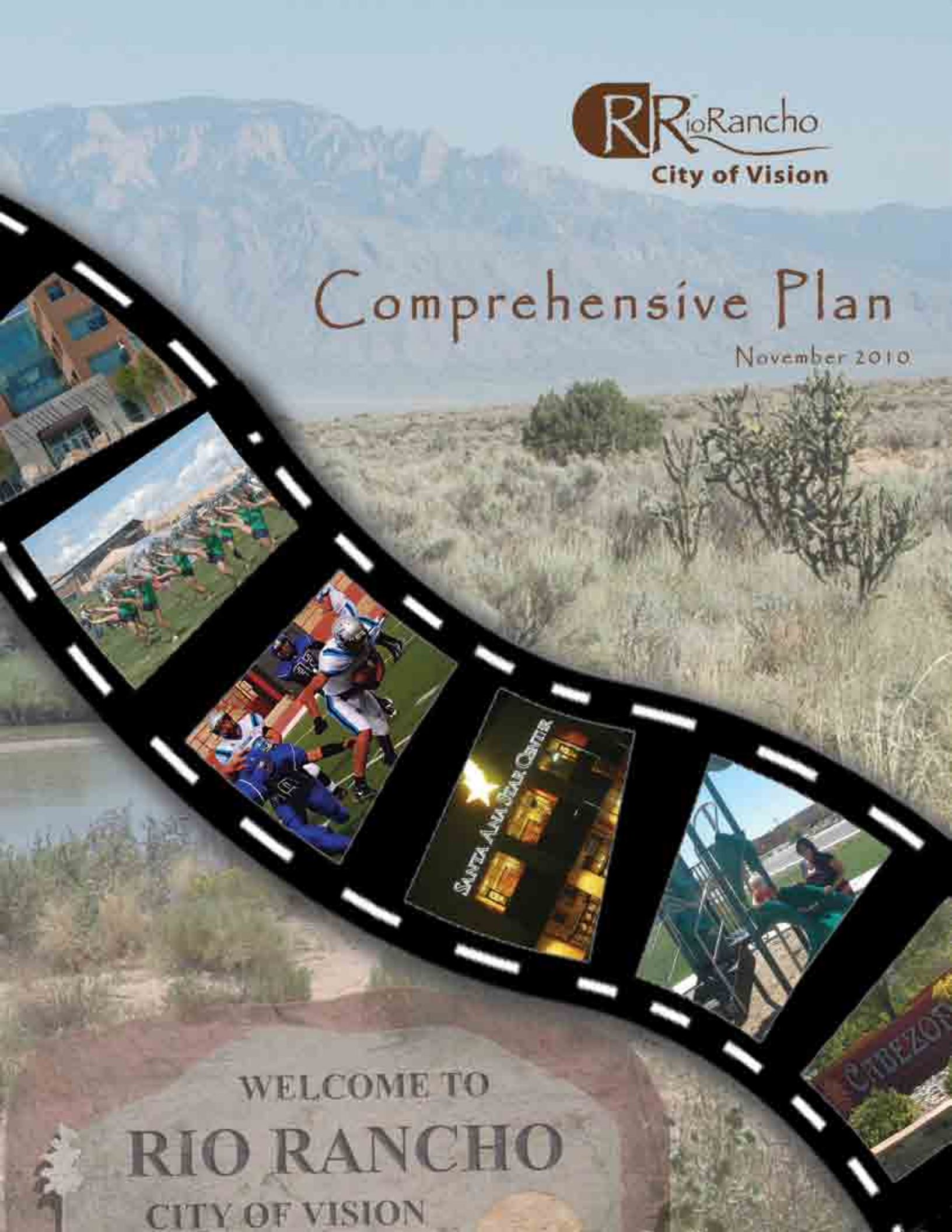
RioRancho
City of Vision

Comprehensive Plan

November 2010



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Vision, Introduction & Executive Summary

1. Vision for Growth

The vision for the physical development of the City of Rio Rancho emerged from a series of workshops held during the development of the Vision 2020 Integrated Comprehensive Plan (ICP), adopted in 2001. While some aspects of the updating of the Comprehensive Plan have changed, the idea of higher intensity and density growth nodes introduced in the Vision 2020 ICP has not changed. Since the Comprehensive Plan is organized with individual elements that can stand on their own, the Development Services Department will review each element no less than every five years and amend the plan elements as necessary.

The key elements of the Vision include:

- Gateways or entries into the city. More specifically, the identification and creation of gateway and corridor streets where high traffic volumes exist or will exist and specific design criteria will be applied to the type of landscape treatment, intersection details and the types of land uses that are appropriate along gateway and corridor streets to implement the vision conceived during the Vision 2020 ICP workshops.

- The preservation and enhancement of arroyos as an open space corridor is necessary to allow citizens the opportunity to connect with the natural environment. Likewise, utility easements play an important role in the development of open space via multi-use trails. Utilizing arroyos and utility easements allows benefits the City by creating multi-use facilities which are addressed in the City's Strategic Plan and Southern Sandoval County Arroyo Flood Control Authority's (SSCAFCA) Quality of Life Master Plan. Arroyo preservation also contributes to aquifer recharge, flood control, and provides wildlife habitat all of which are sustainability issues that support the City's Strategic Plan which was adopted in March 2009.

- Community wide facilities such as parks, schools, libraries, and senior centers, etc. were deemed important during the Vision 2020 ICP workshops. Where possible, the Vision of the Comprehensive Plan is to link trails, to community facilities in order to increase Rio Rancho's walkability.

- As Rio Rancho grows, the development of higher intensity nodes with high-density residential land uses will be necessary to create transit opportunities, walkable neighborhoods, and complete streets (landscaped medians and sidewalk buffers, transit and bicycle lanes etc.).

1.1 ANTIQUATED PLATTING

Along with water availability, antiquated platting is one of the most significant issues that inhibits the City of Rio Rancho's ability to plan for roads, public facilities, economic development, and many of the quality of life topics addressed in the City's Strategic Plan and SSCAFCA's Quality of Life Master Plan. This issue affects land that was prematurely platted and sold in the 1960s and 1970s. Problems that continue due to the platting of Rio Rancho Estates include but are not limited to: fractionalized land ownership and the lack of off-site improvements like paved roads, sewers, and drainage facilities.

The topic of antiquated platting is discussed throughout the Comprehensive Plan because it crosses all of the City's lines of business, including Economic Development, Public Works, Planning, and Parks and Recreation. Therefore, a number of goals, policies and actions in the Comprehensive Plan address antiquated platting.

1.2 URBAN DESIGN CRITERIA

Rio Rancho has been and continues to be a rural to suburban community. However, as the City continues to grow and as land becomes more valuable, it will be necessary to increase residential densities in order to provide efficient services and affordable housing. Additionally, increasing residential densities is necessary for transit services to become successful. The following design criteria came out of the Vision 2020 ICP workshops:

1.1.1 LOW DENSITY RESIDENTIAL:

Sites should be developed in an environmentally sound approach with respect to storm water management by: reducing the impervious areas on an individual lot, utilizing rainwater collected in a gutter system for landscape irrigation, plants, trees, shrubs, and groundcover to encourage infiltration, and require on site retention and use of water collected. Additionally, the proper siting of buildings on a lot to take advantage of the natural systems such as: solar orientation to heat the house in the winter, location of the appropriate plant material to shade a house in the summer, but allow the sun to penetrate through windows in the house during the winter, and the use of trees to protect structures from the prevailing winds throughout the year. Discourage, where appropriate, the use of walls around the perimeter of lots, with the exception of horse fencing.

Encourage the use of development envelopes to determine the maximum extent of development allowed on a lot. This will allow for the preservation of the rural character of the area and the preservation of the natural landscape.

1.1.2 MEDIUM DENSITY RESIDENTIAL

Landscape streets with appropriate plant materials, the placement should create a sense of enclosure and enhance the continuity of the route.

To the extent practical, community facilities such as schools and parks should be part of a development node and surrounded by residential neighborhoods. Develop environmentally sound approaches to storm water management on each lot. This may include: reducing the impervious areas on an individual lot, utilizing rainwater collected in a gutter system for landscape irrigation, plant trees, shrubs, and groundcover to encourage infiltration, require on site retention and use of water collected at the subdivision level. Parking shall be on-site.

Where practical, locate development within a quarter mile of a community center, park, school, or other public facility. Sidewalks, walkways, and bikeways shall be incorporated into the development design so that more direct and convenient access will encourage their use. Cul-de-sacs should include a walkway/bikeway access to provide convenience for the pedestrian and bicyclist, yet still provide cul-de-sac insulation from auto traffic. Provide for multiple sidewalk/bikeway access points along the perimeter of a development to increase convenience for the user, yet still provide neighborhood insulation from through auto traffic. Connect walkways and bikeways directly to adjacent shopping centers, schools, churches, employment centers, and other public facilities to provide the opportunity to facilitate replacement of some auto trips. Connect the residential path system to the city-wide multi-use paths within the arroyos, easements, and arterial roadway system. Create the opportunity or flexibility to allow neighborhood serving commercial to be located within a residential area.

1.1.3 HIGH-DENSITY RESIDENTIAL

Locate high-density residential areas on collector or arterial streets within 1/8 mile walking distance of a commercial center, employment center, or other community facility. Incorporate sidewalks, walkways, and bikeways into the development design so that more direct and convenient access will encourage their use. Sidewalks, walkways, and bikeways shall be incorporated into the development design so that more direct and convenient access will encourage their use. Cul-de-sacs should include a walkway/bikeway access to provide convenience for the pedestrian and bicyclist, yet still provide cul-de-sac insulation from auto traffic. Provide for multiple sidewalk/bikeway access points along the perimeter of a development to increase convenience for the user, yet still provide neighborhood insulation from through auto traffic. Connect walkways and bikeways directly to adjacent shopping centers, schools, churches, employment centers, and other community facilities to provide the opportunity to facilitate replacement of some auto trips.

1.3 DEVELOPMENT NODES

The creation of development nodes where a higher concentration of land uses exist in the form of commercial, multi-family and mixed-use developments helps to develop a sense of place. In order for a node to function as a vibrant and diverse development, nodes tend to be created with a mixture of land use types (both horizontal and vertical) are more pedestrian in scale, and the focus, from a physical design sense, is one of building details and creation of the public realm by placement and relationships of the built form.

Incorporating public spaces and mixed-uses into a development is an important aspect to creating a vibrant and diverse node. By promoting creative site planning and design via floor area ratio (FAR) bonuses for exceptional quality planning and design developers are more likely to incorporate public spaces, community facilities and attractive design elements into a development. Increasing residential densities for projects that offer mixed uses with a diversity of housing opportunities including the provision of affordable housing also creates a more vibrant and diverse development.

Developing visual terminuses with changes in color/texture/materials, plazas and other design elements within a development enhances the sense of a place created by a mixed-use development. Avoiding freestanding pad site developments with large setbacks and allowing on-street parking helps reduce the size of the on-site parking areas increasing a pedestrian's sense of security by providing a pedestrian scale to a development that helps to foster human interaction. Reducing building setbacks to allow for on-site parking located behind buildings also promotes a pedestrian-scale development.

Because crosswalks are an integral part of encouraging pedestrian activities throughout the city, minimizing the distance a pedestrian has to travel when crossing a street is an important aspect to creating walkable, complete streets. On-street parking with extended curb lines is one way to accomplish reduced crossing distances. Additionally, incorporating well marked and appropriately sized bicycle lanes is an important aspect to a complete street. Another aspect to complete streets is the integration of dedicated transit lanes where practical.

2. INTRODUCTION

2.1. HISTORICAL PERSPECTIVE OF RIO RANCHO AND THE RIO GRANDE VALLEY

2.1.1 EARLY HISTORY OF THE RIO GRANDE VALLEY

It is commonly held that the Rio Grande Valley was inhabited approximately 10,000 to 12,000 years ago. The remains of a hunting campsite, located within the current City limits of Rio Rancho, reveal that the first indigenous residents lived in the Rio Rancho vicinity approximately 11,000 years ago. These early inhabitants were hunters and gatherers whose tools of the trade were arrowhead-like artifacts called "Folsom Points" named after the location where similar artifacts were first located in New Mexico in 1927.

In the winter of 1540 Francisco Vásquez de Coronado led Spanish conquistadors to the Rio Rancho vicinity in search of the fabled, "seven cities of gold," while conquering native peoples along the way.

Instead of the Seven Cities of Gold, Coronado's party found an agrarian society of more than 60,000 persons living in 12 to 16 inhabited pueblos along the Rio Grande between present-day Bernalillo and Isleta Pueblo.

The Spanish explored New Mexico as a combination of exploration and missionary efforts by the Catholic Church of Spain. The Spanish entered the middle Rio Grande valley and mandated catholic teachings in every pueblo they encountered. This was in direct conflict with the Native Americans' traditional religions and eventually led to unrest and the ensuing Pueblo Revolt of 1680.

In 1706, colonization increased and Albuquerque was founded by Governor Don Francisco Cuervo y Valdes and named in honor of the Duke of Alburquerque, viceroy in Mexico City. Four years later the Town of Alameda Land Grant, land upon which Rio Rancho is built, was officially conveyed by the Spanish Crown. It stretched from the Rio Grande to the Rio Puerco, and included present day Alameda, Corrales, Paradise Hills and Rio Rancho. Within the grant, the land was divided by varas: long, parcels that extended westward from the Rio Grande and connected each farmer to his neighbor through a network of acequias or irrigation ditches. This parcel platting is still evident in the ownership pattern and street pattern visible in the adjoining community of Corrales, New Mexico.

In 1821, Mexico won its independence and the Santa Fe Trail was opened as a major commerce route between Mexico City and Missouri. The route parallels the Rio Grande corridor adjacent to present day Rio Rancho.

In 1846, President Polk declared war with Mexico under the direction of General Stephen W. Kearny. Santa Fe was subsequently captured and the American Period began with New Mexico was organized as a territorial entity. At the close of the Mexican War two years later, the Treaty of Guadalupe Hidalgo was signed commencing the process of formally adopting New Mexico, as a Territory of the United States.

After the establishment of the American territorial government in 1848, private land holdings, such as the Alameda Land Grant, were challenged in the United States Court leading to a number of lawsuits resulting in disputed boundaries for many years. In 1864, the Office of the US Surveyor General surveyed the Town of Alameda Land Grant followed by the creation of Sandoval County in the early 1900's. The total population of the entire State of New Mexico was estimated to be approximately 327,300 persons. President William Howard Taft signed the legislation that made New Mexico the 47th state of the union in 1912.

2.1.2 RIO RANCHO ESTATES PRIOR TO CITY INCORPORATION

The San Mateo Land Company purchased the property in 1919 for $0.19 per acre as an investment and sold the property in 1948 to Brownfield & Koontz to become the "Koontz Ranch" with over 500 head of cattle grazing on the property. In 1959, the property was sold to Ed Snow a local investor and developer. The land, located immediately north and west of the City of Albuquerque, continued to increase in value as the Albuquerque metropolitan area grew to just over 200,000 persons in 1960.

In 1961, Rio Rancho Estates, Inc. (hereinafter, "AMREP") purchased an estimated 55,000 acres as an investment. AMREP's success in New York City as a rose flower mail order business afforded the company the financial ability to purchase the property for approximately ten million dollars. In the years immediately following the purchase, a plan was created to subdivide the property into tens of thousands of lots and sell them using mass marketing and mail order techniques. AMREP platted and sold this land as Rio Rancho Estates in half acre and one acre lots to thousands of absentee property owners through mail order sales in the 60's and 70's. AMREP sold 77,000 lots to 40,000 buyers for $200 million at $795 for one half acre and $1,495 for one acre, while retaining over 25% of the acreage for future development.

In 1966 the 100th family moved into the community and by 1970, "Rio Rancho Estates" had grown to 91,000 acres with the purchase of an additional 35,000 acres of King Ranch property. AMREP continued its interest and involvement in the community and established its role in the development of the emerging City as builder, land developer, economic development coordinator and leader in the construction of affordable housing.

In 1975, AMREP ceased mail order land sales and began concentrating on housing and commercial development. Beginning in 1977, AMREP marketed most of its early subdivisions to retirees, but it soon shifted its focus to providing affordable housing for young families.

In the late 1970s, some local residents began an effort to incorporate a portion of Rio Rancho Estates into a city. On the third attempt on September 3, 1980, the residents voted approval of incorporating an area of approximately 8,194 acres into the City of Rio Rancho. A total of 3874 votes were cast with 2330 residents voting for incorporation.

2.1.3 The City of Rio Rancho and Rio Rancho Estates Since City Incorporation

On February 23, 1981, with 10,208 residents the City of Rio Rancho was officially incorporated. Ordinances covering zoning and subdivisions were approved by the newly elected Governing Body making Rio Rancho one of New Mexico's youngest cities.

AMREP continued being the builder of Rio Rancho residences, emphasizing affording housing and began promoting economic development to provide a more favorable jobs/housing balance for the area and an economic base to generate high paying jobs and tax revenues for the growing City. In 1980, the City had 1,500 jobs, less than one third of which were economic base jobs that export goods and services out of the area and bring in money. By 2000, employment in the City had increased to over 19,000 jobs, over 10,000 of which were in the economic base category.

The 1990s were marked by Rio Rancho's monumental steps forward with respect to its ability to mature as a City – from bedroom community to a self-sustaining City. The City acquired the water and wastewater utility, established its own school district, solicited the development of several post-secondary educational facilities, elected to become a "Home Rule" chartered community, achieved the second lowest crime rate in the State of New Mexico and encouraged the development of a variety of businesses through the development of efficient public/private partnerships and through incentives such as industrial revenue bonds.

In the last decade, the City has continued its rapid growth, becoming the third largest City in the state, annexing two state land parcels, and attracting several large economic development projects. Throughout this period while Rio Rancho was maturing as a governmental entity, it was also growing physically, annexing more of the Rio Rancho Estates and even land in Bernalillo County into the City limits.

2.2. The Purpose for a Comprehensive Plan

The need for a Comprehensive Plan serves both a practical need and a legal need. A comprehensive plan serves these roles in the following ways: a) The Comprehensive Plan is a statement of City Development policy, b) The Comprehensive Plan is a guide for future development decision making, c) The Comprehensive Plan fulfills a legal requirement that justifies land use decisions adopted by the Governing Body.

The Comprehensive Plan is a statement of how community desires to grow. It becomes the basis for approving zone changes and other land use approvals. The Comprehensive Plan is composed of the following Elements, all of which relate to one another:

a) Conservation & The Natural Environment,
b) Land Use,
c) Population & Housing,
d) Transportation,
e) Public Facilities,
f) Parks & Recreation,
g) Urban Design,
h) Economic Development,
i) Antiquated Platting, Annexation & Addressing.

Of particular note in this Comprehensive Plan is the Land Use Element. The Land Use Element includes a Land Use Map which is a key tool in determining whether or not a request for rezoning land is deemed appropriate or not. Because the Land Use Map in the Comprehensive Plan does not identify a specific land use to every parcel within the City, the City will rely on the development of Specific Area Plans and Master Plans for identifying a specific land use at the parcel-level. Specific Area Plans and Master Plans are a part of the Land Use Element and are used as a statement of policy to guide land-use decision making by the Governing Body.

This document and all of its elements, including Specific Area Plans and Master Plans will serve as the official Comprehensive Plan for the City of Rio Rancho and will hereafter be referred to in the document as the Comprehensive Plan. The City of Rio Rancho initially implemented a comprehensive plan in 1988. The 1988 Comprehensive Plan outlined goals and objectives for three areas – Land Use, Transportation and Public Services. Then, like now, several goals in the Comprehensive Plan stated the need for having a self-sustaining community, a variety of housing choices and enhancing the visual and environmental qualities of the city.

The 1988 Comprehensive Plan served the City for 13 years until the Vision 2020-Integrated Comprehensive Plan (ICP) was adopted in June 2001. The Vision2020 ICP greatly expanded the scope of the 1988 Comprehensive Plan. In addition to addressing Land Use, Transportation and Public Services, the Vision 2020 ICP incorporated sections with policy statements on Urban Design, Sustainability, Infrastructure, Housing and Economic Development.

In 2008, the City of Rio Rancho underwent a strategic planning initiative to help focus the operational goals for the City. The Strategic Plan outlined six broad-based goals that were deemed critical to the continued success in the growth of the city. Below are the six goals contained in the Strategic Plan.

Goal 1: Infrastructure
Ensure that the City develops new and has well-maintained infrastructure that fosters a quality community, supports a strong economy and meets the needs of current and future residents.

Goal 2: Development
Ensure the City has plans and policies in place to attract and create well-planned high-quality, stable, residential, commercial and industrial development.

Goal 3: Fiscal Health
Ensure that the City's fiscal health is strong with a growing tax base, sound financial policies and economically diverse funding solutions.

Goal 4: Public Safety Services
Provide services to ensure the safety and health of the community through quality police, fire and emergency medical services.

Goal 5: Government Services
Deliver quality services to meet community needs, assuring that the City is sufficiently staffed, trained and equipped overall.

Goal 6: Quality Of Life
Provide quality-of-life services to meet community needs, assuring that there are strong relationships with all sectors of the community and ample opportunities for citizen engagement.

Each of the goals is further broken down into a number of strategies designed to successfully accomplish meeting the goal. Goal 2: Development pertains to land-use planning. Six of the seven strategies in Goal 2 specifically relate to the update of Comprehensive Plan. Strategy B calls for an economic development strategy that was addressed by the development of an Economic Development Plan. The Economic Development Plan is the basis for the Economic Development Element contained within this Comprehensive Plan. Below are the strategies outlined in Goal 2 of the Strategic Plan that specifically relate to the update of Comprehensive Plan.

Strategy A (FY 09-11): Develop a unified vision of the level and type of growth to be allowed in the community, including but not limited to, a diversity of housing, by updating the Vision 2020 ICP.

Strategy B (FY 09-11): Update and implement the citywide comprehensive Economic Development Strategy that targets businesses the community wants and makes Rio Rancho a destination for a variety of events and activities.

Strategy C: Develop and implement a plan for expanding current and building new needed major roads (i.e. formal thoroughfare plans).

Strategy D: Develop and implement a method of reforming the current antiquated platting (including proposing legislative changes at the State level) in order to ensure quality development and proper use of water resources in the future.

Strategy E: Develop and implement a set of approval criteria for new development, based on the Governing Body's vision for future development by updating the Vision 2020 Plan.

Strategy F: Develop, implement and enforce design criteria for new infrastructure associated with new development by updating the Vision 2020 Plan.

Strategy G: Develop and implement a Comprehensive Plan containing clear principles and policies set forth to achieve the City's goals pertaining to public and private development by updating the Vision 2020 Plan.

This comprehensive plan will build upon the past two Comprehensive Plans adopted by the City of Rio Rancho. There are several major changes between this Comprehensive Plan and the 2020 ICP. The layout of this Comprehensive Plan departs from the 2020 ICP in that the existing conditions for all aspects of the plan were separated from the policy statements for each topic. This Comprehensive Plan is structured in plan elements. Each plan element is specific to a topic such as land use, population and housing, etc. and the goals, policies and action statements directly related to the topic being discussed follow the discussion in that element. By organizing the Comprehensive Plan into plan elements, future plan updates will be dynamic because each element is designed to stand on its own and can be updated without updating the entire plan. Moreover, this plan has specific action statements and includes an implementation section that will provide staff with a better basis for monitoring how well the plan is being implemented.

2.3. Structural Vision of the Comprehensive Plan and Executive Summary

The Rio Rancho Comprehensive Plan is designed to express the direction of how the city will grow over the next 20 to 25 years. The comprehensive plan serves both a practical need and a legal need by being a statement of policy. As a policy statement, staff is guided by the Comprehensive Plan to support recommendations to the Governing Body. As a guide to decision making it fulfills a legal requirement to justify land use decisions adopted by the Governing Body. The Comprehensive Plan is broken into elements that discuss specific topics such as land use or public facilities. Each element within the plan provides policy guidance to both staff and the elected representatives in the areas of Antiquated Platting, Annexations and Addressing, Conservation, Land Use, Population & Housing, Transportation, Public Facilities, Parks & Recreation, Urban Design and Economic Development. No one element exists in a vacuum. Transportation and housing, for example, are highly dependent upon land use, likewise land use is highly dependent on the natural environment and economic development. Therefore, it is important for all elements in this Comprehensive Plan to relate to one another and have goals, policies and actions in each element that are supportive of goals policies and actions in the other elements. For the purpose of this introductory chapter it is important to identify the vision being portrayed in each of the elements of the Comprehensive Plan.

2.3.1 Antiquated Platting, Annexations, and Addressing

One of the greatest challenges the City of Rio Rancho faces is solving Antiquated Platting that took place in the 1960s and 1970s when land was prematurely subdivided into one-half acre and one-acre lots without the requirement for public infrastructure like paved streets, curbs, gutters, sewers, and drainage. Where contiguous parcels under common ownership exists, the city must devise ways to consolidate lots so planned development can take place. However, property owners with land platted as part of an approved subdivision, property owners of individual lots in these subdivisions have a development right and they are not obligated to put in public infrastructure. Piecemeal development of lots in the Rio Rancho Estates subdivisions only exacerbates the problems of having a lack of public infrastructure. Not only is a lack of public infrastructure a potential safety issue, it is also a quality of life problem defined in the City's Strategic Plan.

As the city continues to grow, at some point, annexation of land within Sandoval County is a possibility. With that annexation, comes additional prematurely subdivided land. In order to avoid the same problems the city faces with fractionalized ownership patterns within the city's jurisdiction, the City must work with and get the buy in of Sandoval County to develop solutions to reduce the amount of prematurely platted land within the County's jurisdiction to ensure land annexed in the future doesn't have the same constraints as land currently within the City's jurisdiction.

In addition to prematurely platted land and annexing land with similar constraints to land within the city's jurisdiction, land within Sandoval County's jurisdiction is addressed opposite that of the City of Rio Rancho. Therefore, land developed with a single-family residence that is annexed into the city from Sandoval County will have an odd numbered address on the same side of the street that a single-family residence within the City of Rio Rancho would have an even numbered address. Therefore, it will be important for the City of Rio Rancho to coordinate with property owners and Sandoval County as plans for future annexation take place to ensure consistency in addressing so that emergency service response is efficient.

2.3.2 CONSERVATION & THE NATURAL ENVIRONMENT

The adoption of the city's Strategic Plan by the Governing Body in March 2009 identified sustainability as a key component for the city's future growth. As the City of Rio Rancho grows it will be important for the city to maintain or improve its air quality and water quality. Additionally, water conservation is an important factor in how the city develops and the types of businesses it attracts. It is equally important for the city to grow in a manner that recognizes the constraints of the geological hazards such as arroyos and erosive soils and the role they play in ecosystem conservation.

2.3.3 LAND USE, POPULATION & HOUSING

The vision for land use, population and housing in the City of Rio Rancho is to ensure the city has a balance of land uses that supports employment (including retail sales), a neighborhood identity, foster human interaction and provide affordable and quality housing for all segments of Rio Rancho's population. Note, two different elements (Land Use) (Population & Housing) have been combined in this section for the purpose of discussing the vision because these elements have a significant amount of overlap in that the Population & Housing Element is dependant upon the Land Use Element.

2.3.4 TRANSPORTATION

With a number of government jurisdictions seeking transportation funding from the Mid Region Council Of Governments (MRCOG), it becomes more important that we create land uses and transportation systems supportive of the goals of MRCOG. Therefore, the City of Rio Rancho must be fully engaged in competing for MRCOG's limited resources. One way of being more competitive is to work more closely with MRCOG in long-range planning. Because MRCOG has a mass transit operation, it is important for the city to develop land uses that are benefited by and supportive of mass transit such as mixed-use development and transit oriented development.

2.3.5 PUBLIC FACILITIES

The City of Rio Rancho provides sewer and water services to its residents while other services such as natural gas, electric, and telecommunications are franchised with corporations. Fractionalized development and land ownership patterns are a very difficult problem to solve because antiquated platting exists in much of the city. Therefore, it is even more critical to focus development into areas of the city that already have well established public facilities so as to not overburden the existing facilities by extending public facilities into disconnected areas with little to no development, this especially as it relates to water availability.

2.3.6 PARKS & RECREATION

In order to attract business development in the City of Rio Rancho, it is also important to factor the amount and quality of the city's Parks and Recreation Facilities. Aside from the business climate of a city, one factor that businesses look at when locating or relocating their company to a city is the quality of the recreational facilities of a city. Therefore, it is important for the City of Rio Rancho to provide parks and recreation facilities at a level of service that is competitive with other cities in the southwest. Parks are an important quality of life aspects addressed in Goal 6 of the City's Strategic Plan. Parks are a gathering place that fosters human interaction, i.e. they are Third Places, which are addressed in the Urban Design Element. A third place is a place (not home or work) where human interaction is fostered on a social level.

