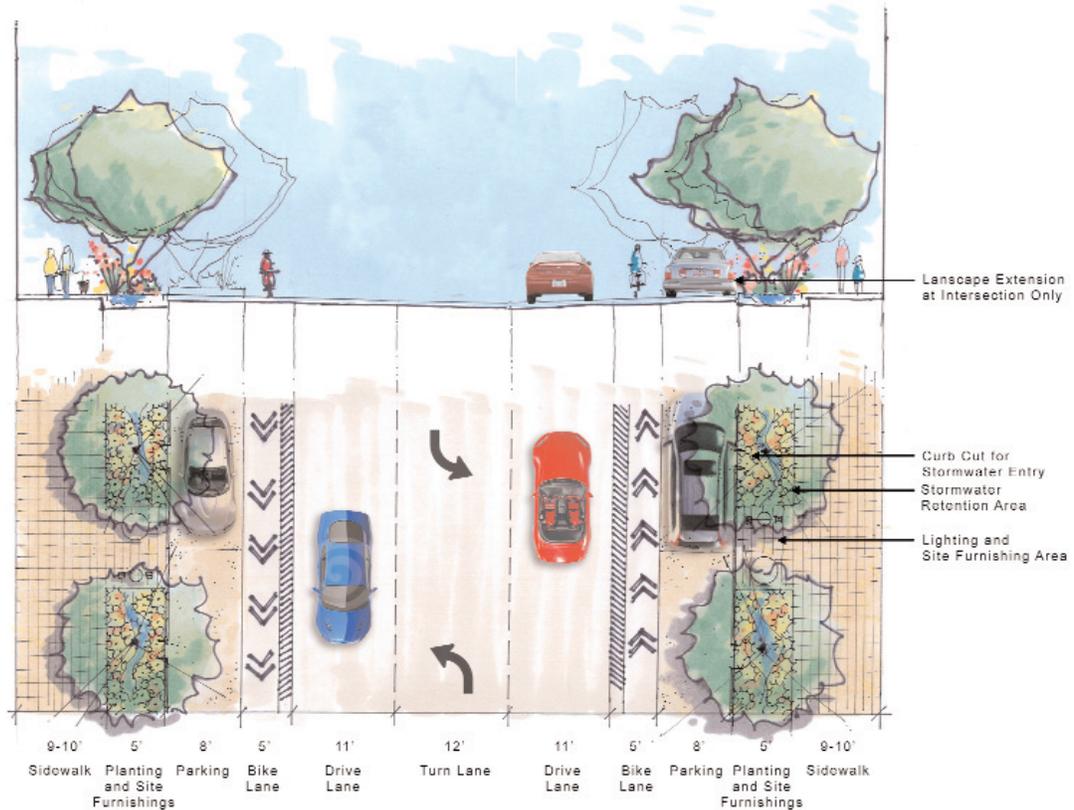
Proposed Elements:

>> Utilities should be located in the pedestrian right of way below future sidewalks.

See Public Utility Memo: Appendix C

conceptual street sections

street type B: College Boulevard

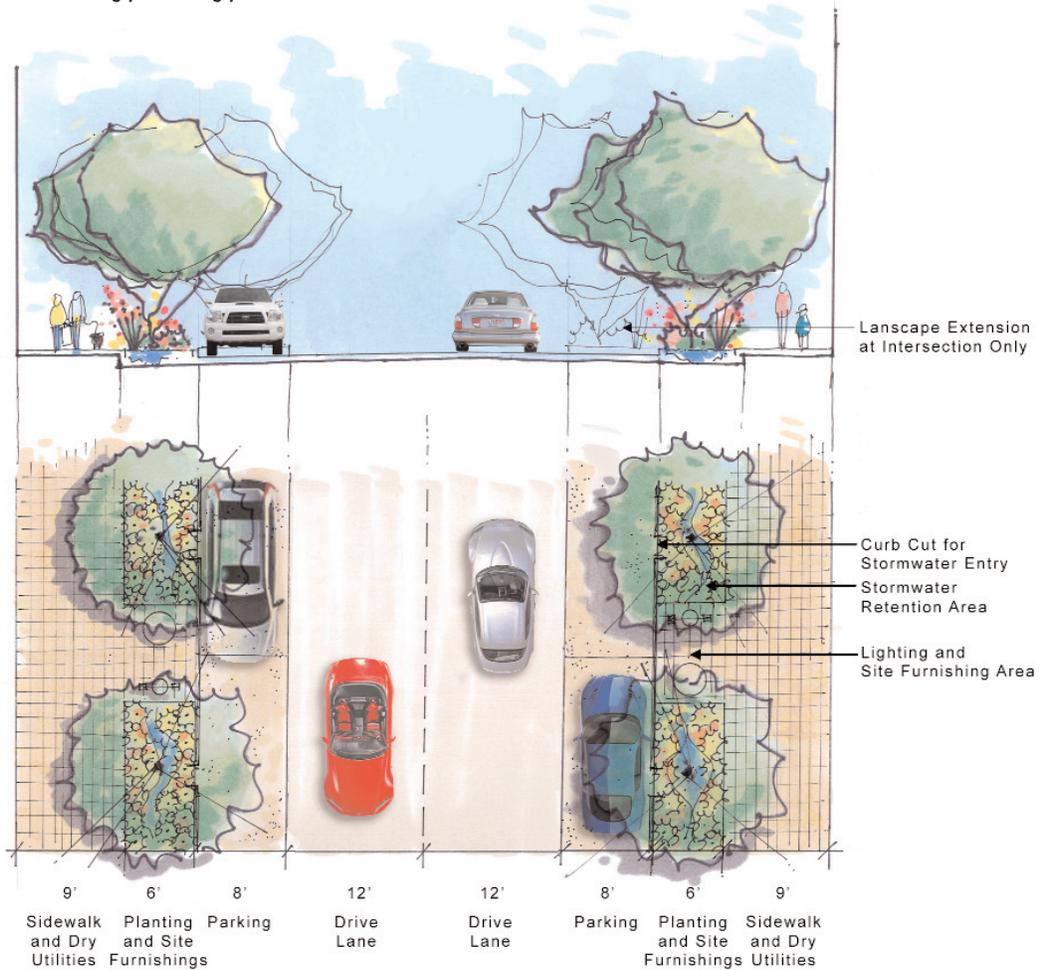


- >> College Boulevard will provide the primary vehicular route into City Center from the east and west.
- >> A center turn lane will allow for a continuous flow of traffic.
- >> On-street parallel parking will provide convenient access for business along each side of the street.
- >> A bike lane is included to provide bicycle access into and through the area.
- >> A 5' landscape buffer provides for pedestrian safety and comfort as well as stormwater infiltration.
- >> Street lighting along College Boulevard should reflect the sustainable vision of Rio Rancho City Center. Low energy lighting should be required for all projects within City Center.
- >> Signage should be located to guide visitors to significant sites, such as parking, recreation areas, and City Hall.

conceptual street sections

street type C: typical commercial

- Streets of this type:
- Vision Drive
 - Commerce Street
 - Main Street
 - D Street
 - Arena Street
 - Venue Way
 - C Street
 - Market Street

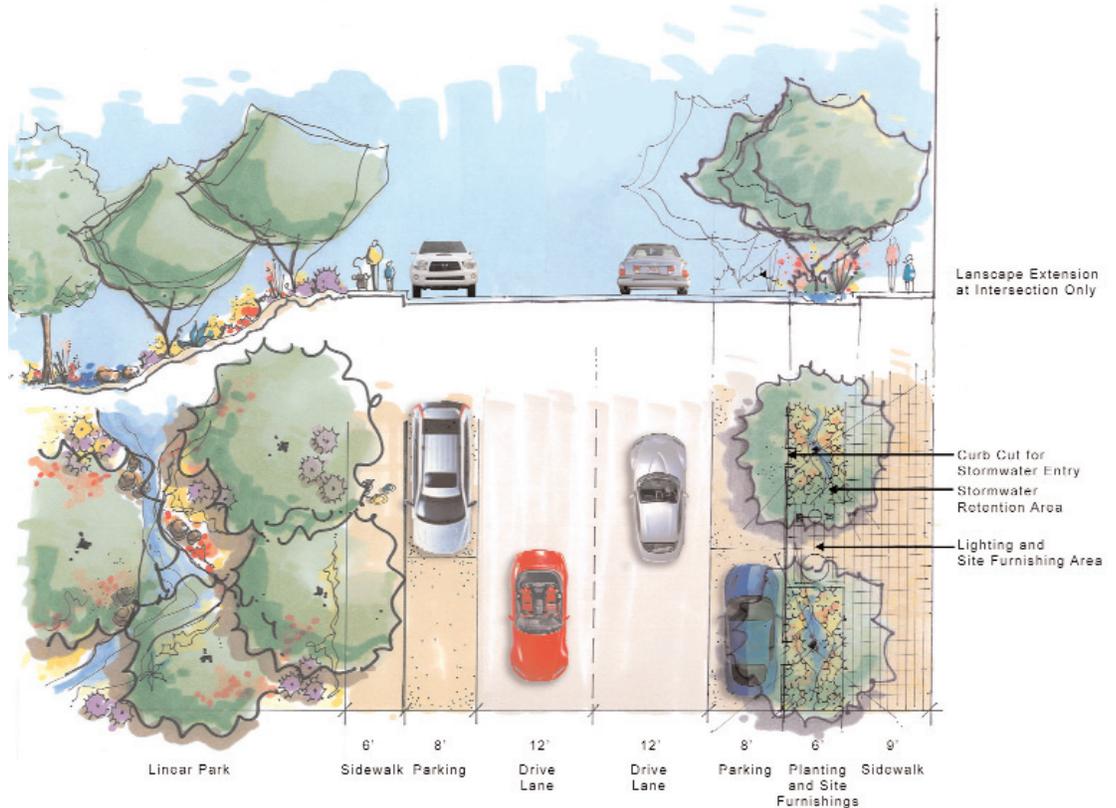


- >> This street type is characterized by narrow lane widths, on street parking, and wide sidewalks.
- >> On street parking lanes provide convenient access to local businesses and accommodates delivery vehicles.
- >> Wide sidewalks encourage pedestrian activity and allow for storefront displays and cafe seating.
- >> Enhanced site furnishings and paving should be used to define and create distinct identities for districts within City Center.
- >> High quality finishes should reflect Rio Rancho City Center’s sustainable vision and enhance the pedestrian experience.

conceptual street sections

street type D: typical park frontage

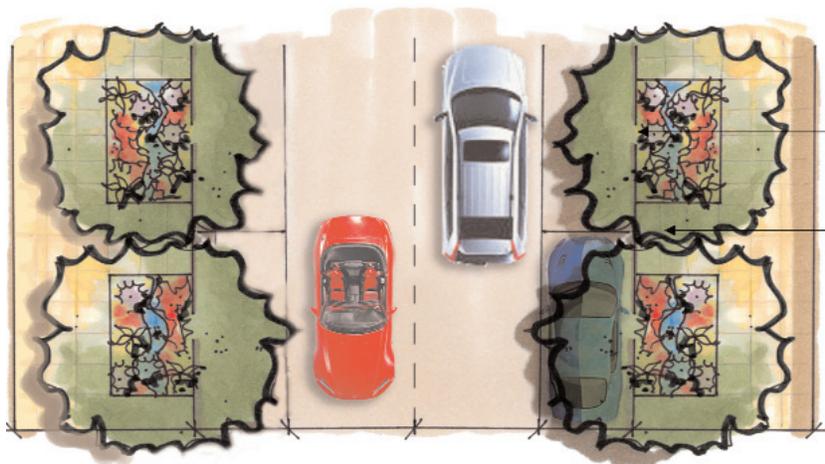
- Streets of this type:
- Metro Drive
 - Park Drive
 - Enchantment Drive N.



- >> This street type provides for all of the advantages of the "Typical Commercial" street type but has been modified for those streets which are adjacent to the linear park.
- >> On-Street parking and a sidewalk provide for convenient access and loading and unloading for park visitors.

conceptual street sections

street type E: typical residential



Streets of this type:

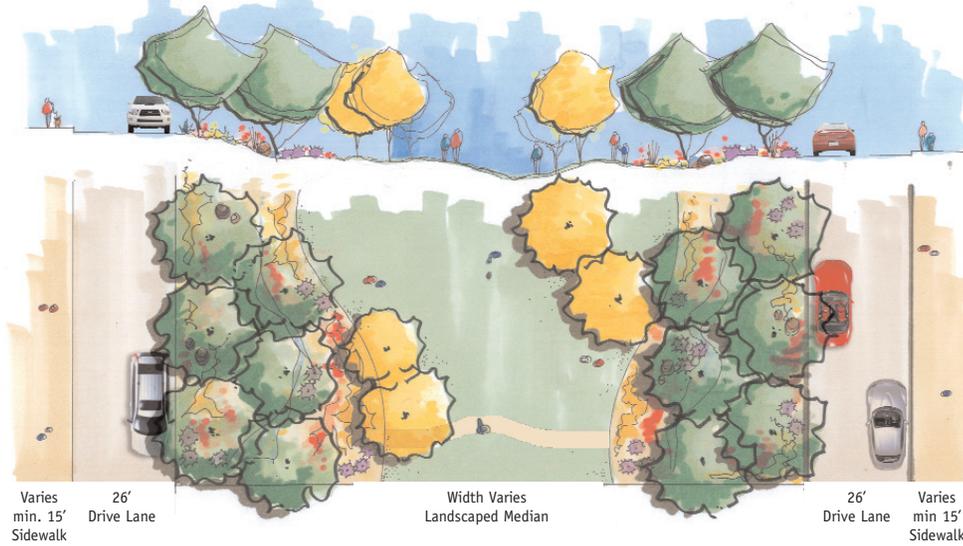
- Metro Drive
- Park Drive

6' 6' 6' 9' 9' 6' 6' 6'
 Sidewalk Planting and Site Furnishings Drive Lane Drive Lane Parking Planting and Site Furnishings Sidewalk

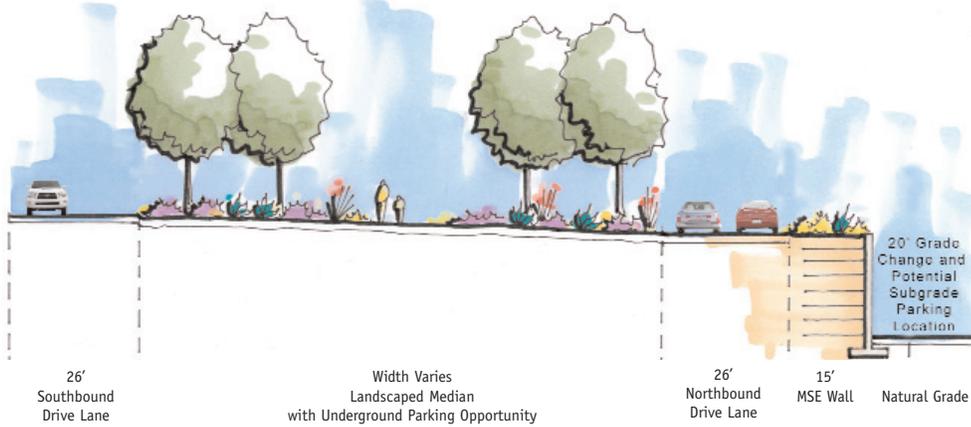
- >> This street type is characterized by narrow lane widths, on street parking, and wide sidewalks.
- >> Narrow drive lanes without center striping are designed to slow traffic through residential areas and encourage pedestrian crossings.
- >> Parking lanes provide convenient access for residents and visitors and separate traffic from pedestrian areas.
- >> Narrow sidewalks and landscape zones create a more intimate "neighborhood" scale.
- >> Landscaped zones provide shade and privacy for residences and allow for stormwater infiltration.

conceptual street sections

street type F: Center Boulevard north of city hall



street type F: Center Boulevard adjacent to city hall



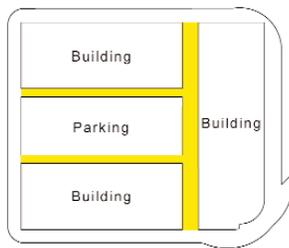
- >> The north-south ramblas serves as an essential link between City Center, UNM, CNM, and the State Land Office property.
- >> This street favors pedestrian and bicycle traffic over the automobile.
- >> The landscaped median allows for recreation, public art displays, and stormwater infiltration.
- >> Small structures which would be appropriate for a “park” setting should be encouraged.
- >> Double rows of shade trees create a formal atmosphere, appropriate for a university setting, while providing shade for pedestrians.
- >> A Mechanically Stabilized Earth (MSE) Wall could be used to make up for the 20’ grade change that occurs in the area without intruding on The University of New Mexico’s property.

pedestrian pathways

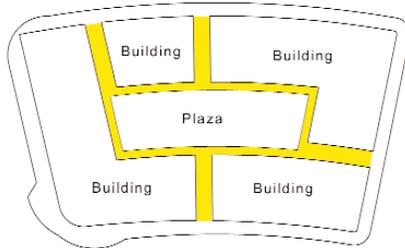
The diagrams below highlight pedestrian circulation routes that should occur between buildings on each block.

See Block Map on Page 34.

Block 6 - Conceptual Design



Block 5 - Conceptual Design



Design Guidelines:

- >> Narrow spaces between buildings shall be designed with the pedestrian experience in mind.
- >> Pedestrian pathways shall be at least 10' wide.
- >> Pedestrian pathways shall function as pedestrian circulation routes and shall contain appropriate lighting and signage to assist in wayfinding and create a safe pedestrian environment.
- >> Whenever possible, store and office windows and doors should open on the pathways, providing light to each buildings' interior and visual interest from outside.
- >> Seating and display areas for restaurants and retailers should be encouraged in these spaces.

parking typologies and recommended design guidelines



Surface Parking:

- >> Create a parking district within the entire City Center area.
- >> Limit parking rather than require minimums. Limits should be decreased over time as transit, density, and residential areas develop.
- >> Establish a "Park Once" ethic and rule. Require private parking lots and garages to allow patrons to walk offsite to other locations throughout the city center without having to move their cars.
- >> Develop a rigorous mixed-use parking model to allow maximum flexibility and utilization within the entire city center area.
- >> On-Street parking should be provided along all streets, avenues, and boulevards.
- >> Utilize porous paving in all parking areas to allow for stormwater infiltration or require that stormwater runoff be channeled off of non-permeable paving surfaces into cisterns or other water catchment facilities.
- >> Provide lighting in all parking lots for pedestrian safety and wayfinding.
- >> Screen all parking lots from view through the use of buffer plantings and/or site walls.

Structured Parking:

- >> Utilize vacant parcels as surface parking lots while parcels are strategically developed by the City. As these lots are developed, require phased structured parking.
- >> Encourage shared parking lots rather than lots that are used by a single building or physically divided.
- >> Screen all surface parking lots from view by utilizing unique architectural details, plant material, and/or site walls.
- >> Develop parking lot landscape requirements that are unique to City Center and allow for maximum pedestrian comfort.
- >> Require that the street level floor of all parking garages have a commercial, retail, or residential "wrap".
- >> Establish a funding mechanism to publicly finance structured parking garages.
- >> Encourage shared parking structures.
- >> Utilize natural grade changes to allow for construction of below grade structured parking.
- >> Parking structure rooftops and walls should be utilized to achieve site sustainability goals. For example, solar or wind powered generation could be integrated into rooftops and/or walls, while stormwater storage vaults could be included on lower or upper levels.

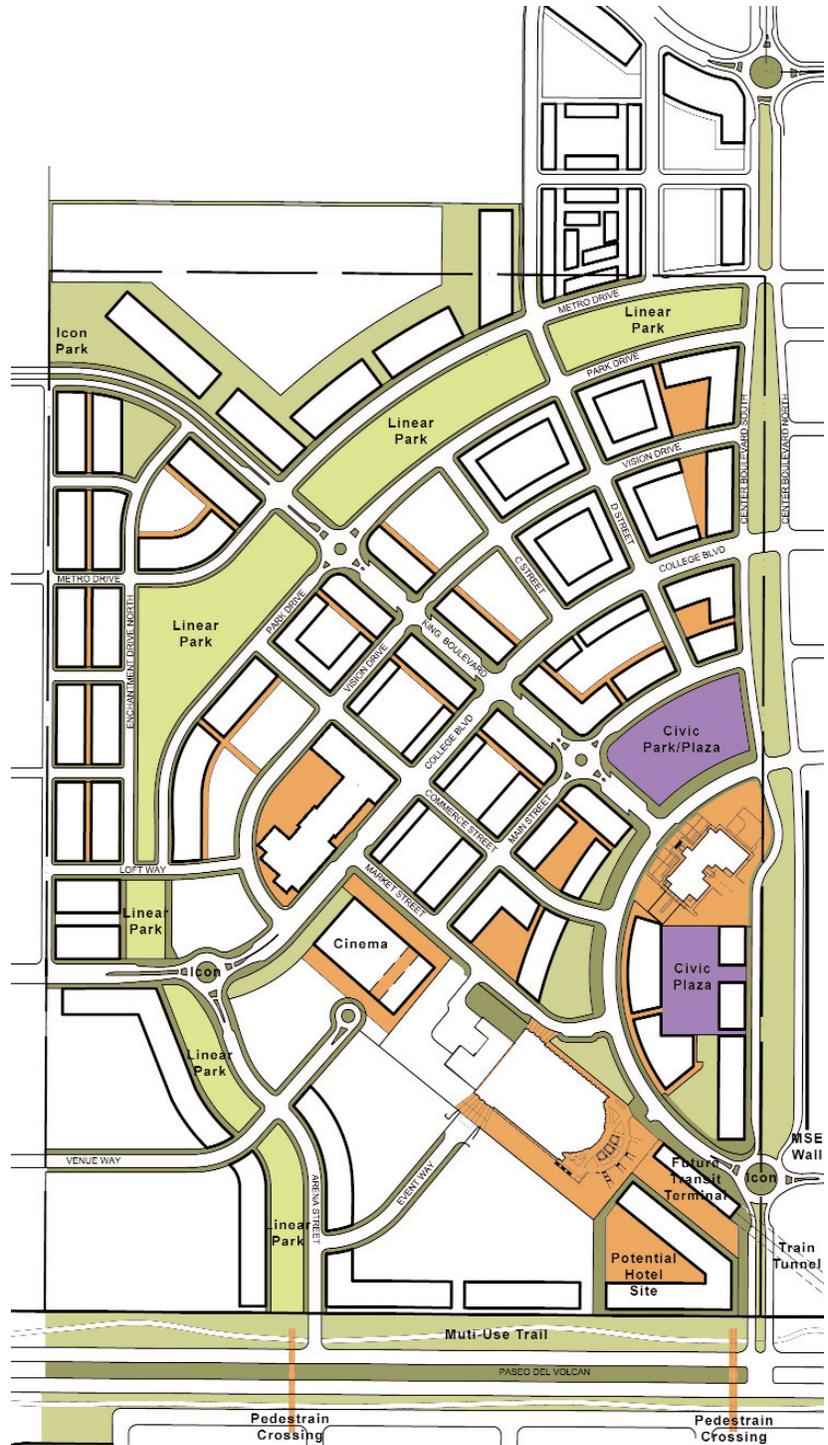
Landscape Design Guidelines

- All plantings shall be irrigated with a low-water use irrigation method appropriate to the planting type.
- The City of Rio Rancho should establish a minimum size for all trees, shrubs, and groundcover.
- No turf shall be planted in the public right of way or in parking lots.
- Turf shall be limited in quantity and located only in specific use areas, including sports and recreation areas, parks, and plazas.
- Irrigation shall be designed to utilize water reclaimed from buildings and impervious surfaces wherever possible.
- Landscape buffers along all streets should be utilized for stormwater infiltration.
- Parks and open space shall be utilized for stormwater infiltration and/or storage. Examples include infiltration swales and cisterns.
- The City of Rio Rancho should implement a "no net runoff" policy for stormwater management.
- Rooftop space should be utilized for stormwater management, energy generation, and/or as an open space amenity. Examples include roof decks, roof gardens, and the placement of solar panels on rooftops.