2.3.7 URBAN DESIGN

Urban design is best expressed as the visual identity of the built environment of the city. The vision displayed in the Urban Design Element is to incorporate the following design characteristics into future development and revitalization of older developments:

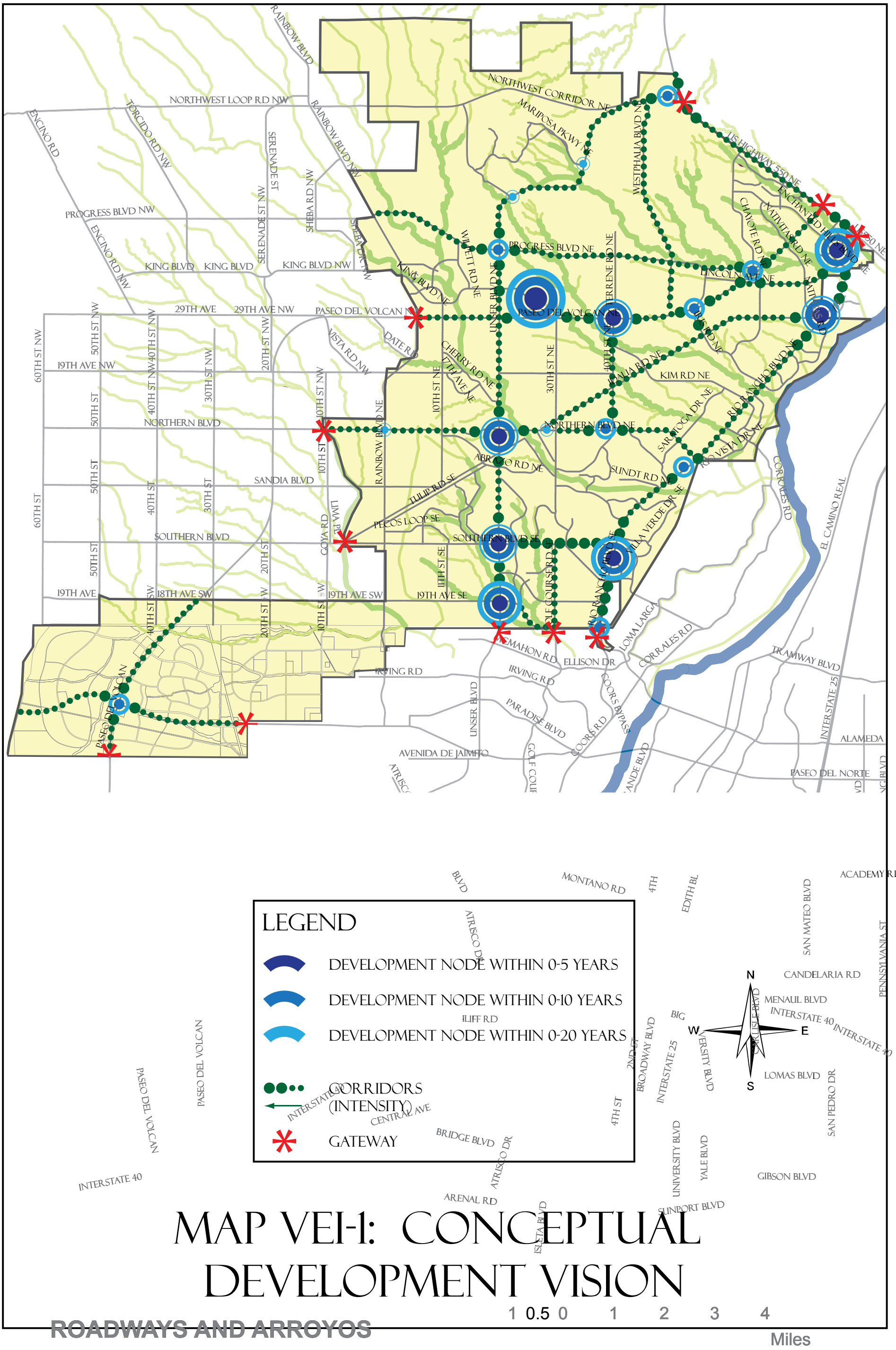
- Focusing growth into areas that the city has available infrastructure so as to not overburden areas that lack adequate infrastructure.
- Create Traditional Neighborhoods that have a balance of land uses and a variety of housing types that are within walking distance of commercial services.
- Develop a Sense of Place through architectural design that fosters human interaction and creates distinct neighborhoods with commercial developments scaled to a neighborhood.
- Create a Complete Street concept in transportation design so that all modes of transportation whether it be walking, transit, or vehicular are accommodated.
- Establish the concept of Third Places such as neighborhood cafes and coffee shops integrating outside dining as part of the Complete Street concept to foster human interaction.
- Ensure developments are safe by utilizing the concepts of CEPTED (Crime Prevention Through Environmental Design). Using the principles of CEPTED in site development will create defensible spaces by making a site visible throughout the development, which will discourage acts of crime.
- With the challenges Rio Rancho faces with antiquated platting it is important that infill and redevelopment take place to ensure adequate infrastructure is available to a site and to help address drainage in areas that were prematurely platted in the 1960s. Additionally, where practical, the city should encourage Redevelopment along major corridors to revitalize older areas of the city.
- Creating Traditional Neighborhoods (neighborhoods that have a range of housing types, a network of well-connected streets and blocks, humane public spaces, and have amenities such as stores, schools, and places of worship within walking distance of residents).
- Having well designed Traditional Neighborhoods is an important aspect to having Transportation Linkages supportive of Mass Transit. One aspect of doing this is to create Transit Oriented Developments along major transportation corridors where nodal mixed-use developments can be built to support mass transit.
- Rio Rancho has a significant amount of open space in the context of arroyos. The preservation of arroyos in a relatively natural state and the development of an open space network with walking trails, shade structures and trail heads within and adjacent to arroyos.
- Another aspect of development that has become more important in the past few years because of new EPA regulations is Low Impact Development, which is a development approach that implements engineered small-scale hydrologic controls to replicate the pre-development drainage patterns to protect water quality by maintaining drainage on-site as much as possible. With stricter regulations on water runoff from a newly or redeveloped site greater than one acre, applying the principles of Low Impact Development has become one of the factors in determining federal funding for road improvement projects qualifying for federal tax dollars.
- The final component in Urban Design addressed as part of the vision for the City of Rio Rancho is landscaping appropriate to the ecology of a high-desert city and the design of complete streets. With well designed streetscapes that create a feeling of safety, people are more apt to walk along all streets.

2.3.8 ECONOMIC DEVELOPMENT

The City of Rio Rancho has the lowest gross receipts tax generation for a large city in the State of New Mexico. Because Rio Rancho has a lack of retail development in relation to its population, the city experiences revenue leakage primarily to the City of Albuquerque. Therefore, the City of Rio Rancho must expand its retail development and focus retail growth in areas where the city has adequate infrastructure to support new development which will reduce the site development costs for developers.

2.4. MAYOR'S TASK FORCES

The mayor has formed a number of task forces to advise the Governing Body on many critical issues facing the City of Rio Rancho. Task force recommendations will be considered as the Comprehensive Plan is implemented.



MAP VEI-1: CONCEPTUAL DEVELOPMENT VISION

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ANNEXATIONS, ANTIQUATED PLATTING & ADDRESSING

3. ANNEXATIONS, ANTIQUATED PLATTING AND ADDRESSING

3.1. NEW MEXICO ANNEXATION STATUTES

The State Statutes 3-7-1 through 3-7-18 NMSA 1978 allow annexation into a municipality by one of three methods – boundary commission, petition or arbitration. The City of Rio Rancho has used the Boundary Commission and petition methods for annexation of property into the municipal limits. In all cases, any street located along the boundary of an area being annexed is also to be annexed. All methods of annexation are explained below.

3.1.1 BOUNDARY COMMISSION

A Governor-appointed commission may determine the outcome of an annexation into a City such as Rio Rancho if either the municipality or a majority of the property owners in the proposed annexation area petitions the State Municipal Boundary Commission.

State statutes require certain elements to this type of annexation petition. First, it must include a description of the area to be annexed and it must be signed by the Mayor and City Clerk, if a City-initiated annexation request, or by a majority of the property owners in the area to be annexed, if the property owners in the area to be annexed initiate the petition.

A map that includes 1) the external boundaries of the proposed annexed area, 2) any federal, state or county highways within the area and 3) the relationship of the proposed annexation area to the existing municipal boundaries is required to accompany the petition.

The petition is filed with the State Department of Finance and Administration. Within 60 days of receipt of the petition, the State Municipal Boundary Commission is required to conduct a public hearing on the annexation. The hearing shall be held in the municipality to which the area is proposed to be annexed.

State statutes require the Municipal Boundary Commission to determine if the annexation will be allowed based on two components – 1) whether the area is contiguous to the City and 2) if city services can be provided to that area.

If the commission finds the two above conditions are met, the commission must order the annexation to the municipality. If the commission determines that only a portion of the territory to be annexed meets the above conditions, the commission must order annexation to the municipality only that portion which meets the necessary conditions.

The State Secretary of Finance and Administration is required to file the certified copies of the Commission's decision with the offices of the City Clerk and the County Clerk within 10 days of its final decision.

Within the next 30 days, the decision may be reviewed by the District Court if appealed by an owner of property within the proposed annexation area.

3.1.2 PETITION METHOD

Another annexation method used by the City has been by petition. In this method, a petition may be presented to the Governing Body signed by the majority of owners of property that is contiguous to the existing city boundaries. This petition is also required to be accompanied by a map showing the boundaries of the proposed annexed area and its relationship to the City.

In this method, the City is required to approve or deny the annexation by ordinance.

If approved, a copy of the ordinance and a plat of the area annexed must be recorded with the County Clerk who will, in turn, send copies to the State Secretary of Finance and Administration and to the Secretary of Taxation and Revenue.

If an owner of property within the annex area questions the validity of the annexation proceedings, the owner must file an appeal within 30 days of the Governing Body's decision with the District Court.

3.1.3 ARBITRATION METHOD

With the arbitration method, if the City of Rio Rancho wishes to annex contiguous land, the Governing Body must declare its intent by a resolution, which indicates that 1) the benefits from the City's annexation are available now or within a reasonable time to the area being annexed and 2) that the City desires to annex this land.

A copy of the resolution and a plat of the land being annexed are filed with the County Clerk. A seven-member board of arbitration will then determine if the annexation is appropriate.

The board members are acquired in different processes. Three members of the board representing the property owners are elected to the board. These members must be qualified electors and owners of property in the proposed annexation. The election is conducted by the County and paid for by the municipality in which the property may be annexed.

Another three members are appointed by the Governing Body of the municipality. These members must be qualified electors and owners of property within the municipality.

Once the first six members are acquired, the board meets and selects the seventh member (neutral). This person is required to be a qualified elector and a property owner of the subject county but cannot be a resident of the municipality nor of the area being annexed.

Once the members are selected, the board of arbitration will meet and investigate whether the annexation should be approved. Criteria for the decision are based on whether the City can provide services now or within a reasonable time to the annexed area. The municipality pays for cost of the investigation.

The final decision of the board of arbitration must be certified not more than sixty (60) days after the selection of the seventh member, certified signatures of the approving board members must be provided to the City Clerk, County Clerk, State Secretary of Finance and Administration and the Secretary of Taxation and Revenue.

The City is required to pass an ordinance, which "effectuate the terms of annexation."

3.1.4 LIMITATIONS

Land owned by the government of the United States, its instrumentalities, the state of New Mexico or a political subdivision of New Mexico may be annexed if the authorized agent for **the** government consents. For example, this means that if the City desired to annex a State Land Parcel, the State Land Commission would need to approve of the annexation.

There are also restrictions specified in State Statutes on annexing other entities or historic communities. In 1995, the Statutes were amended and any annexation involving a traditional historic community, defined by statute as a community in existence for more than 100 years, is to be initiated by petition of a majority of the registered qualified electors of the territory within the traditional historic community proposed to be annexed. In 2003, the Statutes were revised again and no municipality may annex territory within the boundary of another municipality.

Also limits were placed on any city considering annexing territory within a Class "A" County with a population of more than 300,000 unless approved by that County Commission. This means that Albuquerque is required to seek its Governing Body's approval but also Bernalillo County's approval.

3.2. CITY ANNEXATIONS

The first annexation for the City of Rio Rancho was initiated as part of the incorporation efforts in 1981. The City leaders determined the boundaries for this annexation by incorporating approximately 8,200 acres, that is, the area in which residences and businesses were located. This annexation was completed using the petition method.

In October 1982, the City petitioned the State Municipal Boundary Commission (SMBC) to annex 3,494 acres, located south of Southern Boulevard between Golf Course Rd SE and Rainbow Boulevard SE with the Sandoval/ Bernalillo County line forming the southern boundary. The SMBC granted the annexation and in early 1983, the Governing Body acknowledged this annexation and adopted zoning for this property.

The next large annexations came in 1985, both initiated by AMREP. Declaring 51% ownership of contiguous property, AMREP petitioned to annex 322 acres, located west of the city, between the Calabacillas Arroyo and Rainbow Boulevard. The Governing Body approved this annexation in February 1985. Eventually Cedar Hills Unit 5, 6 and 7 would be developed on the AMREP portion of this annexation. Sporadic development of the remaining 49% has occurred over the past 28 years.
In the second annexation that year was rather complex. Initially, the City sent an annexation request to the SMBC in early November. The subject area included portions of Unit 17 and Unit 20 and AMREP-owned land north of Corrales Road between Pat D'Arco Highway and the Rio Grande as well as land at the intersection of Pat D'Arco Highway and US 550. As part of the process the City notified not only property owners within this proposed annexation area but also property owners of nearby land outside the proposed annexed area. Some of these adjacent property owners objected to the annexation into Rio Rancho and petitioned the Town of Bernalillo for annexation. At 3:07 a.m. on November 23, 1985 Bernalillo approved the petition for annexation, including the AMREP property abutting US 550. Sandoval County Clerk recorded the document at 4:18 a.m.

Meanwhile, having heard about the possible annexation into Bernalillo, AMREP petitioned Rio Rancho to annex the land, again claiming ownership of the majority of the land. In an emergency meeting that same morning, the Governing Body approved the annexation. In July 1986, the SMBC approved a portion of the annexation into Rio Rancho. Again, the City doubled its size with the annexation of 14,000 acres. As for the AMREP-owned property, that became the Rivers Edge and Enchanted Hills subdivisions. The remainder of these annexed areas has seen lot-by-lot development.

The following year AMREP petitioned Rio Rancho to annex another 698 acres that included land that would become the North Hills development.
For the next several years, no annexation occurred while development efforts were concentrated on Rivers Edge, North Hills and Enchanted Hills subdivisions. Then in 1995, AMREP petitioned the City to annex 3140 acres. Meanwhile the city approached the SMBC with a request to annex 3512 acres. These two requests were approved and incorporated land that included the Northern Meadows and Hawksite developments.

Three years later the city again requested the SMBC to annex another 12,187 acres. It was approved and allowed the incorporation of the remainder of the northeast quadrant of Rio Rancho Estates. Development of this area has occurred in a scattered fashion.

The next major annexations occurred in 2002 with two petitioned annexations – one of the 6581 acres in the Mariposa master-planned community and the second of a state land parcel (605 acres).

The following year the City was petitioned to annex approximately 12,000 in Bernalillo County. The City approved the annexation of Quail Ranch and Paradise West.

The last two annexations occurred in 2006 and involved two more state land parcels. The first includes what forms the core of the new City Center and Campus Center area north of Paseo del Volcan. The second parcel is the Paseo Gateway development and includes the site of the City's second high school – V. Sue Cleveland High School.

Table A-1: Annexation History of Rio Rancho

Year	Method of Annexation	Description of Property	Acreage
1981	Petition of Property Owners	Original City Limits	8194
1982-1983	State Municipal Boundary Commission (SMBC)	RRE 10 & west half of U16 Southern Blvd to the north; Golf Course Rd to the east, the county line to the south & Rainbow Blvd to the west	3494
1984	SMBC	portion of Pat D'Arco Hghwy located south of Sara Rd to the Bernalillo-Sandoval County line	19
1984	Petition of Property Owners	abutting east City limits (Thompson fence line) north of Meadowlark Lane	19
1985	Petition of Property Owners	west of Rainbow Blvd to lots facing Southern Blvd to east side of Hondo Road to Idalia Road. Portions of RRE U 8 & 9	322
1985	SMBC & petition	6900 (U 20 & 17 excludes Thatcher addition, Price's Dairy, Sherff's Posse Road subdivision & Carder Concrete Products site) 2900 (U 8) & 64 (Villa Verde).	14004
1986	Petition of Property Owners	portion of Cedar Hills 6	5.5
1986	Petition of Property Owners	North Hills and surrounding area	699
1993	Petition of Property Owners	Utility easements around Intel	8
1993	Petition of Property Owners	Rio Hondo	32
1994	Petition of Property Owners		5
1995	SMBC	AM95-02.1 (1077.4 - U 13 south of Montezuma Blvd & north of Idalia), AM95-02.2 (591.62 U21 abutting NMED) & AM95-02.3 (1483.78 Hawksite)	3512
1995	SMBC	Northern Meadows & portions of U 7, 12, 13, 21 & 22	3410
1998	SMBC	North of 19th Ave (Montezuma Blvd) and east of Terrene and 40th St. (portions of U 13, 21 22 & 25)	12187
2002	Petition of Property Owners	Mariposa	6581
2002	Petition of Property Owners	Loma Barbon	605
2003	Petition of Property Owners	Quail Ranch & Paradise West	11947
2006	Petition of Property Owners	Paseo Gateway	590
2006	Petition of Property Owners	City Center & Campus Center	439

3.3. ANTIQUATED PLATTING

Many cities in the United States find themselves challenged with the antiquated platting they inherit during annexations. Antiquated platting or premature subdivisions occur when a property owner divides his land into lots for sale with no intent to actually develop or construct something on the lots. Rio Rancho is one such city with an antiquated platting challenge because of AMREP's subdivision of Rio Rancho Estates.

These antiquated subdivisions are characterized by:
Single use design (usually residential) with no commercial or non-residential uses.

Designs that do not take into account environmental constraints such as flooding.

Lack of supporting infrastructure such as paved roadways, sidewalks, streetlights, drainage, water and wastewater services or ancillary services such as sites for schools, parks and police or fire substations. Not in conformance with local government's current comprehensive plan and land use ordinances.

Rio Rancho primarily began as a speculative land investment venture intended for future subdivision and sale rather than the development of a modern, planned and sustainable community. This bulk land subdivision has subsequently created the a framework from which the City of Rio Rancho has to either embrace or overcome as both opportunities and impediments have presented themselves while establishing Rio Rancho as a successful New Mexico community.

Rio Rancho Estates is comprised of approximately 91,000 acres of subdivided property. As a result, more than 75,000 platted properties consisting of ½ acre and one-acre lots are filed and recorded with Sandoval County. These lots are laid out in a grid superimposed over the terrain and bisected by a number of arroyos and easements. Satellite imagery and aerial photography reveal that impediments to this straight-line road network such as arroyos or utility corridors resulted in cul-de-sacs or ninety-degree street configurations. Early subdivision plans paid little attention to accommodating historical drainage patterns by designing a development that conforms to the topography of the natural terrain.

The City of Rio Rancho currently encompasses approximately 105 square miles or approximately 50% of the total Rio Rancho Estates land area. Consequently, the City must confront many of the challenges associated with the premature platting of a bulk land subdivision otherwise known as an, "antiquated subdivision." Although they may not be common to every New Mexico community in terms of scale and scope, it is estimated that over one million acres of similarly platted properties exist within the State of New Mexico.

3.3.1 Antiquated Platting Challenges

Following are just a few of the challenges Rio Rancho faces:

- Inadequate street right-of-way – most streets are platted at a width of only fifty feet (50'), too narrow to adequately accommodate a collector or arterial street network.
- Absentee Land Ownership - out-of-state ownership created by the mass marketing and subsequent sale of land to individuals across the nation poses problems associated with the owners' level of interest and participation in creating a community.
- Impractical or obsolete platting – long blocks in excess of ¼ to ½ mile in length are not conducive to pedestrian use while providing a favorable environment for the automobile.
- Poor lot configuration – lot dimensions may range from 50' x 350' to the more typical 80' x 272.25' (1/2 ac.) generating narrow street frontage without the ability for some dwellings to be constructed facing the street. Often, the front third or less is developed, landscaped and maintained while the remaining "back" two-thirds of the property remain vacant.
- Checkerboard Ownership Pattern – A scenario of individual, small-lot ownership creates an impediment to lot consolidation, as property owners are located throughout the United States and other countries.
- Inadequate public facilities – Parks, community centers, libraries, and fire and police substations are lacking.
- Drainage – Little attention was paid to accommodating historical drainage patterns by designing to conform to the topography of the natural terrain. The results are lots in floodplains and lots with such major drainage issues that development is cost-prohibitive.
- Infrastructure – Only a roughly graded dirt access road was provided for access to the individual lots with no water, wastewater, electrical, gas or telecommunication utilities anywhere nearby.

3.3.2 Antiquated Platting Opportunities

Rio Rancho continues to face many challenges; however, there are also many opportunities created because of the City's unique character that have contributed to Rio Rancho's success.

- Public/Private Partnership – The role of the private sector in continuing its involvement in the community's future has provided a win-win situation for both the municipality and the community by creating a Team approach to building a community.
- Scale – the enormity of Rio Rancho Estates and the potential impacts to the metropolitan area and region has created an interest in planning on a regional scale rather than on just a community level as reflected in the City's participation in the Middle Rio Grande Council of Government.
- Large lots – Several large lots (5 ac. or greater) created during the 60's and 70's by AMREP, today are considered unique and have been prioritized by the community to remain as an "Estates" environment surrounded by the developing urban area. This area of the City has developed quickly as many new homebuyers are looking for a piece of the country within the city.
- Planning – The Governing Body, and community as a whole, is taking hold of its destiny and endeavoring to chart a course toward a vibrant and productive future through the creation and implementation of the City Strategic Plan and City Comprehensive Plan.
- Public Involvement - Rio Rancho has had to overcome many obstacles as a direct result of rapid growth and its inception as a bulk land subdivision. The City is attempting to meet these challenges, capitalize on opportunities and

provide a sustainable foundation upon which a thriving New Mexico city is built. Rio Rancho's future direction must continue to emphasize public involvement and participation as being instrumental in confronting these challenges in a collaborative planning effort while building a consensus with which to drive the future progress and implementation of the Comprehensive Plan. Public involvement takes many forms - open meetings, hearings, workshops, focus groups, internet surveys, questionnaires, newsletters & education initiatives.

3.3.3 NEW MEXICO STATUTES ON ANTIQUATED PLATTING

The State of New Mexico only mentions antiquated platting in two Statutes – one on improvement districts, calling it premature subdivisions and the other outlining the powers of a municipality, referring to it as obsolete or impractical planning or platting. However, the state does not authorize the City to exercise its power of eminent domain in either case.

3.3.3.1 IMPROVEMENT DISTRICTS

In Article 3-33-2, the State defines a premature subdivision as "a subdivision that has been platted and sold into multiple private-ownership prior to installation or financial guarantee of all required improvements for land development." The statute allows a municipality to create an improvement district to address one or more developmental inadequacies under current local government standards and requirements, such as, but not limited to:

- Inadequate street right of way or street access control
- A lack of drainage easements of right-of-way
- A lack of adequate park, recreation or open space area
- A lack of an overall grading and drainage plan
- A lack of adequate subdivision grading both on and off the public right-of-way

In recent years, some development has occurred with the assistance of what is called Special Assessment Districts (SAD). In a SAD, the property owners are assessed a certain amount to provide certain basic infrastructure, usually City utilities, drainage and paved roads. Either the city or the property owners can request a SAD. While the City has employed SADs to address public welfare and safety needs such as drainage issues, property owners have also approached the City to provide basic infrastructure. SADs 5 and 6 are examples of such efforts.

However, further in Article 33, the State restricts municipalities from using an improvement district as a process to develop antiquated platting when it notes that the provisions of this act "shall not authorize any municipality to exercise the power of eminent domain for the purposes" enumerated within the Article.

3.3.3.2 POWER OF EMINENT DOMAIN

The second reference to antiquated platting comes in the Article listing the powers of municipalities (NM 3-33-5). In this Statute, the State allows a municipality the power and right of condemnation of private property for public use for several purposes including:

- Creating and widening roadways
- Constructing, maintaining and operating storm drains or solid waste disposal areas,
- Acquiring land for:
  - Park purposes
  - Establishing or acquiring existing cemeteries or mausoleums
  - The purpose of correcting obsolete or impractical planning and platting of subdivisions
    - This is allowed only if the land was platted prior to 1971, has remained vacant and unimproved and threatens the health, safety and welfare of persons or property due to erosion, flooding and inadequate drainage.

Condemnation proceedings are to follow in the manner prescribed by law.

3.4. OTHER STATES

Antiquated platting is not unique and restricted only to New Mexico. Other states such as Florida, Colorado, Arizona, Maryland and California have had to deal with antiquated platting, also called premature platting, obsolete platting or pre-platted subdivisions.

3.4.1 FLORIDA

Another state in which similar premature platting has occurred is Florida. Much research and analysis has been conducted by either the State of Florida or its counties and cities. In an Interim Project Report, dated November 2004, drafted by the State Committee on Community Affairs, the Committee wrote "a local government that wishes to acquire properties within an antiquated subdivision has a formidable task in contacting numerous absentee owners…Also there may be little incentive for the property owner to sell based on low property taxes and their expectation of a higher appraised value."

The Committee also noted that proposed solutions included addressing the issue as part of the comprehensive planning process, the use of eminent domain, lot merger, replatting or plat vacation, acquisition of lots from willing sellers, imposition of impact fees, creating transfer of development rights program, consolidation or readjustment of the properties and the use of community redevelopment agencies.

Tools for financing capital improvements that are used by various entities within Florida include:

- Creation of Community Redevelopment Agency - This agency pursuant to Chapter 163.330 Florida Statutes deals with activities or projects within a designated Community Redevelopment Area, created to eliminate or prevent development or the spread of slums or blight, to reduce or prevent crime, or to provide affordable housing in accordance with a required community development plan.
- Creation of an Independent Special District Pursuant to Chapter 189 Florida Statutes, an Independent Special District can be created which provides a wide range of services. Special districts are defined as units of local special-purpose government. The district has a governing board with policy-making powers to operate within limited boundaries such as the antiquated platting boundaries. Creation of such a district requires approval of the State Department of Community Affairs and the State Legislature. Then the District elects its own governing body.

In the State of Florida, "all municipalities may exercise the right and power of eminent domain, that is, the right to appropriate property within the state, except for state or federal property, for the uses or purposes.

The staff for this committee recommended that local governments be required to identify any antiquated subdivisions that the local government proposes to consolidate parcels within its comprehensive plan. The staff also advised committee that it may consider providing statutory authority for a local government to vacate a plat on its own motion in antiquated subdivisions in certain circumstances.

The state of Florida has since revised its statutes, defining antiquated subdivision and requiring that the future land-use element of the local comprehensive plan identify areas where the local government seeks to consolidate or vacate property. Florida state legislators also provided criteria in its statutes to allow the consolidation or vacation of antiquated lots.

3.4.2 ARIZONA

In Arizona, developers of antiquated subdivisions that want water and sewer service must establish a special taxing district to fund these improvements.

3.4.3 CALIFORNIA

Another way that antiquated platting has been addressed is by acquiring it for open space. In California, the Tahoe Conservancy purchased lots for conservation purposes using state bond funds, approved by the voters for such use. Another example is the Mountain Restoration Trust in Santa Monica which has a program where property owners may transfer development rights of a lot designated for retirement to another lot.

3.4.4 MARYLAND

In Calvert County, Maryland, county officials addressed the issue of inadequate infrastructure for three antiquated subdivisions by imposing various building codes that discouraged development in a haphazard manner.

3.5. ADDRESSING

One of the other impacts of future annexations of Rio Rancho Estates or other land in Sandoval County is addressing.

Addressing of odd and even numbers are assigned to different sides of a roadway by the Sandoval County Addresser from our own local standards. As a result, any property annexed into the City will require readdressing.

3.6. IMPLEMENTATION

3.6.1 DISCUSSION

The City of Rio Rancho has a number of unique conditions that impact development. Land that was prematurely platted (antiquated platting) without the requirement of off-site infrastructure which was sold to thousands of people in every state and many foreign countries makes assembling land into a large enough tract to make well planned development difficult if not impractical. Additionally, more prematurely platted land exists within unincorporated Sandoval County that could be annexed into the City in the future.

Aside from prematurely platted land within Sandoval County's jurisdiction, land brought into the City poses another challenge. Sandoval County addresses land exactly opposite of the City of Rio Rancho. Therefore, a home addressed on the north side of Northern Boulevard within the City of Rio Rancho maintains an odd number address while the same home in unincorporated Sandoval County maintains an even number address.

3.6.2 GOALS

Goal A-1: Eliminate antiquated platting within the City of Rio Rancho where desirable.

Goal A-2: Develop legislative support to create state legislation to address antiquated platting.

Goal A-3: Establish consistent addressing between Sandoval County and the City of Rio Rancho.

Goal A-4: Discourage the annexation of premature tracts of land that are not consistent with the New Mexico Subdivision Act of 1978.

Goal A-5: Eliminate numbered street names within the City of Rio Rancho where there is a conflict with the street naming policy.

3.6.3 POLICIES

Policy A-1: Identify alternative mechanisms to aide and encourage the consolidation of prematurely platted land.

Policy A-2: Require appropriate development standards for infrastructure and environmental improvements for both newly platted lots and antiquated lots.

Policy A-3: Ensure that the City's land use and development regulations provide the specific and detailed provisions necessary to eliminate prematurely platted land when feasible.

Policy A-4: Coordinate and cooperate with other governmental jurisdictions, agencies and entities to address regional antiquated platting.

Policy A-5: Work with Sandoval County to create an addressing system that is consistent with the City of Rio Rancho.

Policy A-6: Work with Sandoval County to reduce the amount of prematurely platted land within their jurisdiction.

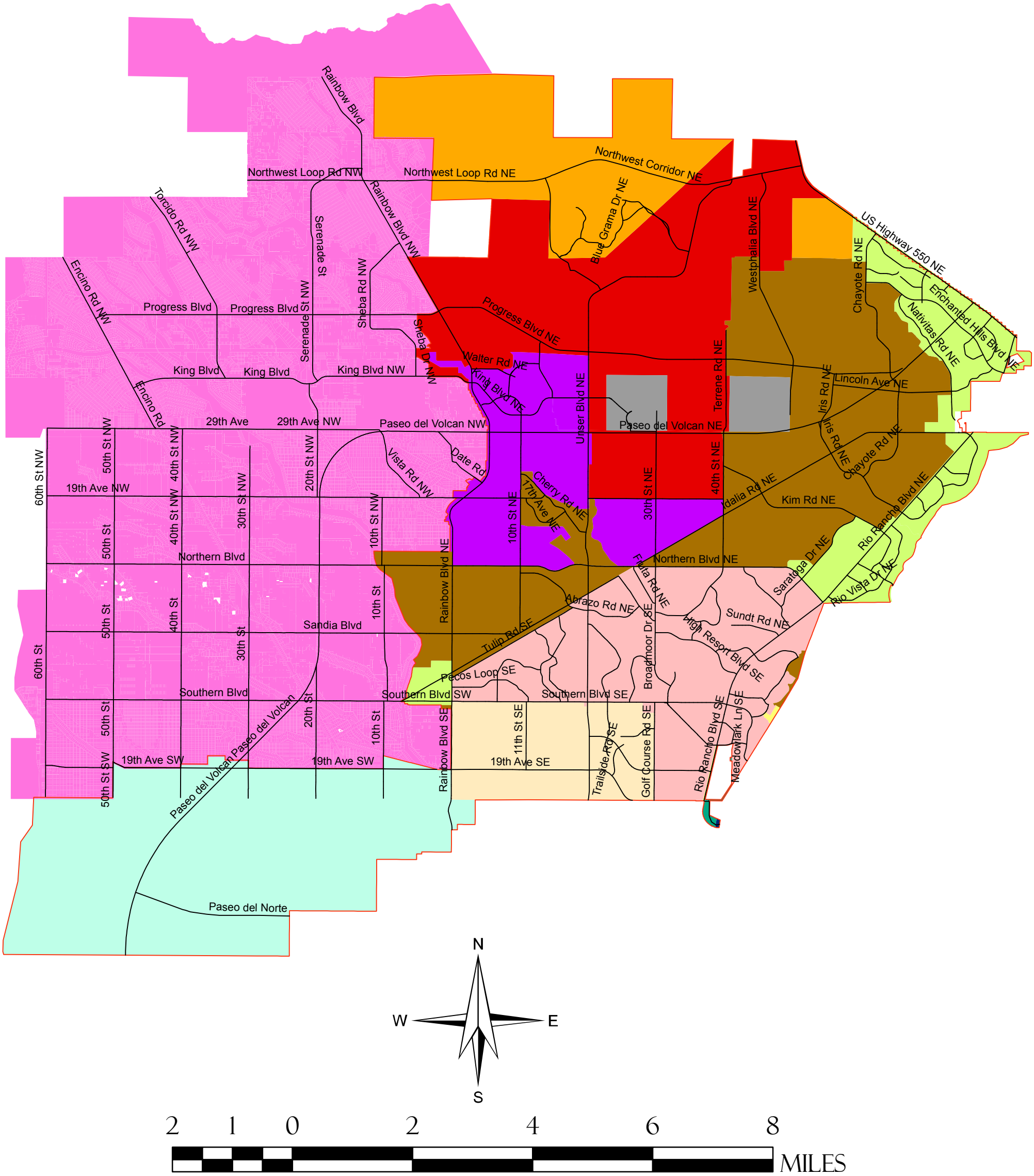
3.6.4 ACTIONS

Action A-1: Provide incentives to private interests to acquire, re-plat and develop antiquated platted lands.

Action A-2: Establish a program for the public acquisition of prematurely platted lots for redevelopment using public funding as appropriate and available.

Action A-3: Update the City zoning and subdivisions ordinances to require the appropriate development standards for prematurely platted and newly platted land.

Action A-4: Process Street Name Change applications to address numbered streets that conflict with the street naming policy.



MAP A-1: CITY OF RIO RANCHO ANNEXATION HISTORY

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Conservation And The Natural Environment

4. Conservation & The Natural Environment

4.1. Introduction

The City of Rio Rancho is located within the Middle Rio Grande Valley in the Southern Rocky Mountains. Physiographically, Rio Rancho is situated in one of the series of basins (valleys) surrounded by ranges (mountains) in the southeastern portion of the Basin and Range Province that stretches from Sierra Nevada and southern Cascade Mountains in the northwestern to the Chihuahua Desert to the southeast in Texas and Mexico. Rio Rancho is properly characterized as a semi-arid, high-desert environment with more moderate summer and winter temperatures compared to other parts of the Basin and Range Province.

Because Rio Rancho is located in a semi-arid, high-desert, water availability and how the City conserves its water resources is not only critical to the environment, but water availability is a constraint to development. In order for Rio Rancho to continue to grow as a city, securing additional water resources along with water conservation will be necessary for Rio Rancho's long-term growth.

The Conservation Element addresses the physical and natural environments of the City of Rio Rancho. This element will cover: air quality, water quality, water availability conservation, soils, geological hazards, and arroyos, endangered species, energy conservation, and solid waste and recycling.

4.2. Existing Conditions

4.2.1 Air Quality

Rio Rancho's location in north, central New Mexico in the Rio Grande Valley gives the City a warm, dry climate with an average annual precipitation of approximately nine inches. See Map C-1 for precipitation in New Mexico. The City's elevation exceeds 5,000 feet above sea level which results in broad daily temperature ranges but extreme high and low temperatures are generally rare. The average daily temperature range in the metropolitan area is approximately 27 degrees, while the average January temperature is 35° F and the average July temperature is 79° F.

Air quality is dependent upon many meteorological factors such as temperature inversions and winds in addition to dust and vehicle emissions. Temperature inversions (a warmer layer of air is sandwiched between colder layers of air above and below) can occur any time of the year; however, as Guyer 2008 shows temperature inversions in the Albuquerque Metro Area are more pronounced during the winter months during cold, clear nights with little to no wind. Temperature inversions cause vehicle emissions to be trapped and thus intensifying air pollution.

Fugitive dust from construction sites is another source that can impede air quality. While Rio Rancho and the Albuquerque Metropolitan Area are not classified as non-attainment areas for PM 2.5 or PM 10 (Particulate Matter below 2.5 or 10 microns), blowing dust and sand can be a source of air pollution during high wind periods.

High pollen counts are another source that impedes air quality. Non-native plant species such as Mulberry and Fruiting Olive Trees, for example, can create high pollen counts during the period in which they are in bloom, thereby causing respiratory difficulties for people sensitive to these allergens.

4.2.2 WATER QUALITY

Potable water, or drinking water, is a limited natural resource that is dependent upon rainfall and is provided by the City of Rio Rancho's Utilities Services Division as well as domestic wells. Rio Rancho relies on groundwater sources within Sandoval County for domestic and commercial consumption, as well as for fire protection and irrigation of landscaping. (See Map C-2 for aquifers within New Mexico).

4.2.3 WATER AVAILABILITY

Along with antiquated platting, nothing constrains the City of Rio Rancho's ability to grow more than water availability. There are currently 75,681 platted lots within the City of Rio Rancho, the vast majority of these lots are residentially zoned. The overwhelming majority of these lots are located in the Rio Rancho Estates subdivisions. With a lack of infrastructure to much of these lots, property owners must obtain water from on-site wells. The vast majority of these lots fall below the current ¾-acre lot standard established by the State of New Mexico's water engineer. Therefore, locating additional, long-term water sources is necessary for the City of Rio Rancho to grow.

4.2.4 CONSERVATION

Because Rio Rancho is located in a high-desert environment, water resources are not as abundant as they are in other parts of the country where precipitation is more abundant. Therefore, water conservation is a critically important aspect of the overall water management plan for the City of Rio Rancho. Examples of water conservation measures include aerators for faucets and showerheads, low-flow toilets, irrigation system timers and monitors, drought-tolerant landscaping, and water-efficient dishwashers and washing machines. Water also can be recycled – car washes, commercial laundries and air-conditioning towers are candidates for reuse as is water used for landscaping. A more thorough discussion of the City of Rio Rancho's water conservation program can be found in the Public Facilities and Services Element.

4.2.5 GEOLOGICAL HAZARDS

Rio Rancho is located within the Middle Rio Grande Valley in the southern Rocky Mountains and is part of the Rio Grande Rift. There are 13 faults within Rio Rancho. They are: East Heights Fault Zone, East Doval Fault, East Paradise Fault, Loma Barbon Fault Zone, Mariposa Fault Zone, Picuda Fault, San Ysidro Fault Zone (Calabacillas Segment), Star Heights Fault Zone, Tanaya Fault, West Paradise Fault, Zia Fault, Zia Fault (Centipede Segement), and the Ziana Anticline. Of note in this list of faults is the East Paradise Fault which has produced earthquakes at a magnitude of 7.0. See Map C-3 for faults and Map C-4 for the geologic groups in Rio Rancho.

4.2.6 SOILS

There are eight major soil types within the Sandoval County portion of the City of Rio Rancho and eight major soil types within the Bernalillo County portion of the City of Rio Rancho. The soil types in the Sandoval County portion of the city are: Grieta Fine Sandy Loam, found along Calabacillas, La Barranca, and Lomitas Negras; the Clovis Fine Sandy Loam, found along Calabacillas, Montoyas, and Panta de Leon; the Grieta-Sheppard Loamy Fine Sands, found along Panta de Leon, Venada, Black, and La Barranca; the Sheppard Loamy Fine Sand, found along Calabacillas, Montoyas, Venada, and the Lomitas Negras; the Sheppard Loamy Fine Sand, found along Calabacillas, Black, Montoyas, Panta de Leon, Venada, Lomitas Negras, and La Barranca; the Zia-Clovis Association, found along Calabacillas, Montoyas, Panta de Leon and La Barranca and the Gilco loam found at the east end of the Venada Arroyo's conveyance with the Rio Grand River near the northern extent of the River's Edge Unit III Subdivision. The soil types in the Bernalillo County portion of the city are all found within the southwestern portion of the city. These soils types are: Alameda, Bluepoint Loamy Fine Sand 1 to 9% Slope, Bluepoint-Kokan Association-Hilly, Bluepoint Fine Sand-Hummocky, Latene, Madurez-Wink Association Gently Sloping, Madurez Loamy Fine Sand 1 to 5% Slope, Pajarito.

The following soils are found within the Bernalillo County portion of Rio Rancho near the Paradise West and Quail Ranch planned developments: Alameda Sandy Loam, Bluepoint Loamy Fine Sand, Bluepoint-Kokan Association, Bluepoint Fine Sand, Latene Sandy Loam, Madurez-Wink Association, Madurez Loamy Fine Sand, Pajarito Loamy Fine Sand.

A detailed description of all soils profiles can be found in Appendix 1 and Map C-5 shows all soil types within the City of Rio Rancho.

4.2.7 ARROYOS

There are nine major watersheds in the City of Rio Rancho that are managed by SSCAFCA – Black Arroyo Watershed, Calabacillas Arroyo Watershed, La Barranca Arroyo Watershed, Montoyas Arroyo Watershed, NM 528 Watershed, Rio Rancho Urban Watershed, Sierra Blanca-Willow Creek Watershed, Venada Arroyo Watershed, Zia Arroyo Watershed, and an unnamed watershed near New Mexico HWY 528 and Idalia Road.

Arroyos can be viewed as both a potential geological hazard and a valuable open space resource. The aforementioned watersheds are proposed to be part of an arroyo park and trail system that the Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA) addresses in their Quality of Life Master Plan. SSCAFCA has taken on a secondary roll of open space development and management which is addressed in their Quality of Life Master Plan. The purpose of the Quality of Life Master Plan is: "…..to enable multi-use initiatives that may enhance citizens' outdoor enjoyment as well as provide amenities for properties or neighborhoods adjacent to SSCAFCA lands. Activities proposed in (or adjacent to) flood control facilities must be compatible with the mission of protecting public safety and private property. Improvements should be undertaken only with the understanding that they may be susceptible to flood damage from storm runoff. With these general conditions, jurisdictions, developers and citizen groups are invited to make joint use of Authority lands. A broad vision foresees recreation, alternative transportation, outdoor gathering places, scenic viewpoints, wildlife habitat and cultural resource preservation among many other potential open space advantages." Map C-6 depicts the watersheds and arroyos in Rio Rancho.

4.2.8 NATURAL HAZARDS

Rio Rancho conducted a hazards analysis to determine what potential hazards face our community. Our most devastating potential hazards are earthquakes, volcanic eruptions, and tornadoes. However, the probability of occurrence for these hazards is very low. Other significant natural hazards are floods/flash floods, urban and wildland fires, winter storms, wind/dust storms, land subsidence and land slides.

Rio Rancho has experienced the following natural hazards over the course of its 28-year history: wildland fires, winter storms, flash floods, drought, wind storms, lightning and dust storms.

The largest wildland fire burned 45 acres of the Rio Grande bosque in February 1984.

The City's most severe winter storms involved three separate snowstorms with below zero temperatures each day between December 21 & 31, 1990. On April 1, 1988, the City's largest recorded single snowstorm delivered between 11"-14" throughout the metropolitan area.

The City's most serious and recurrent hazards involve drought and flash flooding. The City of Rio Rancho has experienced damaging flash floods 15 different years since 1981 and droughts in five years. Rio Rancho obtained state disaster declarations for flash floods in 1988, 1990 and 1999. The 1999 flash flood resulted in a federal disaster declaration. Each incident caused between $250,000 and $500,000 in damages. Prior to 1981, there were state disaster declarations for flash flooding in 1975 and 1976. Additionally, the City of Rio Rancho was included in drought-related state disaster declarations in 1996 and 2000. The 1996 drought also resulted in a federal disaster declaration.

The most costly flooding to strike Rio Rancho occurred in 2006 when record rainfall inundated the city on June 28, July 10, August 2, and August 6. The flooding from these storms resulted in more than $2.6 million of damage that was reported to the Federal Emergency Management Agency (FEMA).

4.2.9 MANMADE HAZARDS

Manmade hazards have included: power outages, water main breaks, sewage spills, hazardous materials incidents and accidents involving multiple casualties, and major structural fires.

The City's costliest urban fire caused more than $100,000 damage in October 1989. The City's largest industrial accident resulted in 13 injuries in November 1993.

Major power outages impacting the entire community occurred in July 1989, December 1990, May 1994 and March 2000.

4.2.10 VEGETATION AND ECOSYSTEMS

According to a vegetation map of New Mexico produced by Dr. William Dick-Peddie, Rio Rancho's natural vegetative cover is classified as Plains-Mesa Sand Scrub and Desert Grassland which is common in the "Upper Sonoran" zone. Plant species found in the "Upper Sonoran" zone range from cottonwood "bosque" or riparian habitat along the Rio Grande to an open mesa environment dominated by

wide variety of grasses, yucca, sagebrush and cholla cactus. The City's higher elevations have high concentrations of juniper and a small amount of piñon present. Rio Rancho's bosque supports marsh-like vegetation such as cattail and bulrush as well as exotic species like Russian olive, willows and tamarisk also known as, "salt cedar." Map C-7 depicts the natural vegetative cover of Bernalillo and Sandoval Counties.

4.2.11 WILDLIFE

The Upper Sonoran (elev. 5,000-7,000') zone species include the burrowing owl, squirrels, prairie dogs, coyote, fox, bobcat, raccoons, skunk, many lizards, horned toads, scaled quail, roadrunner, black-tailed jack rabbits and cottontail rabbits, a variety of snakes including the western diamondback rattlesnake, predatory birds, mourning dove, badger, porcupine, scorpions and black widow spiders and burrowing rodents. On at least two separate occasions, a mountain lion and a black bear have found their way into the community from adjoining wilderness areas.

Threatened or endangered wildlife known to appear in Bernalillo and Sandoval Counties include: Peregrine Falcon, Whooping Crane, Willow Flycatcher, Meadow Jumping Mouse, Mississippi Kite, Bald Eagle, Jemez Mountain Salamander, Spotted Bat, and the Pine Mart.

4.2.12 RESEARCH FACTS

Although most species of aquatic life cannot thrive in the river adjacent to Rio Rancho due to its shallowness, turbidity and water temperature, the river does support an endangered fish species known as the Rio Grande Silvery Minnow. Consequently, development impacts must be closely evaluated to determine the potential impact to this species and be mitigated as necessary. The Rio Grande bosque also provides habitat for beaver and muskrat, a variety of amphibians, migratory waterfowl and songbirds.

4.2.13 PHYSICAL ENVIRONMENT

The physical or "built" environment of Rio Rancho like most urbanized areas consists of single-family homes to industrial buildings, churches to civic buildings, roads to water and waste water treatment facilities. Approximately 33% of Rio Rancho's 105 square miles are developed, of that, 39% is residential.

Sustainability was one of the key issues identified in the Strategic Plan. Sustainable Development can be defined as: A development that meets the needs of the present without compromising the ability of future generations to meet their own needs. All development, no matter how sustainable, will have an impact on the natural environment. However, development using the principles of sustainability such as LEED (Leadership in Environmental Design) or LID (Low Impact Development) can minimize the impacts of development on the natural environment. See Appendix 2 for the LEED rating system.

LID (which is focused on storm water management) techniques that can be used to support sustainability include: preserving native vegetation, natural drainages and porous soils; reducing impervious surfaces; diverting runoff from the storm drainage system; limiting total impervious surface on a site; and clustering development. Utilizing LID techniques is especially important in Rio Rancho where erosive soils can be by flash flooding in arroyos.

When environmental goals compete with other City goals, such as those related to economic development, a balance between these goals should occur in order to protect the functions of natural systems and to prevent harmful effects on human health.

4.3 IMPLEMENTATION

4.3.1 DISCUSSION

During the development of the City of Rio Rancho's Strategic Plan, the Governing Body has determined that environmental stewardship is a core value important to the citizens of the City of Rio Rancho, and it plays an integral role in guiding how the City accommodates growth and provides services. The goals, policies and actions contained herein are intended to help implement the strategies in the Strategic Plan that pertain to the Conservation Element.

Therefore, the city must take a leadership role in delivering services, operating its facilities and managing its land in an environmentally sustainable manner if the city expects developers to build projects consistent with the fundamentals of sustainability.

4.3.2 GOALS

GOAL CON-1: Preserve water resources.

GOAL CON-2: Preserve vegetation and natural resources.

GOAL CON-3: Support wildlife habitat of sufficient diversity and abundance to sustain existing indigenous wildlife populations.

GOAL CON-4: Meet federal, state, regional and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution.

GOAL CON-5: Meet federal, state, regional and local water quality standards through coordinated, long-term strategies that address the many contributors to water pollution.

GOAL CON-6: Ensure the City of Rio Rancho is adequately prepared for natural and manmade disasters.

4.3.3 POLICIES

POLICY CON-1: Conserve groundwater resources to ensure the city's long-term water needs are met.

POLICY CON-2: Consider the immediate and long range environmental impacts of policy and regulatory decisions and evaluate those impacts in the context of the city's commitment to provide for public safety, infrastructure, and economic development, in a sustainable environment.

POLICY CON-3: Reuse and recycle materials, reduce waste and dispose of all wastes in a safe and responsible manner.

POLICY CON-4: Promote growth management strategies that protect air, water, land, and energy resources consistent with Rio Rancho's role as the third largest city in the state.

POLICY CON-5: Integrate site-specific development standards in areas where arroyos exist to manage and protect the functions of these critical areas.

POLICY CON-6: Provide incentives for developers to implement the use of low impact development techniques and green building practices.

POLICY CON-7: Employ the best management practices and technology, education, and enforcement strategies to minimize non-point source pollution.

POLICY CON-8: Promote soil stability through the use of the best available technology where practical.

POLICY CON-9: Preserve and enhance native vegetation along arroyos identified in SSCAFCA's Quality of Life Master Plan.

POLICY CON-10: Promote the use of alternative fuels such as electricity and compressed natural gas.

POLICY CON-11: Identify methods to reduce the sources of dust within the City of Rio Rancho.

POLICY CON-12: Develop and protect a public open space network.

4.3.4 ACTIONS

ACTION CON-1: The city shall replace its current vehicle fleet with more energy-efficient vehicles once a vehicle has surpassed its useful life where it is fiscally responsible and a similar alternative fuel vehicle is available.

ACTION CON-2: Identify and secure a long-term water supply necessary to provide sufficient water resources that will support Rio Rancho's future growth.

ACTION CON-3: Amend the zoning ordinance to limit the use of turf in landscape areas in residential and commercial developments, as well as non-recreational facilities operated by government agencies.

ACTION CON-4: Amend the zoning ordinance to require property owners adjacent to arroyos to incorporate suitable indigenous or non-native xeric plants adjacent to an arroyo to stabilize arroyo banks.

ACTION CON-5: Monitor developments to ensure soil erosion measures are in place both during and post construction through the use of the best available technologies, where practical, to reduce non-point source pollution.

ACTION CON-6: Stabilize arroyo banks along tributaries of the Rio Grande if necessary by using bioengineering techniques except where hydrology, excessive cost, or other factors make this approach infeasible.

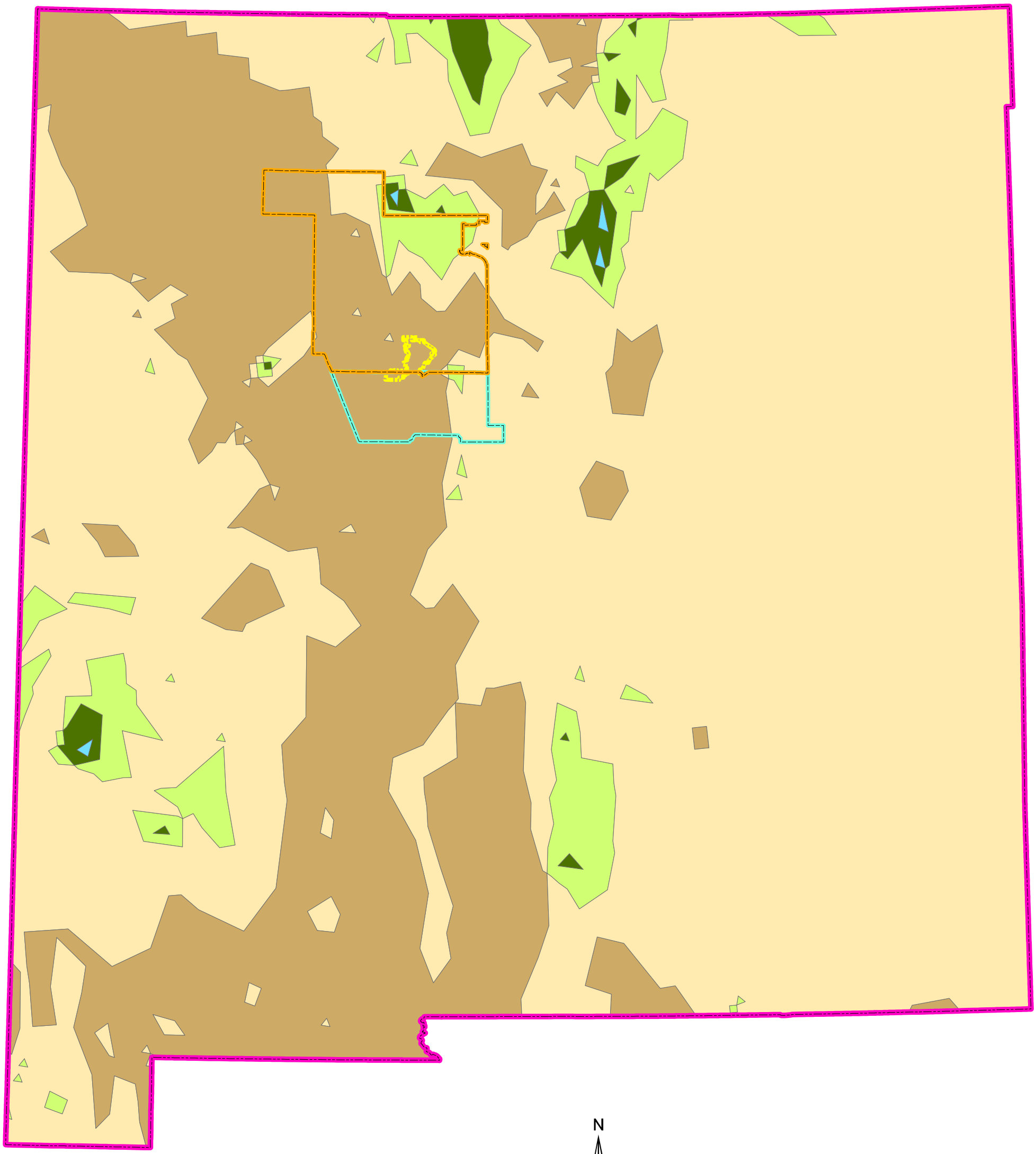
ACTION CON-7: Create a hillside development ordinance to place restrictions for development on steep hills.

ACTION CON-8: Seek grants and other fiscal resources to acquire open space.

ACTION CON-9: Reduce the amount of air-borne particulates through a street sweeping program, dust abatement on construction sites, and other methods to reduce the sources of dust.

ACTION CON-10: Utilize SCCAFCA's flood control and arroyo features as a part of the City's open space network.

POLICY CON-13: Identify sites necessary for open space.