Legend

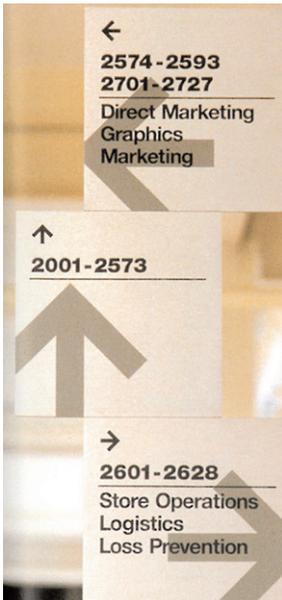
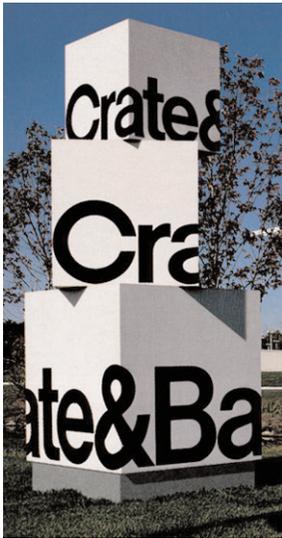
- Linear Park System
- Public Park or Open Space
- Streetscape
- Plaza, Arcade, or Pedestrian Pathway
- Civic Plaza or Open Space

landscape master plan



Not To Scale

City Center “branding” and environmental graphic design



This information and the following pictures are courtesy of “Signage and Wayfinding Design: A Complete Guide to Creating Environmental Graphic Design Systems” by Chris Calori

It is now commonly believed that there is a link between the graphic imagery we, as users of the built environment, experience on a daily basis and our human emotions. In fact, “signage and wayfinding is being recognized more often as a key contributor to a sense of well being, safety, and security in unfamiliar and often high-stress environments.” In the same way that companies create unique, identifiable, images to “brand” the products that they sell, cities cannot overlook the power of imagery in the urban environment.

The concept of “branding” a city, district, or individual street can take many forms, but most important are the common, everyday images that help users navigate through spaces. These images, in the form of street signs, banners, and logos are opportunities to create a sense of identity and harmony in the built environment and should be coordinated as a “suite” of signage and furnishings. Together, these images will play a key role in how people use, experience, and remember places.

The common term for “branding” a city or place is Environmental Graphic Design (EGD). The term EGD represents a spectrum of visual communication types, including:

- >> Signage and Wayfinding – A means of orienting a user to a site and helping them to navigate through it. Visually and functionally ties a site together through signage with common colors, materials, lettering, and logos. In addition to signage, common elements, such as paving types and pathway widths can provide visual clues to what lies ahead.
- >> Interpretation – Tells a story about a site, historical event, or important figure. Often takes the form of exhibits, both static and interactive.
- >> Placemaking – Creates a distinct image for a site. Adds a layer of informational communication to the work of architecture, landscape, and sculpture in creating a sense of place or identity.

Together, this spectrum of graphic communication “provides information and engenders feelings of goodwill and security.”

Rio Rancho City Center should strive for excellence in environmental communication, realizing that creating a memorable “brand” will only add to the success of the place. A comprehensive suite of EGD elements should be adopted and should reflect everything that the City of Vision wishes to convey to its residences and visitors.

*City Center “branding” and
environmental graphic design continued*

City Center
Englewood, CA

- Street, building,
and informational
signage all work
together as a
“suite” of
elements



These images are
courtesy of “Signage
and Wayfinding
Design: A Complete
Guide to Creating
Environmental
Graphic Design
Systems”
by Chris Calori



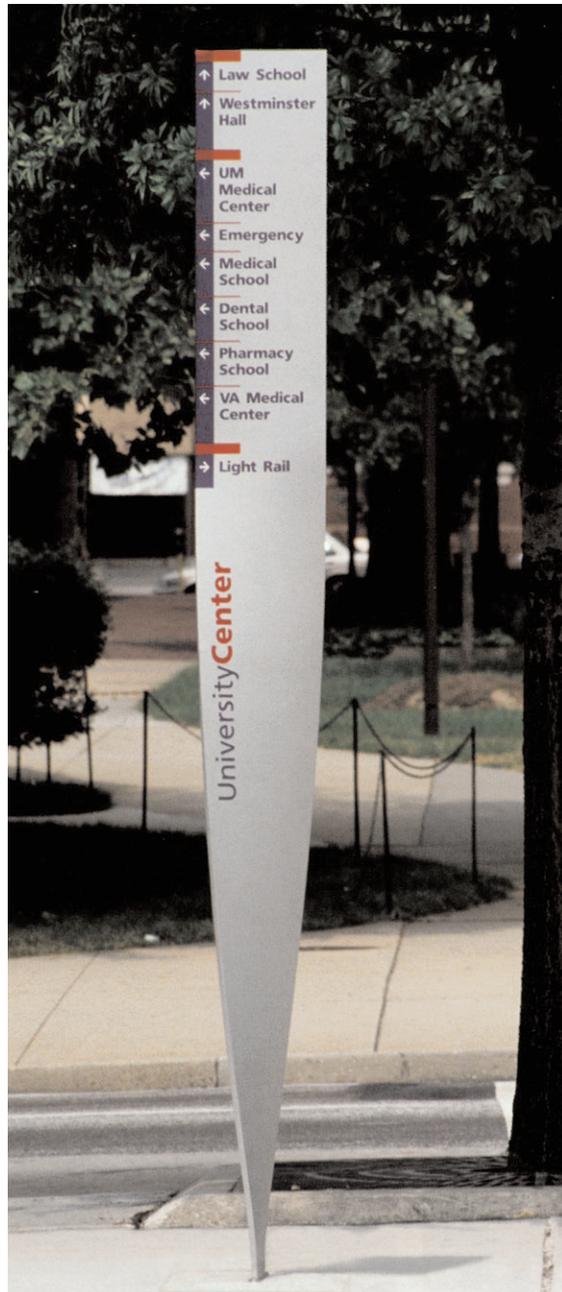
City Center “branding” and environmental graphic design continued

University Center
Baltimore, MD

- Building and informational signage all work together as a “suite” of elements

- The signage design and materials reflect a “modern” image for University Center while the architectural context is more traditional

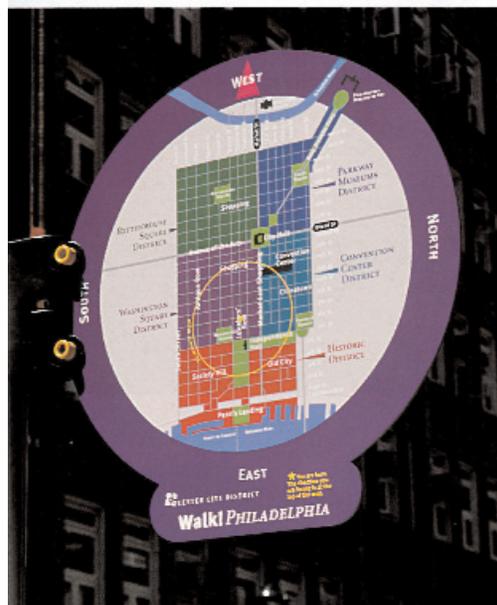
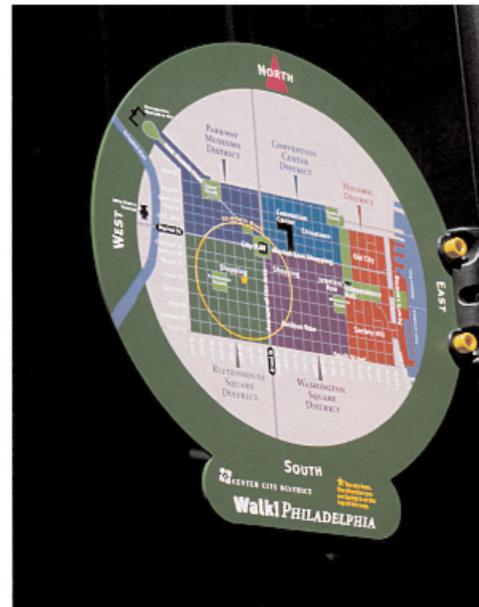
These images are courtesy of “Signage and Wayfinding Design: A Complete Guide to Creating Environmental Graphic Design Systems” by Chris Calori



City Center “branding” and environmental graphic design continued

Walk! Philadelphia
Center City District

- Vibrant colors attract attention to the maps and signage located throughout the district



These images are courtesy of “Signage and Wayfinding Design: A Complete Guide to Creating Environmental Graphic Design Systems” by Chris Calori

streetscape lighting

General Design Guidelines

-All lighting shall eventually be low energy use and/or be powered by sustainable energy sources such as solar and wind. These technologies should be continuously explored and tested as they develop and improve.

- Storefront facades, recessed doorways, outdoor spaces, and passageways shall be lit.

- Storefront sign lighting shall be lit with concealed lighting or from above.



LED/solar powered parking lot light



streetlight



LED streetlight



cable hanger - plaza/pedestrian path



lighted bollard - urban



lighted bollard - park

site furnishings

General Design Guidelines

- Site furnishings such as benches, bus shelters, trash cans, bicycle racks, and recycle stations shall be provided along all streets and in all public areas.



bicycle rack



bus shelter



bench



news kiosk



tree grate



trash receptacle



recycle stations



plant material utility screen

paving materials

General Design
Guidelines

-Paving materials shall be visually and texturally interesting.

- Permeable paving shall be used in all parking lots.



integral color concrete - salt finish and exposed aggregate custom pattern



glass lithocrete - custom pattern



sandblasted concrete - integral color custom pattern



permeable pavers



concrete unit pavers

public art and signage

General Design Guidelines

-Public art shall promote the City of Vision's spirit of sustainability. Examples of such art installations include those that draw attention to the natural environment, produce energy in an artful way, or recall the region's rich history.

- Public art projects shall not utilize water wastefully.

- Funding for public art shall be incorporated into all development projects, both public and private, in the form of a "1% percent for art" program.

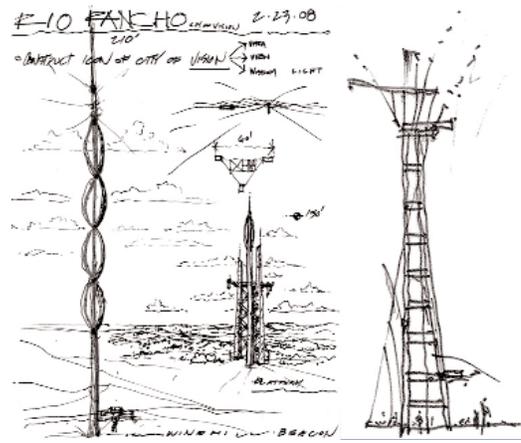
Signage:

- Street level retailers should be encouraged to express their identities through signage located above doorways, in windows, and in small storefront displays.

-Signage in the form of billboards shall not be allowed



ned kahn "wind leaves"



wind turbine ICON



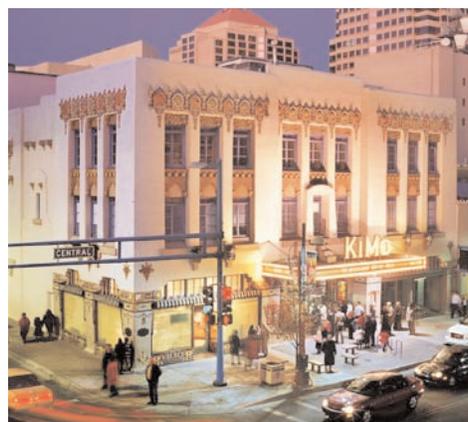
ned kahn water feature



custom wall mural



light post banner



storefront signage

landscape design guidelines

Rio Rancho Landscape Ordinance – Rio Rancho City Center

It is the intent of the City of Rio Rancho to create a unique urban environment with a distinct identity associated exclusively with urban Rio Rancho. Because the landscape will be a key element in creating these pedestrian friendly urban spaces, it is the recommendation of the design team that The City of Rio Rancho create a landscape ordinance and/or landscape guidelines that pertain only to Rio Rancho City Center. These design guidelines should include the following information:

- > Detailed plant list containing approved plants and their recommended location/application.
- > Plant material size requirements and recommendations, including landscape area requirements.
- > Guidelines for design and use of tree grates, raised planters, and movable planting containers.
- > Identification of various districts within City Center and appropriate plant material and quantities for these unique districts.
- > Parking Lot Screening Requirements and Considerations.
- > Parking Lot Planting Requirements and Considerations.
- > Requirements for the limited use of turf in plaza and open space areas.
- > Urban Irrigation Standards, including preferred locations for equipment, meters, and other irrigation equipment.
- > Electrical outlet requirements for event lighting opportunities.
- > Requirements for planting within urban stormwater swales, natural arroyos, and stormwater parks.
- > Requirements and recommendations for planting within urban courtyards.
- > Preservation requirements for native vegetation, including erosion and dust control.
- > Standards for and/or identification of an acceptable palette of lighting fixtures, site furnishings, signage elements, overhead structures, and hardscape elements.
- > Standards for placement, design, and shading of pedestrian walkways.
- > Standards for transition zones between different land uses (ex. Commercial to residential or residential to open space).

These guidelines should differ from the guidelines established for other areas of Rio Rancho City Center in both their level of detail and their flexibility. These guidelines should be more detailed and specific than those used in other parts of the city. The City Center Design Guidelines should, however allow for a certain amount of design flexibility. For example, while it is desirable to require specific tree species for different areas of City Center, individual architects and designers should have the flexibility to modify this requirement in unique circumstances and with the approval of the city's design review board.

conceptual plant palette - street trees

General Design Guidelines

- irrigation should be provided for all planting areas
- reclaimed water from cisterns and buildings should be utilized for irrigation where feasible
- all trees should be purchased from local growers to ensure that the trees are adapted to local climate conditions
- No building or structure shall be erected, structurally altered, or enlarged unless shade-producing street trees are planted and maintained in the adjacent public right-of-way. Such trees should have a broad branching form that provides, at maturity, a canopy of shade over the sidewalk.



Quercus macrocarpa 'caprock'
native bur oak
full sun, low water,



Ulmus parvifolia
lacebark elm



Pistacia chinensis
Chinese pistache
full sun, moderate water,



Pinus eldarica
afghan pine



Fraxinus velutina 'Fan-Tex'
Arizona Ash
full sun, moderate water, 30'x50'



Prosopis pubescens
screwbean mesquite
full sun, low water, 20'x20'



Chilopsis linearis
desert willow
full sun, low water, 15'x15'

linear park reference images

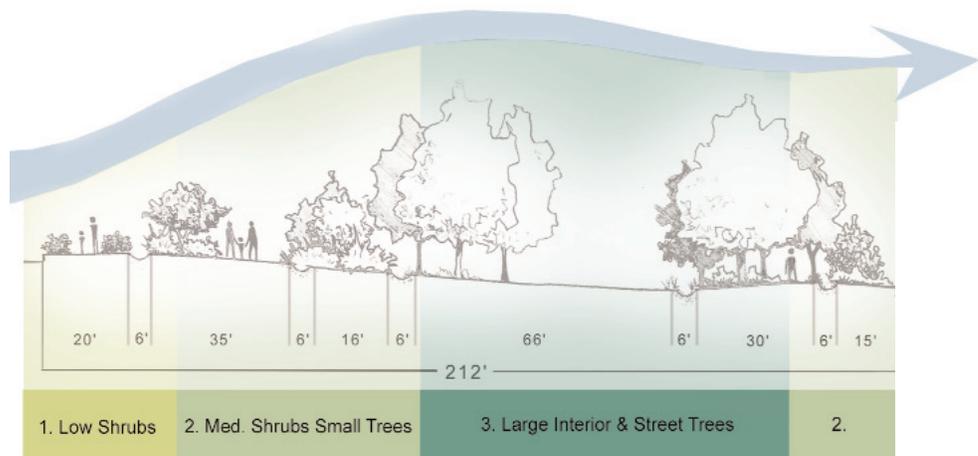
The linear park system should be designed to provide a variety of functions including:

- Natural stormwater infiltration
- Windbreak for urban comfort
- Recreational trails for biking, hiking, and other pedestrian activities.
- Sports and recreation fields and complexes
- Childrens activities
- Wildlife refuge

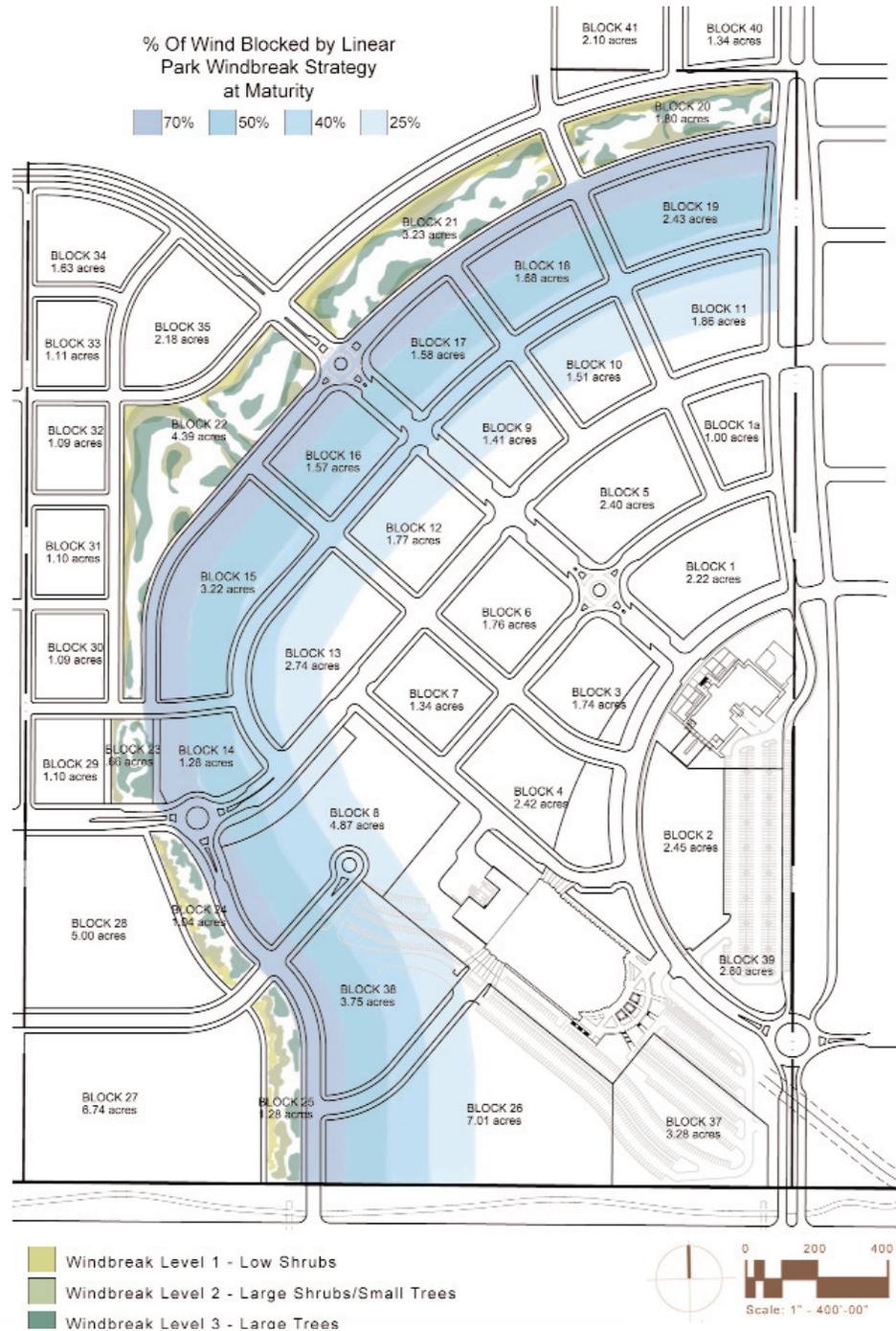


functional windbreak section

- Proper placement and selection of plant material can significantly reduce the effects of strong winds on the urban environment.
- Benefits of such a windbreak include increased pedestrian comfort and dust control.



functional windbreak conceptual diagram



General Design Guidelines

- irrigation should be provided for all planting areas
- reclaimed water from cisterns and buildings should be utilized for irrigation where feasible
- all trees should be purchased from local growers to ensure that the trees are adapted to local climate conditions

conceptual plant palette - windbreak



Fallugia paradoxa
apache plume
full sun, low water, 3'x6'



Poliomintha incana
desert rosemary
full sun, low water, 3'x3'



Celtis reticulata
netleaf hackberry
full sun, low water, 30'x30'



Forestiera neomexicana
New Mexico privet
full sun, low water, 12'x12'



Rhus lanceolata
flame leaf sumac
full sun/part shade, low water, 15'x15'



Populus fremontii
Fremont cottonwood
full sun, moderate water, 45'x45'



Quercus gambelii
Gambel oak
full sun, low water, 20'-50'x25'-40'



Fraxinus velutina 'Fan-Tex'
Arizona Ash
full sun, moderate water, 30'x50'

on site nursery reference images

An on-site nursery should be developed to provide the following benefits:

-Trees would prevent erosion and dust throughout city center.