LEGEND

- New Mexico State Line
- Sandoval County Line
- Bernalillo County Line
- Rio Rancho City Limit

NewMexicoPrecipitation

INCHES

- 5.01 - 12.00
- 12.01 - 20.00
- 20.01 - 30.00
- 30.01 - 40.00
- 40.01 - 50.00

N

W E

S

0 25 50 100 150 200

Miles

MAP C-1: NEW MEXICO PRECIPITATION

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LEGEND

- Basin and Range Basin-Fill Aquifers
- Colorado Plateaus Aquifers
- High Plains Aquifer
- Other Rocks
- Pecos River Basin Alluvial Aquifer
- Rio Grande Aquifer System
- Roswell Basin Aquifer System
- New Mexico State Line
- Sandoval County Line
- Bernalillo County Line
- Rio Rancho City Limit

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Miles

MAP C-2: NEW MEXICO'S AQUIFERS

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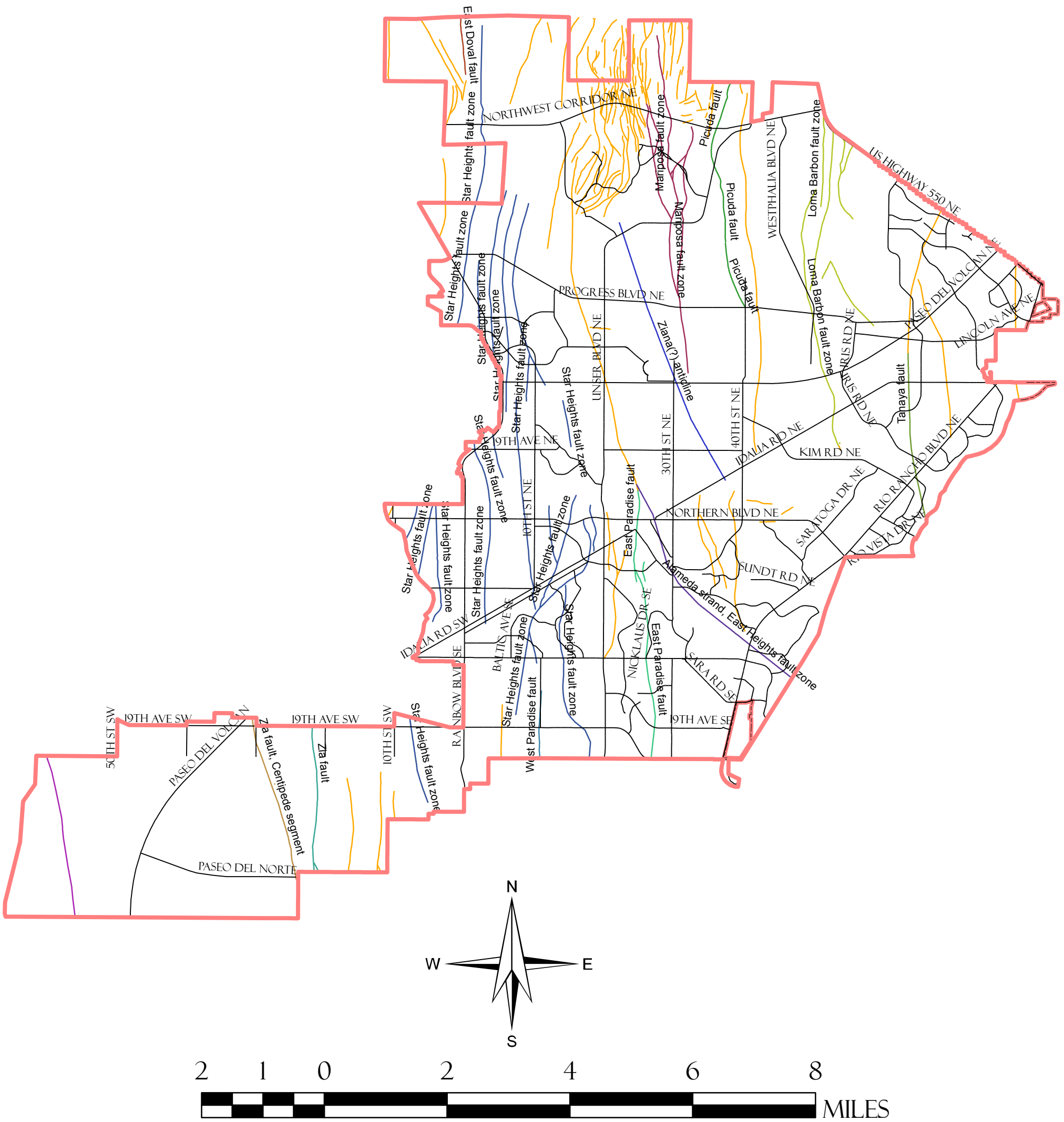

MAP C-3: GEOLOGIC FAULTS IN RIO RANCHO

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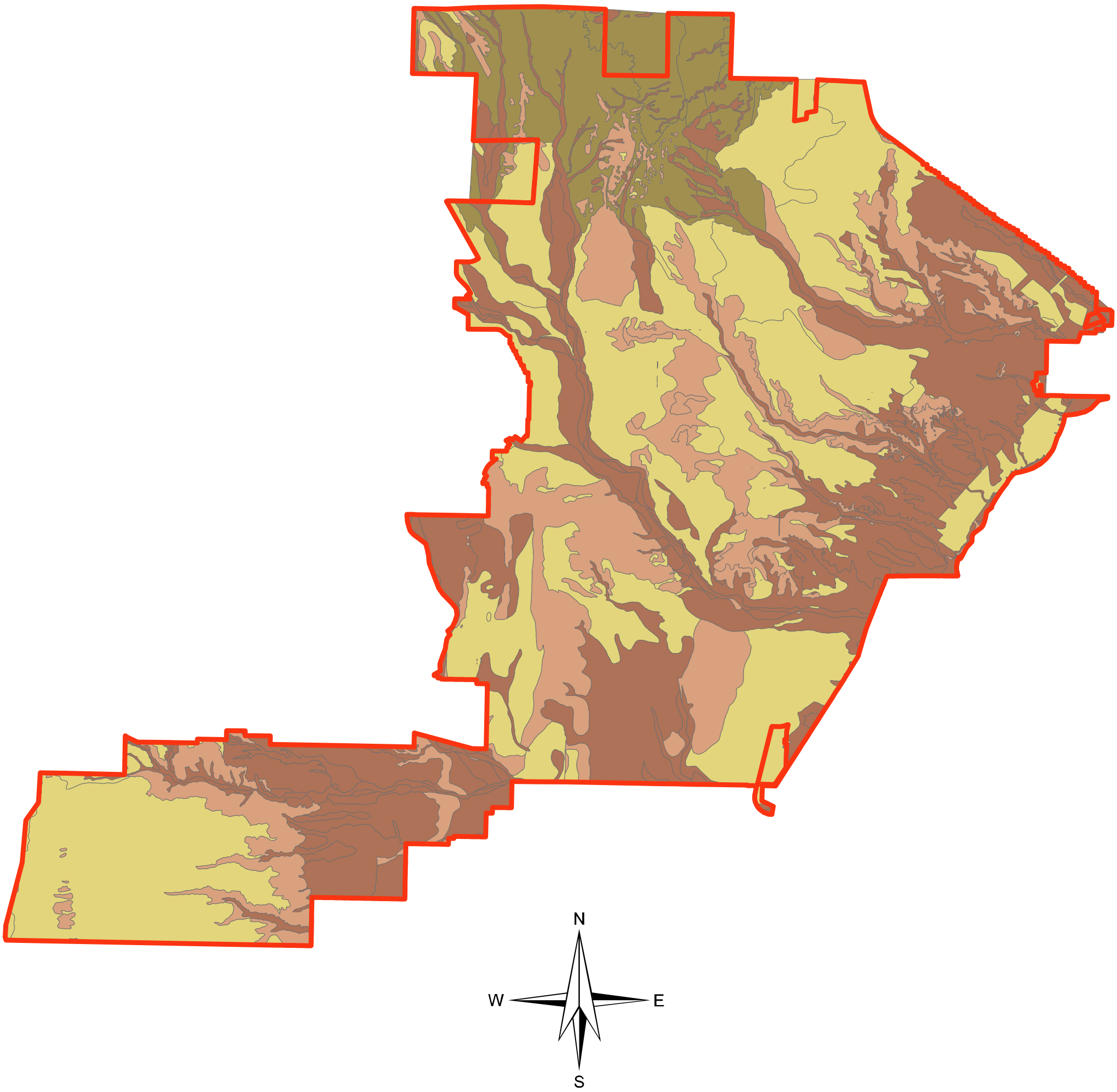

LEGEND

- Rio Grande Valley Group
- Surficial deposits
- Middle Santa Fe Group
- Upper Santa Fe Group
- Boundary

MAP C-4: GEOLOGICAL GROUPS IN RIO RANCHO

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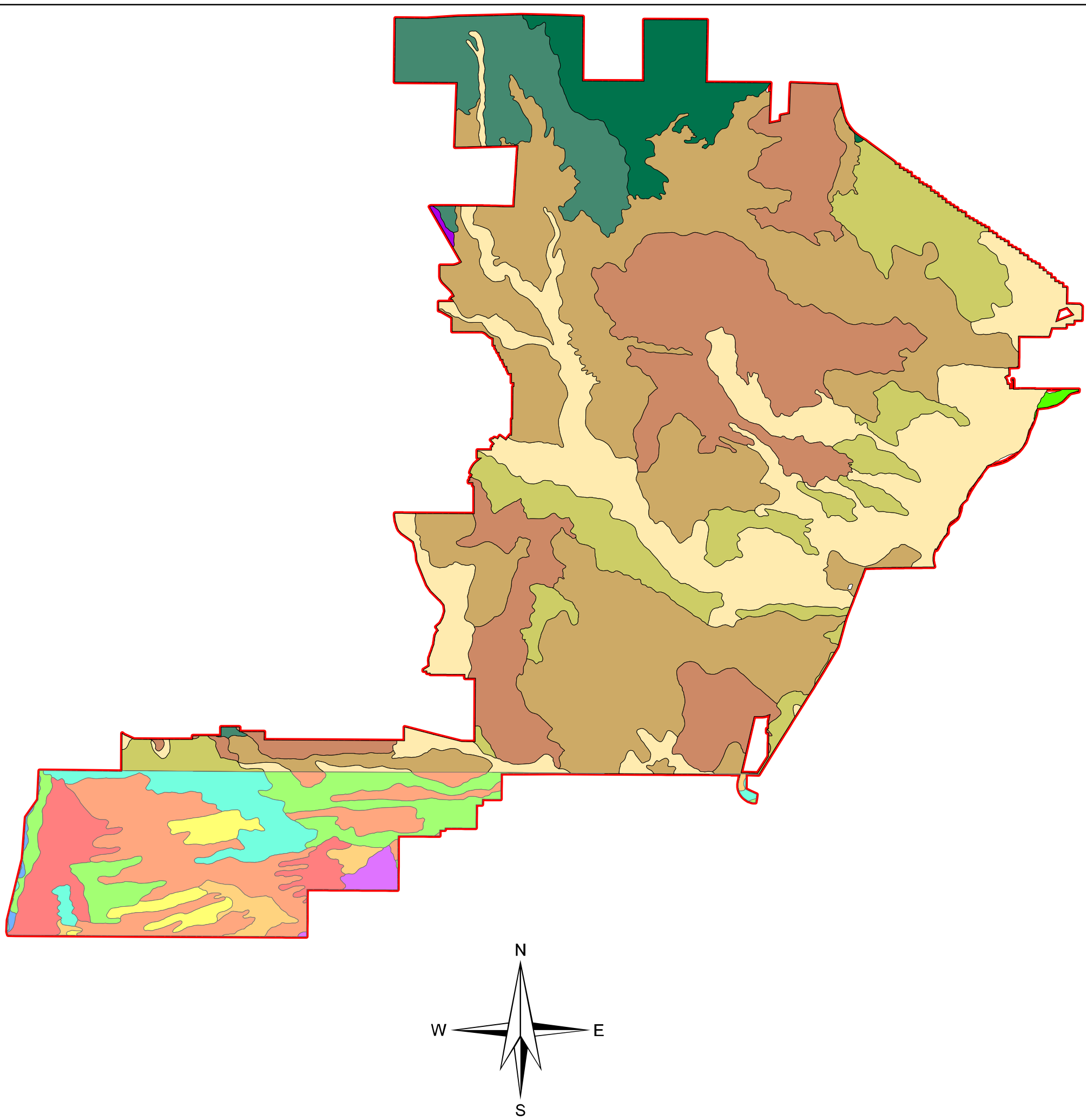

LEGEND

Bernalillo County Soils

- Alemeda Sandy Loam 0-5%
- Bluepoint Loamy Fine Sand 1-9%
- Bluepoint-Kokan Association Hilly
- Bluepoint Fine Sand Hummocky
- Latene Sandy Loam 1-5%
- Madurez-Wink Association Gently Sloping
- Madurez Loamy Fine Sand 1-5%
- Pajarito Loamy Fine Sand 1-9%

Sandoval County Soils

- Grieta Fine Sandy Loam 1-4%
- Clovis Fine Sandy Loam 1-4%
- Grieta-Sheppard Loamy Fine Sands 2-9%
- Sheppard Loamy Fine Sand 8-15%
- Sheppard Loamy Fine Sand 3-8%
- Zia-Clovis Association 2-10%
- Pinavetes-Rock Outcrop Complex 15-35%
- Gilco Loam 1-4%
- Rio Rancho City Limit

MAP C-5: RIO RANCHO SOILS

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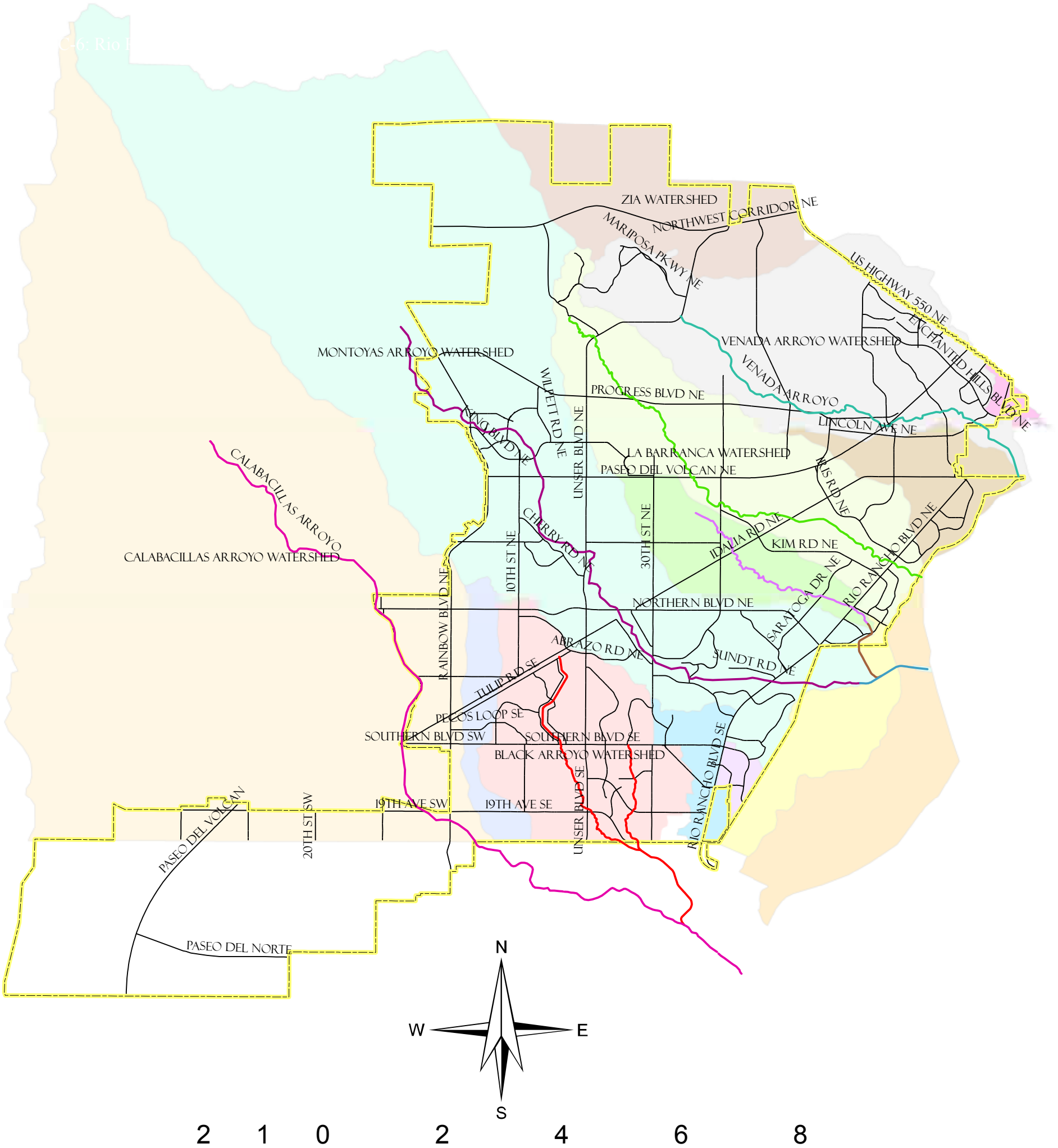

WATERSHED NAME		
Black Arroyo Watershed	NM528 Watershed	Black Arroyo
Calabacillas Arroyo Watershed	Rainbow Tributary	Calabacillas Arroyo
Corrales East Watershed	Rio Rancho Urban Center Watershed	Dulcelina Curtis Channel
Corrales West Watershed	Unnamed Arroyo Watershed	Harvey Johnes Channel
La Barranca Watershed	Unnamed Wash Watershed	La Barranca Arroyo
Lomitas Negras Watershed	Venada Arroyo Watershed	Lomitas Negras Arroyo
Montoyas Arroyo Watershed	Zia Watershed	Montoyas Arroyo
		Venada Arroyo

MAP C-6: RIO RANCHO ARROYOS & WATERSHEDS

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LEGEND

- Bernalillo Township Limits
- Rio Rancho City Limits
- Sandoval County Line
- Bernalillo County Line

- ALPINE TUNDRA
- CHIHUAHUAN DESERT SCRUB
- CLOSED BASIN SCRUB
- CONIFEROUS AND MIXED WOODLAND
- DESERT GRASSLAND (ECOTONE)
- GREAT BASIN DESERT SCRUB
- JUNIPER SAVANNA (ECOTONE)
- LAVA BEDS
- MONTANE CONIFEROUS FOREST
- MONTANE GRASSLAND
- MONTANE SCRUB
- PLAINS-MESA GRASSLAND
- PLAINS-MESA SAND SCRUB
- SAND DUNES
- SUBALPINE CONIFEROUS FOREST
- URBAN, FARMLAND OR OPEN WATER

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MILES

MAP C-7: CENTRAL NEW MEXICO'S NATURAL VEGETATIVE COVER

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Land Use Element

5. Land Use

5.1 Introduction

Planning for the overall future growth and development of the City is the core function of the Comprehensive Plan. The Land Use element is intended to provide general, citywide land use guidance for future growth by identifying and proposing the location of different types of development, or land uses.

Land use planning, in general, affects all facets of development. The other elements of the Comprehensive Plan support the Land Use element by thoroughly planning certain components of development. Different types of land uses have different implications on infrastructure needs, traffic circulation, recreation needs, the environment, community and neighborhood character, and the City's overall economic viability.

For example, if a particular intersection within the City is planned for a high-intensity growth node, it creates different planning implications for traffic circulation than if that same intersection was planned for low-density, single-family residential development. Thus, plans regarding future transportation needs included in the Transportation element would be impacted by this land use decision. As such, all elements of the Comprehensive Plan are impacted by the Land Use element.

However, the Land Use element itself has several components that collectively guide the City's future growth: Existing Conditions; an explanation of the different types of plans that affect land uses; the Generalized Land Use Map; a template of land use categories to guide future Land Use Plans; and Land Use Policies. Together, the components of the Land Use element provide the framework for the City's future and the various elements of the Comprehensive Plan.

5.2 Existing Conditions

Rio Rancho has a current land area of approximately 105 square miles. Of this land area, the majority is undeveloped. The amount of undeveloped land affords the City the opportunity to plan for future growth.

However, a planning challenge for the City also exists in addressing antiquated platting. Off-site improvements were not required as part of antiquated platting. The lack of infrastructure, such as streets, curbs, gutters, sidewalks, sewer and water lines, and proper drainage facilities makes it difficult for the City to provide modern subdivision designs. Creative planning is necessary to address this lack of infrastructure.

Land use can have an integral role in addressing the challenges associated with antiquated platting. Generally, larger, planned developments, such as retail shopping centers and subdivisions, will be required to include the necessary infrastructure to address issues such as drainage and traffic circulation. However, because of the existing platting throughout the City, many property owners are able to develop individual lots without installing off-site infrastructure. When this phenomenon repeats itself, neighborhoods are created without planned infrastructure, or commercial developments may gain access from single, small lots creating potential traffic issues. Land use plans can be developed to require the installation of infrastructure through planned developments.

5.2.1 Existing Land Use

Of the one third of the City that is developed, the largest land use is residential. The next largest land use is Civic and Institutional uses, which is primarily comprised of large tracts of land that are occupied by Rio Rancho schools.

Well-established neighborhoods near Southern Boulevard and east of Pat D'Arco Highway (NM 528) have been consistently developed at a medium density (lots generally no larger than one quarter of an acre). Other neighborhoods vary in their composition. Planned developments such as Cabezon and Loma Colorado provide a variety of housing through consistent and compatible neighborhoods. These developments have a street network that provides limited access onto major roads. Individual lot development, on the other hand, for example in the northwest portion of Unit 11, produces an assortment of single-family homes on the existing grid-like street network.

Commercial development (non-residential) comprises less than 2% of all of Rio Rancho's land area. In general, commercial development is concentrated along major roads in the southern portion of the City near older and more established development. The majority of this area is developed as retail strip centers. Commercial uses are particularly concentrated along Pat D'Arco Highway

and Southern Boulevard. Industrial development can be found concentrated just south of the Pat D'Arco Highway and Northern Boulevard intersection in an area known as Industrial Park.

Overall, the majority of existing development is found in the southern part of the City and along major roads to the east and northeast. Much of the City's opportunity to grow is to the north and northwest. The City's overall growth is depicted in Map LU-1: Existing Land Use.

5.3. GENERALIZED LAND USE MAP

The Vision 2020 Preferred Land Use Scenario (previously adopted) was adopted with the *Vision 2020 – Integrated Comprehensive Plan* as the preferred development scenario. This scenario adopted the concept of nodal development and identified areas that were intended to foster higher-intensity land uses.

An updated Generalized Land Use Map has been developed that maintains the concept of nodal development and accounts for updated existing development. The Generalized Land Use Map accounts for existing development, adopted land use plans, and expected future growth. MAP LU-2: Generalized Land Use (Existing and Planned) depicts an updated conceptual development scenario for the City's future growth.

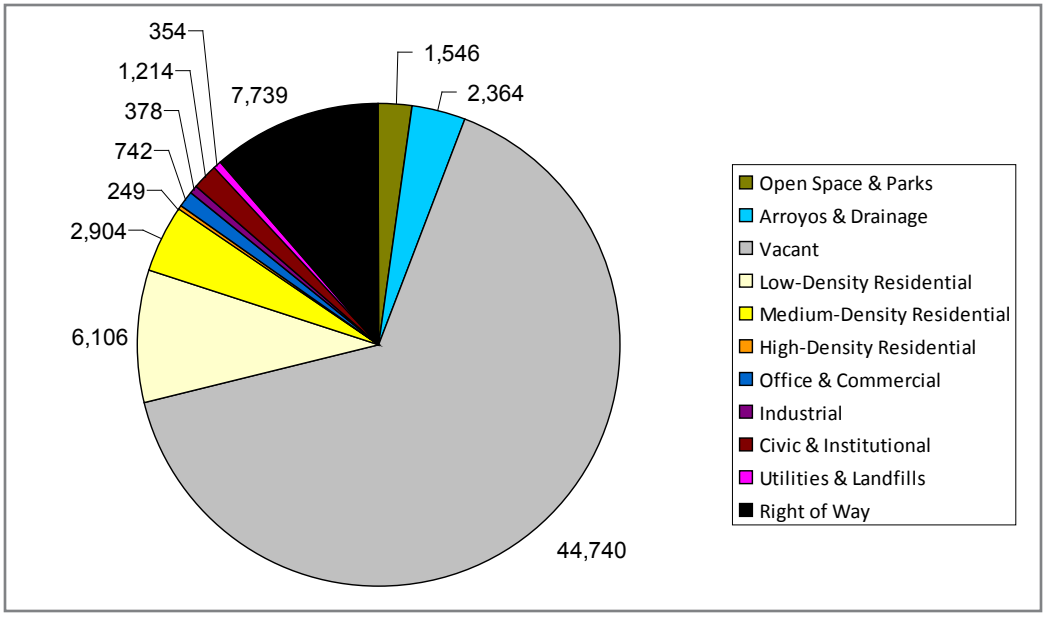
5.3.1 VISION 2020 PREFERRED LAND USE SCENARIO

The previously adopted Vision 2020 Preferred Land Use Scenario was developed through the visioning process of the *Vision 2020 – Integrated Comprehensive Plan*. The City's Vision Statement and the results of the community survey provided the impetus for organizing policy work groups to define general policy statements for the Comprehensive Plan. A Fiscal Land Use Analysis report grew out of concerns by members of the *Public Works & Infrastructure* and *Growth & Economic Development* policy work groups. They recognized the need to systematically evaluate the feasibility and cost effectiveness of different land use development patterns or scenarios for the future growth of the City to the year 2020.

A preliminary growth scenario that was part of the annexation study conducted in 1998 became the broad model for developing three alternative land use scenarios. *Downtown/Infill*, *Growth Nodes*, and *Trends* were the alternatives that were presented for public review and comment at a land use workshop. The Fiscal Land Use Analysis evaluated the Preferred Land Use Scenario on three criteria: land use assumptions, the cost of growth, and the timing of development.

The three scenarios were evaluated at the workshop in terms of land use and development patterns, infrastructure and public facilities costs, and addressed policy questions such as affordable housing, economic growth and revenue generation.

Figure L-1: Citywide Existing Land Use Acreage



The *Downtown/Infill* scenario assumed the development of a centralized, compact, urban core area surrounded by relatively dense, multi-family housing with high land costs and limited open space.

The *Trends* scenario projected the existing low density, suburban-style development into the future, with limited economic opportunities based primarily on strip commercial development.

The *Growth Node* scenario included economic development focused in master-planned activity centers surrounded by multi-family and single-family housing, with large-lot development in outlying areas. The scenario was modified to include infill and a downtown or government node to serve as an urban center. This scenario was the preferred land use pattern as a result of the Vision 2020 visioning process.

Therefore, the concept of growth nodes was maintained in the updated Generalized Land Use Map that is included in this Comprehensive Plan.

5.3.2 Updated Generalized Land Use Map

The Generalized Land Use Map is the updated conceptual development scenario for the City's future growth. It is a conceptual representation of existing and planned land use. Together three layers make up the Generalized Land Use Map: existing land use; planned land use; and conceptual development nodes.

Existing land use identifies development that already exists as being either *Open Space*, *Civic*, *Low-Density Residential*, *Medium-Density Residential*, *High-Density Residential*, *Non-Residential* (Office, Retail, etc.), *Industrial*, *Utility*, or *Vacant*.

Planned land use is a consolidation of land uses adopted in existing Specific Area Plans and Master Plans. Land uses in these plans vary and have been dissolved into collapsed categories. Planned land uses have been categorized as either *Open Space*, *Future Planning*, *Low-/Medium-Density Residential*, *High-Density Residential*, Civic, Non-*Residential* (Office, Retail, etc.), *Industrial*, or *Utility*.

Conceptual Development Nodes have also been identified to areas that may foster higher-intensity development, such as higher-density residential developments, office complexes, or shopping centers. A general time frame has been symbolized with Conceptual Development Nodes to provide a theoretical outlook for the development of these areas.

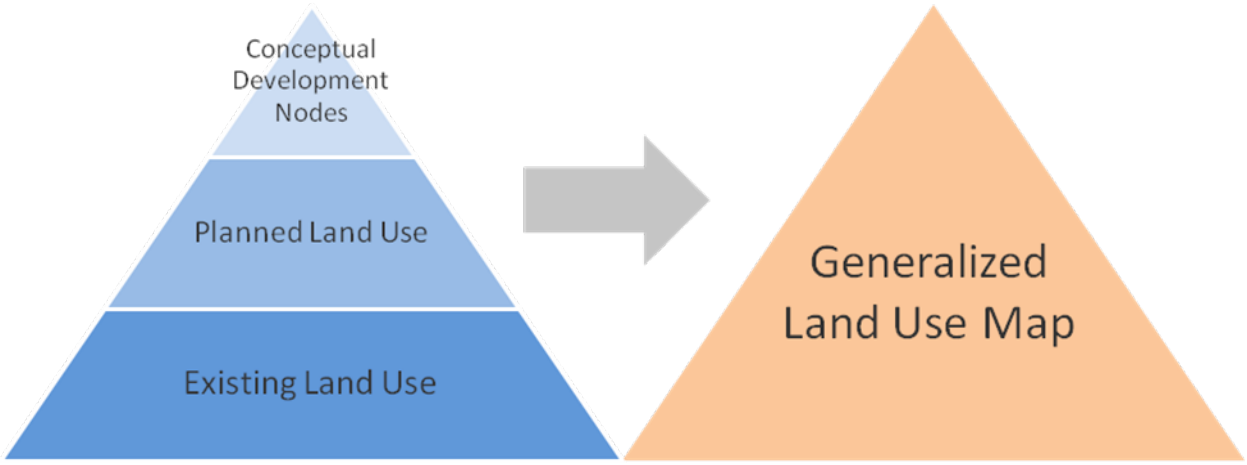
Together these layers create an overall vision of the City's existing and future development. Map LU-2: Generalized Land Use (Existing and Planned) is the City's citywide vision for the future. Land Use is conceptualized in the following categories on the Generalized Land Use Map.

5.3.2.1 Park, Open Space, Drainage

Areas that are either parks, open space, or drainage features that are generally at least one acre in size.

5.3.2.2 Future Planning

Areas that do not currently have Specific Area Plans in place and are generally undeveloped. Development will usually be limited to low-density residential development until a Specific Area Plan can be adopted.



5.3.2.3 LOW/MEDIUM DENSITY RESIDENTIAL

Areas that have either existing single-family residential development, or are generally planned for single-family residential uses.

5.3.2.4 HIGH DENSITY RESIDENTIAL

Areas that have either existing higher-density or multi-family residential development, or are generally planned for higher-density or multi-family residential uses.

5.3.2.5 CIVIC

Areas that have either existing public facilities, such as schools or churches, or are generally planned for public facilities.