-Trees could be transplanted for use in City Center development projects including streetscapes, parks, and plazas.

-Joint programs could be developed between the city, UNM, and CNM for the planting and maintenance of nursery trees.

-The tree nursery could provide shelter from harsh conditions such as the sun and wind.

- The tree nursery also creates temporary recreation areas until more formal facilities are constructed.

-Planting trees offsets carbon emissions.

-Trees slow stormwater runoff and allow for greater infiltration.

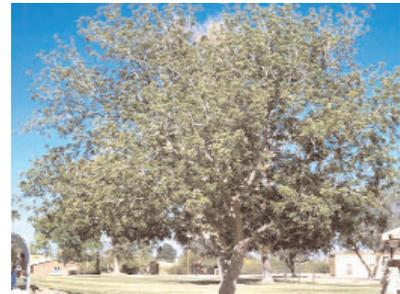
-Nurseries could be located on parcels of selected land as a "land banking" strategy to reserve specific properties for future development.



conceptual plant palette - on site nursery



Quercus macrocarpa 'caprock'
native bur oak
full sun, low water,



Juglans major
Arizona walnut
full sun, moderate water, 45'x45'



Pistacia chinensis
Chinese pistache
full sun, moderate water,



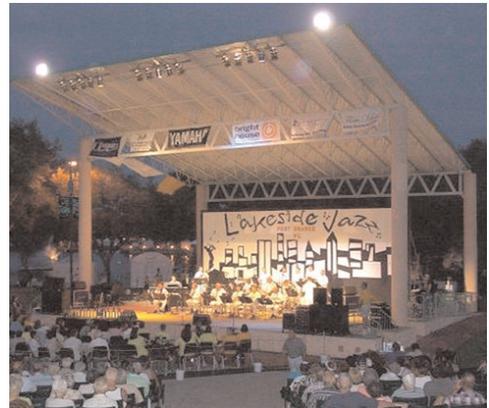
Fraxinus velutina 'Fan-Tex'
Arizona Ash
full sun, moderate water, 30'x50'

plaza and interior courtyard reference images

> Plazas and interior courtyards are important spaces within the urban context.

> Plazas provide areas for organized events such as concerts, farmers markets, and also provide space for informal meetings, relaxation, and outdoor dining.

> Interior courtyards provide amenities such as daylight, views, and gathering spaces within a controlled environment.



conceptual plan palette - plazas and interior courtyards



Dasylirion wheeleri
desert spoon
full sun, low water, 5'x5'



Agave harvardiana
Harvard agave
full sun, moderate water, 4'x4'



Salvia greggii
salvia
full sun, low water, 5'x5'



Hesperaloe parviflora
red yucca
full sun, moderate water, 6'x6'



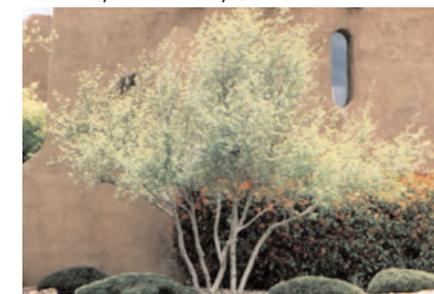
Rhus lanceolata
flame leaf sumac
full sun/part shade, low water, 15'x15'



Celtis reticulata
netleaf hackberry
full sun, low water, 30'x30'



Pistacia chinensis
Chinese pistache
full sun, moderate water,



Forestiera neomexicana
New Mexico privet
full sun, low water, 12'x12'

architectural master plan



Legend

- Mixed Use Building
- Residential Building
- Civic Building

Not To Scale



commercial, retail, mixed use, and civic architecture



Commercial, Retail, and Mixed Use

- > Buildings should address the street in a way that provides pedestrian interest and human scale.
- > Buildings should contain a mixture of uses with retail, restaurants, and other pedestrian uses on lower floors and commercial, office, and residential uses on upper floors.

Office and Institutional Use

- > Attract major employers
- > Walk to housing, entertainment and commercial
- > Provide pedestrian interface and extensive landscaping at street.
- > Buildings should be designed with both security and pedestrian appeal in mind.
- > Consider integrating retail, restaurants, and other pedestrian uses on lower floors where appropriate.

Hotel

- > Attract major hotels with potential for conference facilities.
- > Encourage small scale lodgings, B&B, boutique hotels and urban spas.
- > Locate hotels near the UNM campus and in the urban core



InterActiveCorp Headquarters, New York by Gehry Partners and STUDIOS Architecture



residential architecture

Urban Single Family

- > Fee simple lots 2 units per lot
- > 1200-3000 sf units
- > 15-20 units per acre
- > Parking 2 per unit, 1 for secondary unit
- > Adjacent to parks and open space
- > Walk to retail and commercial amenities
- > Allow home occupation and live-work
- > Hip Urban Housing that creates the resident base of downtowners.

Workforce

- > Rental housing in 20-40 unit developments
- > 400-1600 sf units
- > Parking 1.5 per unit
- > 22-30 units per acre
- > Smaller scale housing over retail projects along larger roadways
- > Walk to major employers
- > Provide community facility and play areas on site
- > Provide on site management
- > Access to services: health care, child care, education, transportation

Luxury Tower

- > High Density Condominium
- > 700-3000 sf units
- > 50-100 units per acre
- > Parking 1-2 per unit, on site, secured
- > In urban core
- > High quality, exclusive amenities: views, private balconies, community recreation areas, fitness center, office functions, concierge.

sustainable development tools

A guiding principle of Rio Rancho City Center is to become a model for sustainable urban development. For that reason, we have provided below a list of sustainable development tools that should be considered and incorporated into all public and private sector developments within Rio Rancho City Center.

This list is not meant to include all possible sustainable development tools. Instead, it provides a starting point for making environmentally responsible design decisions. Because these technologies change rapidly, each developer is encouraged to embrace the “City of Vision” concept and apply the latest and most advanced technologies available.

Potential sustainable development tools that could be incorporated in to Rio Rancho City Center include:

- > Passive Solar Design
- > Natural Stormwater Management
- > Vegetated Roof Systems
- > Low Water Use Landscapes
- > Rainwater Harvesting
- > Solar Power
- > Wind Power
- > Bikes and Bike Rentals
- > Low Speed Vehicles and Neighborhood Electric Vehicles

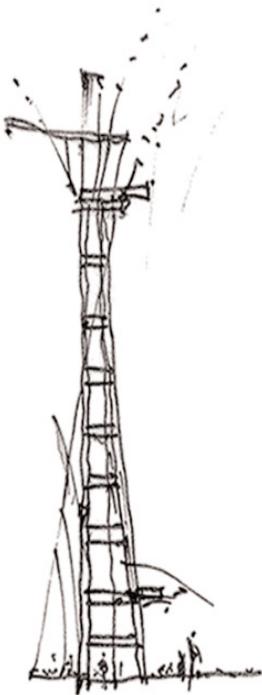
conclusion

conclusions and implementation strategies

Creating the “Rio Rancho City Center” presented in this book will, and must, be a long term process of growth and evolution. This master plan provides not an absolute condition, but a framework for creating a true urban center. The City of Rio Rancho should rely on the framework presented here to provide the basis for a high quality, sustainable City Center, while constantly adjusting and evolving with market forces and trends.

This plan, along with the City Center Design Guidelines, was developed to aid in the consistent implementation of high quality design while allowing flexibility for the City of Rio Rancho to adapt to market forces, architects to experiment with new technologies, and developers to test new development models.

The 2009 Rio Rancho City Center Master Plan contains all the information needed to plan the kind of highly desirable and sustainable mixed use urban center envisioned by the City of Rio Rancho. While a plan provides a vision, a roadmap and the guidelines necessary to plan the development of a project, it must be paired with an integral economic development strategy to be successfully implemented. The following are a series of recommendations for Economic Development, Long Range Planning, Additional studies and Initial Capital Improvements that should be undertaken by the City of Rio Rancho.



conclusions and implementation strategies (continued)

Recommendations:

Economic Development

- > Make City Center New Mexico's premier address
- > The City of Rio Rancho should maintain control as the Master Developer for City Center
- > Establish an administrative organization or committee, comprised of a diverse group of interested stakeholders, to oversee the integral development of downtown
- > Encourage market innovation and a diverse mix of uses
- > Take pains to attract the right mix of uses that are mutually supportive economically; that promote the cultural development of City Center and its planning area partners; and that advance environmental sustainability
- > Establish a TIF or similar district finance mechanism to exploit the potential of appreciation for tax increment financing for public infrastructure
- > Develop strategically to ensure market vitality and create value
- > Reserve key parcels for future development
- > Release parcels strategically and incrementally to maximize value
- > Keep parking lots in city control for future development
- > Require high quality development

Long Range Planning

- > Require excellence in architecture, landscape, public art, and all elements of City Center
- > Work closely with strategic partners in planning development
- > Coordinate project types with adjacent landowners
- > Implement phased development in conjunction with a well researched, visionary and integral economic development plan
- > Implement a design review process to ensure high quality development
- > Create a design review committee comprised of city staff, design and building professionals to review "site development plans" as specified in the CBD ordinance
- > Develop and utilize City parking lots as land banks for future municipal garages
- > Center initial development phases around existing infrastructure
- > Think long term. Development of Rio Rancho's most unique area will take a while
- > Create a complete project at every phase

conclusions and implementation strategies (continued)

Additional studies and/or consultants

- > Develop an integrated economic development strategy that compliments the vision for City Center development. Engage with nationally recognized experts to get the mix of mutually supportive functions: employment, retail and entertainment.
- > Initiate a rail plan to connect to the Rail Runner in Bernalillo. Engage with nationally recognized experts to develop a rail plan with a central station located as indicated on the Master Plan.

Initial Capital Improvements

- > Develop initial phases of College Blvd and Center Blvd to enable ingress/egress to City Center and to the UNM and CNM sites
- > Design and build on developed building pads: IE: Tract 4, Main Street and King Blvd.
- > Design and build the Civic Park/Plaza utilizing innovative storm water retention for irrigation uses
- > Plant street trees and link key development parcels with pedestrian facilities
- > Utilize the ground floors of initial commercial development projects to attract a mix of restaurants, coffee houses, bars and shops to serve lunchtime workers and students as well as nighttime arena patrons

appendix

program statistics by block

**Rio Rancho City Center
Block Development Statistics
3-Story Buildout**

block	block area	acreage	lot cov	COMMERCIAL OFFICE		COMMERCIAL RETAIL		COMMERCIAL OTHER		RESIDENTIAL	
				Floors	Gross Area	Floors	Gross	Floors	Gross	MF	SF
1	96,798	2.22	-	-	-	-	-	-	-	-	-
1a	43,914	1.01	0.76	-	-	1	33,512	-	-	42.00	-
2	106,680	2.45	0.47	2	99,686	1	49,843	-	-	-	-
3	75,957	1.74	0.58	2	87,998	1	43,999	-	-	-	-
4	105,454	2.42	0.44	2	92,150	1	46,075	-	-	-	-
5	100,512	2.31	0.42	2	85,190	1	42,595	-	-	24.00	-
6	76,818	1.76	0.48	2	73,238	1	44,485	-	-	-	-
7	58,435	1.34	0.31	2	36,004	1	27,004	-	-	-	-
8	212,029	4.87	0.26	-	-	-	-	2	108,868	-	-
9	61,308	1.41	0.34	-	-	1	20,916	-	-	52.00	-
10	65,710	1.51	0.55	-	-	-	-	-	-	76.00	-
11	81,162	1.86	0.52	-	-	1	20,829	-	-	80.00	-
12	77,178	1.77	0.48	-	-	1	36,713	-	-	52.00	-
13	119,217	2.74	0.61	3	218,322	-	-	-	-	-	-
14	55,913	1.28	-	-	-	-	-	-	-	-	-
15	139,960	3.21	0.42	-	-	-	-	-	-	-	25.00
16	68,530	1.57	0.65	-	-	1	18,392	-	-	72.00	-
17	68,870	1.58	0.26	-	-	1	17,859	-	-	36.00	-
18	73,613	1.69	0.52	-	-	-	-	-	-	77.00	-
19	106,624	2.45	0.59	-	-	1	31,398	-	-	115.00	-
20	78,292	1.80	-	-	-	-	-	-	-	-	-
21	140,761	3.23	-	-	-	-	-	-	-	-	-
22	191,275	4.39	-	-	-	-	-	-	-	-	-
23	28,910	0.66	-	-	-	-	-	-	-	-	-
24	45,534	1.05	-	-	-	-	-	-	-	-	-
25	55,855	1.28	-	-	-	-	-	-	-	-	-
26	305,132	7.00	0.22	3	197,724	-	-	-	-	-	-
27	293,729	6.74	0.13	3	110,976	-	-	-	-	-	-
28	217,810	5.00	0.28	3	180,645	-	-	-	-	-	-
29	47,741	1.10	0.42	2	39,726	1	19,863	-	-	-	-
30	47,569	1.09	0.90	-	-	-	-	-	-	-	16.00
31	47,712	1.10	0.90	-	-	-	-	-	-	-	16.00
32	47,489	1.09	0.90	-	-	-	-	-	-	-	16.00
33	48,339	1.11	0.90	-	-	-	-	-	-	-	16.00
34	70,909	1.63	0.60	-	-	-	-	-	-	-	15.00
35	94,885	2.18	0.62	-	-	1	30,222	-	-	24.00	9.00
36	825,462	18.95	0.19	3	458,901	-	-	-	-	-	-
37	142,823	3.28	0.45	-	-	-	-	6	384,288	-	-
38	163,546	3.75	0.21	3	104,745	-	-	-	-	-	-
39	109,144	2.51	0.42	3	138,804	-	-	-	-	-	-
totals	4,797,599	110	0.39		1,924,109		483,705		493,156	650	113
	lot area	acre	lot cov avg		gross com office		gross com retail		gross com other	mf	sf
										763	Total Units

Notes: MF = Multi-family - assume rental
 SF = Single-family - assume owner
 Retail at City Center will be small to medium
 Commercial 'Other' = movie theatre (block 8) and hotel (block 37)
 Second dwelling units not part of calculation, assume 1 per SF detached lot = 79
 Area between City Center and Unser:
 860,000 large format retail
 250-500 units of residential

program statistics by block (continued)

Rio Rancho City Center
Block Development Statistics
5-Story Buildout

block	block area	acreage	lot cov	COMMERCIAL OFFICE		COMMERCIAL RETAIL		COMMERCIAL OTHER		RESIDENTIAL	
				Floors	Gross Area	Floors	Gross	Floors	Gross	MF	SF
1	96,798	2.22	-	-	-	-	-	-	-	-	-
1a	43,914	1.01	0.76	-	-	1	33,512	-	-	84.00	-
2	106,680	2.45	0.47	4	199,372	1	49,843	-	-	-	-
3	75,957	1.74	0.58	4	175,996	1	43,999	-	-	-	-
4	105,454	2.42	0.44	4	184,300	1	46,075	-	-	-	-
5	100,512	2.31	0.42	4	170,380	1	42,595	-	-	40.00	-
6	76,818	1.76	0.48	4	146,476	1	44,485	-	-	-	-
7	58,435	1.34	0.31	4	72,008	1	27,004	-	-	-	-
8	212,029	4.87	0.26	-	-	-	-	2	108,868	-	-
9	61,308	1.41	0.34	-	-	1	20,916	-	-	104.00	-
10	65,710	1.51	0.55	-	-	-	-	-	-	116.00	-
11	81,162	1.86	0.52	-	-	1	20,829	-	-	144.00	-
12	77,178	1.77	0.48	-	-	1	36,713	-	-	104.00	-
13	119,217	2.74	0.61	3	218,322	-	-	-	-	-	-
14	55,913	1.28	-	-	-	-	-	-	-	-	-
15	139,960	3.21	0.42	-	-	-	-	-	-	-	25.00
16	68,530	1.57	0.65	-	-	1	18,392	-	-	132.00	-
17	68,870	1.58	0.26	-	-	1	17,859	-	-	72.00	-
18	73,613	1.69	0.52	-	-	-	-	-	-	115.00	-
19	106,624	2.45	0.59	-	-	1	31,398	-	-	197.00	-
20	78,292	1.80	-	-	-	-	-	-	-	-	-
21	140,761	3.23	-	-	-	-	-	-	-	-	-
22	191,275	4.39	-	-	-	-	-	-	-	-	-
23	28,910	0.66	-	-	-	-	-	-	-	-	-
24	45,534	1.05	-	-	-	-	-	-	-	-	-
25	55,955	1.28	-	-	-	-	-	-	-	-	-
26	305,132	7.00	0.22	5	329,540	-	-	-	-	-	-
27	293,729	6.74	0.13	5	184,960	-	-	-	-	-	-
28	217,810	5.00	0.28	5	301,075	-	-	-	-	-	-
29	47,741	1.10	0.42	4	79,452	1	19,863	-	-	-	-
30	47,569	1.09	0.90	-	-	-	-	-	-	-	16.00
31	47,712	1.10	0.90	-	-	-	-	-	-	-	16.00
32	47,489	1.09	0.90	-	-	-	-	-	-	-	16.00
33	48,339	1.11	0.90	-	-	-	-	-	-	-	16.00
34	70,909	1.63	0.60	-	-	-	-	-	-	-	15.00
35	94,885	2.18	0.62	-	-	-	-	-	-	48.00	9.00
36	825,462	18.95	0.19	5	764,835	-	-	-	-	-	-
37	142,823	3.28	0.45	-	-	-	-	6	384,288	-	-
38	163,546	3.75	0.21	5	174,575	-	-	-	-	-	-
39	109,144	2.51	0.42	5	231,340	-	-	-	-	-	-
totals	4,797,599	110	0.39		3,232,631		453,483		493,156	1156	113
	lot area	acre	lot cov avg		gross com office		gross com retail		gross com other	mf	sf
										1,269	Total Units

Notes: MF = Multi-family - assume rental
 SF = Single-family - assume owner
 Retail at City Center will be small to medium
 Commercial 'Other' = movie theatre (block 8) and hotel (block 37)
 Second dwelling units not part of calculation, assume 1 per SF detached lot = 79
 Area between City Center and Unser
 860,000 sf large format retail
 250-500 units of residential

stormwater management approach

INTRODUCTION

In reference to the future supply of water for the City of Rio Rancho, The City of Rio Rancho "Vision 2020 Integrated Comprehensive Plan" states:

"It is generally accepted that the amount of water is less than previously thought. A United States Geological Survey model performed in the late 90's indicated that Rio Rancho, without conservation and with continued growth, would start to deplete the groundwater at a dangerous rate within 30-60 years, at which point the ground would begin to collapse, in imitation of a slow earthquake, as water is part of the support layer of the ground upon which Rio Rancho is built. It is concluded that the water within the aquifer is, in effect, being mined. That is, groundwater is being used up at a faster rate than it is being replenished through the natural hydrological cycle."

Given this information, it is imperative that the City of Rio Rancho implement both water conservation and stormwater management practices that will both decrease demand for water and allow for groundwater recharge.

The City of Rio Rancho currently relies on regional water detention facilities to provide beneficial "flood control and public safety." Such regional detention facilities are no longer allowed in many major cities, including Albuquerque, and are no longer supported by the Army Corps of Engineers. Such facilities rely on "invisible" systems of pipes to quickly convey water away from populated areas, allowing citizens to ignore stormwater as a valuable resource, contributing to a general lack of understanding, and making it difficult to implement water conservation and re-use programs. Additionally, large scale detention facilities allow a portion of the stormwater captured to evaporate into the atmosphere rather than infiltrating into the aquifer. For these reasons, Rio Rancho City Center must lead the way by implementing dramatically more self-reliant and environmentally-conscious solutions to stormwater management.

Environmentally-conscious stormwater management solutions can be easily implemented during the early stages of site planning and development. Solutions which utilize landscapes and buildings to capture, store, and recycle stormwater runoff should be integrated into all development projects within City Center. These solutions will also bring the issue of water conservation out into the open, thus creating public awareness and understanding of this precious resource.

stormwater management approach (continued)

Natural Stormwater Management solutions include:

Plazas – Include below-grade vaults and/or public art elements that capture, store, and re-circulate stormwater for use as irrigation.

Parks – Grade parks to allow for the natural capture, storage, treatment, and infiltration of stormwater.

Streetscapes – Divert water from sidewalks and streets into infiltration swales located in the public right of way. Such swales should serve as a pedestrian amenity and be planted with street trees and shrubs.

Parking Lots – Parking lots should utilize permeable paving to allow for stormwater infiltration or should be graded to allow stormwater to be diverted into cisterns or planted infiltration swales.

Buildings – Should contain both stormwater and greywater storage and re-circulation systems that allow recycled water to be used for irrigation.