5.3.2.6 OFFICE, COMMERCIAL

Areas that have either existing non-residential development, such as office complexes or shopping centers, or are generally planned for non-residential uses.

5.3.2.7 WAREHOUSING, INDUSTRIAL

Areas that have either existing warehousing or industrial development, or is generally planned for existing warehousing or industrial uses.

5.3.2.8 UTILITY

Areas that generally have some type of utility, such as an electric substation, sewer treatment facility, or landfill.

5.3.2.9 CONCEPTUAL DEVELOPMENT NODES

Areas that have a concentration of higher-intensity uses, such as higher-density residential or shopping centers, or are generally planned for higher-intensity uses. A general time frame has been symbolized with Conceptual Development Nodes to provide a theoretical outlook for the development of these areas.

5.4. PLANS

The overall development of the City is guided by an integrated mix of plans. Each plan addresses different types of issues at different scales and capacities. Generally, land use plans are developed to guide future growth and development. Some land use plans are conceptual and address citywide growth. More specific land use plans offer more detailed guidance within a designated area. Together, the City's different land use plans provide the necessary guidance and justification to manage development.

Land use plans evaluate criteria such as topography, existing development, current zoning, and circulation. Land use plans generally use categories to conceptualize and distinguish between different types of development. A land use map will spatially display a proposal for future development using land use categories. Symbols such as dots, asterisks or flags may also be used to generally indicate possible growth nodes or other conceptual focal points. Land use categories are usually categorized by type, such as *Low-Density Residential*, *Office*, or *Industrial*. However, land use categories are **not** zoning districts.

Zoning is the tool that is used to implement the vision developed in land use plans. Zoning is lot-, parcel-, or tract-specific. Although multiple lots, parcels or tracts can be rezoned at one time, a zoning designation is adopted, by ordinance, for a specific property. The City's zoning ordinance specifically outlines regulations for zoning districts, such as its *Purpose*, *Permissive Uses*, *Conditional Uses*, *Area*, *Height*, *Setbacks*, *Off-Street Parking*, *Landscaping*, and *Buffer Zone*.

5.4.1 TYPES OF PLANS

There is a hierarchical approach to land use planning that is discussed in detail in this section. The City generally refers to five types of plans to implement land use planning. These five types of plans vary in scope. The five types of plans are:

- Strategic Plan
- Comprehensive Plan
- Specific Area Plans
- Master Plans
- Development Plans

These five types of plans vary in scope—from broad, citywide goals to site-specific development planning. For example, the City's broadest plan, the Strategic Plan, is a citywide goal-setting document. On the other hand, a Development Plan is a site-specific plan and addresses many on-site and off-site development issues.

In addition to these plans, other City Departments and collaborative entities adopt Master Plans for their areas of emphasis.

5.4.2 STRATEGIC PLAN

The City of Rio Rancho developed its Strategic Plan to establish priorities for City government for 2009 to 2014. It represents the consensus that emerged from the collaborative efforts of the City leadership over a period of several months.

5.4.2.1 Components of the Strategic Plan

This Strategic Plan is for the period 2009 to 2014. It contains the following elements:

- Mission
- Vision
- Values
- Goals
- Strategies

5.4.2.2 Mission, Vision and Values

At the joint Governing Body-Staff workshop participants engaged in visioning exercises. Following the workshop, a subcommittee of staff and Governing Body members met to create mission, vision and values statements.

The mission statement for Rio Rancho is:
The City of Rio Rancho's mission is to ensure the health, safety and welfare of the community by providing excellent service to achieve a high quality of life for residents, businesses, and visitors.

The vision statement for Rio Rancho is:

A diverse, sustainable, family-friendly community that is safe, vibrant and attractive to residents, businesses and visitors.

The overarching values of Rio Rancho are:

- Service
- Accountability
- Respect

The values statement for Rio Rancho is:

A philosophy of service, accountability and respect shall govern our interactions with citizens and with each other.

5.4.2.3 Goals

The Strategic Plan promotes the City of Rio Rancho's vision by establishing goals and strategic directions for each of the issue areas identified during the planning process. The following six goals have been created to reflect the character of the community that is envisioned in the future. The goals are multi-year in nature.

5.4.2.4 Goal 1: Infrastructure

Ensure that the City develops new and has well-maintained infrastructure that fosters a quality community, supports a strong economy and meets the needs of current and future residents.

5.4.2.5 Goal 2: Development

Ensure the City has plans and policies in place to attract and create well-planned high-quality, stable, residential, commercial and industrial development.

5.4.2.6 Goal 3: Fiscal Health

Ensure that the City's fiscal health is strong with a growing tax base, sound financial policies and economically diverse funding solutions.

5.4.2.7 Goal 4: Public Safety Services

Provide services to ensure the safety and health of the community through quality police, fire and emergency medical services.

5.4.2.8 Goal 5: Government Services

Deliver quality services to meet community needs, assuring that the City is sufficiently staffed, trained and equipped overall.

5.4.2.9 Goal 6: Quality of Life

Provide quality of life services to meet community needs, assuring that there are strong relationships with all sectors of the community and ample opportunities for citizen engagement.

5.4.3 Comprehensive Plan

The City's *Comprehensive Plan* is more detailed than the *Strategic Plan*. The Comprehensive Plan provides a thorough analysis of existing citywide conditions and provides policies to guide land use and development decisions. The Comprehensive Plan provides two important components of land use planning. It outlines land use categories and provides a conceptual Generalized Land Use Map.

5.4.4 Specific Area Plans

Specific Area Plans further implement the Generalized Land Use Map described in the previous section. Thus, Specific Area Plans are part of the Land Use Element of the Comprehensive Plan. Specific Area Plans are developed by the City and further define land uses within a specific area. Specific Area Plans provide policies and propose land uses based on existing development, existing zoning, neighborhood input and sound land use planning methodology. These plans usually identify infrastructure and facility projects that may be planned in the area. However, these plans do not provide implementation strategies for specific types of infrastructure. Specific Area Plans usually further define specific growth nodes that are intended to harvest more intense land uses.

5.4.5 MASTER PLANS

Master Plans are detailed development plans that are often created by a developer. Master Plans are generally smaller than Specific Area Plans, but larger than subdivisions. Examples of Master Plans within the City include Cabezon and Loma Colorado. These areas are usually referred to as "master-planned communities" because they address land use, transportation, drainage and utilities in the planning document. These communities usually plan for a mix of housing and non-residential uses throughout the area—land uses included in the Comprehensive Plan are preferred.

Master Plans may fit within a Specific Area Plan or may provide sufficient planning detail that they may be developed in unplanned areas and stand in place of a Specific Area Plan. Sufficient planning detail usually addresses the overall site, land use, grading and drainage, circulation, utilities, design standards, and phasing and financing.

5.4.6 DEVELOPMENT PLANS

A Development Plan is a plan for a site-specific development project. This type of Plan may develop as a residential subdivision, office park, retail shopping center, or some other type of single or multi-lot site. A subdivision requires the review of a plat map. A non-residential development, such as an office park or retail shopping center, would require the review of a site plan. Development Plans are similar to Master Plans, however they are smaller in acreage and typically do not plan land uses.

5.5 LAND USE CATEGORIES

The building blocks of a land use plan are land use categories. Land use categories generally outline land uses that are considered appropriate in certain areas. Land use planning allows the City, developers and property owners to conceptualize where different types of development may occur. This concept institutes some predictability between land uses which creates well-planned neighborhoods. The land use categories in

Table L-1: Types of Plans

Plan	Description	Components	Acreage
Strategic Plan	The City's Strategic Plan establishes citywide priorities.	• Mission • Vision • Values • Goals • Strategies	Citywide
Comprehensive Plan	Provides a holistic analysis of City conditions, and provides goals policies and actions to guide future growth and development.	• Land Use • Population & Housing • Public Facilities • Transportation • Recreation • Conservation & Natural Environment • Urban Design • Economic Development • Antiquated Platting, Annexation & Addressing • Implementation	Citywide
Specific Area Plans	Provides specific goals, policies, and actions; and proposes land use throughout a specific area within the City.	• Existing Conditions • Proposed Land Use • Transportation & Access Management • Implementation	Generally At Least 1,000 Acres
Master Plans	Provide a comprehensive development plan for a large area within the City. Must comply with applicable Master Plans and/or Specific Area Plans, and the Comprehensive Plan.	• Site Analysis • Land Use • Grading & Drainage • Circulation • Utilities • Design Standards • Phasing and Financing	Preferably At Least 100 Acres
Development Plans	Provide an adequate development plan for a specific site within an existing land use plan. Must comply with applicable Master Plans and/or Specific Area Plans, and the Comprehensive Plan.	• Site Analysis • Grading & Drainage • Circulation • Utilities • Design Standards • Phasing and Financing	No Minimum Acreage

the Comprehensive Plan are intended to be the model framework from which land use categories in future plans are to be created.

5.5.1 Land Use Hierarchy

The idea of land use planning is built around the assumption that different types of land uses are more or less impactful on surrounding land uses. Thus, a hierarchy of land uses can be identified and planned for accordingly. In general, low-density, residential development is considered to be a low-intensity land use. An example of a high-intensity land use would be an industrial facility.

In land use planning, land uses are arranged to provide compatibility as much as possible. For example, low-density residential development is generally located near other types of residential development, offices, or light retail developments. More intense uses such as large shopping centers and warehousing will typically be planned near commercial and industrial areas. Thus, the building blocks of land use planning regulate how different types of development may be arranged geographically to produce well-integrated communities.

The Comprehensive Plan establishes the following land use categories to provide a consistent framework when future Specific Area and Mater Plans are developed.

These categories are based on density and permissive uses prescribed in the City's Zoning Ordinance. Residential densities are based on the gross density of a site. The categories are conceptual in nature and must be adaptable to changing development needs and amendments to the City's Zoning Ordinance.

5.5.2 Low-Density Residential

The Low-Density Residential land use category is intended to provide opportunities for large-lot, single-family residential development. Additional uses that may be integrated into low-density residential development include community uses such as schools, parks, and churches.

Density: Maximum 4 DU/AC

5.5.3 Medium-Density Residential

The Medium-Density Residential land use category is intended to provide opportunities for higher-density, single-family development. Additional uses that may be integrated into medium-density residential development include community uses, such as schools, parks, and churches.

Density: Maximum 16 DU/AC

Density restrictions should be adjusted to be compatible with surrounding development.

5.5.4 High-Density Residential

The High-Density Residential land use category is intended to provide opportunities for small-lot, single-family residential and multi-family residential development. Additional uses that may be integrated into high-density residential development include community uses, such as schools, parks, and churches.

Density: Maximum 32 DU/AC

5.5.5 Office

The Office land use category is intended to provide opportunities for a variety of office uses. Appropriate uses may include financial, services or public administration. Office development is intended to provide a buffer between residential uses and more intense commercial uses.

5.5.6 Mixed-Use

The Mixed-Use land use category can often provide a dense, vertically-integrated blend of land uses allowing people to live and work in the same place. Mixed-use development seeks to decrease the use of automobiles and encourage alternative modes of transportation, including walking.

5.5.7 Neighborhood Commercial

The Neighborhood Commercial land use category is intended to provide neighborhood-scale retail centers that serve the immediate residential areas. Uses for a Neighborhood Commercial may include small-scale restaurants, retail stores, or offices. Adult uses and more intense uses requiring a conditional uses permit are deemed to be inappropriate within the Neighborhood Commercial land use category.

5.5.8 Community Commercial

The Community Commercial land use category is intended to provide community-scale retail nodes that serve surrounding residential areas. Uses for a Community Commercial may include large-lot, anchor businesses, commercial mixed-use buildings, restaurants, retail stores, or offices.

5.5.9 Business Park Industrial

The Business Park Industrial (BPI) land use category is intended to provide opportunities for visually-contained warehousing and light manufacturing. The BPI land use category prohibits outside storage. Uses within the BPI

land use category may include concealed storage, research and development, manufacturing assembly, printing, or the manufacturing or storage of food products. Uses shall not create offensive noise, vibration, smoke, dust, lint, odors, heat or glare because this land use category is intended to allow for less intense industrial land uses.

5.5.10 INDUSTRIAL

The Industrial land use category is intended to provide opportunities for heavy commercial and light manufacturing uses that are compatible with neighboring uses.

5.5.11 CIVIC

The Civic land use category is intended to identify land that is either developed or owned by a church, Rio Rancho Public Schools, a private school, a public utility company, the City of Rio Rancho, or other governmental or quasi-governmental entity for the purpose of providing community and/or public facilities. Uses within the Civic land use category will be subject to restrictions defined by any applicable land use plans or zoning that applies to that area.

5.6. IMPLEMENTATION

5.6.1 DISCUSSION

The land use element of the Comprehensive Plan is the dominant element within the plan because it establishes the direction of growth within the City. Moreover, the land use element also sets the policy direction for other elements within the Comprehensive Plan. Therefore, the goals, policies and actions within the land use element must be developed so as not to conflict with the goals, policies, and actions in other elements of the Comprehensive Plan.

5.6.2 GOALS

Goal L-1: Encourage mixed uses – retail, office, and residential centered on pedestrian-oriented developments along principal arterial roads.

Goal L-2: Encourage consolidation of lots to promote a variety of land uses in a planned manner.

Goal -L3: Maintain a balance of land uses throughout the City.

Goal L-4: Support development within City Center that is consistent with development commonly found within a dense urban core.

5.6.3 POLICIES

Policy L-1: Encourage the master planning of developments that establish a community character that considers circulation, landscaping, open space, storm drainage, utilities, and building location and design in the master plan.

Policy L-2: Promote and support neighborhood scale retail activities that are consistent with residential development.

Policy L-3: Promote and support development that incorporates walkability.

Policy L-4: Encourage adequate pedestrian connections to future transit facilities in all residential site development.

Policy L-5: Incorporate suitable developments that can provide an immediate revenue benefit to the City of Rio Rancho within City Center, recognizing land values will drive the pace of making City Center a dense urban core.

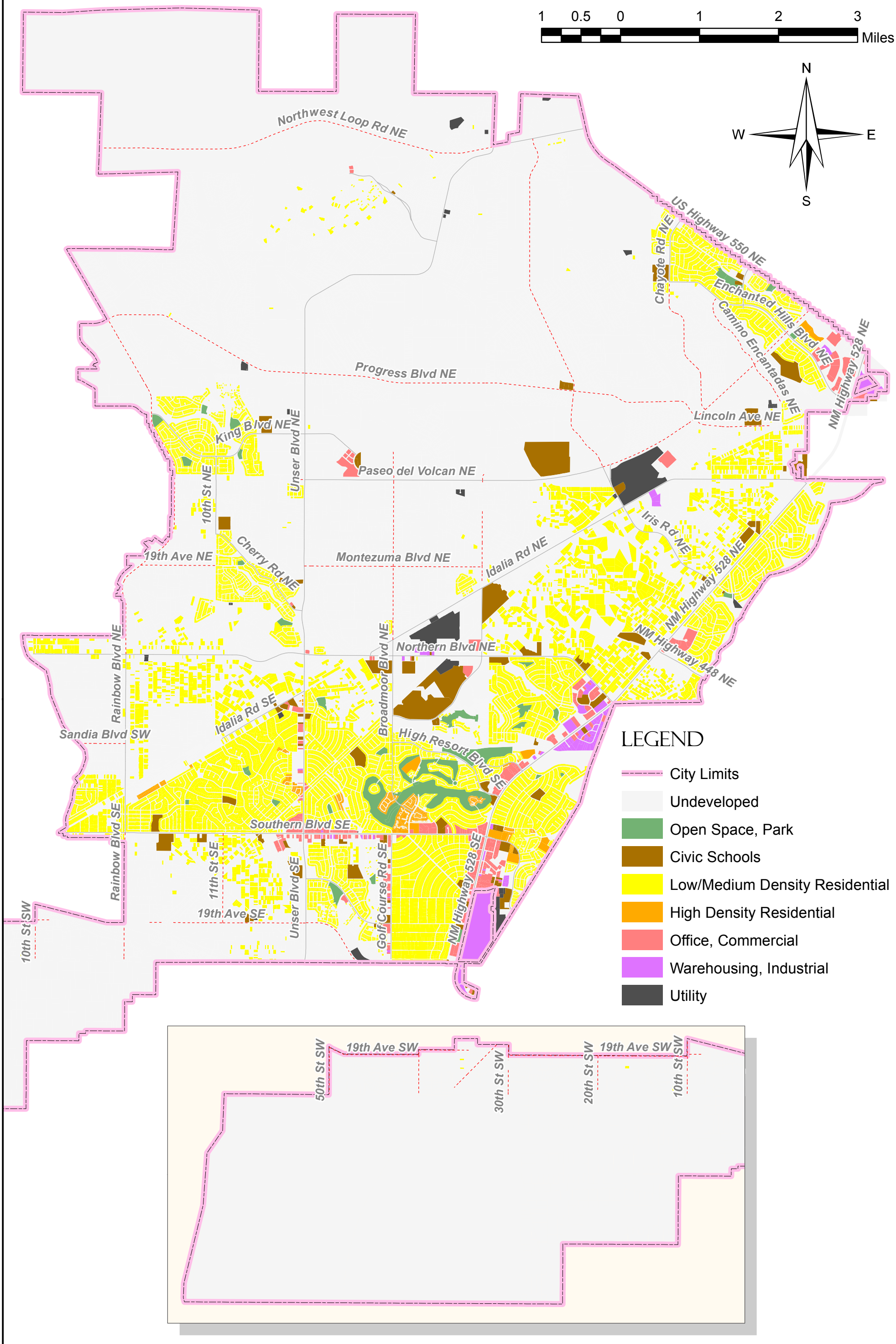
5.6.4 ACTIONS

Action L-1: Identify areas within the City where locating large-scale light industrial businesses such as light manufacturing, warehousing and research facilities are appropriate.

Action L-2: Amend the zoning ordinance to establish specific criteria necessary to establish master plans by developers.

Action L-3: Amend the zoning ordinance so it supports and implements the comprehensive plan.

Action L-4: Offer incentives to land owners that have contiguous lots totaling at least five acres to consolidate their lots.



MAP L-1: EXISTING LAND USE

MID-REGION COUNCIL OF GOVERNMENTS 2010 DRAFT PROJECTION

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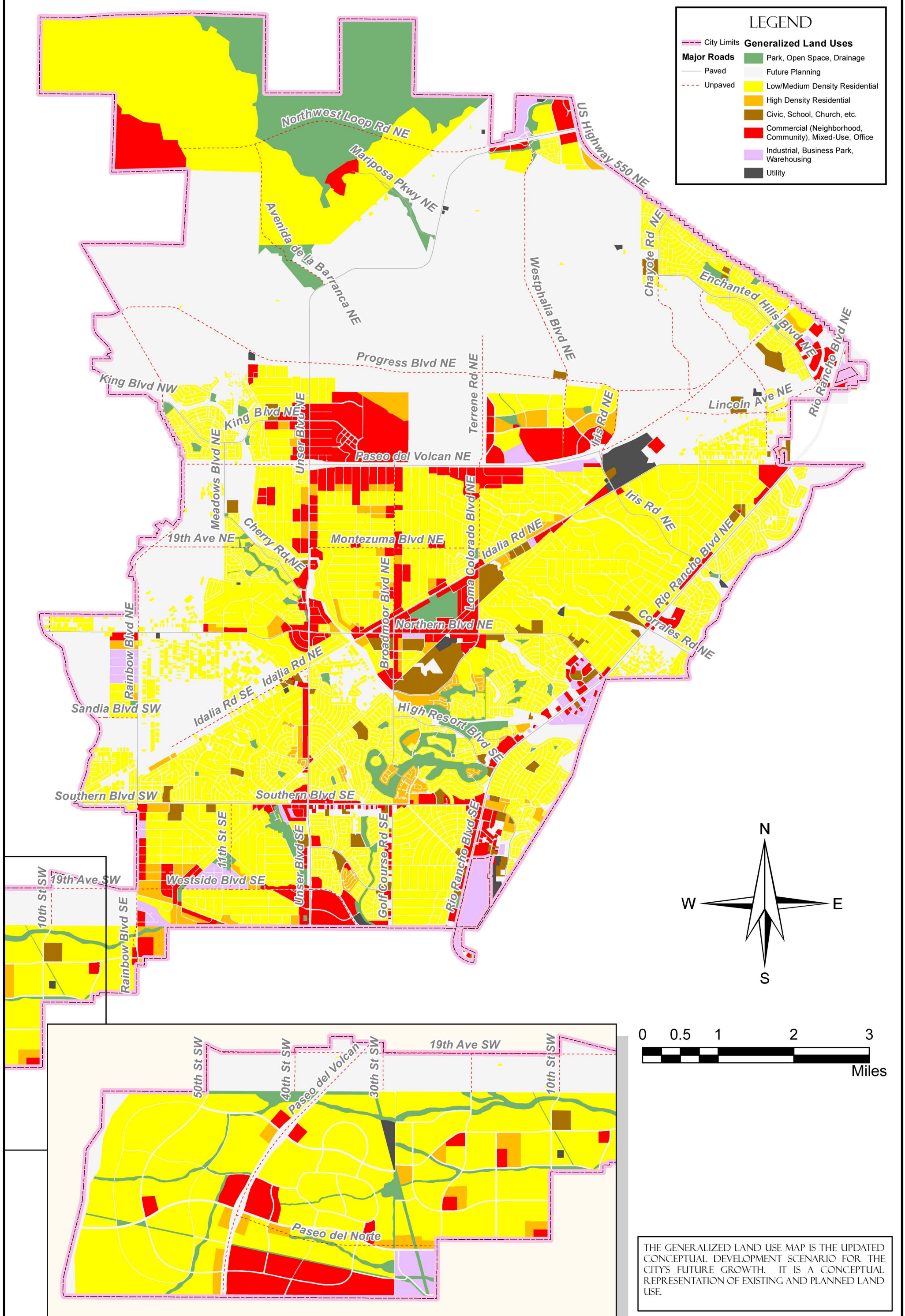

THE GENERALIZED LAND USE MAP IS THE UPDATED CONCEPTUAL DEVELOPMENT SCENARIO FOR THE CITY'S FUTURE GROWTH. IT IS A CONCEPTUAL REPRESENTATION OF EXISTING AND PLANNED LAND USE.

MAP L-2: GENERALIZED LAND USE (EXISTING AND PLANNED)

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Population And Housing Element

6. Population & Housing

6.1 Introduction

Rio Rancho has been characterized as a growing community since its incorporation in 1981. A number of population projections indicate that Rio Rancho will continue to increase in population over the next several decades. Rio Rancho's potential to grow is prefaced by its amount of undeveloped land. Currently, approximately two thirds of land within the City's limits is undeveloped. With this assumption in mind, the Population & Housing element examines the major issues related to the City's overall population and housing stock.

It is important to recognize Rio Rancho's relationship to the Albuquerque metropolitan area. According to the Census, Albuquerque is a city of more than half a million people. However, the Census Bureau defines the Albuquerque Metropolitan Statistical Area (MSA) to be all of Sandoval, Bernalillo, Valencia, and Torrance counties. According to the Census, the overall population of the Albuquerque MSA is estimated to be almost 850,000. Both the City of Albuquerque and the Albuquerque MSA provide a regional context for examining the demographic and housing attributes of Rio Rancho. See Map PH-1 for the Albuquerque MSA boundaries.

6.2 Population

6.2.1 Population Trends

Rio Rancho is New Mexico's fastest-growing and third-largest city. Between 2000 and 2008 the City's population increased more than 50%, from 51,765 to 79,655.

Table PH-1: New Mexico Cities Population Comparison

Rank	City	2000	2008
1	Albuquerque	448,607	521,999
2	Las Cruces	74,267	91,865
3	Rio Rancho	51,765	79,655
4	Santa Fe	62,203	71,831
5	Roswell	45,293	46,198
6	Farmington	37,844	42,637
7	Alamogordo	35,582	35,757
8	Clovis	32,667	32,352
9	Hobbs	28,657	30,476
10	Carlsbad	25,625	25,629

Source: U.S. Census Bureau, 2008 Population Estimates, Census 2000

By 2010, Rio Rancho's population is estimated to be 85,516 (*Urban Growth Projections*, Bureau of Business and Economic Research, 2000). Estimates produced by the Business and Economic Research (BBER), released in 2008, and draft projections from MRCOG for the 2035 MTP, project Rio Rancho's 2035 population to be more than 210,000. If accurate, this would be an approximate average annual growth rate of 10%, effectively increasing the City's overall population by 150%. The potential for such rapid growth within a City that is largely undeveloped is both a burden and a blessing. Map PH-2 shows existing and projected population densities for the City of Rio Rancho.

Although there are many undeveloped areas within the City, there are specific areas that are likely to be fundamental for future development. Areas such as City Center, areas near the new Presbyterian Hospital on Unser Boulevard, and areas in proximity to major roads, such as Northern Boulevard, Unser Boulevard, Paseo del Volcan, Pat D'Arco Highway, and US 550 are likely to experience much of this growth in the near future. Proactive planning measures will help foster sound development that will help see the City's vision to fruition.

6.2.2 Demographics

Rio Rancho is a young community. Rio Rancho citizens live in larger households, have more citizens in the workforce, and have greater household earnings than surrounding areas.

According to the Census, Rio Rancho's median age is 33.9 compared to 35.5 and 36 of the City of Albuquerque and the Albuquerque MSA respectively. Rio Rancho's average household size is 2.66 compared to 2.37 and 2.49 of Albuquerque and the Albuquerque MSA.

According to the Census, Rio Rancho is slightly less racially diverse than the metropolitan area. Caucasians make up approximately 70% of Albuquerque MSA. Conversely, more than 75% of Rio Rancho is Caucasians. Albuquerque and the Albuquerque MSA have larger Hispanic or Latino populations. Forty four percent of the populations in both areas are estimated to have Hispanic or Latino origins. Less than 35% of Rio Rancho's population is estimated to have Hispanic or Latino origins.

Overall, Rio Rancho is more educated than the surrounding areas. According to the Census, of Rio Rancho citizens that are at least 25 years of age, about 93% have at least a high school education. Less than 88% of the Albuquerque or the Albuquerque MSA populations, that are at least 25 years of age, have high school education. However, Rio Rancho has fewer residents with at least a bachelor's degree (26% of population 25 years or over). About one third of Albuquerque's population and almost 30% of the Albuquerque MSA population have a bachelor's degree).

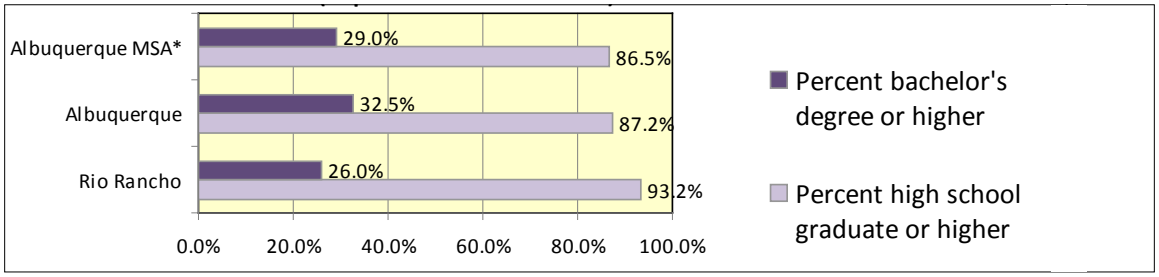
Rio Rancho also has more residents in the labor force. According to the Census, more than 70% of Rio Rancho's citizens are in the labor force. This is compared to 67.7% of Albuquerque residents and 65.7% of the Albuquerque MSA residents. Rio Rancho households earn a median income of $60,597 which is more than Albuquerque ($46,437) and the Albuquerque MSA ($47,198). Figures PH-1 and PH-2 identify educational attainment and employment status. Map PH-3 shows projected population and employment growth, while Map PH-4 indicates projected employment density.

6.3. HOUSING

Housing addresses one of citizens' most basic needs, shelter. A home may be a "safe" place, may provide wealth in the case of homeownership, or may offer stability in one's life. Access to housing is essential to developing citizens who prosper and support themselves independently. However, housing is not equally accessible to all citizens, and different groups require different housing needs. Equal access—regardless of race/ethnicity, gender, familial status, physical or mental disability—is fundamental to pursuing employment, education, and personal life goals. Figure PH-3 shows housing units in Rio Rancho.

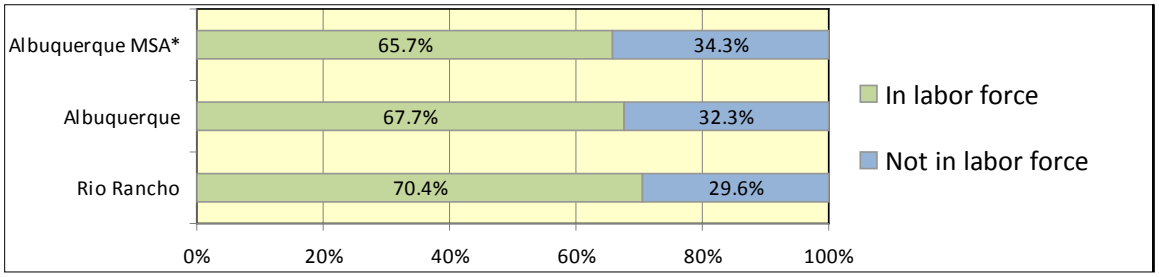
In addition, access to housing is the cornerstone of successful economic development. Employers routinely consider housing access and affordability for employees when deciding where to invest in new or expanded facilities.

Figure PH-1: Rio Rancho Educational Attainment (Population 25 years & over)



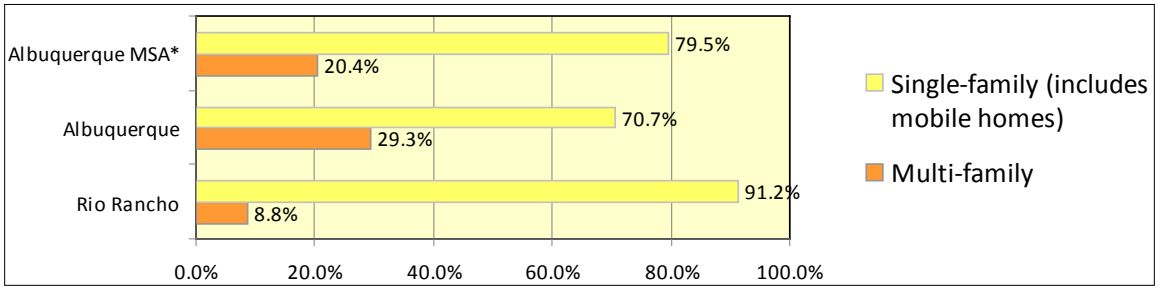
Source: American Community Survey

Figure PH-2: Rio Rancho Employment Status (Population 16 years & over)



Source: American Community Survey

Figure PH-3: Rio Rancho Housing Units



Source: American Community Survey

From the *Population* section, we know that Rio Rancho's citizens are young and hard-working. Rio Rancho's citizens also have a median income that is higher than the surrounding area.

In 2009, the City adopted a *Strategic Plan* to establish future City goals, and the strategies to achieve those goals. The second goal of the *Strategic Plan*, *Goal 2: Development*, states:

"Ensure the City has plans and policies in place to attract and create well-planned high-quality, stable, residential, commercial, and industrial development."

It is the responsibility of the City to create opportunities for all types of housing. Planning for housing needs is imperative to meet the needs of current and future populations within the City. This section explores Rio Rancho's existing housing stock and identifies future needs.

6.3.1 Opportunities

Rio Rancho has many opportunities to plan for its housing needs. Approximately two thirds of Rio Rancho is undeveloped, as of 2009. This amount of undeveloped land will afford Rio Rancho the opportunity to plan for new housing development that will accommodate future needs. However, the City will also identify and plan for housing needs in and around developed areas.

6.3.2 Analysis of Impediments

This section will provide the basis for understanding Rio Rancho's housing needs. In April 2006, the City competitively obtained consulting services to update the *Analysis of Impediments* (AI), which was completed in September of 2006. The AI looks at barriers to housing choice in Rio Rancho and establishes a plan to improve those choices. A detailed analysis of obstacles to fair housing choice can be reviewed in the AI document. However, a summary of key findings will be outlined in this section.

6.3.2.1 Housing Tenure

Housing tenure refers to the relationship between a dwelling unit and its occupants—renters versus owners. Housing tenure is an indicator of neighborhood stability. Higher rates of homeownership tend to promote stable neighborhoods. However, rental properties provide housing opportunities for households that are unable, or do not desire, to purchase a home.

Rio Rancho has a high rate of homeownership. In 2000, 83% of the population lived in owner-occupied housing, with the remaining 17% living in renter-occupied housing. As of 2008, it was estimated that about 80% of the population lived in owner-occupied housing, while about 20% lived in renter-occupied housing.

Homeownership is more widely available to minority households in Rio Rancho than it is New Mexico as a whole. In Rio Rancho, 84% of the Anglo population lives in owner-occupied housing, as does a near similar percentage of Hispanics (82%). Overall, Rio Rancho has stable neighborhoods.

6.3.2.2 Housing Affordability

One measure of housing affordability is the ratio of an area's median housing value to its median household income. According to the responses of homeowners in the 2000 Census, the median housing value in Rio Rancho was $112,900, and its median household income was $47,169. The resulting affordability ratio of 2.4 indicates that it would have taken approximately that many annual household incomes to "acquire" a home in Rio Rancho at that time. This ratio is lower than the state ratio of 3.2 and Albuquerque's ratio of 3.3. Rio Rancho housing was also more affordable than any other incorporated place at the time of the data. Overall, Rio Rancho is comparatively affordable for the region. However, it is important to note that Rio Rancho has a higher median income than the surrounding areas.

6.3.2.3 Housing Problems

The *Comprehensive Housing Affordability Strategy* (CHAS) data published by the *US Department of Housing and Urban Development* (HUD) indicates the presence of housing problems in a community. Specifically, a housing problem refers to a housing unit with any of the following types of conditions:

- cost burden greater than 30% of income, or
- overcrowding (more than 1.01 persons per room), or
- lack of complete kitchen or plumbing facilities

According to the 2000 CHAS data, approximately 28% of all households in Rio Rancho had a housing problem. The CHAS data reveals some disparities in housing problems in Rio Rancho. For example, in 2000, the presence of housing problems among Hispanic households was 34% compared to 26% for Anglo households. When compared to the state and the City of Albuquerque, Rio Rancho has considerably fewer housing problems for the overall population and far fewer racial disparities in the presence of housing problems.

Despite the lower racial disparities of housing problems in Rio Rancho, the CHAS data indicate that many social groups in Rio Rancho experience very high rates of

housing problems. Very low-income households, defined as those earning less than 30% of the area's median family income, experience housing problem rates ranging from 77% for renters to 81% for homeowners. In general, however, renters are considerably more likely to occupy housing with housing problems than homeowners, and the problem is particularly acute for elderly renters and those with a disability.

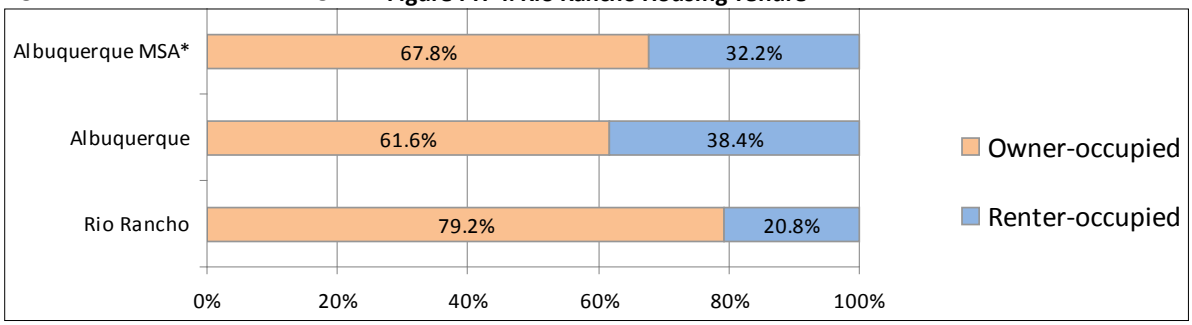
This data provides only a basis of understanding physical housing needs. It is the responsibility of the City to create plans, and thus opportunities, for helping Rio Rancho establish a quality mix of housing opportunities. Figure PH-4 illustrates the housing tenure in Rio Rancho.

6.3.2.4 HOME LENDING TRENDS

This section of the analysis uses data from the 2004 *Loan Application Register* (LAR).

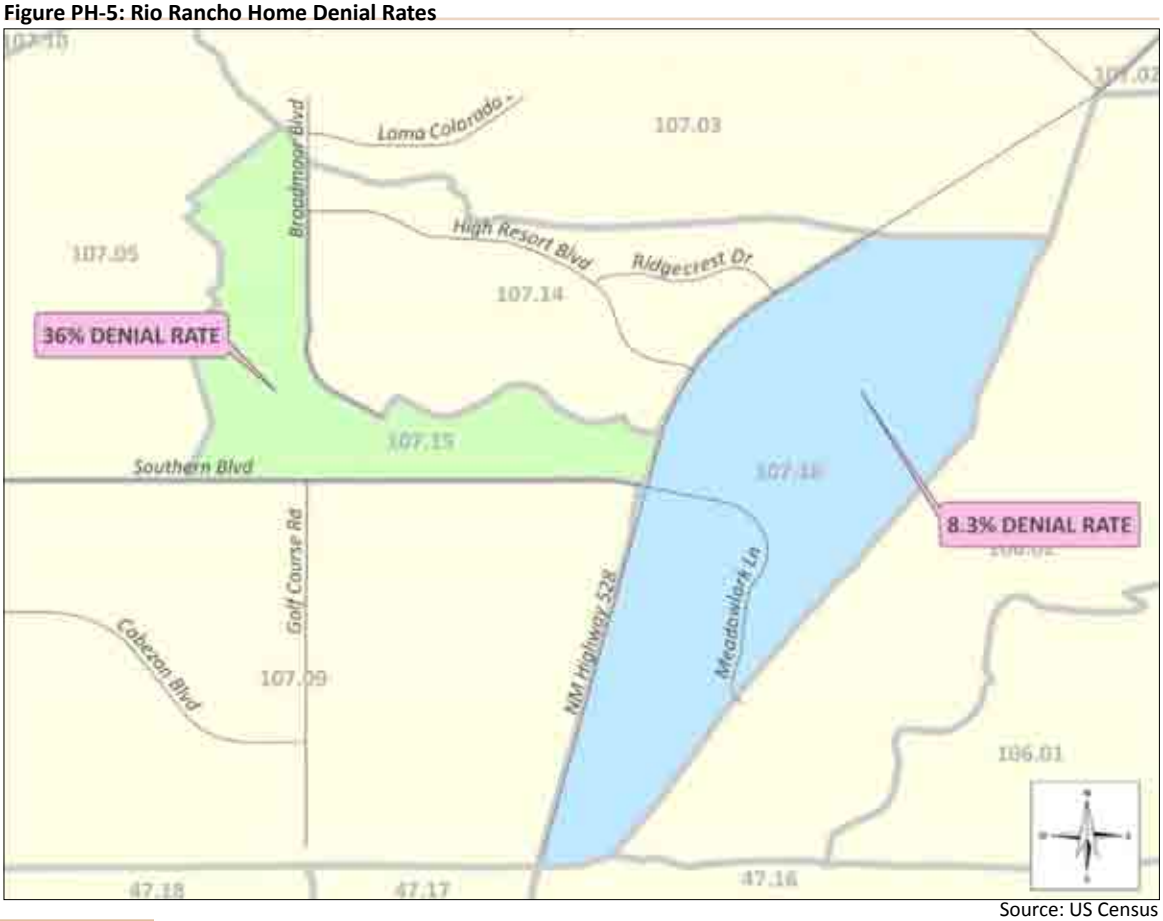
According to the 2004 LAR, 2,854 owner-occupant home purchase loans were originated in Rio Rancho. Of the 2,854 loans originated, 510 loan applications were denied, resulting in an overall denial rate of 15.2%. This rate is slightly higher than the rate observed in Sandoval County. However, it is lower than the statewide rate of 15.6%. Figure PH-5 shows Rio Rancho Home Loan Denial Rates.

Figure PH-4: Rio Rancho Housing Tenure



Source: American Community Survey

Figure PH-5: Rio Rancho Home Denial Rates



Source: US Census

Denial rates vary significantly by household income. In Rio Rancho, the denial rate for low-income households (<$42,800 annually) was 18.4%, higher than denial rates for middle-income households (15.8%) and high-income households (10.8%). However, the income disparity in denial rates in Rio Rancho appears to be slightly smaller than income disparities elsewhere.

Census tract 107.16 in the southeast portion of the City had the lowest denial rate at 8.3%. This Census tract also had the City's lowest median household income and the lowest percentage of minorities. To its west lies Census tract 107.15. Ironically, the denial rate in this Census tract was the City's highest (36%).

Sub-prime lending also occurs in the City. Rio Rancho's overall sub-prime lending rate of 13.5% is higher than the rate for Sandoval County (12.2%) and statewide (10.5%).

Overall, Rio Rancho does not seem to be experiencing unique lending issues. However, there seems to be some unique lending disparities that have occurred geographically. Therefore, Rio Rancho must continue to seek equitable housing opportunities across the City.

6.3.2.5 Housing for Older Adults

Rio Rancho has a limited number of housing opportunities for older adults. There are four larger senior living facilities and an unknown number of smaller assisted living facilities within the City.

Buena Vista Active Adult Community is an independent living housing complex for those 55 plus and is located at 1355 Meadowlark Lane SE. As of the spring of 2010, Buena Vista Active Adult Community is at 90% capacity. Vista Grande Apartments is located at 4101 Meadowlark Lane SE and is another independent living facility.

Fairwinds offers both independent and assisted living located at 920 Riverview Drive SE.

Sandia Springs is an assisted living facility located at 1000 Riverview Drive SE.

6.3.2.6 Community Development Block Grant

The *Community Development Block Grant* (CDBG) program is a flexible program through HUD that provides communities with resources to address a wide range of unique community development needs. In 2001, the City became an entitlement city by reaching a population of 50,000. This means that the City no longer has to apply for funds annually from the State, but is entitled to the grant annually from the federal government.

The primary purpose of the City's *Financial Services CDBG Office* is to oversee the funding allocation of the *Community Development Block Grant*. Funded CDBG projects must meet a National Objective and consist of an eligible activity.

- Benefiting low- and moderate-income persons.
- Preventing or eliminating slums or blight.
- Meeting other community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community and other financial resources are not available to meet such needs.

CDBG funds have been utilized for programs that address decent housing, a suitable living environment, homelessness prevention, neighborhood revitalization, and expanding economic opportunities principally for low- and moderate-income persons.

As such, the City prepares an Action Plan annually. The *2009-2010 Annual Action Plan* identifies and provides crucial information regarding housing and non-housing community development needs.

Each activity in the *2009-2010 Annual Action Plan* corresponds to one of the following three objectives:

- Suitable Living Environment
- Decent Housing
- Creating Economic Opportunities

In addition, each activity must also choose an outcome category that best reflects what the participating jurisdiction is seeking to achieve. The three outcome categories are:

- Availability/Accessibility
- Affordability
- Sustainability

In general, the City has observed that its low- to moderate-income population is generally dispersed throughout the City. Contingent on the type of project, funds may either be used at large or within a specific geographic that has demonstrated a need.

There are only two Census block groups that qualify geographically for distribution of CDBG funds through the traditional method of allocation of funds. Therefore, during preparation of the *Consolidated Plan* in 2003, the City requested, and was approved by HUD, to apply the Quartile Method. As a result, nine of the City's 35 Census block groups qualify for CDBG funding, geographically.

Individually, Census block groups among these nine have Rio Rancho's single highest concentrations of the following populations:

- Low Income
- Moderate Income
- Hispanic Origin
- Children Ages 0 to 5
- Female
- Unemployed
- Renter-Occupied Housing
- Households with Public Assistance
- Median Monthly Owners' Cost as a Percentage of Income
- Percentage of Housing Units Lacking Complete Plumbing Facilities
- Black or African American
- American Indian and Alaskan Native
- Asian
- Some Other Race

No single Census group has a preponderance of multiple factors that renders its population significantly disadvantaged over that of the other parts of the City. Also, because the City's infrastructure and housing stock are relatively modern, the City does not have significant concentrations of housing in disrepair, overcrowding, sub-standard tenant housing, or displaced or homeless populations. However, to attract and create well-planned high-quality, stable, residential, commercial and industrial development, as the second goal of the City's *Strategic Plan* directs, we need to create a mix of housing opportunities.

6.3.2.7 PARTNERSHIPS

There is a working relationship between the City's *Financial Services CDBG Program Office* and the various housing and other service providers in Rio Rancho. Such service providers in Rio Rancho are:

- Town of Bernalillo Housing Authority
- Empowering Our Communities (EOC)
- New Mexico Mortgage Finance Authority (MFA)
- Haven House, Inc.
- Sandoval County
- New Mexico Public Health
- New Mexico Human Services Indigent Assistance
- St. Felix Pantry
- Boys and Girls Club of Rio Rancho
- Rebuilding Together Sandoval County
- RCI, Inc.
- Storehouse West
- Goodwill Industries
- YDI, Inc.
- Family Services for Children
- Share Your Care

These relationships are vital to the success of the CDBG program.

6.4. Implementation

6.4.1 Discussion

The purpose of the Population & Housing element is to examine the overall demographic and housing characteristics of the City. This examination allows the City to better understand the needs of its residents. For example, an up-to-date estimate of the City's population will help the City procure federal, state, and local funds that are often allocated by population. The Population & Housing element is also designed to promote a variety of housing types to meet the needs of people in all income levels—allowing residents the opportunity to live and work within the City.

6.4.2 Goals

Goal PH-1: To ensure that regulations do not have an unreasonable negative impact on the cost or supply of housing.

Goal PH-2: Maintain the strength, vitality, and stability of all residential neighborhoods and types.

Goal PH-3: Promote a variety of housing types to meet the needs of all members of the community.

Goal PH-4: To ensure that single-family and multi-family residential neighborhoods provide an attractive living environment.

6.4.3 Policies

Policy PH-1: Promote quality, community-friendly multifamily development, through features such as enhanced open space and pedestrian connectivity.

Policy PH-2: Initiate and encourage neighborhood and community involvement to foster a positive civic and neighborhood image.

Policy PH-3: Protect residential areas from illegal land use activities through enforcement of city codes.

Policy PH-4: Establish site and building design guidelines to create an effective transition, or necessary buffer, between substantially different land uses and densities.

Policy PH-5: Encourage mixed-use and mixed-income housing opportunities in designated growth nodes throughout the city.

Policy PH-6: Ensure that mixed-use development complements and enhances the character of neighboring residential and commercial development.

Policy PH-7: Support residential developments with appropriate amenities for families with children.

Policy PH-8: Work in partnership with public and private groups in the planning and development of housing.

Policy PH-9: Provide incentives to encourage residential development for a range of housing types and income levels throughout the city.

Policy PH-10: Encourage high-density, mixed-income residential development within the Downtown area.

Policy PH-11: Encourage detached accessory dwelling units in larger-lot, single-family developments.

Policy PH-12: Ensure that affordable housing opportunities are dispersed throughout the city.

Policy PH-13: Plan for housing for people with special needs throughout the city.

Policy PH-14: Encourage preservation, maintenance, and improvements to existing affordable housing.

Policy PH-15: Explore all available federal, state, and local programs and private options for financing affordable housing.

6.4.4 ACTIONS

Action PH-1: Establish a Neighborhood Enhancement Program, or similar program to provide improvements that will help establish a sense of community.

Action PH-2: Review land use regulations and permit processing requirements on an annual basis to ensure they are consistent with the Strategic and Comprehensive Plans.

Action PH-3: Amend the zoning ordinance to allow attached and detached accessory dwelling units in single-family districts subject to specific development, design, and owner occupancy standards.

Action PH-4: Amend the zoning ordinance to remove barriers or unnecessary standards that decrease the affordability of housing.

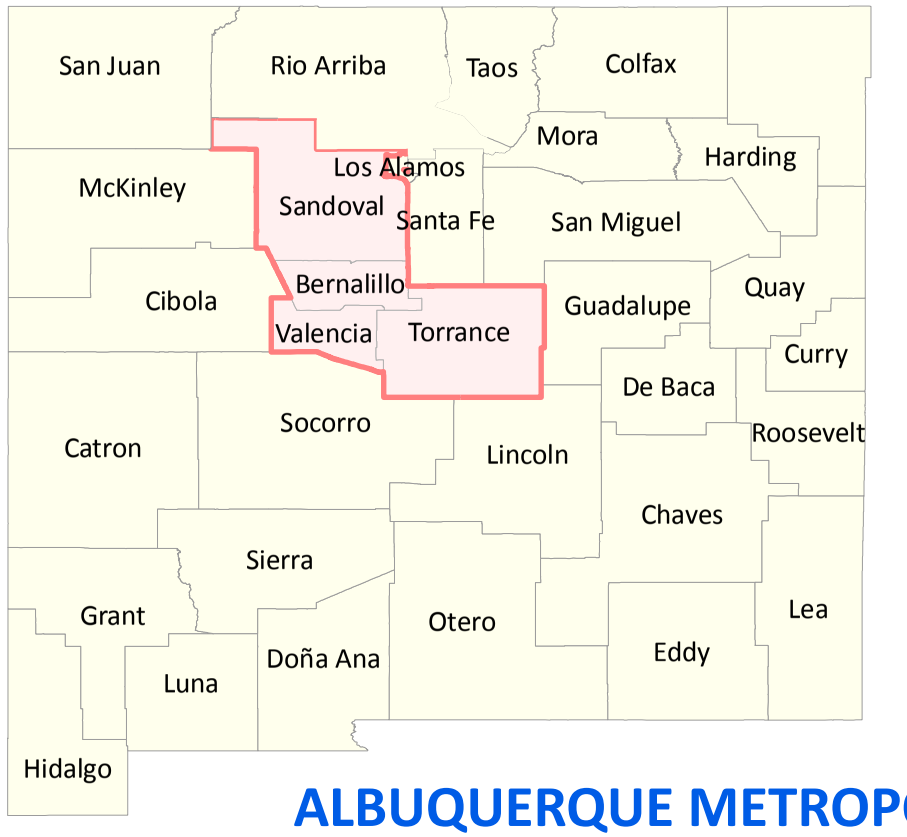
Action PH5: Pursue and encourage opportunities to preserve and develop housing throughout the City to meet the needs of all income levels and those with special needs.

Action PH-6: Establish public and private partnerships to promote the development of affordable housing.

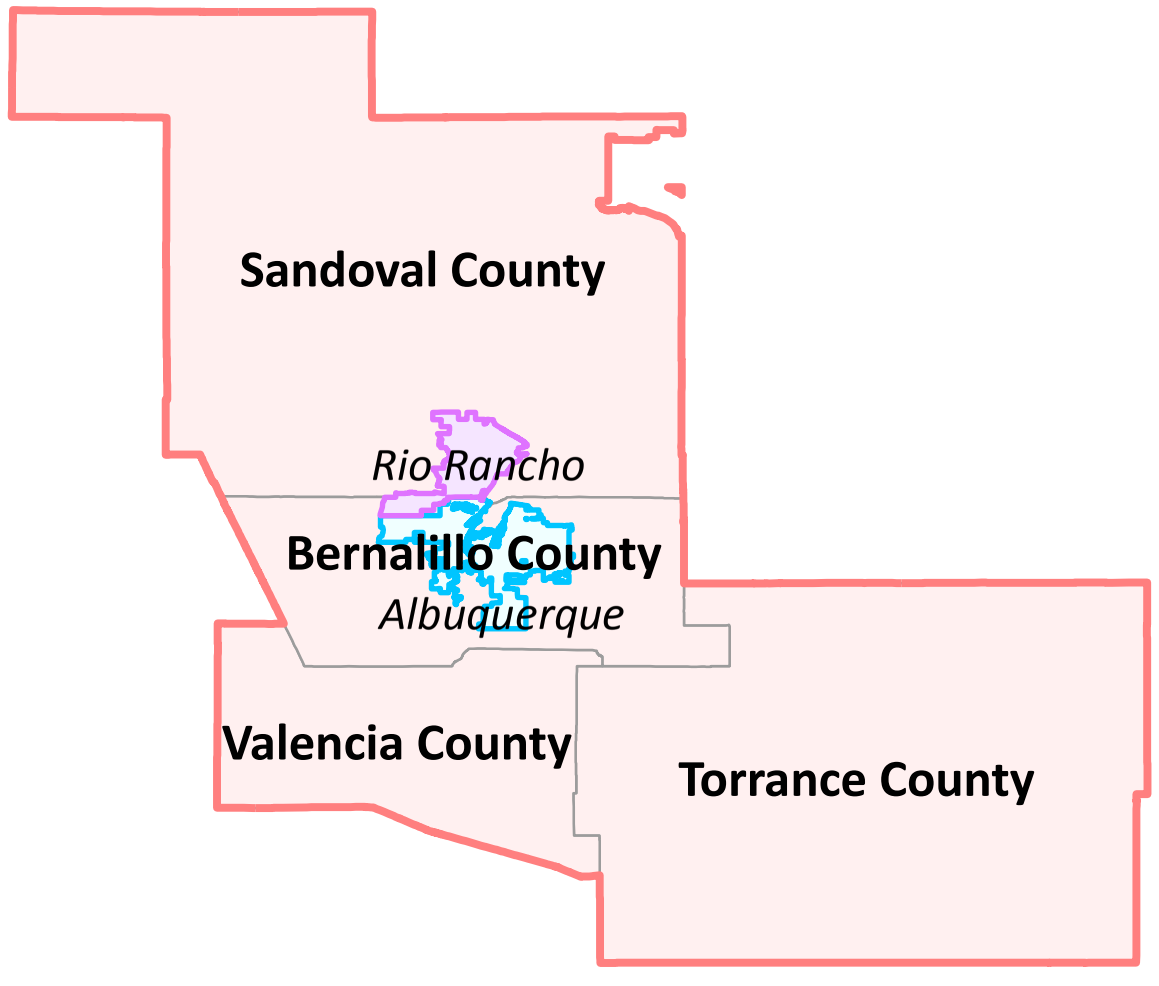
MAP PH-1: POPULATION & HOUSING COMPARISON AREAS

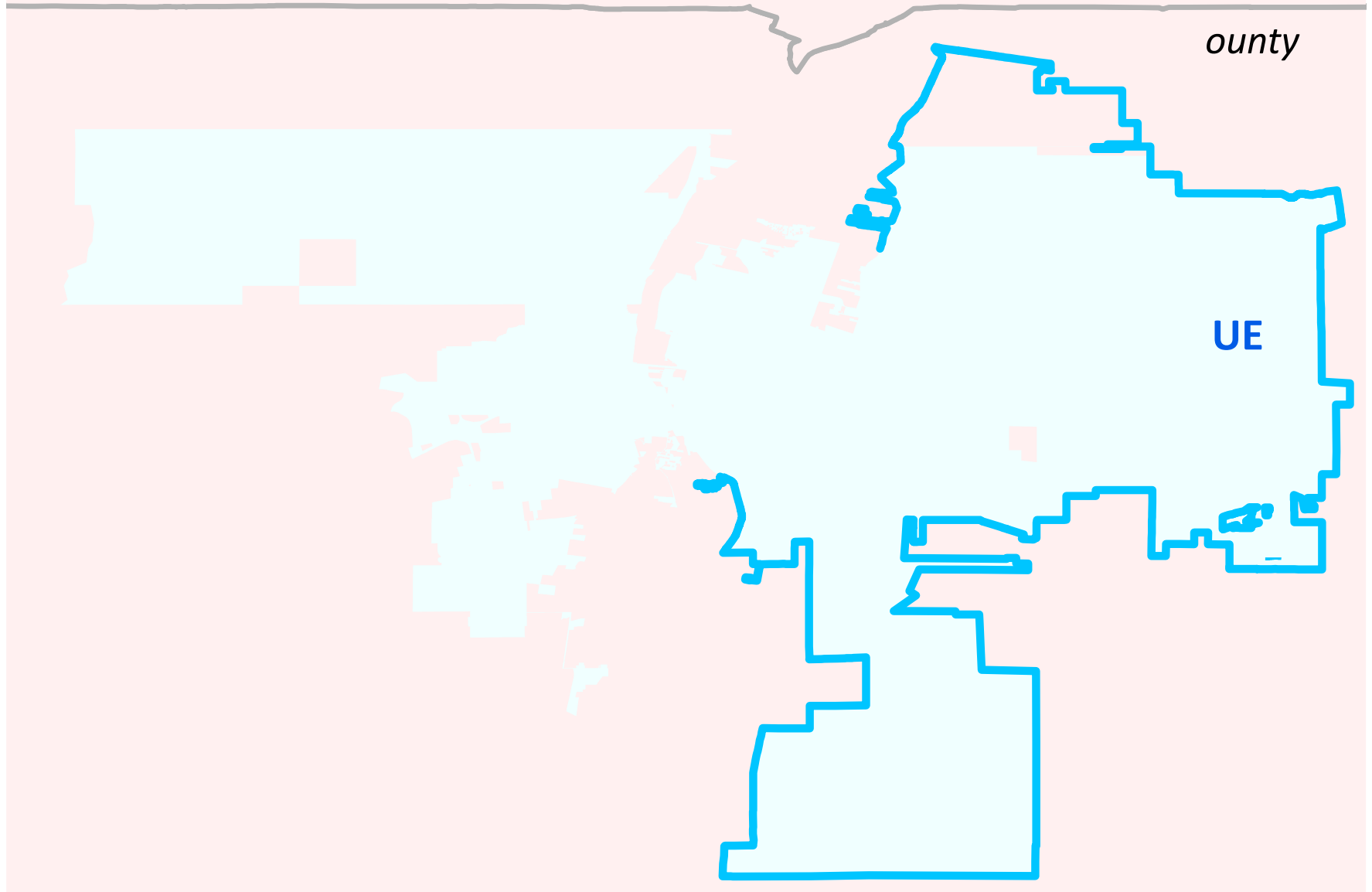
MID-REGION COUNCIL OF GOVERNMENTS 2010 DRAFT PROJECTION

PH - 9



ALBUQUERQUE METROPOLITAN STATISTICAL AREA (MSA)