Rio Rancho City Center is in a position to become a model for natural stormwater management within the arid southwest. In doing so, City Center will also achieve the following goals:

- > Reduce the amount of stormwater discharge
- > Reduce the amount of water-based pollutants
- > Increase the amount of groundwater recharge
- > Reduce the amount of impermeable surface
- > Reduce the heat-island effect inherent in most developments
- > Reduce the need for regional detention facilities which destroy environmentally sensitive arroyos and promote irresponsible development practices
- > Increase public awareness of the importance of water conservation and therefore decrease water use..

stormwater management approach (continued)

IMPLEMENTATION

Rio Rancho City Center will create a City Center Stormwater Management Manual with design principles, best management practices, and reviewable standards which will be required of all developments within the Rio Rancho City Center. The manual will utilize specific planning efforts within the Rio Rancho City Center masterplan in order to help achieve its goals. The manual will outline a number of strategies including:

1. Require compliance with a no-net runoff policy for all individually phased development through either
 - a. site specific detention facilities OR
 - b. construction of City Center greenspaces and other area specific stormwater collection facilities
2. Promote the use of permeable paving
3. Increase the amount of permeable landscape areas
4. Minimize impervious areas directly connected to closed underground pipes
5. Promote infiltration swales, bio-filters, rain-gardens, and other local water infiltration and collection designs
6. Promote green-roofs and other techniques to absorb potential discharge
7. Treat all stormwater released off the City Center site with water quality control strategies
8. Prohibit non-storm water discharges
9. Conserve and preserve natural areas both during phased development and for long-term preservation and usage
10. Protect slopes and channels from disturbance and degradation
11. Properly enclose outdoor potential pollutant sources
12. Require ongoing maintenance and upkeep of stormwater-related facilities and best management practices
13. Create financial penalties and restrictions for non-compliance

stormwater management approach (continued)

SPHERE OF INFLUENCE

The Rio Rancho City Center plays a far greater role than that of a single development. The City Center is only one piece of a larger campus which will also include Central New Mexico Community College and The University of New Mexico. The City Center is also a premier development within the North Central Area Plan and the City of Rio Rancho. The City Center Stormwater Management Manual should be developed in a fashion that can be adopted by the adjacent University of New Mexico and Central New Mexico Community College developments. It should also serve as a model for similar policies and strategies to be adopted by the Southern Sandoval County Arroyo Flood Control Authority, North Central Area Plan, and the City of Rio Rancho.

SUMMARY

Regional stormwater detention facilities are a remnant of a past approach to stormwater management. The federal government of the United States has taken a strong position against this type of stormwater management practice and attempts to enforce its principles through the U.S. Army Corps of Engineers. The local office of the Corps of Engineers expressed that it continues to reluctantly allow regional detention centers and locally unrestricted discharge but hopes to eliminate this practice shortly. Various federal funding sources will also attempt to require this of the City of Rio Rancho. Locally, The City of Albuquerque no longer allows the sole use of regional stormwater management practices.

The City of Rio Rancho has expressed a desire to be a true City of Vision and to promote environmentally responsible development. Rio Rancho City Center can provide the local leadership and forward thinking policies necessary to transform the currently accepted practices of local agencies and professionals. Through the creation and enforcement of a well-conceived Stormwater Management Manual, Rio Rancho City Center will transform the development practices within the City Center and influence the policies and development practices of the central New Mexico area.

public utility memo

Urban Utility Accessory Standards

- > All utility accessories, including utility boxes, meters, man hole covers, and fire hydrants, should conform to the following standards:
- > Should be located below ground or flush with the surrounding finished grade.
- > Should be coordinated, designed, and located to allow for other streetscape accessories including street trees and tree grates, planters, trash receptacles, bollards, kiosks, lighting, bike racks, and specialty paving.
- > Should be readily accessible for purposes of utility maintenance.
- > Should be designed and located so as not to obstruct pedestrian or vehicular movement.
- > Should be located to minimize visual and physical impact as much as possible.
- > Should be designed and located to blend in with the surroundings or enhance the area.
- > Examples of acceptable utility accessory design include matching materials and colors to surrounding materials and/or utilizing decorative drain and man hole covers.

Potential Conflicts with Existing City Standards

The following is a draft list of potential conflicts between the standards listed above and the City of Rio Rancho Water and Wastewater Design Criteria

- > Chapter 5, Section 5.4, Item J, #3, #4 AND Chapter 3, Section 3.4, Item E, #1

Requirement: Sewers shall be located in street right-of-ways and the alignments shall be parallel to property lines or street centerline, or as close as possible

Requirement: Sewer lines shall be located so they can be maintained without disturbing any sidewalk, curb, gutter, structure, or any other utility.

Conflict: It is currently being proposed that all City Center utilities be located beneath the sidewalk

Possible Resolution: Locate utilities under the street or revise requirement to allow for placement beneath sidewalk and adjacent to other utilities.

- > Chapter 5, Section 5.4, Item J, #6, #7 AND Chapter 3, Section 3.4, Item E, #3, #4

Requirement: If not in a public right-of-way, the sewer line must be located in a permanent easement. A permanent easement must be granted for the exclusive use of sanitary sewer and water, unless shared use with other utilities is coordinated and approved in advance by the Department of Public Infrastructure. A minimum easement width of 20 feet is required for a single utility and 25 feet for sewer and water both within the same easement.

Requirement: Sewer and water easements shall be free of all obstructions and shall at all times be accessible to City service equipment. No buildings, sport courts, walls, fences, shade structures, nor permanent structures of any kind shall be constructed upon, over, or under any water/sewer line easements. (Since water mains can be damaged by tree roots, trees shall not be planted within 10 feet of the centerline of the water main). No landscaping shall be placed and/or planted within the easement that would render the easement inaccessible by equipment. The Utilities Division has the right to have any obstruction removed without notice to the property owner and all cost associated with the removal shall be the property owner's responsibility. The maintenance of all landscaping in sewer line easements is the responsibility of the property owner.

public utility memo (continued)

Conflict: If all utilities are to be located beneath the sidewalk, in the area between the curb and building, 20 to 25 feet is too wide and will contain plant material and/or walls, fences, shade structures, and other permanent structures.

Possible Resolution: Locate utilities under the street where a 25 foot easement is possible or revise requirement to allow for a much smaller easement area and the placement of landscaping and other permanent structures within the easement.

> Chapter 5, Section 5.4, Item M AND Chapter 3, Section 3.4, Item L

Requirement: To minimize the potential for cross contamination, gravity sanitary sewer mains and force mains shall be laid at least 10 feet horizontally from any existing or proposed water line. In situations where it is not feasible to maintain a 10-foot separation the design engineer may propose a reduced distance. Such reductions may only be approved and granted by the City Engineer or designee and may be allowed provided the sewer main is laid in a separate trench or an undisturbed earth shelf located on one side of the water line at an elevation so that the bottom of the water main is at least 18 inches above the top of the sewer line. (additional requirements provided in original text)

Conflict: 10 feet of distance will be too large. While this does allow for reductions, the approval for a reduction is done on a case by case basis.

Possible Resolution: Create standards for the City Center that provide for a much closer distance between water and sanitary sewer. The new standards should not need to be approved on a case by case basis to prevent delays in permitting and construction approval.

> Chapter 5, Section 5.4, Item N, O AND Chapter 3, Section 3.4, Items M, N

Requirement: Water mains shall maintain six (6) feet horizontal and two (2) feet vertical separation from storm drains and culverts. Water mains crossing less than two (2) feet below a storm drain or culvert shall require additional protection such as the use of pipe casing. Whenever possible the water line should be placed below the storm sewer.

Requirement: Sewer mains shall maintain a minimum six (6) feet horizontal and two (2) feet vertical separation to any underground utility, all measurements outside to outside.

Conflict: This distance will be difficult to achieve if utilities are all located beneath the sidewalks.

Possible Resolution: Create standards for the City Center that provide for a much closer distance between utilities.

> Chapter 5, Section 5.5, Item B

Requirement: Where feasible, manholes are to be installed at street intersections. Manholes should also be located outside of bike lanes, sidewalks, or multi-use paths whenever possible. Manholes shall not be located in areas subject to immersion during storm events, such as gutters and ponding areas.

Conflict: Manhole covers will be located within sidewalks.

Possible Resolution: Allow manhole covers to be placed in sidewalks if no alternative area is adjacent.

public utility memo (continued)

> Chapter 5, Section 5.5, Item L

Requirement: Manhole frames and covers shall be designed and constructed in accordance with Standard Drawings S-1 and S-2 in Appendix C.

Conflict: While the construction drawings appear to be fine, the design of the manhole cover is not flexible and will not allow for any decorative treatment.

Possible Resolution: Approve a new manhole cover design for use within City Center that is decorative in nature and does not conflict with the structural integrity or installation of the manhole cover.

> Chapter 3, Section 3.6, Item D

Requirement: A six (6) foot minimum horizontal and one (1) foot minimum vertical exterior surface separation from any parallel underground dry utility is required. In all major streets and other active utility corridors, a utility conflict review is required.

Conflict: This requires special review for approval of utilities closer than 6 feet apart.

Possible Resolution: Create standards for the City Center that provide for a much closer distance between water and sanitary sewer. The new standards should not need to be approved on a case by case basis to prevent delays in permitting and construction approval.

> Chapter 3, Section 3.6, Item E

Requirement: Distribution mains shall adhere to minimum cover requirements shown in Table 3.4 and Standard Drawing W-7 in Appendix C, unless otherwise noted in plans or required by City.

Conflict: Table 3.4 does not provide specifications for utilities located beneath sidewalks.

Possible Resolution: Add standards depth below sidewalks to table.

> Chapter 3, Section 3.8, Item D, #1

Requirement: All fire hydrants shall be Kennedy Guardian Model K-81 or Mueller Super Centurion 200, conforming to AWWA C502, the City of Rio Rancho Standard Drawing W-3 in Appendix C, and the standard products list.

Conflict: This requirement does not allow for the use of a hydrant that is more aesthetically pleasing and complementary to other site fixtures within City Center. Additionally, the hydrant must be painted Chrome Yellow.

Possible Resolution: Approve a new hydrant style and color to be used in City Center.

image sources

Photographic images contained in this publication are for information and reference purposes only and are not represented as the original work of the authors. Images were obtained from the following sources:

Page 35

1. Wind Icon Concept. Sketch by author.
2. Tree Nursery. www.google.com
3. HP Facility. Photo Rendering by HP Design Team
4. Rave Motion Pictures.
5. Albuquerque Streetscape. Image Source Unknown
6. Christ Church of the Valley, Peoria, AZ. Image by Author.
7. UNM Albuquerque Campus. The University of New Mexico.
8. Below Grade Parking Structure Entrance. Image Source Unknown.
9. UK Eco-Friendly Train Station. Image by Mersey Travel.

Page 44

1. Albuquerque, New Mexico. Photo by Author.
2. Pedestrian Plaza on Structure. Image Source Unknown.
3. Plaza Apartments, San Francisco, CA. www.designadvisor.org
4. Pedestrian Passage. Image Source Unknown.

Page 45

1. Parking Structure. Photo Source Unknown.
2. PNM Parking Structure, Albuquerque, NM. www.whpacific.com
3. Surface Parking Lot. Image Source Unknown.
4. Santa Monica Civic Center Parking Structure by Moore Ruble Yudell Architects & Planners, photo by John Edward Linden

Page 47-50

All Images Courtesy of "Signage and Wayfinding Design: A Complete Guide to Creating Environmental Graphic Design Systems" by Chris Calori

Page 51

1. Streetlight. www.solarpathusa.com
2. Streetlight. Poulsen Satellit
3. Streetlight. Beta Edge LED
4. Cable Hanager. Poulsen LP Orbiter
5. Lighted Bollard. Bega 8216
6. Lighted Bollard. Poulsen Bysted

Page 52

1. Bicycle Rack. Markstaar Omega
2. Nicolas Janberg Custom Bus Shelter
3. Bench. Landscape Forms Redline
4. Custom News Kiosk, New York, NY. Pinkmoose Blogspot.
5. Tree Grate. Urban Accessories Sanskrit
6. Trash Receptacle. Landscape Forms Pitch
7. Recycle Stations. Landscape Forms
8. Green Wall. www.g-sky.com.

*image sources (continued)***Page 53**

1. Exposed Aggregate Paving. Image Source Unknown.
2. Lithocrete Paving. Courtesy of Innovative Concrete Designs.
3. Sandblasted Concrete. Photo by Author.
4. Permeable Pavers. Image Source Unknown.
5. Concrete Unit Pavers. Courtesy of Progressive Concrete.

Page 54

1. Ned Kahn "Wind Leaves"
2. Wind Icon Concept. Sketch by author.
3. Ned Kahn Custom Water Feature
4. Wall Mural. Image Source Unknown
5. Light Post Banner. Courtesy of Queens University of Charlotte
6. Storefront. Image Source Unknown.

Page 57

1. Albuquerque, NM. Image Source Unknown
2. Mariposa Playground. Photo by Author
3. New Mexico. Image Source Unknown
4. New Mexico Dog Park. Image Source Unknown

Page 61

1. Albuquerque, NM. Image Source Unknown
2. Urban Plaza. Photo Source Unknown.
3. Sunnyvale Downtown Plaza. www.amphiondesign.com
4. Flying Star. Photo by Author
5. Rio Rancho City Center Conceptual Sketch. From Charette
6. Outdoor Concert Stage. www.lakesidejazz.org

Page 64

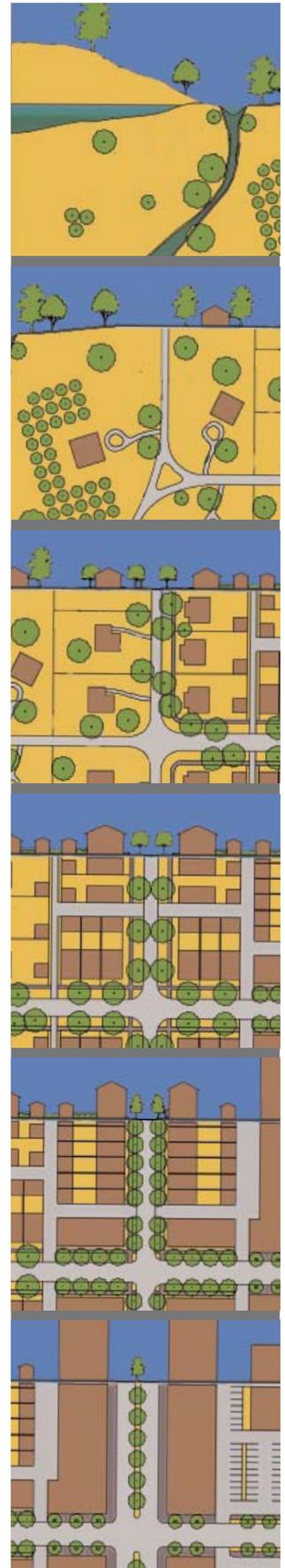
1. InterActive Corp Headquarters, New York, NY. Photo by Albert Vecerka.
2. 100 Gold Building, Albuquerque, NM.
3. Flying Star Café, Albuquerque, NM.
4. Commercial Building. Image Source Unknown.
5. Whole Foods Market. Image Source Unknown.

Page 65

1. Catalina Row Lofts. Phoenix, Arizona. Image Source Unknown.
2. Residential Building. Image Source Unknown.
3. Residential Building. Image Source Unknown.
4. Residential Building. Courtesy of Dwell Magazine.
5. Residential Building. New Orleans, Louisiana. Image Source Unknown.
6. Residential Building. Image Source Unknown.

RIO RANCHO
CITY CENTER
REGULATING
DESIGN
STANDARDS

June 2, 2009



ARTICLE 1. GENERAL

- 1.1 AUTHORITY
- 1.2 APPLICABILITY
- 1.3 INTENT
- 1.4 PROCESS
- 1.5 WARRANTS AND VARIANCES
- 1.6 REGULATING PLAN

ARTICLE 2. NOT USED

ARTICLE 3. NOT USED

ARTICLE 4. NOT USED

ARTICLE 5. BUILDING SCALE PLANS

- 5.1 INSTRUCTIONS
- 5.2 PRE-EXISTING CONDITIONS
- 5.3 SPECIAL REQUIREMENTS
- 5.4 CIVIC ZONES
- 5.5 NOT USED
- 5.6 BUILDING DISPOSITION
- 5.7 BUILDING CONFIGURATION
- 5.8 BUILDING FUNCTION
- 5.9 PARKING AND DENSITY CALCULATIONS
- 5.10 PARKING LOCATION STANDARDS
- 5.11 LANDSCAPE STANDARDS
- 5.12 SIGNAGE STANDARDS
- 5.13 NATURAL DRAINAGE STANDARDS
- 5.14 ARCHITECTURAL STANDARDS
- 5.15 LIGHTING STANDARDS
- 5.16 PAVING STANDARDS
- 5.17 SITE FURNISHINGS AND PUBLIC ART STANDARDS
- 5.18 SITE UTILITY STANDARDS
- 5.19 PEDESTRIAN PATHWAY STANDARDS

ARTICLE 6. STANDARDS & TABLES

- FIGURE 1 REGULATING PLAN
- TABLE 1 TRANSECT ZONE DESCRIPTIONS
- TABLE 2 PUBLIC FRONTAGES
- TABLE 3 THOROUGHFARE ASSEMBLIES
- TABLE 4 PUBLIC LIGHTING
- TABLE 5 PUBLIC PLANTING
- TABLE 6 CIVIC SPACE
- TABLE 7 PRIVATE FRONTAGES
- TABLE 8 BUILDING CONFIGURATION
- TABLE 9 BUILDING DISPOSITION
- TABLE 10 BUILDING FUNCTION
- TABLE 11 PARKING CALCULATIONS
- TABLE 12 SUMMARY
- TABLE 13 GRAPHICS
- TABLE 14 DEFINITIONS ILLUSTRATED

ARTICLE 7. DEFINITIONS OF TERMS

ARTICLE 1. GENERAL**1.1 AUTHORITY**

- 1.1.1 These Standards were adopted to promote the health, safety and general welfare of the City of Rio Rancho, New Mexico and its citizens, including protection of the environment, conservation of land, energy and natural resources, reduction in vehicular traffic congestion, more efficient use of public funds, health benefits of a pedestrian environment, historic preservation, education and recreation, reduction in sprawl development, and improvement of the built environment.
- 1.1.2 These Standards were adopted and may be amended by vote of the Planning and Zoning Board and Governing Body.

1.2 APPLICABILITY

- 1.2.1 Provisions of these Standards are activated by "shall" when required; "should" when recommended; and "may" when optional.
- 1.2.2 The provisions of these Standards, when in conflict, shall take precedence over those of other codes, ordinances, regulations and Standards except the Local Health and Safety Codes.
- 1.2.3 The existing City of Rio Rancho, New Mexico Zoning Ordinances and the City of Rio Rancho, New Mexico Subdivision Ordinances (the "Existing Local Codes") shall continue to be applicable to issues not covered by this Code except where the Existing Local Codes would be in conflict with Section 1.3 Intent.
- 1.2.4 Capitalized terms used throughout these Standards may be defined in Article 7 Definitions of Terms. Article 7 contains regulatory language that is integral to these Standards. Those terms not defined in Article 7 shall be accorded their commonly accepted meanings. In the event of conflicts between these definitions and those of the Existing Local Codes, those of these Standards shall take precedence.
- 1.2.5 Where in conflict, numerical metrics shall take precedence over graphic metrics.

1.3 INTENT

The intent and purpose of these Standards is to enable, encourage and qualify the implementation of the following policies:

1.3.1 THE COMMUNITY

- a. That neighborhoods and Mixed-Use Districts should be compact, pedestrian-oriented and contain a mixture of uses.
- b. That neighborhoods and Mixed-Use Districts should be the preferred pattern of development and that Districts specializing in a single use should be the exception.
- c.. That ordinary activities of daily living should occur within walking distance of most dwellings, allowing independence to those who do not drive.
- d. That interconnected networks of Thoroughfares should be designed to disperse traffic and reduce the length of automobile trips.
- e. That within neighborhoods, a range of housing types and price levels should be provided to accommodate diverse ages and incomes.
- f. That appropriate building Densities and land uses should be provided within walking distance of transit stops.
- g. That Civic, institutional, and Commercial activity should be embedded in downtowns, not isolated in remote single-use complexes.
- h. That a range of Open Space including Parks, Squares, and playgrounds should

be distributed within neighborhoods and downtowns.

1.3.2 **THE BLOCK AND THE BUILDING**

- a. That buildings and landscaping should contribute to the physical definition of Thoroughfares as Civic places.
- b. That development should adequately accommodate automobiles while respecting the pedestrian and the spatial form of public areas.
- c. That the design of streets and buildings should reinforce safe environments, but not at the expense of accessibility.
- d. That architecture and landscape design should grow from local climate, topography, history, and building practice.
- e. That buildings should provide their inhabitants with a clear sense of geography and climate through energy efficient methods.
- f. That Civic Buildings and public gathering places should be provided as locations that reinforce community identity and support self-government.
- g. That Civic Buildings should be distinctive and appropriate to a role more important than the other buildings that constitute the fabric of the city.
- h. That the preservation and renewal of historic buildings should be facilitated, to affirm the continuity and evolution of society.

1.3.3 **THE TRANSECT**

- a. That Communities should provide meaningful choices in living arrangements as manifested by distinct physical environments.
- b. That the Transect Zone descriptions on Table 1 shall constitute the Intent of these Design Standards with regard to the general character of each of these environments.

1.4 **PROCESS**

- 1.4.1 Plans and applications for proposed projects shall be processed administratively according to the CBD Ordinance and the City of Rio Rancho's Development Review Committee (DRC).
- 1.4.2 The geographic locations and the standards for the Transect Zones shall be determined as set forth in Article 5 through a process of public consultation with approval by the Governing Body. Once these determinations have been incorporated into these Standards and its associated plans, then projects that require no Variances or Warrants, or only Warrants, shall be processed administratively without further recourse to public consultation.
- 1.4.3 An owner may appeal a decision of the DRC to the Planning and Zoning Board and may appeal a decision of the Planning and Zoning Board to the Governing Body.
- 1.4.4 Should a violation of an approved Regulating Plan occur during construction, or should any construction, site work, or development be commenced without an approved Site Development Plan, the Planning and Zoning Board has the right to require the owner to stop, remove, and/or mitigate the violation, or to secure a Variance to cover the violation.

1.5 **WARRANTS AND VARIANCES**

- 1.5.1 There shall be two types of deviation from the requirements of these Standards: Warrants and Variances. Whether a deviation requires a Warrant or Variance shall be determined by the DRC.
- 1.5.2 A Warrant is a ruling that would permit a practice that is not consistent with a spe-

- cific provision of these Standards but is justified by the provisions of Section 1.3 Intent. The DRC shall have the authority to approve or disapprove administratively a request for a Warrant pursuant to regulations established by the DRC.
- 1.5.3 A Variance is a ruling that would permit a practice that is not consistent with a specific provision of these Standards nor the intent. Variances shall be granted by the Planning and Zoning Board.
- 1.5.4 The request for a Warrant or Variance shall not subject the entire application to public hearing, but only that portion necessary to rule on the specific issue requiring the relief.
- 1.5.5 The following standards and requirements shall not be available for Warrants or Variances:
- The maximum dimensions of traffic lanes. (See Table 3)
 - The required provision of Rear Alleys and Rear Lanes.
 - The minimum Base Residential Densities. (See Table 12b.)
 - The permission to build Accessory Buildings.