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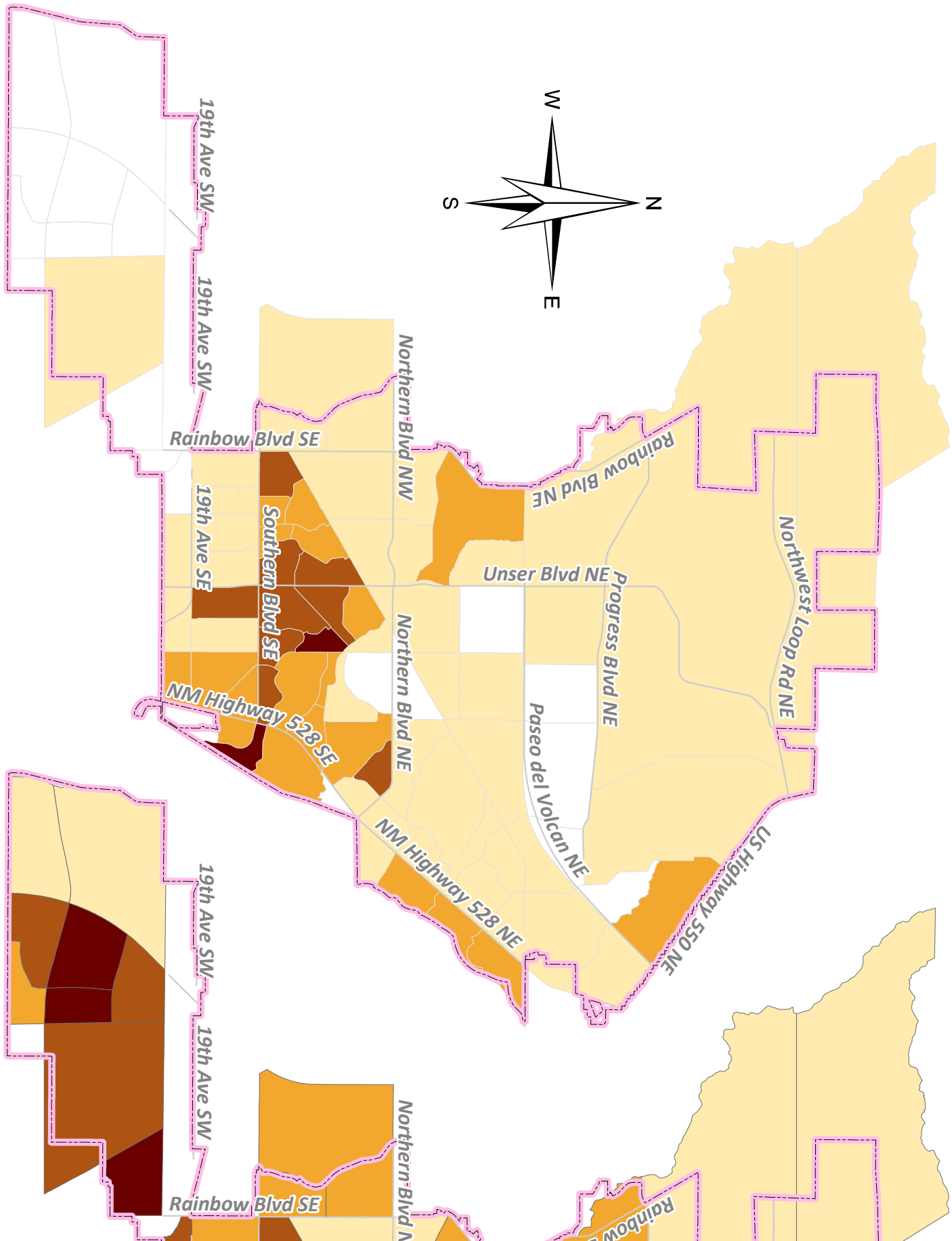
2008



2035

LEGEND

City Limits

Population Density by DASZ

Persons per Acre

- No Population in DASZ
- 0.1 - 3
- 3.001 - 6
- 6.001 - 9
- 9.001 - 12

2 1 0 2 4 6 8 Miles

MAP PH-2: PROJECTED POPULATION DENSITY BY DASZ

MID-REGION COUNCIL OF GOVERNMENTS 2010 DRAFT PROJECTION

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LEGEND

Rio Rancho City Limit

Employment Growth 2008-2035

Principal Arterial

1 Dot = 20

EMP08_35

Population Growth 2008-2035

POP08_35

Little or No Growth

51 - 500

501 - 1000

1001 - 10000

10001+

W

S

N

E

MAP PH-3: PROJECTED POPULATION AND EMPLOYMENT GROWTH

MID-REGION COUNCIL OF GOVERNMENTS 2010 DRAFT PROJECTION

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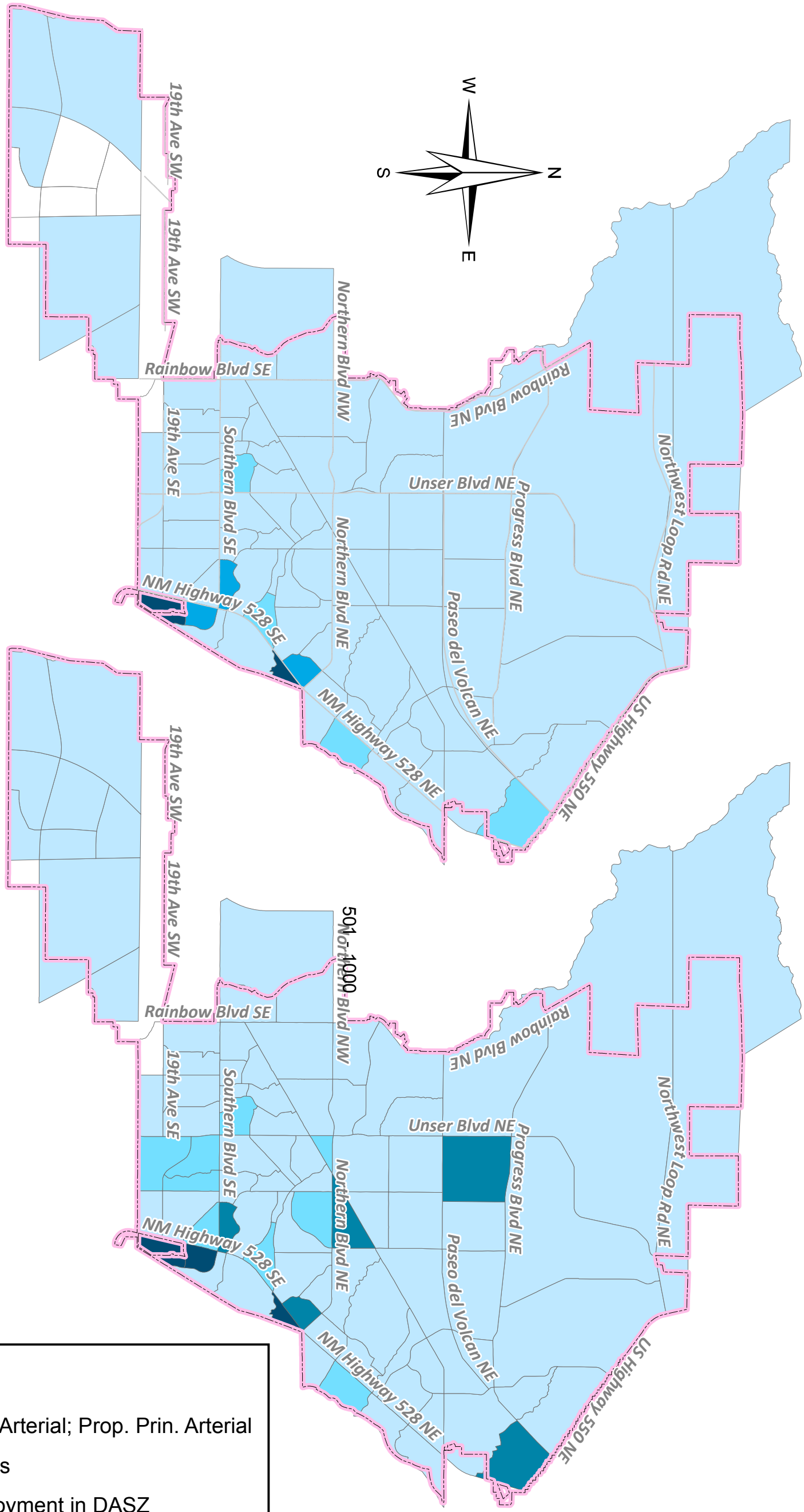
2008



2035

501-1000

LEGEND

- Principal Arterial; Prop. Prin. Arterial
- City Limits
- No Employment in DASZ
- 0.001 - 2.000
- 2.001 - 5.000
- 5.001 - 10.00
- Above 10

2 1 0 2 4 6 8 Miles

MAP PH-4: PROJECTED EMPLOYMENT DENSITY BY DASZ

MID-REGION COUNCIL OF GOVERNMENTS 2010 DRAFT PROJECTION

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Transportation Element

7. TRANSPORTATION

7.1. INTRODUCTION

Southern Sandoval County's development pattern in what is now the City of Rio Rancho evolved as a result of several economic and geographic circumstances that established the transportation framework of the City.

Before incorporation in 1981, Rio Rancho was an AMREP Southwest housing development known as Rio Rancho Estates. The first houses in the area were built in the 1960s. This early development pattern resulted in a platting of 91,000 acres of residential lots without the requirement for public infrastructure like paved streets, curbs, gutters, sewers, and drainage. This early platting placed lots along potential roadways that formed a modified grid. However, the road rights-of-way set aside by this platting are narrow and unable to accommodate higher capacity road facilities needed for a growing population.

During the 1980's, much of the emphasis by AMREP Southwest was to provide affordable housing in the greater Albuquerque area market. During this time, the demographics of the community changed with a large influx of first-time home buyers and families. Rio Rancho's location west of the Rio Grande River and AMREP's emphasis on affordable housing ensured the areas start as a bedroom community to the job centers located east of the river in Bernalillo County.

To accommodate Rio Rancho's growth, the State of New Mexico improved the region's transportation infrastructure by extending NM 528 from the river valley at the southern boundary of the Village of Corrales to the west up the river escarpment, turning north, and continuing to what is now US550. NM528 served as the backbone of the transportation network in the area and heavily influenced Rio Rancho's growth.

The location of an Intel Corporation computer chip manufacturing plant brought several thousand jobs to the City in the mid-1980s and had a major impact on the community.

The Vision 2020 Comprehensive Plan was a response to area-wide growth and the emergence of the Rio Rancho City Center. Base year conditions, projected land uses, as well as population and employment figures, reflect updated information produced by the Mid-Region Council of Governments (MRCOG) for the 2008 base year and 2035 projection year. The Land Use Element of the Rio Rancho Comprehensive Plan uses MRCOG data as the basis for population and employment growth, and is consistent with the larger regional forecast.

By 2035, Rio Rancho is projected to accommodate approximately 65,000 additional households and roughly 30,000 new jobs over the 2008 household and employment figures, which will greatly impact Rio Rancho's current transportation network.

The implementation section in this element identifies transportation needs necessary to support anticipated growth in the City of Rio Rancho as well as regional growth in the surrounding area. The Transportation Element attempts to create a multi-modal framework for sustainable long-term growth in accordance with the Land Use Element of the *Plan*. In areas outside the City limits, designations and improvements included in this plan element are considered recommendations to the appropriate lead agency responsible for that area or facility.

As previously identified in the Population and Housing Element, Maps PH-2, PH-3 and PH-4 spatially show where growth in the City of Rio Rancho is expected to occur between 2008 and 2035. This information is taken directly from the Mid-Region Council of Governments (MRCOG) small area forecast for the region. The data is based on the University of New Mexico's Bureau of Business and Economic Research County Projections for Employment and Population growth. The MRCOG uses UNM BBER population projections as large area control, and allocates population and jobs to smaller Data Analysis Sub-Zones (DASZ). The allocation of jobs and population to smaller areas takes into account the accessibility of an area to utilities, transportation systems, etc.

Map PH-2 depicts the anticipated change in Rio Rancho's population density between 2008 and 2035. Persons per acre are expected to increase in the Quail Ranch Area and moderately along the Paseo del Volcan Corridor and

US 550. This projection is based on current antiquated platting and its anticipated effects on population distribution.

There will be opportunities to increase population densities in and near emerging employment centers and at future high capacity transit stations throughout the City. The Transportation Element includes components that support this type of sustainable land-use.

Map PH-3 shows Rio Rancho's growth between 2008 and 2035 for population and employment. Employment growth is represented by red dots (each dot represents 20 new jobs). The map shows that Rio Rancho City Center and the Enchanted Hills Business Park are emerging employment centers as are the Unser/Westside and Quail Ranch areas. The yellow and green shading on the map indicates the areas expected to see population growth, with the darker areas experiencing the highest growth.

Map PH-4 shows the anticipated increase in employment density between 2008 and 2035. The darker colors on this map indicate areas that have a higher number of jobs per acre. To see these maps please refer to the maps at the end of the Population and Housing Element.

The Rio Rancho City Center, Paseo del Volcan between Unser Boulevard & US 550, the Unser Blvd. & Westside Area, and the Broadmoor Drive & Northern Blvd. area are anticipated to emerge as future growth nodes.

The City of Rio Rancho will encourage mixed use and housing densification near these areas. Transit and intermodal connections (auto, bike, pedestrian) and "complete streets" concepts will be a major focus in these areas to ensure sustainable growth.

7.2. EXISTING TRANSPORTATION POLICY

In October of 2004, the Governing Body adopted a Transportation Policy document to support the City's previously adopted Comprehensive Economic Development Policy. The Development Services Department and the Public Works Department were both charged with implementing the goals and objectives of the Transportation Policy. The document outlined a series of goals and objectives for the development of the future transportation network in the City based on the following points:

1. Creation of a clearly defined network of major streets on a regular north/ south and east/west grid, using half-mile spacing for collectors and one mile spacing for arterials.
2. Allow sufficient right of way for at least four vehicular lanes, medians, pedestrians, bicycles, and transit to promote multi-modal transportation and accessibility to all users.
3. Provide redundancy in the grid system to provide alternative routes in case of emergencies, accidents, and maintenance or capital construction.
4. Control street access commensurate with the facility designation and adjacent land use in order to balance accessibility and mobility.
5. Construct new transportation projects to be fully compliant with the 1990 Americans with Disabilities Act (ADA), while continuing upgrades to existing infrastructure.
6. Increase the use of Intelligent Transportation Systems (ITS) technology to improve traffic safety and efficiency, and promote emergency and transit pre-emption, signal coordination, incident management, warnings to motorists, and peak period traffic flows.
7. Continue the designation and enhancement of gateways and corridor streets and in the City.
8. Address corridor aesthetics including landscaping, walls, gateways and corridor enhancements, and artwork, and avoid the tunnel effect of the unnecessary use of walls except in cases of noise abatement and separation of incompatible adjoining land uses.

The Transportation Policy has been incorporated into the comprehensive planning process. Modifications to land use ordinances, zoning, platting, and building permits have been incorporated into the plan update to support this policy.

The Transportation Policy also required the Public Works Department to work with Development Services to produce, monitor, and control access to the transportation network through the adoption of land use and corridor plans. Public Works was charged with the development of standard street cross sections for multi-modal transportation uses and standards for traffic impact study requirements. The Public Works Department is also responsible for preparing the Transportation Policy updates for the Governing Body, the Planning and Zoning Board, and the Capital Improvements Plan Citizen's Advisory Committee (CIPCAC), and coordinates with Sandoval and Bernalillo County's transportation projects within the City.

7.3. Rio Rancho Street Design

The major streets of Rio Rancho are laid out in a modified grid system, which includes major diagonal streets such as Idalia Road and NM 528. The grid system is a work in progress and has not been completed across the City due to the pattern of antiquated platting that has characterized the City's growth. The major north-south streets in this grid are Unser Boulevard, Broadmoor Boulevard, Loma Colorado Drive, and Rainbow Boulevard with intersecting east-west streets being Westside Boulevard, Southern and Northern Boulevards, Progress Boulevard, Laban Road and Paseo del Volcan. Many of these roads will require future improvements including widening and/or extensions.

Rio Rancho's street and intersection design and transportation engineering requirements are covered in the transportation chapter of the City's *Development Process Manual* (DPM). This document together with the City of Rio Rancho Design Criteria and Standard Details for Streets provide the framework for the design and construction of the road network as required by the City's subdivision ordinance and for the City's Capital Improvement Plan. The guidelines are briefly summarized in the following paragraphs.

7.3.1 Design Traffic Volumes

Roads are designed to carry the "peak hour" traffic volume for a project "design year." The peak hour in our region typically occurs during the PM work commute. The peak hour traffic loads for design consideration are based on traffic modeled for a future year when build-out for the project area is complete (typically 20 years from the implementation year of the project).

The City of Rio Rancho relies on the Mid-Region Council of Governments socio-economic and traffic forecasts as baseline data for determining peak hour design year traffic volumes on major streets. This data is typically refined and used in the roadway capacity analysis to determine the number of lanes needed for the anticipated future peak hour traffic volumes and to ensure that intersections are designed with adequate turning lanes and signalization to accommodate identified future traffic volumes.

7.3.2 The Functional Classification System

Functional classification of roads came into practice in the 1920s and 30s, and it was codified into official recommendations at the national level in the 1960s and 70s. It is the core concept that informs traffic engineers and planners what types of roads to build and how they ought to connect.

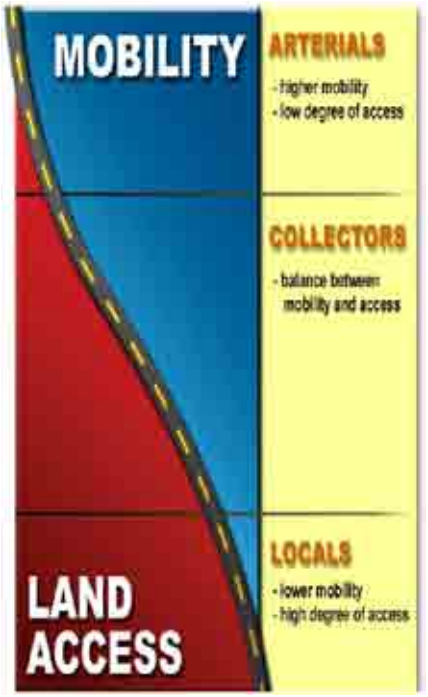
In practice, functional classification emphasizes three key points:

- The longer the trip the bigger the roadway.
- The bigger the roadway, the faster its traffic should travel.

The faster the traffic on a roadway, the more limited access it must have from adjacent land-use. Figure T-1 provides a graphic description of the functional classification system with a textual description following the figure.

Figure T-1: Functional Classification

In Figure T-1, "Mobility" is analogous with travel speed/time and "Land access" represents the frequency of intersections and driveways on a stretch of roadway. The relationship shown is: As mobility increases, land access should decrease.



Arterials are at the top of the functional classification list. They are designed for high levels of mobility, long distance trips and higher travel speeds for the movement of traffic. Land access is subordinated to this primary function.

Collectors are intermediate level streets that receive traffic from the local street network that serve commercial and residential development and distribute it to the higher level arterials. Collectors are designed to carry moderate volumes of traffic at moderate speeds over medium distances.

Locals are lower level streets that are designed to provide access to land uses. They are typically located in residential subdivisions and large scale commercial centers. Traffic volumes and travel speeds are low, travel distances are short. Locals provide the highest degree of land access.

The City of Rio Rancho *Development Process Manual* (DPM) provides the following discussion on functional class: "Functional classification is the process by which urban and rural roads are grouped into classes or systems according to the kind of service they will provide. The basic functional systems used in this classification are arterials, collectors, and locals. Using national classification terminology, these systems are sub-classified based on the trips served, the areas served, and the operational characteristics of the streets or highways. Typical cross sections are shown in the City of Rio Rancho Standard Details."

Map TR-1 shows the current year (2010) functional classification of Rio Rancho roads. The roads shown in red and green are principal and minor arterials, respectively. Those shown in blue are collectors. The gray roads represent the local network.

The City of Rio Rancho's street design criteria and standard details for streets are tied to roadway functional class. As part of the Design Criteria and Standard Details, the City has a series of typical street cross sections for different functionally classified streets which show how the elements of the street are arranged within the right-of-way (ROW) for the roadway.

A City of Rio Rancho local street requires 50 feet of ROW. The elements contained within the ROW include: two driving lanes, curb and gutter, landscape buffer, and sidewalks on both sides (See Appendix 3).

A City of Rio Rancho collector street usually requires a *minimum* ROW of 68 feet. Street elements include: Raised center median with turn bays, at least two driving lanes, two bike lanes, curb and gutter, landscape buffer, and sidewalk on both sides (See Appendix 4).

A City of Rio Rancho collector in an office or commercial district requires 80 to 102 feet of ROW. Street elements include: Parallel or angled parking and wide sidewalks. Bicycles are accommodated by providing 15 feet driving lanes (See Appendix 5).

City of Rio Rancho Arterial streets require the most ROW and usually contain multiple lanes in order to carry large volumes of traffic and facilitate turning movements. Arterials are generally access controlled, meaning that the number of access points to the roadway are limited, and intersections are signalized to progress traffic flows.

The design criteria for arterials are established to create a roadway capable of carrying large traffic volumes at higher speeds.

A two lane minor arterial may require 86 feet of ROW for only one driving lane and a bike lane in each direction. A four lane minor arterial may require 106 feet of ROW for two driving lanes in each direction, plus bike lanes, sidewalks, and landscaping buffers. Minor arterials include landscaped medians and left turn lanes at intersections (See Appendix 6 and 7).

For both a four lane and six lane principal arterial, the City of Rio Rancho requires a minimum 156 feet of ROW. Minimum design standards for principal arterials include: Multiple travel lanes, raised and landscaped medians, bike lanes, curb and gutter, landscape buffer, sidewalks and dedicated turn lanes (See Appendix 8 and 9).

7.3.3 LEVEL-OF-SERVICE STANDARDS

Level-of-service (LOS) standards are incorporated into the design and engineering of the City roads according to their *functional classifications*. Level-of-service standards are qualitative measures that describe the traffic flows and congestion levels of the roadway section. LOS A means a roadway with low volumes of free flow traffic traveling at high speeds, while LOS F means high levels of congestion with forced flows or gridlock. LOS C is generally considered an acceptable level of service with moderate volumes and stable flows.

The City of Rio Rancho Development Process Manual (DPM) contains the following discussion on level of service:

"The desired Level-of-Service (LOS) designations for each roadway section shall be used in the traffic analysis to support roadway function classifications, sizing of interim roads and determining the number of intersection auxiliary lanes that are required.

A summary description of Level-of-Service is given:

- Free flow, with low volumes and high speeds.
- Reasonably free flow… speeds beginning to be restricted by traffic conditions.
- Stable flow zone, most drivers restricted in freedom to select their own speed.
- Approaching unstable flow, drivers have little freedom to maneuver.
- Unstable flow… may be short stoppages.
- Forced or breakdown flow."

Rio Rancho's "major street" network consists of collectors and arterials. The City's impact fee ordinance requires an overall daily vehicle mile capacity to vehicle mile of travel ratio (VMC/VMT) of 2.00 or better on the major streets

network. This corresponds to an average daily LOS B. This means that the major street network is expected to operate at an average of 50 percent of capacity over a 24 hour period. There are congested segments of the major street network during peak travel periods, but current traffic counts confirm that the City's major street system operates within the mandated level-of-service

7.3.4 Traffic Impact Analysis

Traffic impact analyses (TIAs) are required for most major developments in the City of Rio Rancho. The City has established a trip generation of 100 trips during the morning or afternoon peak commute period as the threshold for determining if a TIA is necessary. The City uses the International Transportation Engineer's (ITE) *Trip Generation* manual as the basis for determining trip generation for specific land uses.

The requirements for TIAs include: site design, trip generation, site access plan, evaluation of the site's impact on the existing and future roadway system using design hour and design year traffic volumes, and the improvements necessary to mitigate both on-site and off-site impacts.

The proposed intensity of development should be compatible with the mitigated transportation system. The City reserves the right to limit intensity and/or modify development access to protect the overall transportation system.

If the results of the TIA show that the proposed development would overload the capacity of the street system, developer-funded improvements to fully mitigate the impacts would be required as part of any subdivision improvement agreement or impact fee development agreement.

7.4. Mid-Region Council of Governments as the Metropolitan Planning Organization

The Mid-Region Council of Governments (MRCOG) is the regional planning body for the Five-County area consisting of: Bernalillo, Sandoval, Valencia, Torrance and southern Santa Fe. The City of Rio Rancho is a member of the MRCOG and is represented on the MRCOG board and executive board.

The MRCOG is also the Metropolitan Planning Organization (MPO) for the Albuquerque Metropolitan Planning Area (AMPA). The AMPA is a sub-set of the MRCOG area and encompasses all of Bernalillo County, Southern Sandoval County and the Village of Los Lunas in Valencia County. Rio Rancho is located within the AMPA.

The Metropolitan Transportation Board (MTB) is the governing body for the MPO. The City of Rio Rancho is represented on the MTB. The MTB is made up of elected officials from jurisdiction inside the AMPA including: The City of Albuquerque; the Village of Tijeras; the Village of Los Ranchos; the Town of Los Lunas; the City of Rio Rancho; the Village of Corrales; the Town of Bernalillo; Sandoval County; Bernalillo County; Rio Rancho Public Schools; Albuquerque Public Schools; Albuquerque Metropolitan Arroyo Flood Control (AMAFCA); Sandoval County Arroyo Flood Control (SCAFCA); Eastern Sandoval Country Arroyo Flood Control Authority (ESCAFCA); and the surrounding pueblos. Voting membership is determined by population.

The principal function of the Mid-Region MPO is to maintain a long-range transportation plan for the AMPA (Currently the *2030 Metropolitan Transportation Plan*), and a short-range Transportation Improvement Plan for AMPA (Currently the 2010-2015 Transportation Improvement Plan). The MPO is the forum that provides the framework for continuous, cooperative and comprehensive regional transportation decision making. Information on the MRCOG and the Mid-Region MPO can be found on the web at http://www.MRCOG-nm.gov.

7.4.1 Mid-Region MPO Metropolitan Transportation Plan

A Metropolitan Transportation Plan (MTP) is a tool for helping people in a metropolitan area determine how their area is growing and whether they want it to continue going in that direction. An MTP analyzes what would happen if current trends in housing and job growth and transportation were to continue for the next 20 years or more. It shows what would happen if no planning for the future was done and if no transportation investments were made and then proposes an alternative to that scenario.

The Mid-Region MPO MTP (Currently the 2030 MTP) presents the ways the Albuquerque Metropolitan Planning Area (AMPA), including Rio Rancho, plans to invest in the transportation system to the year 2030. It includes both long- and short-range program strategies and actions that will lead to the development of an integrated transportation system that facilitates the efficient movement of people and goods. It offers a set of recommendations aimed at relieving congestion, maintaining air quality, and improving quality of life.

These long-term recommendations guide decisions about which specific transportation projects to fund and construct in the short term.

Development of the MTP includes engaging the public and other interested parties in accordance with MTB-approved public involvement procedures. Additionally, the MTP conforms to:

- Federal Planning Regulations (Title 23, Code of Federal Regulations, Part 450)
- State Implementation Plan (SIP) Revision: Limited Maintenance Plan for Carbon Monoxide (CO) for Albuquerque/Bernalillo County New Mexico
- The Albuquerque/Bernalillo County Air Quality Control Board Transportation Conformity regulations, (NMAC Title 20, Chapter 11, Part 3)

The adopted 2030 MTP for the AMPA can be found on the web at http://www.MRCOG-nm.gov.

The Mid-Region MPO updates the MTP every four years. The 2035 MTP is currently under development, with adoption anticipated in Spring 2011. Both the Transportation Element and the Land Use Element of the *Rio Rancho Comprehensive Plan Update* draw from draft data being developed for the Mid-Region MPO 2035 MTP.

7.4.2 Mid-Region MPO Transportation Improvement Plan

A Transportation Improvement Plan (TIP) is a planning and programming document that indicates how federal funds will be used in a metropolitan region.