1.6 REGULATING PLAN

- 1.6.1 Development must follow the broad regulations diagrammed in Figure 1 Regulating plan and detailed in Section 5 of these Standards.
- 1.6.2 Table 12 Summary of Transect Zones shows a summary of development requirements by Transect Zone.
- 1.6.3 By Warrant, the DRC may grant one or more bonuses to projects that provide any of the benefits listed below. The City shall have a high level of discretion regarding the awarding of the bonuses. The applicant shall be required to demonstrate substantive benefits through provision of one or more of the items listed below to merit provision of the requested bonus.

Bonuses to be determined by the Development Review Committee.

A bonus may be provided if one or more of the following will be provided:

- Gold or Platinum certification under the Leadership in Energy and Environmental Design
 - Space for civic, arts or cultural related uses.
 - Shared parking that exceeds requirements
 - Participation in development of a publicly-accessible parking garage
 - Provision of a greywater system
 - Provision of a rainwater harvesting system
 - Provision of a photovoltaic system
 - Provision of landscape or premium paving areas in excess of requirements of landscape ordinance
 - Other substantive features or benefits as determined by the Development Review Committee.
- 1.6.4 The City Center Regulating Plan (Figure 1) designates the following special requirements:
- A designation of retail frontage REQUIRED means that a building must provide a Shopfront, Gallery or Arcade Frontage type at sidewalk level along the entire length of the frontage. See Section 5 for other requirements for retail frontages.
 - A designation of retail frontage RECOMMENDED means that a building is encour-

aged to provide a Shopfront, Gallery or Arcade Frontage type at sidewalk level along the entire length of the frontage. See Section 5 for other requirements for retail frontages.

ARTICLE 2 - NOT USED

ARTICLE 3 - NOT USED

ARTICLE 4 - NOT USED

ARTICLE 5. BUILDING SCALE PLANS**5.1 INSTRUCTIONS**

- 5.1.1 Lots and buildings located within the City Center Regulating Plan governed by these Standards and previously approved by the Governing Body shall be subject to the requirements of this Article.
- 5.1.2 Owners and developers may have the design plans required under this Article prepared on their behalf. Such plans require administrative approval by the DRC.
- 5.1.3 Building and Site Plans submitted under this Article shall show the following, in compliance with the standards described in this Article:
- a. For preliminary site and building approval:
 - Building Disposition
 - Building Configuration
 - Building Function
 - Parking Location Standards
 - b. For final approval, in addition to the above:
 - Architectural Standards
 - Landscape Standards
 - Signage Standards
 - Paving Standards
 - Natural Drainage Standards
 - Site Furnishings and Public Art Standards
 - Lighting Standards
 - Site Utility Standards
 - Pedestrian Pathway Standards

5.2 PRE-EXISTING CONDITIONS

- 5.2.1 Existing buildings and appurtenances that do not conform to the provisions of these Standards may continue in use as they are until a Substantial Modification is requested, at which time the DRC shall determine the provisions of this section that shall apply.
- 5.2.2 The modification of existing buildings is permitted By Right if such changes result in greater conformance with the specifications of these Standards.
- 5.2.3 Where buildings exist on adjacent Lots, the DRC may require that a proposed building match one or the other of the adjacent Setbacks and heights rather than the provisions of these Standards.
- 5.2.4 The restoration or rehabilitation of an existing building shall not require the provision of (a) parking in addition to that existing or (b) on-site stormwater retention/detention in addition to that existing. Existing parking requirements that exceed those for these Standards may be reduced as provided by Table 10 and Table 11.

5.3 SPECIAL REQUIREMENTS

- 5.3.1 The Regulating Plan shown in Figure 1 designates the following Special Requirements to be applied according to the standards of this article:
- a. Designations for Mandatory and/or Recommended Retail Frontage requiring or advising that a building provide a Shopfront at Sidewalk level along the entire length of its Private Frontage. The Shopfront shall be no less than 70% glazed

in clear glass and shaded by an awning, gallery or arcade overlapping the Sidewalk as generally illustrated in Table 7j, 7k or 7l and specified in Article 5. The first floor shall be confined to Retail use through the depth of the second Layer. (Table 14d.)

- b. Designations for Mandatory and/or Recommended Terminated Vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the DRC.
- c. A designation for Alley-Courtyard-Paseo-Plaza, requiring that a minimum 10-foot-wide pedestrian access be reserved between buildings according to section 5.19 of these Standards.

5.4 CIVIC ZONES

5.4.1 GENERAL

- A. CIVIC ZONES ARE DESIGNATED ON THE REGULATING PLAN AS CIVIC SPACE (CS) OR CIVIC BUILDING (CB).
- B. PARKING PROVISIONS FOR CIVIC ZONES SHALL BE DETERMINED BY WARRANT.

5.4.2 CIVIC SPACE ZONES (CS)

- a. Civic Spaces shall be generally designed as described in Table 6.

5.4.3 CIVIC BUILDING ZONES (CB)

- a. Civic Buildings shall not be subject to the requirements of this Article. The particulars of their design shall be determined by Warrant.

5.5 NOT USED

5.6 BUILDING DISPOSITION

5.6.1 SPECIFIC TO ZONES T4, T5

- a. Newly platted Lots shall be dimensioned according to Table 12 and Table 13.
- b. Building Disposition types shall be as shown in Table 9.
- c. Buildings shall be disposed in relation to the boundaries of their Lots according to Table 12g, 12h and Table 13.
- d. One Principal Building at the Frontage, and one Outbuilding to the rear of the Principal Building, may be built on each Lot as shown in Table 14c.
- e. Lot coverage by building shall not exceed that recorded in Table 12f and Table 13.
- f. Facades shall be built parallel to a rectilinear Principal Frontage line or to the tangent of a curved Principal Frontage line, and along a minimum percentage of the Frontage length at the Setback, as specified on Table 12g and Table 13.
- g. Setbacks for Principal Buildings shall be as shown in Table 12g and Table 13. In the case of an Infill Lot, Setbacks may match one of the existing adjacent Setbacks. Setbacks may otherwise be adjusted by Warrant.
- h. Rear Setbacks for Outbuildings shall be a minimum of 12 feet measured from the centerline of the Rear Alley or Rear Lane easement. In the absence of Rear Alley or Rear Lane, the rear Setback shall be as shown in Table 12h and Table 13.
- i. To accommodate slopes over ten percent, relief from front Setback requirements is available by Warrant.

5.6.2 SPECIFIC TO ZONE T5

- a. The Principal Entrance shall be on a Frontage Line.

5.7 BUILDING CONFIGURATION**5.7.1 GENERAL TO ZONES T4, T5**

- a. The Private Frontage of buildings shall conform to and be allocated in accordance with Table 7 and Table 12j.
- b. Buildings on corner Lots shall have two Private Frontages as shown in Table 14e. Prescriptions for the second and third Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages.
- c. The first Story of all Facades shall be glazed with clear glass no less than 30%.
- d. Building Heights, Stepbacks, Expression Lines, and Extension Lines shall conform to Table 8 and Table 12j.
- e. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial Function, which shall be a minimum of 11 feet and may be a maximum of 25 feet. A single floor level exceeding 14 feet, or 25 feet at ground level, shall be counted as two (2) stories. Mezzanines extending beyond 33% of the floor area shall be counted as an additional Story.
- f. In a Parking Structure or garage, each level counts as a single Story regardless of its relationship to habitable Stories.
- g. Height limits do not apply to Attics or raised basements, masts, belfries, clock towers, chimney flues, water tanks, solar or wind power generating equipment, parapets or elevator bulkheads.

5.7.2 SPECIFIC TO ZONES T4, T5

- a. The minimum size of a dwelling within a Principal Building shall be 300 sq ft in interior space.

5.7.3 SPECIFIC TO ZONE T4

- a. Balconies, open porches and bay windows may Encroach the first Layer 50% of its depth. (Table 14d)
- b. No portion of the Private Frontage may Encroach the Sidewalk.

5.7.4 SPECIFIC TO ZONE T5

- a. Awnings, Arcades, and Galleries may Encroach the Sidewalk to within two feet of the Curb but must clear the Sidewalk vertically by at least 8 feet.
 - i. At King Boulevard awnings, arcades and galleries are allowed over public portion of sidewalk a maximum of 8 feet beyond the property line or up to a public utility easement.
- b. Stoops, Lightwells, balconies, bay windows, and terraces may Encroach the first Layer 100% of its depth. (Table 14d)
- c. Loading docks and service areas shall not be permitted on Frontages designated retail required and shall be permitted on other Frontages only by Warrant.
- d. In the absence of a building Facade along any part of a Frontage Line, a Streetscreen shall be built co-planar with the Facade. Streetscreens shall be between 3.5 and 8 feet in height. The Streetscreen may be replaced by a hedge or fence by Warrant. Streetscreens shall have openings no larger than necessary

to allow automobile and pedestrian access.

- e. A first level Residential or Lodging Function shall be raised a minimum of two feet from average Sidewalk grade.

5.8 BUILDING FUNCTION

5.8.1 SPECIFIC TO ZONES T4, T5

- a. Buildings in each Transect Zone shall conform to the functions listed in the CBD Ordinance and as indicated on the Regulating Plan and Table 10 and Table 12l.

5.9 PARKING AND DENSITY CALCULATIONS

5.9.1 SPECIFIC TO ZONES T4, T5

- a. Buildable Density on a Lot shall be determined by the sum of the actual parking calculated as that provided (1) within the Lot (2) along the parking lane corresponding to the Lot Frontage, and (3) by purchase or lease from a Civic Parking Reserve.
- b. The actual parking may be adjusted upward according to the Shared Parking Factor of Table 11 to determine the Effective Parking. The Shared Parking Factor is available for any two Functions within any pair of adjacent Blocks.
- c. Based on the Effective Parking available, the Density of the projected Function may be determined according to Table 10.
- d. Accessory Units do not count toward Density calculations.

5.10 PARKING LOCATION STANDARDS

5.10.1 GENERAL TO ZONES T4, T5

- a. Parking shall be accessed by Rear Alleys or Rear Lanes, when such are available on the Regulating Plan.
- b. Open parking areas shall be masked from the Frontage by a Building or Streetscreen. Streetscreen to be between 3.5 feet and 8 feet in height and shall be constructed of material similar to adjacent building. Streetscreen may be made of plant material or fence construction by Warrant.

5.10.2 SPECIFIC TO ZONE T4

- a. Driveways at Frontages shall be no wider than 10 feet in the first Layer.
- b. All parking areas and garages shall be located at the third Layer.

5.10.3 SPECIFIC TO ZONE T5

- a. Vehicular entrances to parking lots, garages, and Parking Structures shall be no wider than 24 feet at the Frontage.
- b. Pedestrian exits from all parking lots, garages, and Parking Structures shall be directly to a Frontage Line (i.e., not directly into a building) except underground levels which may be exited by pedestrians directly into a building.
- c. Parking Structures on the Frontages indicated as required or recommended retail frontage shall have Liner Buildings lining the first Story.
- d. A minimum of 2 bike parking spaces shall be provided within the Public or Private Frontage for every ten vehicular parking spaces in a parking lot or garage.

5.11 LANDSCAPE STANDARDS**5.11.1 GENERAL TO ZONES T4, T5**

- a. Impermeable surface shall be confined to the ratio of Lot coverage specified in Table 12f.
- b. All plantings shall be irrigated with a low water use irrigation method appropriate to the planting type.
- c. Irrigation systems should be designed to use reclaimed water or grey water.
- d. The minimum size for all trees, shrubs, and groundcover shall be as follows:
 - Trees: minimum 24" box, with the exception of street trees which shall be a minimum 36" box
 - Shrubs: minimum 5 gallon container
 - Groundcover: minimum 1 gallon container
- e. No turf shall be planted in the public right of way or in parking lots
- f. Turf shall be limited in quantity and located only in specific use areas, including sports and recreation areas, parks, and plazas.
- g. Street trees shall be spaced at regular intervals and no further apart than 30' on center.
- h. Trees shall be a single species to match the species of Street Trees on the Public Frontage, or as shown on Table 5.
- i. Parking lots shall contain a minimum of 2 trees and 8 shrubs for every 12 parking spaces in addition to plant material required for a street screen.

5.11.2 SPECIFIC TO ZONE T4

- a. The first Layer may not be paved, with the exception of Driveways as specified in Section 5.10.2 and Section 5.10.3. (Table 14d)
- b. A minimum of one tree shall be planted within the first Layer for each 30 feet of Frontage Line or portion thereof. (Table 14d)
- c. Lawn shall be permitted By Warrant.

5.11.3 SPECIFIC TO ZONE T5

- a. Trees shall not be required in the first Layer.
- b. The first Layer may be paved to match the pavement of the Public Frontage.

5.12 SIGNAGE STANDARDS**5.12.1 GENERAL TO ZONES T4, T5**

- a. There shall be no building mounted signage permitted additional to that specified in this section unless permitted by other City Ordinance or by the DRC.
- b. The address number, no more than 6 inches measured vertically, shall be attached to the building in proximity to the Principal Entrance or at a mailbox.
- c. Signage shall be externally illuminated, except that signage within the Shopfront glazing may be neon lit.

5.12.2 SPECIFIC TO ZONES T4

- a. One blade sign for each business may be permanently installed perpendicular to the Facade within the first Layer. Such a sign shall not exceed a total of 4 square feet and shall clear 8 feet above the Sidewalk.

5.12.3 SPECIFIC TO ZONES T5

- a. Blade signs, not to exceed 6 square ft. for each separate business entrance, may be attached to and shall be perpendicular to the Facade, and shall clear 8

feet above the Sidewalk.

- b. A single external permanent sign band may be applied to the Facade of each building, providing that such sign not exceed 3 feet in height by any length.

5.13 NATURAL DRAINAGE STANDARDS

5.13.1 GENERAL TO ZONES T4, T5

- a. Green walls, if provided, shall be restricted to non-invasive species.
- b. Cisterns may be used to capture and recirculate stormwater from buildings.
- c. Parks and open space shall be utilized for stormwater infiltration and/or storage. Examples include infiltration swales and below grade cisterns.
- d. All developments shall comply with a "no net-increase" policy.

5.13.2 SPECIFIC TO ZONE T4

- a. Native plant perennial landscapes shall replace turf grass wherever possible and be highly diverse. These should be placed lower than walkways, not mounded up.

5.13.3 SPECIFIC TO ZONES T4, T5

- a. The landscape installed shall consist primarily of durable species tolerant of soil compaction.
- b. Planter boxes should be bottomless, flow-through boxes with native plants, placed next to buildings and designed to capture building runoff. They may be placed in courtyards or adjacent sidewalks with runoff sent to them via French drains or hidden pipes.

5.14 ARCHITECTURAL STANDARDS

5.14.1 GENERAL TO ZONES T4, T5

- a. Materials and Elements
 - i. Building wall materials should be combined on each Facade to create a well proportioned, composed and harmonious whole.
 - ii. Streetscreens should be constructed of a material matching the adjacent building Facade.
 - iii. Exterior building materials should be of high quality and durable.
 - iv. Building elevations over 50 feet wide should be subdivided into bays with changes in material, pilasters, varying parapet heights, offset planes, decorative features, etc. to provide rhythm to the streetscape.
 - v. References to local building traditions is encouraged, but building design should avoid nostalgic reproductions.
 - vi. Buildings should be designed to create an interesting streetscape through the use of human-scaled elements at the street level to which pedestrians can relate to. Human-scaled elements may include, but are not limited to, elements such as awnings, street furniture, storefronts, displays, art, signage, doors, and landscaping
 - vii. Building facades shall articulate the different functions within the building.
 - viii. Building elevations should respond to their solar orientation.
 - ix. Attached structures and equipment such as solar panels, mechanical equipment, antennas, etc. should be integrated into the design or screened from view.

- b. Openings
 - i. All openings, including porches, Galleries, Arcades and windows, with the exception of Shopfronts, shall be square or vertical in proportion. Other shapes/proportions permitted by Warrant.
 - ii. Openings above the first Story shall not exceed 80% of the total building wall area, with each Facade being calculated independently.
 - iii. Doors and windows that operate as sliders are prohibited along Frontages.
 - iv. The facades on Retail Frontages shall be detailed as storefronts and glazed with clear glass no less than 70% of the area of the facade of the ground floor.
 - v. Ground level Retail Frontages shall have operable doors designed as part of the storefront, spaced on average 30 feet apart along the length of the Facade.
 - vi. Retail Frontages shall have a ground floor with a minimum 12 feet clear height over at least 80% of the ground floor.
 - vii. Primary building entrances should be accentuated and distinguished from entrances to ground floor businesses.
 - viii. Recessed windows are encouraged to add depth to the wall plane.
- c. Roofs
 - i. Flat roofs shall be enclosed by parapets a minimum of 42 inches high, or as required to conceal mechanical equipment to the satisfaction of the DRC.

5.15 LIGHTING STANDARDS

5.15.1 GENERAL TO ALL ZONES T4, T5

- a. Streetlights shall be of a general type illustrated in Table 4.
- b. A minimum of 1 uplight or downlight shall be provided for each street tree.
- c. All lighting should be low energy use (such as LED or compact fluorescent) and/or be powered by sustainable energy sources such as solar or wind.
- d. Storefront facades, recessed doorways, outdoor spaces, and passageways shall be lit.
- e. Storefront sign lighting shall be lit with concealed lighting or from above.
- f. All parking lots shall be lit to ensure public safety.
- g. All lighting shall comply with applicable dark sky ordinances.
- h. Pedestrian Pathways between buildings shall be lit to ensure public safety.
- i. City Center lighting fixtures shall comply with the selected group of acceptable fixtures as illustrated in Table 4.

5.15.2 SPECIFIC TO ZONE T4

- a. No lighting level measured at the building Frontage Line shall exceed 1.0 fc.

5.15.3 SPECIFIC TO ZONE T5

- a. No lighting level measured at the building Frontage Line shall exceed 2.0 fc.

5.16 PAVING STANDARDS

5.16.1 GENERAL TO ALL ZONES T4, T5

- a. Premium paving materials shall be utilized in the following areas:
 - i. Commercial Building Entrances:

City Center, Rio Rancho, NM

- Primary Entrances: minimum of 300 square feet per primary entryway
- Secondary Entrances: minimum of 100 square feet
- Service Entrances: n/a
- ii. Crosswalks:
 - Major Intersections: 8' walkway across all 4 intersections
- iii. Pedestrian Pathways between Buildings:
 - Pathway Entrances: minimum of 100 square feet at each entrance
- b. Examples of premium paving materials include:
 - Glass or Stone Lithocrete
 - Sandblasted Concrete
 - Terrazzo
 - Permeable Pavers
 - Integral Color Concrete Pavers
 - Stone Pavers
- c. Examples of standard paving include:
 - Integral Color Concrete
 - Exposed Aggregate Concrete

5.17 SITE FURNISHINGS AND PUBLIC ART STANDARDS**5.17.1 GENERAL TO ALL ZONES T4, T5**

- a. 1% of the capital budget for newly constructed or reconstructed buildings shall be paid to the City of Rio Rancho public fund for the purpose of funding public art projects within City Center.
- b. 1% of the budget for city funded capital projects within City Center shall be used to fund public art projects within City Center.

5.17.2 SPECIFIC TO ZONE T5

- a. A minimum of 1 bench and 1 trash shall be provided for every 50' of linear storefront.
- b. Bicycle racks shall be provided in locations and quantities necessary to support the use of bicycles as an alternative mode of transportation. Include 2 bike parking spaces for every 200 feet of frontage at a minimum.
- c. Covered transit shelters shall be provided in locations and quantities which support ridership of the public transit system. The design of such transit shelters shall be consistent with City Center Design Guidelines.

5.18 SITE UTILITY STANDARDS**5.18.1 GENERAL TO ALL ZONES T4, T5**

- a. All utility accessories, including utility boxes, transformers, meters and man hole covers shall conform to the following standards:
 - i. Shall be located below ground or flush with the surrounding finished grade.
 - ii. Shall be coordinated, designed, and located to allow for other streetscape accessories including street trees and tree grates, planters, trash receptacles, bollards, kiosks, lighting, bike racks, and specialty paving.
 - iii. Shall be readily accessible for purposes of utility maintenance.
 - iv. Shall be designed and located so as not to obstruct pedestrian or vehicular movement.

- v. Shall be located to minimize visual and physical impact as much as possible.
- vi. Shall be designed and located to blend in with the surroundings or enhance the area.
- b. Loading docks, dumpsters, and site appurtenances shall be screened and/or located in an unobtrusive manner consistent with a pedestrian friendly environment.

5.19 PEDESTRIAN PATHWAY STANDARDS

5.19.1 GENERAL TO ALL ZONES T4, T5

- a. Pedestrian pathways including alleys, paseos, courtyards and plazas between buildings shall function as pedestrian circulation routes and shall provide appropriate lighting and signage to assist in wayfinding and create a safe pedestrian environment.
- b. Pedestrian pathways between buildings shall be a minimum of 10' wide.
- c. Store and office windows and doors should open on pedestrian pathways, providing light and access to each buildings' interior and providing visual interest from the outside
- d. Seating and display areas for restaurants and retailers should be encouraged in pedestrian pathways.

City Center, Rio Rancho, NM



TABLE 1: Transect Zone Descriptions. The following are general descriptions of the character of each Transect Zone.

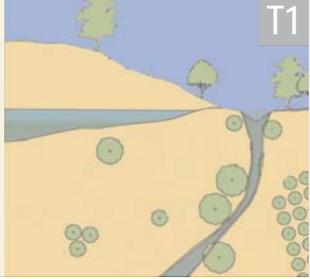
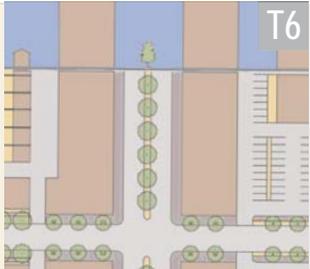
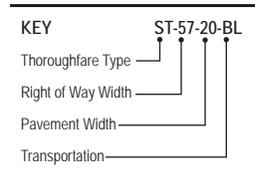
<p>T-1 NATURAL General Character: Natural landscape with some agricultural use Building Placement: Not applicable Frontage Types: Not applicable Typical Building Height: Not applicable Type of Civic Space: Parks, Greenways</p> <p style="text-align: center;">NOT APPLICABLE</p>	 <p style="text-align: right;">T1</p>
<p>T-2 RURAL General Character: Primarily agricultural with woodland & wetland and scattered buildings Building Placement: Variable Setbacks Frontage Types: Not applicable Typical Building Height: 1- to 2-Story Type of Civic Space: Parks, Greenways</p> <p style="text-align: center;">NOT APPLICABLE</p>	 <p style="text-align: right;">T2</p>
<p>T-3 SUB-URBAN General Character: Landscaped yards surrounding detached single-family houses; pedestrians occasionally Building Placement: Large and variable front and side yard Setbacks Frontage Types: Porches, fences, naturalistic tree planting Typical Building Height: 1- to 2-Story with some 3-Story Type of Civic Space: Parks, Greenways</p> <p style="text-align: center;">NOT APPLICABLE</p>	 <p style="text-align: right;">T3</p>
<p>T-4 GENERAL URBAN General Character: Mix of Houses, Townhouses & small Apartment buildings, with scattered Commercial activity; balance between landscape and buildings; presence of pedestrians Building Placement: Shallow to medium front and side yard Setbacks Frontage Types: Walled Yard, Private Portal, 2-story Private Portal, Private Portal below 2nd Story, 2nd Story Stepback, Portal over First Story, Terrace or Lightwell, Forecourt, Stoop Typical Building Height: 2- to 3-Story with a few taller Mixed Use buildings Type of Civic Space: Squares, Greens</p>	 <p style="text-align: right;">T4</p>
<p>T-5 URBAN CENTER General Character: Shops mixed with Townhouses, larger Apartment houses, Offices, workplace, and Civic buildings; predominantly attached buildings; trees within the public right-of-way; substantial pedestrian activity Building Placement: Shallow Setbacks or none; buildings oriented to street defining a street wall Frontage Types: Stoops, Shopfronts, Galleries, Arcades Typical Building Height: 3- to 6-Story with some variation Type of Civic Space: Parks, Plazas and Squares, median landscaping</p>	 <p style="text-align: right;">T5</p>
<p>T-6 URBAN CORE General Character: Medium to high-Density Mixed Use buildings, entertainment, Civic and cultural uses. Attached buildings forming a continuous street wall; trees within the public right-of-way; highest pedestrian and transit activity Building Placement: Shallow Setbacks or none; buildings oriented to street, defining a street wall Frontage Types: Stoops, Dooryards, Forecourts, Shopfronts, Galleries, and Arcades Typical Building Height: 4-plus Story with a few shorter buildings Type of Civic Space: Parks, Plazas and Squares; median landscaping</p> <p style="text-align: center;">NOT APPLICABLE</p>	 <p style="text-align: right;">T6</p>

TABLE 2: Public Frontages - General. The Public Frontage is the area between the private Lot line and the edge of the vehicular lanes. Dimensions are given in Table 3.

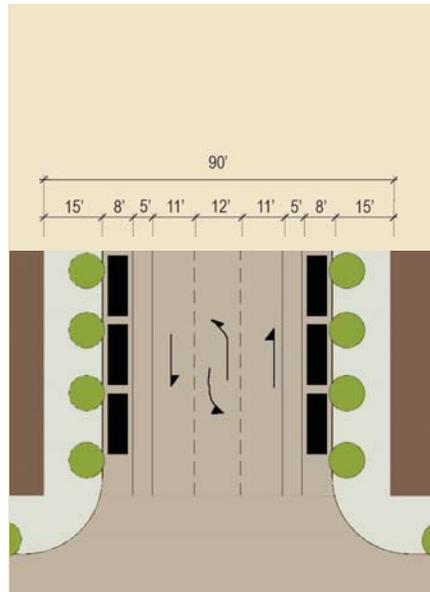
	PLAN
<p>a. (HW) For Highway: This Frontage has open Swales drained by percolation, Bicycle Trails and no parking. The landscaping consists of the natural condition or multiple species arrayed in naturalistic clusters. Buildings are buffered by distance or berms.</p> <p style="text-align: center;">NOT APPLICABLE</p>	
<p>b. (RD) For Road: This Frontage has open Swales drained by percolation and a walking Path or Bicycle Trail along one or both sides and Yield parking. The landscaping consists of multiple species arrayed in naturalistic clusters</p> <p style="text-align: center;">NOT APPLICABLE</p>	
<p>c. (ST) For Street: This Frontage has raised Curbs drained by inlets and Sidewalks with parking on one or both sides. The landscaping consists of a continuous planter behind the sidewalk with street trees of a single or alternating species aligned in a regularly spaced Allee in addition to shrubs, groundcover and accent plantings.</p>	
<p>d. (DR) For Drive: This Frontage has raised Curbs drained by inlets and a wide Sidewalk or paved Path along one side, related to a Greenway or waterfront. It is separated from the vehicular lanes by individual or continuous Planters. The landscaping consists of street trees of a single or alternating species aligned in a regularly spaced Allee.</p> <p style="text-align: center;">NOT APPLICABLE</p>	
<p>e. (AV) For Avenue: This Frontage has raised Curbs drained by inlets and wide Sidewalks separated from the vehicular lanes by a narrow continuous Planter or by separate tree wells with grates with parking on both sides. The landscaping consists of a single tree species aligned in a regularly spaced Allee in addition to shrubs, groundcover and accent plantings.</p>	
<p>f. (CS) (AV) For Commercial Street or Avenue: This Frontage has raised Curbs drained by inlets and very wide Sidewalks along both sides separated from the vehicular lanes by separate tree wells with grates and parking on both sides. The landscaping consists of a single tree species aligned with regular spacing where possible, but clears the storefront entrances.</p>	
<p>g. (BV) For Boulevard: This Frontage has Slip Roads on both sides. It consists of raised Curbs drained by inlets and Sidewalks along both sides, separated from the vehicular lanes by Planters. The landscaping consists of double rows of a single tree species aligned in a regularly spaced Allee.</p> <p style="text-align: center;">NOT APPLICABLE</p>	

TABLE 3: Thoroughfare Assemblies. These Thoroughfares are assembled from the elements from the Public Frontages of Table 2. The key gives the Thoroughfare type followed by the right-of-way width, followed by the pavement width, and in some instances followed by specialized transportation capability.

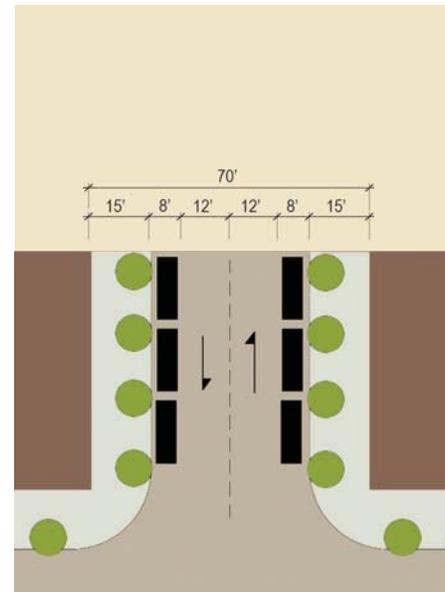


THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR



CS-90-60

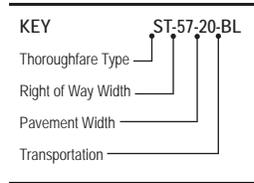


CS-70-40

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T4, T5
Right-of-Way Width	90 feet
Pavement Width	60 feet
Movement	Free Movement
Design Speed	25 MPH
Pedestrian Crossing Time	17.1 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both sides @ 8 feet marked
Curb Radius	20 feet
Walkway Type	15 foot Sidewalk
Planter Type	4x4" tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BL

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T4, T5
Right-of-Way Width	70 feet
Pavement Width	40 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	11.4 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both sides @ 8 feet marked
Curb Radius	20 feet
Walkway Type	15 foot Sidewalk
Planter Type	4x4" tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BL

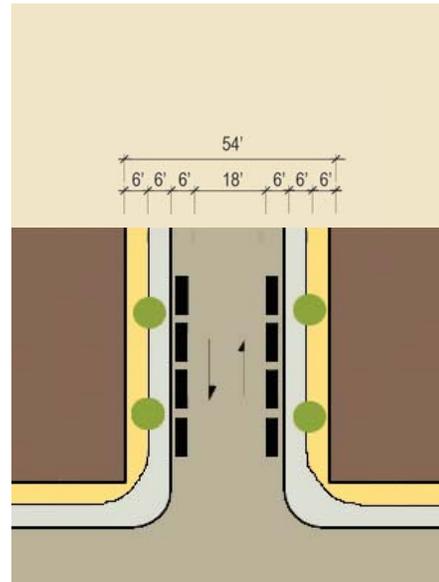
Thoroughfare Type	Commercial Street
Transect Zone Assignment	T4, T5
Right-of-Way Width	70 feet
Pavement Width	40 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	11.4 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both sides @ 8 feet marked
Curb Radius	20 feet
Walkway Type	15 foot Sidewalk
Planter Type	4x4" tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	BL



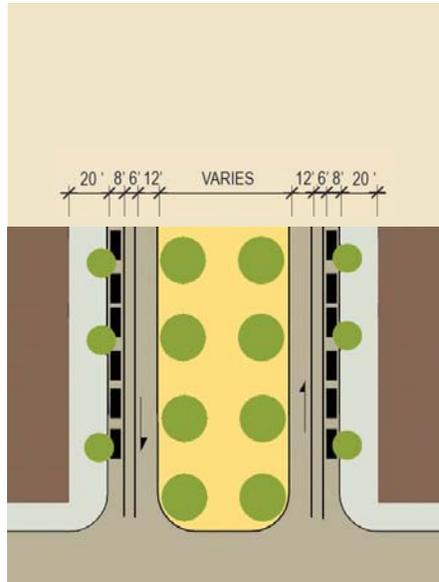
THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR

Thoroughfare Type
Transect Zone Assignment
Right-of-Way Width
Pavement Width
Movement
Design Speed
Pedestrian Crossing Time
Traffic Lanes
Parking Lanes
Curb Radius
Walkway Type
Planter Type
Curb Type
Landscape Type
Transportation Provision

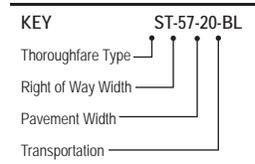


ST-54-30
Street
T4, T5
54 feet
30 feet
Slow Movement
20 MPH
8.5 seconds
2 lanes
Both sides @ 6 feet unmarked
10 feet
6 foot Sidewalk
6 foot continuous planter
Curb
Trees at 30' o.c. Avg.



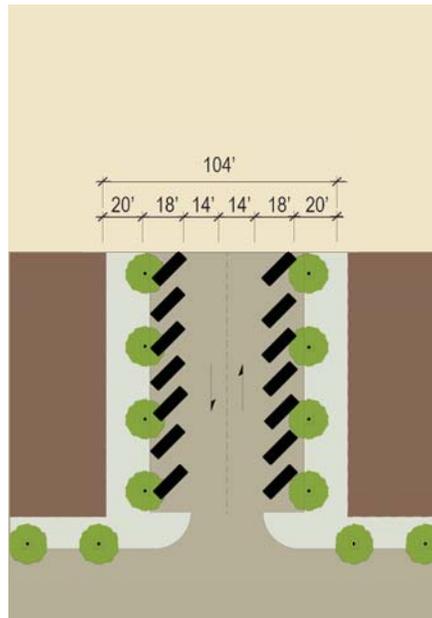
AV-46-26
Avenue
T5
VARIABLE (46 feet on either side of median)
26 feet
Slow Movement
25 MPH
7.4 seconds (to median)
2 lanes
Two sides @ 8 feet marked
20 feet
20 foot Sidewalk
4x4" tree well
Curb
Trees at 30' o.c. Avg.
BL

* Width of median varies and has not been included in above metrics. See Regulating Plan, Figure 1.



THOROUGHFARE TYPES

Highway:	HW
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Drive:	DR
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL
Bicycle Trail:	BT
Bicycle Lane:	BL
Bicycle Route:	BR
Path:	PT
Passage:	PS
Transit Route:	TR



ST-104-64

Thoroughfare Type	Commercial Street
Transect Zone Assignment	T5, T6
Right-of-Way Width	104 feet
Pavement Width	64 feet
Movement	Slow Movement
Design Speed	25 MPH
Pedestrian Crossing Time	8.5 seconds
Traffic Lanes	2 lanes
Parking Lanes	Both sides @ 18 feet marked
Curb Radius	20 feet
Walkway Type	20 foot Sidewalk
Planter Type	4 x 4 Tree well
Curb Type	Curb
Landscape Type	Trees at 30' o.c. Avg.
Transportation Provision	

TABLE 4: Public Lighting. The table shows five general fixture types, commonly available.

SPECIFICATION	T1	T2	T3	T4	T5	T6	SD	LIGHTING TYPE
Per City Standard				*	*			 <p>Cobra Head</p>
NOT APPLICABLE								 <p>Pipe</p>
NOT APPLICABLE								 <p>Post</p>
NOT APPLICABLE								 <p>Column</p>
NOT APPLICABLE								 <p>Double Column</p>

TABLE 5: Public Planting. This table shows six common types of street tree shapes and their appropriateness within the Transect Zones.

SPECIFIC PLANTING	T1	T2	T3	T4	T5	T6	SD	SHAPE
NOT APPLICABLE								 <p>Pole</p>
Pinus eldarica				*	*			 <p>Oval</p>
Quercus Macrocarpa 'caprock' Fraxinus velutina 'Fan-TeX' Pistacia chinensis				*	*			 <p>Ball</p>
NOT APPLICABLE								 <p>Pyramid</p>
Prosopis pubescens				*	*			 <p>Umbrella</p>
NOT APPLICABLE								 <p>Vase</p>

TABLE 6: Civic Space. The intended types of Civic Space are diagrammed and described in this Table. The diagrams are only illustrative; specific designs would be prepared in accordance to the verbal descriptions on this table.

<p>a. Park: A natural preserve available for unstructured recreation. A park may be independent of surrounding building Frontages. Its landscape shall consist of Paths and trails, meadows, waterbodies, woodland and open shelters, all naturalistically disposed. Parks may be lineal, following the trajectories of natural corridors. The minimum size shall be 8 acres. Larger parks may be approved by Warrant as Special Districts in all zones.</p>	
<p>b. Green: An Open Space, available for unstructured recreation. A Green may be spatially defined by landscaping rather than building Frontages. Its landscape shall consist of trees, shrubs and groundcover, naturalistically disposed. The minimum size shall be 1/2 acre and the maximum shall be 8 acres.</p>	
<p>c. Square: An Open Space available for unstructured recreation and Civic purposes. A Square is spatially defined by building Frontages. Its landscape shall consist of paths, landscaping, trees and other low water use plants formally disposed. The minimum size shall be 1/2 acre and the maximum shall be 5 acres.</p>	
<p>d. Plaza: An Open Space available for Civic purposes and Commercial activities. A Plaza shall be spatially defined by building Frontages. Its landscape shall consist primarily of premium pavement in addition to trees, shrubs and groundcover. The minimum size shall be 1/2 acre and the maximum shall be 2 acres.</p>	
<p>e. Playground: An Open Space designed and equipped for the recreation of children. A playground should be fenced and may include an open shelter. Playgrounds shall be interspersed within Residential areas and may be placed within a Block. Playgrounds may be included within parks and greens. There shall be no minimum or maximum size.</p>	

City Center, Rio Rancho, NM

TABLE 7: Private Frontages. The Private Frontage is the Layer between the building and the Frontage Lot lines.

	LOT PRIVATE	R.O.W. PUBLIC FRONTAGE	PLAN LOT PRIVATE	R.O.W. PUBLIC	
<p>a. Walled Yard: a Frontage wherein the Facade is set back from the Frontage Line to provide a yard and is separated from the sidewalk with a Wall. The Wall maintains street spatial definition. Setback varies per T-Zone. May be combined with b.-f. Wall varies per T-Zone.</p>					T4
<p>b. Private Portal: a Frontage wherein the Facade is aligned close to the Frontage Line or at the Setback with a post and beam flat-roofed, ground level colonnade. If setback, a wall is required at the Frontage Line. May encroach into required setback. A balcony is permitted above Portal. Portal depth is 8 ft. min.</p>					T4 T5
<p>c. 2-Story Private Portal: A Frontage wherein the Facade is aligned close to the Frontage Line or at the Setback with a 2-story post and beam, flat-roofed colonnade. If setback, a Wall is required at the Frontage Line. May encroach into required setback. Portal depth is 8 ft. min.</p>					T4 T5
<p>d. Private Portal below 2nd Story: a Frontage wherein the Facade is recessed from the Frontage Line or at the Setback with a Portal on the ground level and a 2nd level above the Portal. If setback, a Wall is required at the Frontage Line. May encroach into required setback. Portal depth is 8 ft. min.</p>					T4 T5
<p>e. 2nd Story Stepback: Frontage wherein the 1st level Facade is aligned close to the Frontage Line or at the Setback and the 2nd level Facade steps back. If setback, a Wall is required at the Frontage Line.</p>					T4 T5
<p>f. Portal over 1st Story: a Frontage wherein the Facade on the 1st level is set at the Frontage Line or at the Setback and the Facade of the 2nd level is set back from the Frontage Line providing space for a colonnade on the second level. If setback, a Wall is required at the Frontage Line. Portal depth is 8 ft. min.</p>					T4 T5

REGULATING DESIGN STANDARDS

TABLE 7. PRIVATE FRONTAGES

City Center, Rio Rancho, NM

TABLE 7: Private Frontages. The Layer between the building and the Frontage Lot lines.

	LOT PRIVATE R.O.W. PUBLIC ← FRONTAGE	PLAN LOT PRIVATE R.O.W. PUBLIC
<p>g. Terrace or Lightwell: a Frontage wherein the Facade is set back from the Frontage line by an elevated terrace or a sunken Lightwell. This type buffers Residential use from urban Sidewalks and removes the private yard from public Encroachment. Terraces are suitable for conversion to outdoor cafes. Syn: Dooryard.</p>		
<p>h. Forecourt: a Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. The Forecourt created is suitable for vehicular drop-offs. This type should be allocated in conjunction with other Frontage types. Large trees within the Forecourts may overhang the Sidewalks.</p>		
<p>i. Stoop: a Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk sufficiently to secure privacy for the windows. The entrance is usually an exterior stair and landing. This type is recommended for ground-floor Residential use.</p>		
<p>j. Shopfront: a Frontage wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. This type is conventional for Retail use. It has a substantial glazing on the Sidewalk level and an awning that should overlap the Sidewalk to within 2 feet of the Curb. Syn: Retail Frontage.</p>		
<p>k. Gallery: a Frontage wherein the Facade is aligned close to the Frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the Sidewalk. This type is conventional for Retail use. The Gallery shall be no less than 10 feet wide and should overlap the Sidewalk to within 2 feet of the Curb.</p>		
<p>l. Arcade: a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at or behind the Frontage Line. This type is conventional for Retail use. The Arcade shall be no less than 12 feet wide and should overlap the Sidewalk to within</p>		

TABLE 8: Building Configuration. This table shows the Configurations for different building heights for each Transect Zone

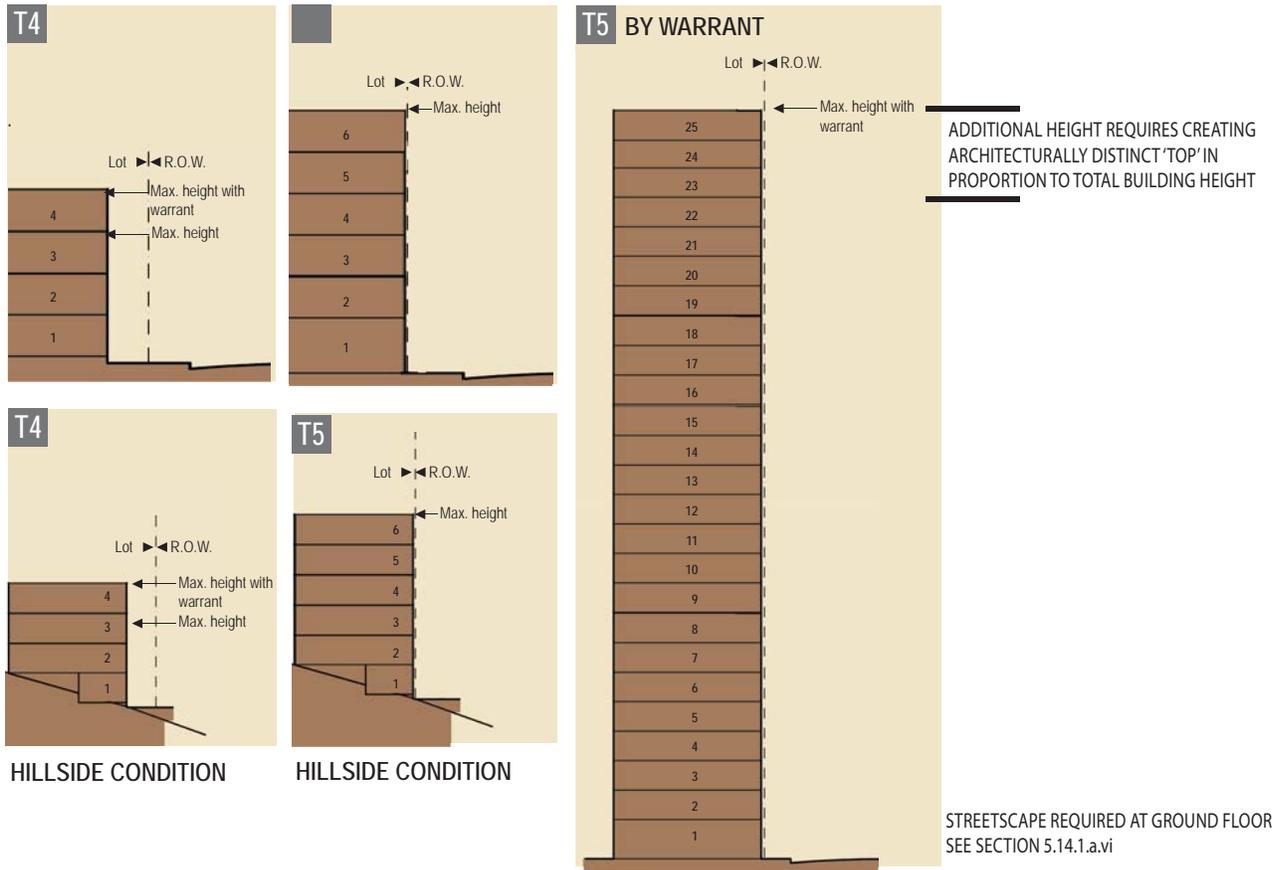


TABLE 9: Building Disposition. This table approximates the location of the building relative to the boundaries of each individual Lot. Each of these very general types is intrinsically more or less urban, depending on the extent that it completes the Frontage.

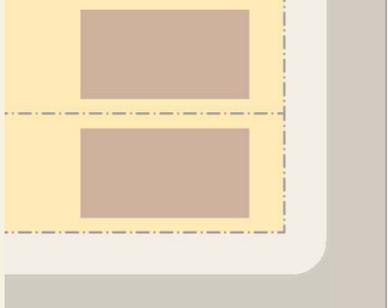
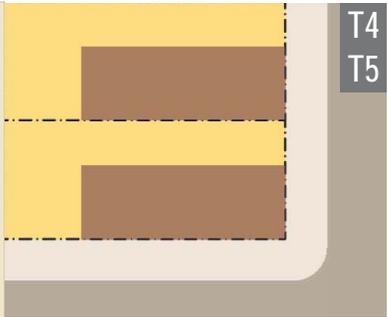
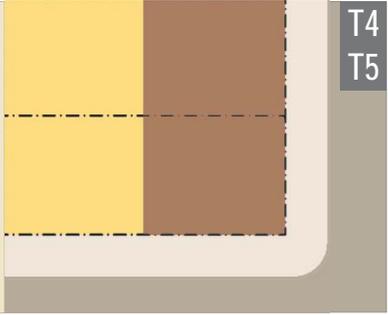
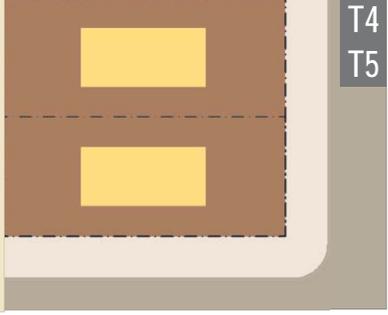
<p>a. Edgeyard: Single family House, cottage, villa, estate house, urban villa. A building that occupies the center of its Lot with Setbacks on all sides. This is the least urban of types as the front yard sets it back from the Frontage, while the side yards weaken the spatial definition of the public Thoroughfare space. The front yard is intended to be visually continuous with the yards of adjacent buildings. The rear yard can be secured for privacy by fences and a well-placed Backbuilding and/or Outbuilding.</p> <p style="text-align: center;">NOT APPLICABLE</p>	
<p>b. Sideyard: Specific Types - Single house, double house, zero-lot-line house, twin. A building that occupies one side of the Lot with the Setback to the other side. A shallow Frontage Setback defines a more urban condition. If the adjacent building is similar with a blank side wall, the yard can be quite private. This type permits systematic climatic orientation in response to the sun or the breeze. If a Sideyard House abuts a neighboring Sideyard House, the type is known as a twin or double House. Energy costs, and sometimes noise, are reduced by sharing a party wall in this Disposition</p>	 <p style="text-align: right;">T4 T5</p>
<p>c. Rearyard: Specific Types - Townhouse, Rowhouse, Live-Work unit, loft building, Apartment House, Mixed Use Block, Flex Building, perimeter Block. A building that occupies the full Frontage, leaving the rear of the Lot as the sole yard. This is a very urban type as the continuous Facade steadily defines the public Thoroughfare. The rear Elevations may be articulated for functional purposes. In its Residential form, this type is the Rowhouse. For its Commercial form, the rear yard can accommodate substantial parking.</p>	 <p style="text-align: right;">T4 T5</p>
<p>d. Courtyard: Specific Types - Patio House. A building that occupies the boundaries of its Lot while internally defining one or more private patios. This is the most urban of types, as it is able to shield the private realm from all sides while strongly defining the public Thoroughfare. Because of its ability to accommodate incompatible activities, masking them from all sides, it is recommended for workshops, Lodging and schools. The high security provided by the continuous enclosure is useful for crime-prone areas.</p>	 <p style="text-align: right;">T4 T5</p>
<p>e. Specialized: Civic buildings, which may express the aspirations of institutions, may be included.</p> <p style="text-align: center;">NOT APPLICABLE</p>	 <p style="text-align: right;">SD</p>

TABLE 10: Building Function - General. This table categorizes as Function the range of uses for which a building is appropriate within each Transect Zone. Parking requirements are correlated to functional intensity. For greater precision prescribing specific uses, refer to the CBD Ordinance in addition to Table 11.

	T4	T5
a. RESIDENTIAL	Limited Residential: The number of dwellings on each Lot is limited by the requirement of 1.5 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).	Open Residential: The number of dwellings on each Lot is limited by the requirement of 1.0 parking places for each dwelling, a ratio which may be reduced according to the shared parking standards (See Table 11).
b. LODGING	Limited Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom, up to twelve, in addition to the parking requirement for the dwelling. The Lodging must be owner occupied. Food service may be provided in the a.m. The maximum length of stay shall not exceed ten days.	Open Lodging: The number of bedrooms available on each Lot for lodging is limited by the requirement of 1.0 assigned parking places for each bedroom. Food service may be provided at all times. The area allocated for food service shall be calculated and provided with parking according to Retail Function.
c. OFFICE	Limited Office: The building area available for office use on each Lot is limited to the first Story of the principal building and/or to the Accessory building, and by the requirement of 3.0 assigned parking places per 1000 square feet of net office space in addition to the parking requirement for each dwelling.	Open Office: The building area available for office use on each Lot is limited by the requirement of 2.0 assigned parking places per 1000 square feet of net office space.
d. RETAIL	Limited Retail: The building area available for Retail use is limited to the first Story of buildings at corner locations, not more than one per Block, and by the requirement of 4.0 assigned parking places per 1000 square feet of net Retail space in addition to the parking requirement of each dwelling. The specific use shall be further limited to neighborhood store, or food service seating no more than 40.	Open Retail: The building area available for Retail use is limited by the requirement of 3.0 assigned parking places per 1000 square feet of net Retail space. Retail spaces under 1500 square feet are exempt from parking requirements.
e. CIVIC	See Table 13	See Table 13
f. OTHER	See Table 13	See Table 13

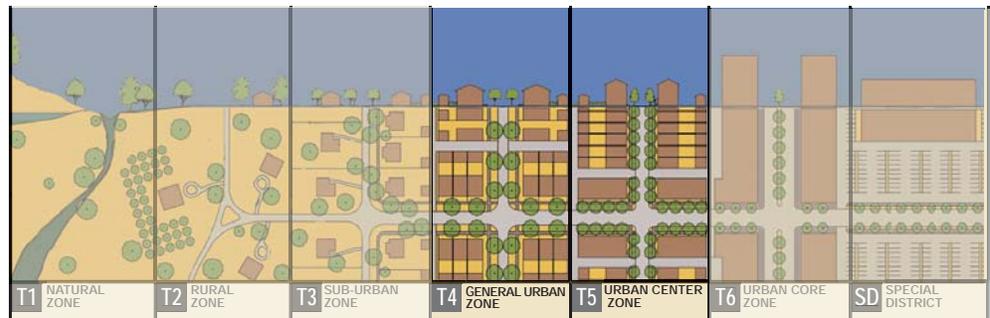
TABLE 11: Parking Calculations. The Required Parking table summarizes the parking requirements of Table 10 for each site or, conversely, the amount of building allowed on each site given the parking available. The Shared Parking Factor for two functions, when divided into the sum of the two amounts listed on the Required Parking table below, produces the Effective Parking needed for each site involved in sharing. Conversely, if the Sharing Factor is used as a multiplier, it indicates the amount of building allowed on each site given the parking available.

REQUIRED PARKING (See Table 10)		
	T4	T5
RESIDENTIAL	1.5 / dwelling	1.0 / dwelling
LODGING	1.0 / bedroom	1.0 / bedroom
OFFICE	3.0 / 1000 sq. ft.	2.0 / 1000 sq. ft.
RETAIL	4.0 / 1000 sq. ft.	3.0 / 1000 sq. ft.
CIVIC	To be determined by Warrant	
OTHER	To be determined by Warrant	

SHARED PARKING FACTOR		
Function	with	Function
RESIDENTIAL		RESIDENTIAL
LODGING		LODGING
OFFICE		OFFICE
RETAIL		RETAIL

		1		
	1.1		1.1	
	1.4	1	1.4	
1.2	1.7	1.7	1.7	1.2
1.3	1	1	1	1.3
1.2	1.2	1.2	1.2	1.2
		1		

City Center, Rio Rancho, NM

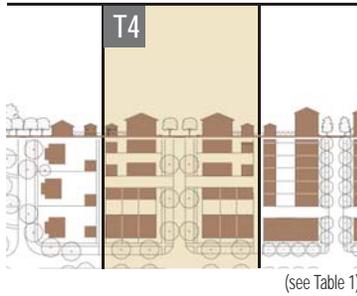


	T1 NATURAL ZONE	T2 RURAL ZONE	T3 SUB-URBAN ZONE	T4 GENERAL URBAN ZONE	T5 URBAN CENTER ZONE	T6 URBAN CORE ZONE	SD SPECIAL DISTRICT
a. (NOT USED IN THIS CODE)							
b. BASE RESIDENTIAL DENSITY							
By Right				15 units / ac. gross	40 units / ac. gross		
Other Functions					30 - 50% min		
c. BLOCK SIZE							
Block Perimeter				1800 ft. max	1800 ft. max		
d. THOROUGHFARES (see Table 3)							
HW				not permitted	not permitted		
BV				permitted	permitted		
AV				permitted	permitted		
CS				not permitted	permitted		
DR				permitted	permitted		
ST				permitted	not permitted		
RD				not permitted	not permitted		
Rear Lane				permitted	not permitted		
Rear Alley				required	permitted		
Path				permitted	not permitted		
Passage				permitted	permitted		
Bicycle Trail				permitted	permitted		
Bicycle Lane				permitted	permitted		
Bicycle Route				permitted	permitted		
e. CIVIC SPACES (see Table 6)							
Park				not permitted	not permitted		
Green				permitted	permitted		
Square				permitted	permitted		
Plaza				permitted	permitted		
Playground				permitted	permitted		
f. LOT OCCUPATION							
Lot Width				18 ft. min 40 ft. max	18 ft. min 50 ft. max		
Lot Coverage				80% max	98% max		
g. SETBACKS - PRINCIPAL BUILDING							
Front Setback (Principal)				0 ft. min 10 ft. max	0 ft. min 10 ft. max		
Front Setback (Secondary)				6 ft. min 10 ft. max	0 ft. min 10 ft. max		
Side Setback				0 ft. min	0 ft. min 24 ft. max		
Rear Setback				3 ft. min	3 ft. min		
Frontage Buildout				60% min	80% min		
h. SETBACKS - OUTBUILDING							
Front Setback				24 ft. min + bldg setback	40 ft. max from rear prop		
Side Setback				0 ft. min or 3 ft.	0 ft. min		
Rear Setback				3 ft.	3 ft. max		
i. BUILDING DISPOSITION (see Table 9)							
Edgeward				not permitted	not permitted		
Sideward				permitted	permitted		
Rearyard				permitted	permitted		
Courtyard				permitted	permitted		
j. PRIVATE FRONTAGES (see Table 7)							
Walled Yard				permitted	not permitted		
All Portal types				permitted	permitted		
Terrace or Dooryard				permitted	permitted		
Forecourt				permitted	permitted		
Stoop				permitted	permitted		
Shopfront & Awning				permitted	permitted		
Gallery				permitted	permitted		
Arcade				not permitted	permitted		
k. BUILDING CONFIGURATION (see Table 8)							
Principal Building				3 Stories max, 2 min	6 Stories max, 3 min		
Outbuilding				2 Stories max	2 Stories max		
l. BUILDING FUNCTION (see Table 10)							
Residential				limited use	open use		
Lodging				limited use	open use		
Office				limited use	open use		
Retail				limited use	open use		

DISPOSITION

CONFIGURATION

FUNCTION



(see Table 1)

BUILDING FUNCTION (see Table 10)	
Residential	limited use
Lodging	limited use
Office	limited use
Retail	limited use
BUILDING CONFIGURATION (see Table 8)	
Principal Building	3 stories max., 2 min.
Outbuilding	2 stories max.
LOT OCCUPATION	
Lot Width	18 ft min 40 ft max
Lot Coverage	80% max
BUILDING DISPOSITION (see Table 9)	
Edgeyard	not permitted
Sideyard	permitted
Rearyard	permitted
Courtyard	permitted
SETBACKS - PRINCIPAL BUILDING	
Front Setback (P)	0 ft. min. 10 ft. max.
Front Setback (S)	0 ft. min. 10 ft. max
Side Setback	0 ft. min.
Rear Setback	3 ft. min.*
Frontage Buildout	60% min at setback
SETBACKS - OUTBUILDING	
Front Setback	24 ft. min. + bldg. setback
Side Setback	0 ft. min. or 3 ft.
Rear Setback	3 ft. min *
PRIVATE FRONTAGES (see Table 7)	
Walled yard	permitted
All Portal types	permitted
Terrace or L.C.	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	not permitted
Refer to Summary Table 12	
PARKING PROVISIONS	
See Table 10 & Table 11	

* or 15 ft. from center line of alley

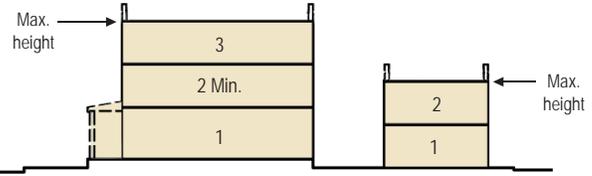
Graphics are illustrative only. Refer to metrics for Setback and height information.

Height may be increased by warrant.

See Table 8.

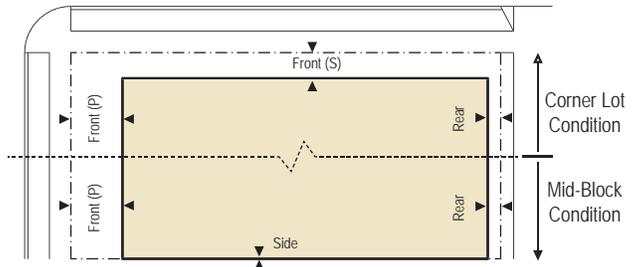
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft and 25 ft maximum.
3. Height shall be measured to the eave or roof deck as specified on Table 8.



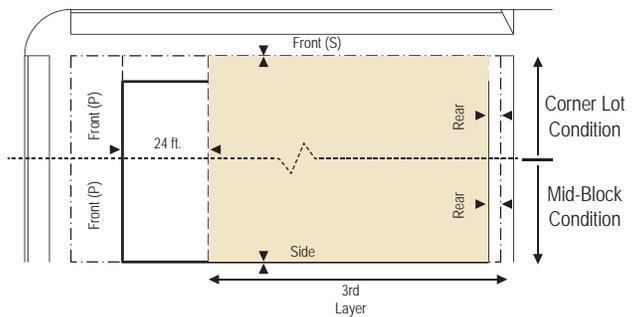
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



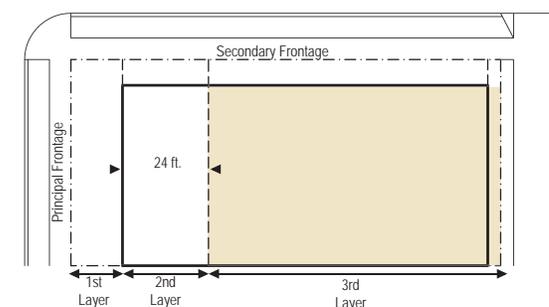
SETBACKS - OUTBUILDING

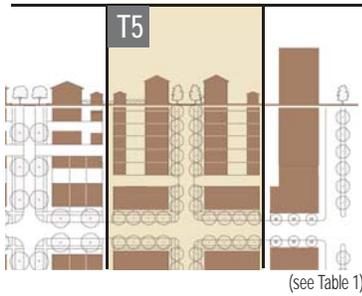
1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 14d).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 14d).
3. Trash containers shall be stored within the 3rd Layer.





BUILDING FUNCTION (see Table 10)	
Residential	open use
Lodging	open use
Office	open use
Retail	open use

BUILDING CONFIGURATION (see Table 8)	
Principal Building	6 stories max. 3 min.
Outbuilding	N/A.

LOT OCCUPATION	
Lot Width	18 ft min 500 ft max
Lot Coverage	98% max

BUILDING DISPOSITION (see Table 9)	
Edgeyard	not permitted
Sidyard	permitted
Rearyard	permitted
Courtyard	permitted

SETBACKS - PRINCIPAL BUILDING	
Front Setback (P)	0 ft. min. 10 ft. max.
Front Setback (S)	0 ft. min. 10 ft. max.
Side Setback	0 ft. min. 24 ft. max.
Rear Setback	3 ft. min.*
Frontage Buildout	80% min at setback

SETBACKS - OUTBUILDING	
Front Setback	40 ft max from rear prop
Side Setback	0 ft min.
Rear Setback	3' min. *

PRIVATE FRONTAGES (see Table 7)	
Walled Yard	permitted
All Portal Types	permitted
Terrace or L.C.	permitted
Forecourt	permitted
Stoop	permitted
Shopfront & Awning	permitted
Gallery	permitted
Arcade	permitted

PARKING PROVISIONS	
See Table 10 & Table 11	

* or 15 ft. from center line of alley

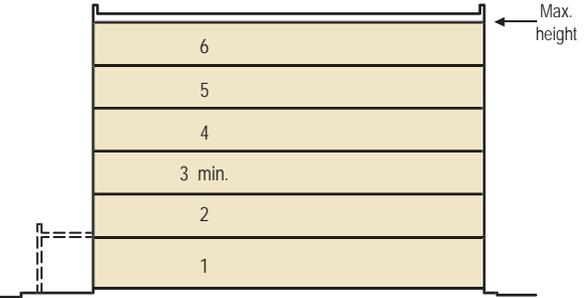
Graphics are illustrative only. Refer to metrics for Setback and height information.

Height may be increased by warrant.

See Table 8.

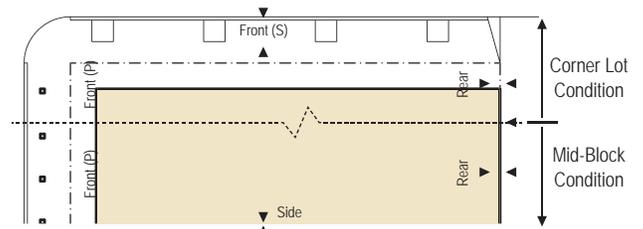
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft and 25 ft maximum.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Ground floor to have human-scaled elements, see Section 5.14.1.a.vi.



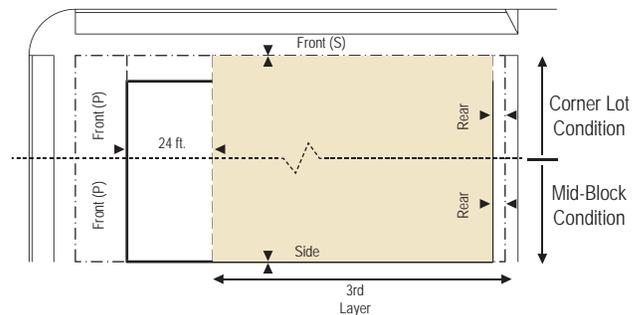
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



SETBACKS - OUTBUILDING

1. The Elevations of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the 3rd Layer as shown in the diagram (see Table 14d).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 14d).
3. Trash containers shall be stored within the 3rd Layer.

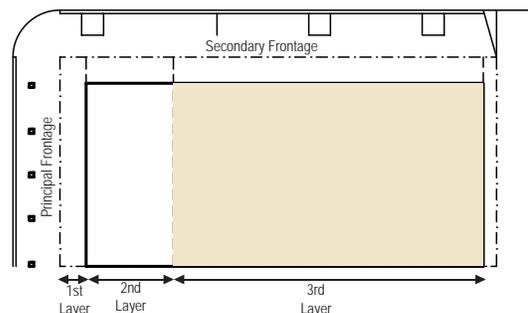
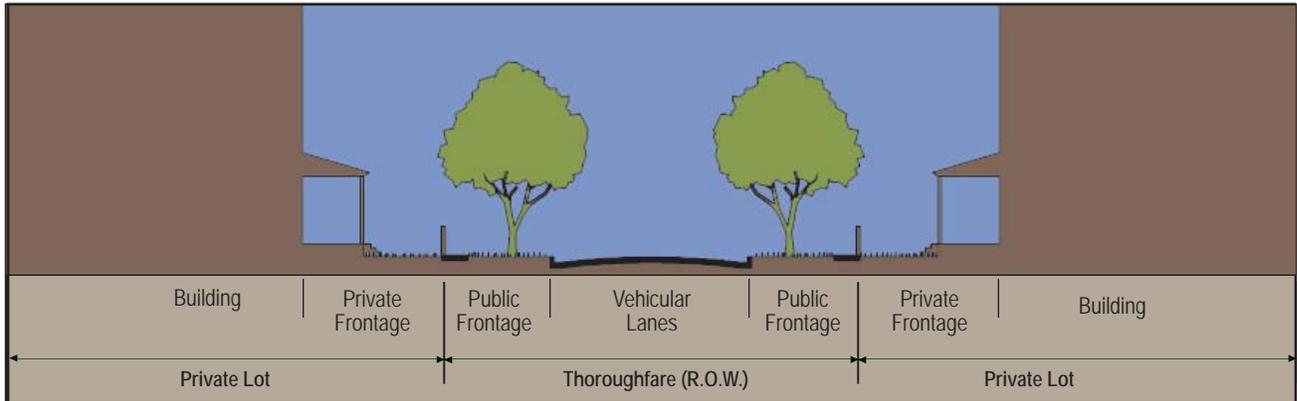
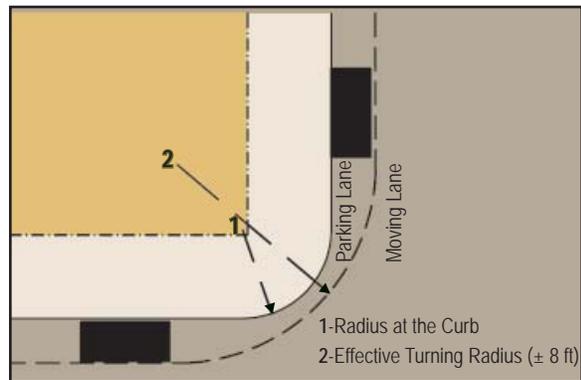


TABLE 15: Definitions Illustrated. This table provides a number of diagrams to support and clarify the Definitions in Article 7.

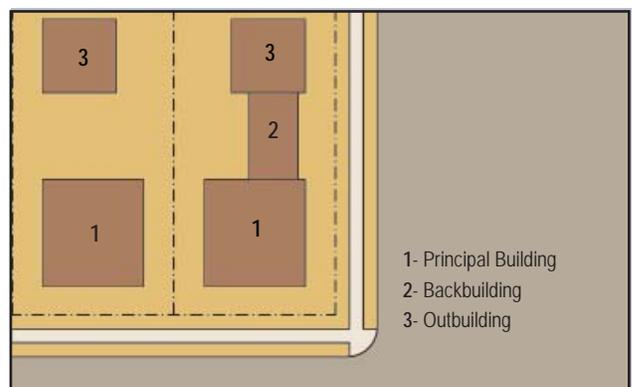
a. THOROUGHFARE & FRONTAGES



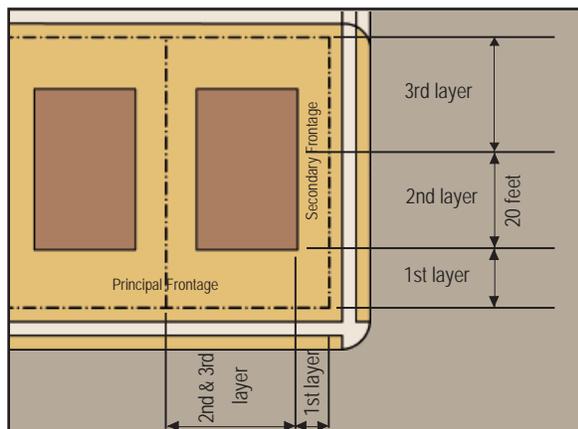
b. TURNING RADIUS



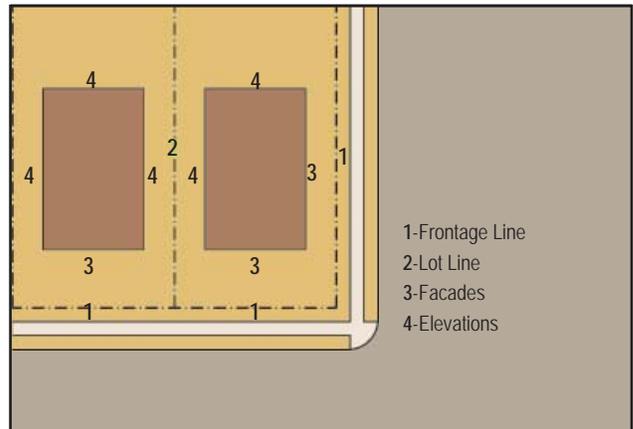
c. BUILDING DISPOSITION



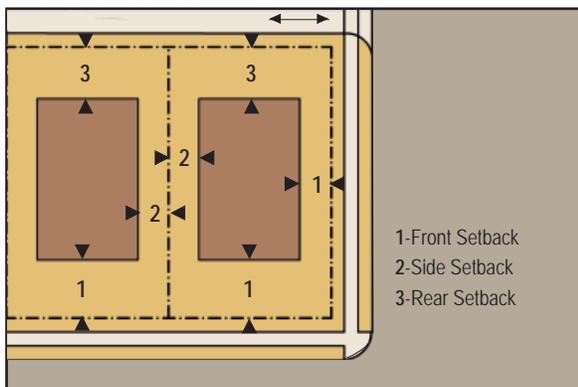
d. LOT LAYERS



e. FRONTAGE & LOT LINES



f. SETBACK DESIGNATIONS



DEFINITIONS

This Article provides definitions for terms in these Standards that are technical in nature or that otherwise may not reflect a common usage of the term. If a term is not defined in this Article, then the Development Review Committee shall determine the correct definition. Items in italics refer to *Articles*, *Sections*, or *Tables* in the Regulating Design Standards.

Accessory Building: an Outbuilding with an Accessory Unit.

Accessory Unit: an Apartment not greater than 800 square feet sharing ownership and utility connections with a Principal Building; it may or may not be within an Outbuilding. *See Table 10 and Table 14.* (Syn: ancillary unit)

Affordable Housing: dwellings consisting of rental units or for-sale units. Both shall be economically within the means of the starting salary of a local elementary school teacher.

Allee: a regularly spaced and aligned row of trees usually planted along a Thoroughfare or Path.

Apartment: a Residential unit sharing a building and a Lot with other units and/or uses; may be for rent, or for sale as a condominium.

Arcade: a Private Frontage conventional for Retail use wherein the Facade is a colonnade supporting habitable space that overlaps the Sidewalk, while the Facade at Sidewalk level remains at the Frontage Line.

Attic: the interior part of a building contained within its roof structure.

Avenue (AV): a Thoroughfare of high vehicular capacity and low to moderate speed, acting as a short distance connector between urban centers, and usually equipped with a landscaped median.

Backbuilding: a single-Story structure connecting a Principal Building to an Outbuilding. *See Table 14.*

Base Density: the number of dwelling units per acre before adjustment for other Functions. *See Density.*

Bed and Breakfast: an owner-occupied Lodging type offering 1 to 5 bedrooms, permitted to serve breakfast in the mornings to guests.

Bicycle Lane (BL): a dedicated lane for cycling within a moderate-speed vehicular Thoroughfare, demarcated by striping.

Bicycle Route (BR): a Thoroughfare suitable for the shared use of bicycles and automobiles moving at low speeds.

Bicycle Trail (BT): a bicycle way running independently of a vehicular Thoroughfare.

Block: the aggregate of private Lots, Passages, Rear Alleys and Rear Lanes, circumscribed by Thoroughfares.

Block Face: the aggregate of all the building Facades on one side of a Block.

Boulevard (BV): a Thoroughfare designed for high vehicular capacity and moderate

speed, traversing an Urbanized area. Boulevards are usually equipped with Slip Roads buffering Sidewalks and buildings.

Brownfield: an area previously used primarily as an industrial site.

By Right: characterizing a proposal or component of a proposal for a Building Scale Plan (*Article 5*) that complies with these Standards and is permitted and processed administratively, without public hearing. See **Warrant** and **Variance**.

Civic: the term defining not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.

Civic Building: a building operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body.

Civic Parking Reserve: Parking Structure or parking lot within a quarter-mile of the site that it serves. See *Section 5.9.1*.

Civic Space: an outdoor area dedicated for public use. Civic Space types are defined by the combination of certain physical constants including the relationships among their intended use, their size, their landscaping and their Enfronting buildings. See *Table 6*.

Civic Zone: designation for public sites dedicated for Civic Buildings and Civic Space.

Commercial: the term collectively defining workplace, Office, Retail, and Lodging Functions.

Configuration: the form of a building, based on its massing, Private Frontage, and height.

Cottage: an Edgeward building type. A single-family dwelling, on a regular Lot, often shared with an Accessory Building in the back yard.

Courtyard Building: a building that occupies the boundaries of its Lot while internally defining one or more private patios. See *Table 9*.

Curb: the edge of the vehicular pavement that may be raised or flush to a Swale. It usually incorporates the drainage system. See *Table 2*.

Density: the number of dwelling units within a standard measure of land area.

Design Speed: is the velocity at which a Thoroughfare tends to be driven without the constraints of signage or enforcement. There are four ranges of speed: Very Low: (below 20 MPH); Low: (20-25 MPH); Moderate: (25-35 MPH); High: (above 35 MPH). Lane width is determined by desired Design Speed. See *Table 3*.

Disposition: the placement of a building on its Lot. See *Table 9 and Table 14*.

Dooryard: a Private Frontage type with a shallow Setback and front garden or patio, usually with a low wall at the Frontage Line. See *Table 7*. (Variant: **Lightwell**, light court.)

Drive: a Thoroughfare along the boundary between an Urbanized and a natural condition, usually along a waterfront, Park, or promontory. One side has the urban character of a Thoroughfare, with Sidewalk and building, while the other has the qualities of a Road or parkway, with naturalistic planting and rural details.

Driveway: a vehicular lane within a Lot, often leading to a garage. *See Section 5.10.*

Edgeyard Building: a building that occupies the center of its Lot with Setbacks on all sides. *See Table 9.*

Effective Parking: the amount of parking required for Mixed Use after adjustment by the Shared Parking Factor. *See Table 11.*

Effective Turning Radius: the measurement of the inside Turning Radius taking parked cars into account. *See Table 14.*

Elevation: an exterior wall of a building not along a Frontage Line. *See Table 14.* See: **Facade.**

Encroach: to break the plane of a vertical or horizontal regulatory limit with a structural element, so that it extends into a Setback, into the Public Frontage, or above a height limit.

Encroachment: any structural element that breaks the plane of a vertical or horizontal regulatory limit, extending into a Setback, into the Public Frontage, or above a height limit.

Enfront: to place an element along a Frontage, as in "porches Enfront the street."

Expression Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, expressed by a variation in material or by a limited projection such as a molding or balcony. (Syn: transition line.)

Extension Line: a line prescribed at a certain level of a building for the major part of the width of a Facade, regulating the maximum height for an Encroachment by an Arcade Frontage.

Facade: the exterior wall of a building that is set along a Frontage Line. See **Elevation.**

Forecourt: a Private Frontage wherein a portion of the Facade is close to the Frontage Line and the central portion is set back. *See Table 7.*

Frontage: the area between a building Facade and the vehicular lanes, inclusive of its built and planted components. Frontage is divided into **Private Frontage** and **Public Frontage.** *See Table 2 and Table 7.*

Frontage Line: a Lot line bordering a Public Frontage. Facades facing Frontage Lines define the public realm and are therefore more regulated than the Elevations facing other Lot Lines. *See Table 14.*

Function: the use or uses accommodated by a building and its Lot, categorized as *Restricted, Limited, or Open,* according to the intensity of the use. *See Table 10.*

Gallery: a Private Frontage conventional for Retail use wherein the Facade is aligned close to the Frontage Line with an attached cantilevered shed or lightweight colonnade overlapping the Sidewalk. *See Table 7.*

Green: a Civic Space type for unstructured recreation, spatially defined by landscaping rather than building Frontages. *See Table 6.*

Greenfield: an area that consists of open or wooded land or farmland that has not

been previously developed.

Greenway: an Open Space Corridor in largely natural conditions which may include trails for bicycles and pedestrians.

Greyfield: an area previously used primarily as a parking lot. Shopping centers and shopping malls are typical Greyfield sites. (Variant: Grayfield.)

Highway: a rural and suburban Thoroughfare of high vehicular speed and capacity. This type is allocated to the more rural Transect Zones (T-1, T-2, and T-3).

Home Occupation: non-Retail Commercial enterprises. The work quarters should be invisible from the Frontage, located either within the house or in an Outbuilding. *See Table 10.*

House: an Edgeward building type, usually a single-family dwelling on a large Lot, often shared with an Accessory Building in the back yard. (Syn: single.)

Infill: *noun* - new development on land that had been previously developed, including most Greyfield and Brownfield sites and cleared land within Urbanized areas. *verb* - to develop such areas.

Inn: a Lodging type, owner-occupied, offering 6 to 12 bedrooms, permitted to serve breakfast in the mornings to guests. *See Table 10.*

Layer: a range of depth of a Lot within which certain elements are permitted. *See Table 14.*

Lightwell: A Private Frontage type that is a below-grade entrance or recess designed to allow light into basements. *See Table 7.* (Syn: light court.)

Liner Building: a building specifically designed to mask a parking lot or a Parking Structure from a Frontage.

Live-Work: a Mixed Use unit consisting of a Commercial and Residential Function. The Commercial Function may be anywhere in the unit. It is intended to be occupied by a business operator who lives in the same structure that contains the Commercial activity or industry. *See Work-Live.* (Syn.: flexhouse.)

Lodging: premises available for daily and weekly renting of bedrooms. *See Table 10.*

Lot: a parcel of land accommodating a building or buildings of unified design. The size of a Lot is controlled by its width in order to determine the grain (i.e., fine grain or coarse grain) of the urban fabric.

Lot Line: the boundary that legally and geometrically demarcates a Lot.

Lot Width: the length of the Principal Frontage Line of a Lot.

Main Civic Space: the primary outdoor gathering place for a community. The Main Civic Space is often, but not always, associated with an important Civic Building.

Manufacturing: premises available for the creation, assemblage and/or repair of artifacts, using table-mounted electrical machinery or artisanal equipment, and including their Retail sale.

Mixed Use: multiple Functions within the same building through superimposition or adjacency, or in multiple buildings by adjacency, or at a proximity determined by

Warrant.

Mixed-Use District: Districts containing a variety of uses and services which provide for a pedestrian oriented neighborhood.

Net Site Area: all developable land within a site including Thoroughfares but excluding land allocated as Civic Zones.

Office: premises available for the transaction of general business but excluding Retail, artisanal and Manufacturing uses. *See Table 10.*

Open Space: land intended to remain undeveloped; it may be reserved for Civic Space.

Outbuilding: an Accessory Building, usually located toward the rear of the same Lot as a Principal Building, and sometimes connected to the Principal Building by a Backbuilding. *See Table 14.*

Park: a Civic Space type that is a natural preserve available for unstructured recreation. *See Table 6.*

Parking Structure: a building containing one or more Stories of parking above grade.

Passage (PS): a pedestrian connector, open or roofed, that passes between buildings to provide shortcuts through long Blocks and connect rear or internal courtyards and parking areas to Frontages. (Syn: Paseo.)

Path (PT): a pedestrian way traversing a Park or rural area, with landscape matching the contiguous Open Space, ideally connecting directly with the urban Sidewalk network.

Planter: the element of the Public Frontage which accommodates street trees, whether continuous or individual.

Plaza: a Civic Space type designed for Civic purposes and Commercial activities in the more urban Transect Zones, generally paved and spatially defined by building Frontages.

Portal: a Private Frontage wherein the Facade is aligned close to the Frontage Line with a traditionally trabeated flat-roofed ground-level arcade, between 8 feet and 10 feet deep, and paved to match the sidewalk, if it abuts a sidewalk. **See Table 7.**

Principal Building: the main building on a Lot, usually located toward the Frontage. *See Table 14.*

Principal Entrance: the main point of access for pedestrians into a building.

Principal Frontage: On corner Lots, the Private Frontage designated to bear the address and Principal Entrance to the building, and the measure of minimum Lot width. Prescriptions for the parking Layers pertain only to the Principal Frontage. Prescriptions for the first Layer pertain to both Frontages of a corner Lot. *See Frontage.*

Private Frontage: the privately held Layer between the Frontage Line and the Principal Building Facade. *See Table 7 and Table 14.*

Public Frontage: the area between the Curb of the vehicular lanes and the Frontage Line. *See Table 2.*

Rear Alley (RA): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Alleys should be paved from building face to building face, with drainage by inverted crown at the center or with roll Curbs at the edges.

Rear Lane (RL): a vehicular way located to the rear of Lots providing access to service areas, parking, and Outbuildings and containing utility easements. Rear Lanes may be paved lightly to Driveway Standards. The streetscape consists of gravel or landscaped edges, has no raised Curb, and is drained by percolation.

Rearyard Building: a building that occupies the full Frontage Line, leaving the rear of the Lot as the sole yard. *See Table 9.* (Var: Rowhouse, Townhouse, Apartment House)

Recess Line: a line prescribed for the full width of a Facade, above which there is a Stepback of a minimum distance, such that the height to this line (not the overall building height) effectively defines the enclosure of the Enfronting public space. *Var: Extension Line.*

Regulating Plan: a Zoning Map or set of maps that shows the Transect Zones, Civic Zones, Special Districts if any, and Special Requirements if any, of areas subject to, or potentially subject to, regulation by these Standards.

Residential: characterizing premises available for long-term human dwelling.

Retail: characterizing premises available for the sale of merchandise and food service. *See Table 10.*

Retail Frontage: Frontage designated on a Regulating Plan that requires or recommends the provision of a Shopfront, encouraging the ground level to be available for Retail use. *See Special Requirements.*

Rowhouse: a single-family dwelling that shares a party wall with another of the same type and occupies the full Frontage Line. *See Rearyard Building.* (Syn: Townhouse)

Secondary Frontage: on corner Lots, the Private Frontage that is not the Principal Frontage. As it affects the public realm, its First Layer is regulated. *See Table 14.*

Setback: the area of a Lot measured from the Lot line to a building Facade or Elevation that is maintained clear of permanent structures, with the exception of Encroachments listed in *Section 5.7.* *See Table 12g.* (Var: build-to-line.)

Shared Parking Factor: an accounting for parking spaces that are available to more than one Function. *See Table 11.*

Shopfront: a Private Frontage conventional for Retail use, with substantial glazing and an awning, wherein the Facade is aligned close to the Frontage Line with the building entrance at Sidewalk grade. *See Table 7.*

Sidewalk: the paved section of the Public Frontage dedicated exclusively to pedestrian activity.

Sideyard Building: a building that occupies one side of the Lot with a Setback on the other side. This type can be a Single or Twin depending on whether it abuts the neighboring house. *See Table 9.*

Special Requirements: provisions of *Section 5.3* of these Standards and/or the

associated designations on a Regulating Plan or other map for those provisions.

Square: a Civic Space type designed for unstructured recreation and Civic purposes, spatially defined by building Frontages and consisting of Paths, lawns and trees, formally disposed. *See Table 6.*

Stepback: a building Setback of a specified distance that occurs at a prescribed number of Stories above the ground.

Stoop: a Private Frontage wherein the Facade is aligned close to the Frontage Line with the first Story elevated from the Sidewalk for privacy, with an exterior stair and landing at the entrance. *See Table 7.*

Story: a habitable level within a building, excluding an Attic or raised basement. *See Table 8.*

Street (ST): a local urban Thoroughfare of low speed and capacity. *See Table 2 and Table 3.*

Streetscreen: a freestanding wall built along the Frontage Line, or coplanar with the Facade. It may mask a parking lot from the Thoroughfare, provide privacy to a side yard, and/or strengthen the spatial definition of the public realm. (Syn: streetwall.) *See Section 5.7.4e.*

Substantial Modification: alteration to a building that is valued at more than 50% of the replacement cost of the entire building, if new.

Swale: a low or slightly depressed natural area for drainage.

T-Zone: Transect Zone.

Terminated Vista: a location at the axial conclusion of a Thoroughfare. A building located at a Terminated Vista designated on a Regulating Plan is required or recommended to be designed in response to the axis.

Thoroughfare: a way for use by vehicular and pedestrian traffic and to provide access to Lots and Open Spaces, consisting of Vehicular Lanes and the Public Frontage. *See Table 3 and Table 14a.*

Townhouse: See **Rearyard Building**. (Syn: **Rowhouse**)

Transect: a cross-section of the environment showing a range of different habitats. The rural-urban Transect of the human environment used in these Standards template is divided into six Transect Zones. These zones describe the physical form and character of a place, according to the Density and intensity of its land use and Urbanism.

Transect Zone (T-Zone): One of several areas on a Zoning Map regulated by these Standards. Transect Zones are administratively similar to the land use zones in conventional codes, except that in addition to the usual building use, Density, height, and Setback requirements, other elements of the intended habitat are integrated, including those of the private Lot and building and Public Frontage. *See Table 1.*

Turning Radius: the curved edge of a Thoroughfare at an intersection, measured at the inside edge of the vehicular tracking. The smaller the Turning Radius, the smaller the pedestrian crossing distance and the more slowly the vehicle is forced to make the turn. *See Table 3 and Table 14.*

Urban Boundary Line: the extent of potential urban growth as determined by the projected demographic needs of a region. The Urban Boundary Line may be adjusted from time to time.

Urbanism: collective term for the condition of a compact, Mixed Use settlement, including the physical form of its development and its environmental, functional, economic, and sociocultural aspects.

Urbanized: generally, developed. Specific to these Standards, developed at T-3 (Sub-Urban) Density or higher.

Variance: a ruling that would permit a practice that is not consistent with either a specific provision or the Intent of these Standards (*Section 1.3*). Variances are usually granted by the Planning and Zoning Board in a public hearing. See *Section 1.5*.

Walled Yard: a Private Frontage type wherein the Facade is set back from the Frontage Line to provide a yard and is separated from the sidewalk with a wall. The wall maintains street spatial definition. Setbacks and walls vary per T-Zone. See Table 7.

Warrant: a ruling that would permit a practice that is not consistent with a specific provision of these Standards, but that is justified by its Intent (*Section 1.3*). Warrants are usually granted administratively by the DRC. See *Section 1.5*.

Work-Live: a Mixed Use unit consisting of a Commercial and Residential Function. It typically has a substantial Commercial component that may accommodate employees and walk-in trade. The unit is intended to function predominantly as work space with incidental Residential accommodations that meet basic habitability requirements. See **Live-Work**.

Yield: characterizing a Thoroughfare that has two-way traffic but only one effective travel lane because of parked cars, necessitating slow movement and driver negotiation. Also, characterizing parking on such a Thoroughfare.

Zoning Map: the official map or maps that are part of the zoning ordinance and delineate the boundaries of individual zones and districts. See **Regulating Plan**.