A TIP includes all transportation projects that will receive Federal highway and transit funds and all transportation projects considered regionally significant regardless of fund source. All projects in the TIP must be consistent with the locally adopted long range regional transportation plan (the MTP). A TIP must be fiscally constrained meaning the total amount of monies programmed for a region is based on estimates of funding "reasonably expected to be available."

According to Federal regulation, a TIP must cover a period of at least four years and be updated at least every four years. The Albuquerque Metropolitan Planning Area (AMPA) TIP spans six years and is updated every two years, with periodic revisions made when necessary.

At the Mid-Region MPO, the AMPA TIP and its amendments must be approved by the Metropolitan Transportation Board (MTB). Once approved by the MTB, the AMPA TIP is incorporated into the Statewide Transportation Improvement Plan (STIP) administered by the New Mexico Department of Transportation.

The current AMPA TIP covers Fiscal Years 2010-2015. Each fiscal year runs from October 1st through September 30th. All projects contained in the AMPA TIP are consistent with the adopted Mid-Region MPO 2030 MTP. The AMPA TIP includes all transportation projects utilizing federal aid funds and all regionally significant transportation projects regardless of fund source planned within the AMPA, including Rio Rancho projects. The AMPA TIP can be found on the web at http://www.MRCOG-nm.gov.

The Mid-Region MPO will be updating the AMPA TIP as part of the 2035 MTP, with adoption anticipated in Spring 2011.

7.5 The Rio Rancho Transportation Network

7.5.1 The Road Network

Maps T-2 & T-3 show the base year 2008 Rio Rancho Road Network and spatially depicts the areas where congestion is becoming a problem during the peak morning and evening commute periods.

This graphic shows that congestion within the City of Rio Rancho is a relatively localized problem that affects the major roads connecting Rio Rancho from the larger metropolitan area. These facilities operate over capacity and experience severe congestion during both the morning and evening commute periods. Congestion on these facilities suggests that Rio Rancho is exporting a large percentage of its available workforce to other jurisdictions. This trend will continue in the future, but the percentage may decrease due to more jobs being created within the City of Rio Rancho.

The City of Rio Rancho supports efforts to improve regional transportation connections from the northwest side of the Metropolitan Area to the south and continuing across the Rio Grande to the employment centers in the north Interstate 25 corridor and the City of Albuquerque Central Business District. Traffic forecasts completed for the Mid-Region 2030 MTP indicate that congestion on the Rio Grande bridges within the metro area increase

substantially over time. Further, the 2030 MTP does not identify the implementation of any new river crossings or expansion of existing river crossing as projects to be completed by the year 2030. The City of Rio Rancho recognizes the need to increase transportation capacity in these areas and supports efforts to improve the regional transportation network to support projected growth. The City believes that transit will play a prominent role addressing additional future capacity needs. Map T-4 depicts future transportation projects.

The City must also improve the transportation network within its boundaries to accommodate anticipated Rio Rancho population and employment growth. An improved transportation network would also enhance the attractiveness of the City and its ability to attract new businesses and higher paying jobs. Key infrastructure improvements will help grow the Rio Rancho economy and provide a better quality of life for City residents. Consideration of freight access to industrial and commercial locations must be considered as well as improving overall mobility within the City.

Currently, fixed route transit service in the City is limited to two areas. The northern portion of the City is served by Sandoval Easy Express routes operating on US550, north NM 528, and including service inside the Enchanted Hills area. This service provides connections to the New Mexico Rail Runner Express commuter train service on US550 near Interstate 25. The southern portion of the City is served by the City of Albuquerque ABQ Ride route 151 operating on south NM 528 and Southern Boulevard. This service provides connections to the Journal Center activity center located in the north Interstate 25 corridor near Paseo del Norte and to the New Mexico Rail Runner Express commuter train service at the Journal Center Station. New Mexico Rail Runner Express provides commuter based service throughout the corridor between Belen and Santa Fe with a number of stations in the Metropolitan Area.

In addition to fixed route service, there is also a dial-a-ride program that operates in the City, Rio Transit. Rio Transit is a door-to-door service for people over the age of 55 and for disabled persons over the age of 18. This service began as a City of Rio Rancho service and was transferred to Rio Metro effective January 1, 2010.

All transit services currently operating within the City of Rio Rancho are funded by the Rio Metro Regional Transit District (RTD) through a combination of the regional 1/8th cent gross receipt tax for transit operations collected by the District and Federal Aid funds.

The Rio Metro RTD is updating their *Service Plan* to provide a focus on east-west premium transit service with connections to the New Mexico Rail Runner Express Corridor.

The Rio Metro RTD is studying the feasibility of using "fast bus" or "bus rapid transit" service in the Rio Rancho area to ultimately provide connection from the City Center to the US 550 New Mexico Rail Runner Express Station and to the Journal Center and Journal Center New Mexico Rail Runner Express Station. These services along with others being contemplated as part of the Regional Transit District Service Plan update would provide fast, reliable transit connections from Rio Rancho to the Metropolitan activity centers including: Journal Center/North Interstate 25, the City of Albuquerque Central Business District and the City of Albuquerque Uptown Area.

7.5.2 Rio Metro West Mesa Bus Rapid Transit Study

Rio Metro RTD began a study in February 2010 to look at establishing bus rapid transit (BRT) service connecting the West Mesa, including Southern/Central Rio Rancho, and the Journal Center/North Interstate 25 activity center, including connections to the Journal Center New Mexico Rail Runner Express Station. The following is from the Draft Purpose and Need Statement being considered for the project:

"The **Purpose** of the proposed West Mesa Bus Rapid Transit Project is to implement high-capacity public transportation that is less hindered by congestion and that provides efficient, effective, dependable and visually appealing transit service between the South Rio Rancho/West Albuquerque areas and the Journal Center/North Interstate 25 activity center (primary destination market) with connection to the Journal Center New Mexico Rail Runner Express Station. The Project will also consider service to the UNMH/UNM/CNM and Downtown Albuquerque Central Business District (secondary destination markets).

The project supports local, regional, and state plans and goals for land use and transportation, and supports economic development and redevelopment opportunities in the potential service area, while being sensitive to and protecting the natural and built environmental resources, and while obtaining local public participation in its development.

Within the project corridor, the **Objectives** of the Westside Bus Rapid Transit Project are to:

- Improve customer convenience by reducing travel time, increasing service reliability, and making other service improvements.
- Improve operating and other efficiencies to maximize the use of scarce resources.
- Serve as a catalyst for planned transit-oriented development and support development that is consistent with adopted land use plans.
- Help accommodate future growth in travel by increasing public transportation's share of trips.
- Take into account the travel and safety needs of pedestrians, bicyclists, and motorists.
- Contribute to establishing a fiscally stable public transportation system;
- Design the project in a way that is consistent with laws related to resources in the natural and built environment; and
- Support regional and local sustainability policies, including efforts to reduce greenhouse gas emissions."

The Rio Metro RTD is considering a future study for the US 550 Corridor between Rio Rancho City Center and the US 550 New Mexico Rail Runner ExpressStation. Both the current West Mesa BRT study and the potential US 550 BRT study will include station location assessments.

Bus rapid transit typically operates on a station spacing of two to three miles. This allows the service to operate extremely efficiently. BRT stations include park-and-ride components and mixed-use development that includes retail, commercial and residential uses. Map T-5 shows the intermodal transportation facilities operated by MRCOG.

The City of Rio Rancho is promoting land use that would support BRT at the City Center and at specific land-area nodes centered on the following intersections:

- Paseo del Volcan and Broadmoor Drive/30th Street/City Center
- US 550 and Paseo del Volcan
- US 550 and NM 528
- Unser Boulevard and Cherry Road
- Broadmoor Drive and Northern Boulevard
- Broadmoor Drive and Sara Road/Southern Boulevard
- NM 528 and Southern Boulevard
  - Unser Boulevard and Westside Boulevard
  - 19th Avenue and Grande Avenue/NM 528/ Intel
  - Paseo del Volcan and Paseo del Norte

7.5.3 BICYCLE INFRASTRUCTURE IN RIO RANCHO

The City of Rio Rancho recently initiated a Comprehensive Bicycle, Pedestrian and Trail System study to further define system needs. This study will include improving connections to intermodal facilities in Rio Rancho (including future bus rapid transit stations) and providing improved connectivity within activity/employment centers. Further, the study will provide updates to the City of Rio Rancho's typical street cross sections to better incorporate "Complete Street" principles focusing on bicycle, pedestrian and transit accommodations. Map T-6 identifies the long-range bicycle transportation facilities planned for the City of Rio Rancho.

7.6 TRANSPORTATION SYSTEM MANAGEMENT (TSM) / TRAVEL DEMAND MANAGEMENT (TDM)

Transportation System Management (TSM) focuses on lower cost strategies to enhance operational performance of the transportation system. The focus is on finding ways to better manage transportation, maximizing mobility, and treating all modes of travel as a coordinated system. These types of measures include signal timing improvements, traffic calming, access management, intelligent transportation system improvements, and programs that enhance transit operations.

There are a number of TSM measures that are appropriate for Rio Rancho. A list and brief summary of the strategies are listed on the following page:

- Traffic Monitoring and Surveillance
- Signal coordination and optimization
- Signal Priority
- Traveler Information
- Incident Management

Traditionally, the solution to most congestion problems was to build more roadways or add capacity to existing facilities. It has been realized that congestion cannot be managed totally through capacity improvements. Better management of the existing transportation network is necessary to help reduce congestion. This also means coordinating with various agencies in the area to create a seamless transportation network.

Over time, as systems are installed, Rio Rancho will work closely with the Mid-Region Council of Governments Intelligent Transportation Systems (ITS) Committee to fully implement the Regional ITS Architecture and provide both City and regional traveler information, as well as

coordinated incident management. These TSM strategies can work together in the transportation environment to help reduce congestion and decrease travel times.

Transportation Demand Management (TDM) is the general term used to describe any action that removes single occupant vehicle trips from the roadway network during peak travel demand periods. As growth in Rio Rancho and the surrounding area occurs, the number of vehicle trips and travel demand increases. The ability to change a users travel behavior and provide alternative mode choices will help accommodate this growth.

Generally, TDM focuses on reducing vehicle miles traveled (VMT) and promoting alternative modes of travel for large employers of an area. Rio Rancho will support regional efforts to reduce VMT by coordinating TDM efforts with the Rio Metro RTD and the MRCOG Metropolitan Transportation Plan. Rio Rancho will help coordinate TDM in major activity centers and with large employers located within the City. Rio Rancho will support any regional TDM goals established by the Mid-Region MPO.

7.7. Complete Streets

Streets in a majority of U.S. cities, including Rio Rancho, have been designed to optimize access and capacity for automobiles. The Complete Streets concept recognizes that this approach has provided limited transportation choices for many people and is not in step with many contemporary community planning initiatives. While Complete Streets still accommodate the automobile, the focus is on providing more transportation choices by designing streets to safely and conveniently accommodate pedestrians, bicyclists, transit and other users. Complete Streets improve mobility and livability by providing safe and comfortable transportation for users of all ages and abilities. They can also enhance public spaces with the incorporation of amenities like landscaping, lighting and other streetscape improvements.

Complete Streets principles can be integrated into the City's planning and implementation process in a variety of ways. Comprehensive plans with goals, policies and actions relating to Complete Streets, like those contained in this Transportation Element, can provide guidance for the adoption of revised street design standards or for the development of new design guidelines for streets.

A Complete Streets approach could be an effective way for the City of Rio Rancho to institutionalize and realize its multi-modal goals and, when included in the early stages of project design, cost can be minimized. Some examples of Compete Streets elements include:

- Sidewalks
- Bike lanes
- Ample crossing opportunities
- Bus lanes
- Pedestrian refuge medians
- Bus shelters and crossings
- Bus pull-outs
- Street furniture
- Sidewalk bulb-outs

There is no one-size-fits-all solution for the design of Complete Streets. Each street should be designed in a way that suits its context, including the facility type, surrounding land uses, vehicle trips and topography. What is the same for all streets is that all users are systematically considered during the design of the street and/or during an improvement project.
Design standards for Complete Streets often address street widths, with varying widths for local, collector and arterial streets and in response to whether the streets are in residential, commercial, or industrial areas. They also address certain landscaping requirements, maximum block lengths, pedestrian crossing treatments, curb extensions, street connectivity, and bicycle lane requirements, to list a few examples.

The City of Rio Rancho will begin implementing a Complete Streets program by designating specific locations as "gateways" and a number of major roadways as "corridor roads" and developing "Complete Streets" criteria that addresses the design of both new construction and rehabilitation projects. Candidates for corridor roads include but are not limited to the following the major roadways: Broadmoor Drive, Loma Colorado Boulevard, Laban Road, Northern Boulevard, Idalia Road, Westphalia Boulevard, Paseo del Volcan (PDV), Progress Boulevard, Unser Boulevard, Rainbow Boulevard, Westside Boulevard, and NM 528 and US 550 to name a few (See Map VEI-1 at the end of the Vision, Executive Summary and Introduction Element).

After completion of the "Complete Streets" criteria for gateways and corridor roads, the City of Rio Rancho will build upon the efforts to develop a City-wide "Complete Streets" policy. Specific standards should be developed in collaboration with a public participation process. The City's Complete Streets policies could also be used as a basis for evaluating transportation projects and could incorporate low impact development techniques. The City should consider developing Complete Streets standards using concepts from nationally recognized Complete Streets initiatives like the one in Charlotte, North Carolina.

7.8. IMPLEMENTATION

7.8.1 DISCUSSION

A city's street network is critical not only to the flow of traffic into and out of the city, but to promote economic vitality as well as the overall image of the city. A city that promotes complete streets as a part of its development by integrating multi-modal transportation such as proper bicycle lanes, sidewalks separated from vehicle travel lanes and well landscaped medians and street edges creates an image that states street design is an integral part of the site design of a development. It also creates a sense of place that promotes pedestrian and bicycle activity.

7.8.2 GOALS

Goal TR-1: Encourage development that effectively mixes land uses to create an efficient transportation system that reduces congestion, improves air quality and creates opportunities to build Rio Rancho's economy.

Goal TR-2: Transportation facilities designed and constructed in a manner to facilitate Rio Rancho's economic goals, enhance livability and meet Federal, State, regional and local requirements.

Goal TR-3: A balanced transportation system that provides access to a variety of transportation options (automobile, transit, bus rapid transit, rail, bicycle and pedestrian facilities).

7.8.3 POLICIES

Policy TR-1: Plan land uses to increase mode share and opportunities for multi-purpose trips (trip chaining) through proper location and design of transportation facilities.

Policy TR-2: Advocate for Rio Metro RTD to implement transit improvements concurrent with roadway improvements to improve access and frequency of service and to increase ridership potential and service area. Encourage development of regional high capacity transit including light rail and bus rapid transit.

Policy TR-3: Maintain levels of service consistent with City and regional goals. Reduce traffic congestion and enhance traffic flow through system management measures including: intersection improvements, intelligent transportation systems, incident management, signal priority, optimization and synchronization and other similar measures.

Policy TR-4: Support complete street designs in the upgrade of existing and the development of future areas of Rio Rancho.

Policy TR-5: Improve traffic safety through a comprehensive program of engineering, education, enforcement and to prioritize and mitigate high accident locations within the City.

Policy TR-6: Provide satisfactory levels of maintenance to the transportation system in order to preserve user safety and ensure facility aesthetics of the system is unimpaired.

Policy TR-7: Plan key arterial routes that are essential for the efficient movement of goods with freight in mind. Ensure adjacent land uses reflect freight route functions.

Policy TR-8: Coordinate transportation projects, policy issues, financing and development actions with all affected governmental units in the area.

Policy TR-9: Plan rights-of-way prior to development review and, where appropriate, officially secure them by dedication or reservation of property.

Policy TR-10: Support the design of streets and highways to respect surrounding land uses, natural features and community amenities.

Policy TR-11: Ensure all rights-of-way and transportation facilities are ADA-compliant.

7.8.4 ACTIONS

Action TR-1: Establish Complete Street standards for Rio Rancho.

Action TR-2: Preserve right-of-way by establishing right-of-way overlays and where appropriate, require developer dedication of right-of-way for transportation.

Action TR-3: Update and maintain street design standards and criteria for neighborhood traffic calming and optimize connectivity to major pedestrian/bike facilities and transit stations.

Action TR-4: Work with Rio Metro RTD to establish future high capacity transit corridors and station locations to target single-occupant vehicles commuting to and from City Center, major employment areas, recreational areas. This can be accomplished by creating and adopting station area land use plans to promote Transit Oriented Development and to define intermodal connectivity needs.

Action TR-5: Maintain a functional classification system that meets the City of Rio Rancho's needs and respects the regional needs of other agencies.

Action TR-6: Work with Rio Rancho area schools and the community to develop a safe routes to school system.

Action TR-7: Establish specific area non-single occupant vehicle modal targets for: the City Center, major employment areas, recreational areas, and future TOD areas consistent with regional goals.

Action TR-8: Implement travel demand management programs that work to shift traffic to off-peak travel hours.

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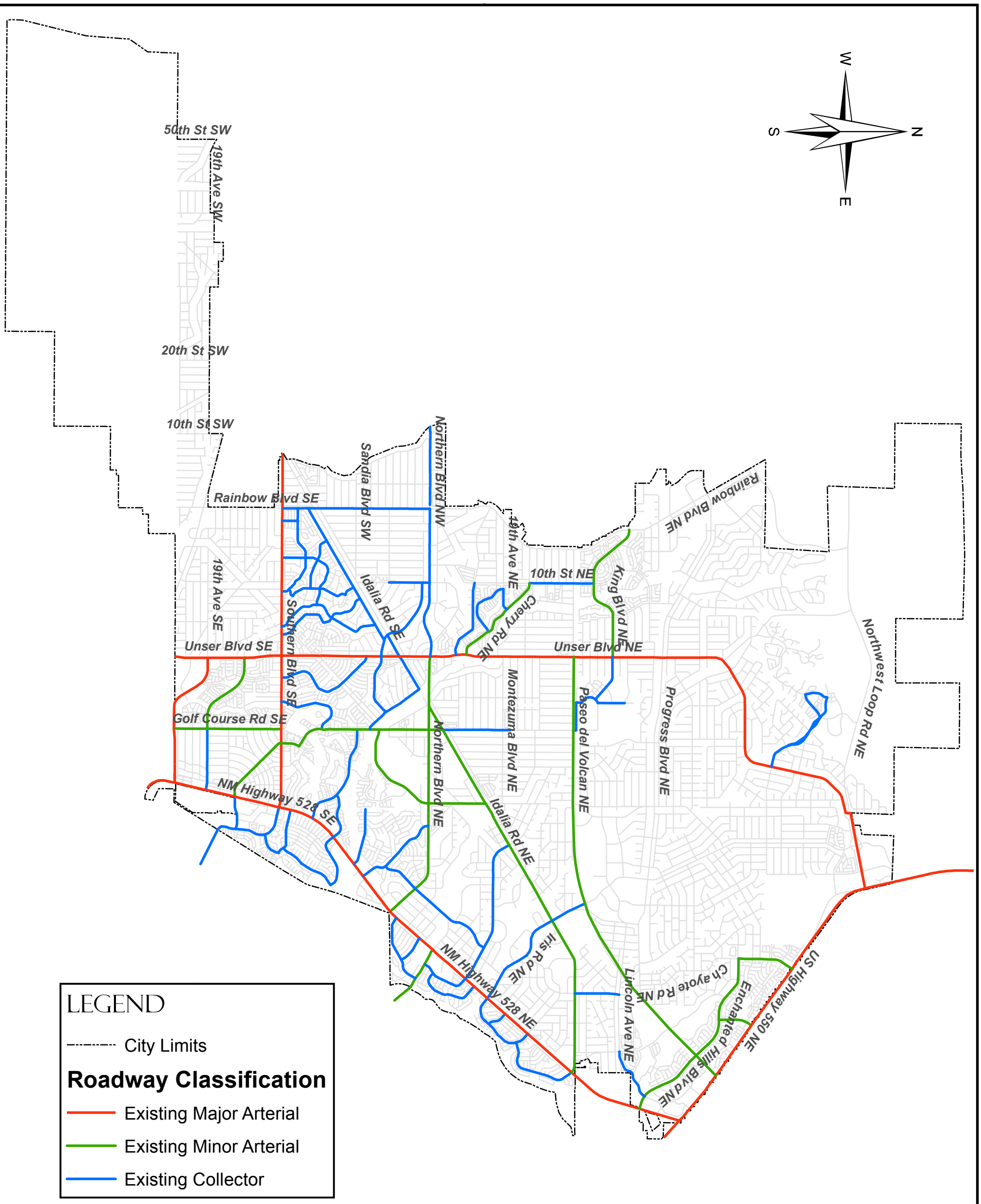

MAP T-1: 2010 ROADWAY FUNCTIONAL CLASSIFICATION SYSTEM

MID-REGION COUNCIL OF GOVERNMENTS 2010

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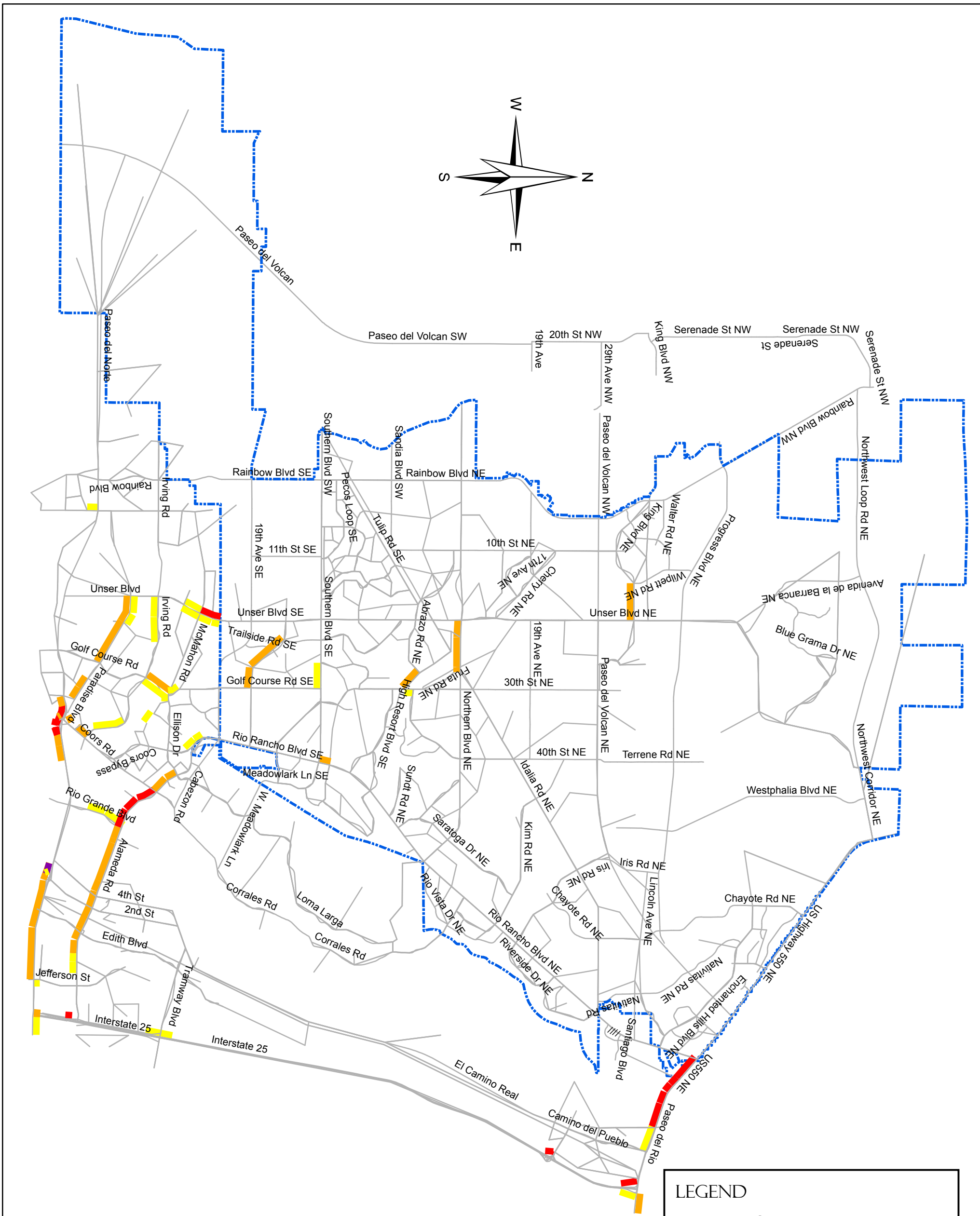

MAP T-2: MORNING NORTHWEST METRO CONGESTED ROADWAYS

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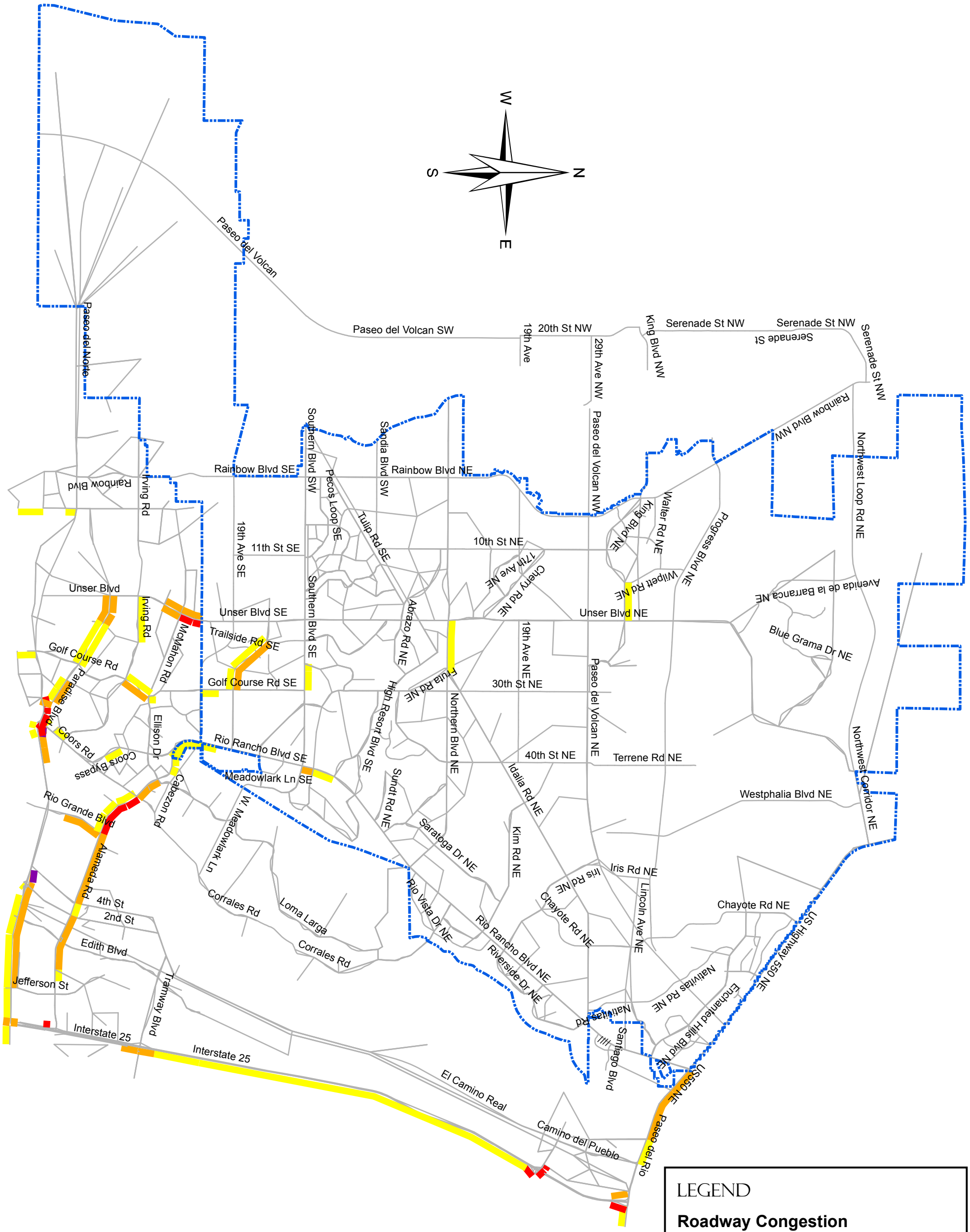

LEGEND

Roadway Congestion

PM - V/C

- Acceptable V/C = 0 - 0.89
- Approaching Capacity V/C = 0.9 - 0.99
- Over Capacity V/C = 1.0 - 1.09
- Severly Congested 1 V/C = 1.1 - 1.49
- Severly Congested 2 V/C > 1.5
- Rio Rancho City Limit

MAP T-3: EVENING NORTHWEST METRO CONGESTED ROADWAYS

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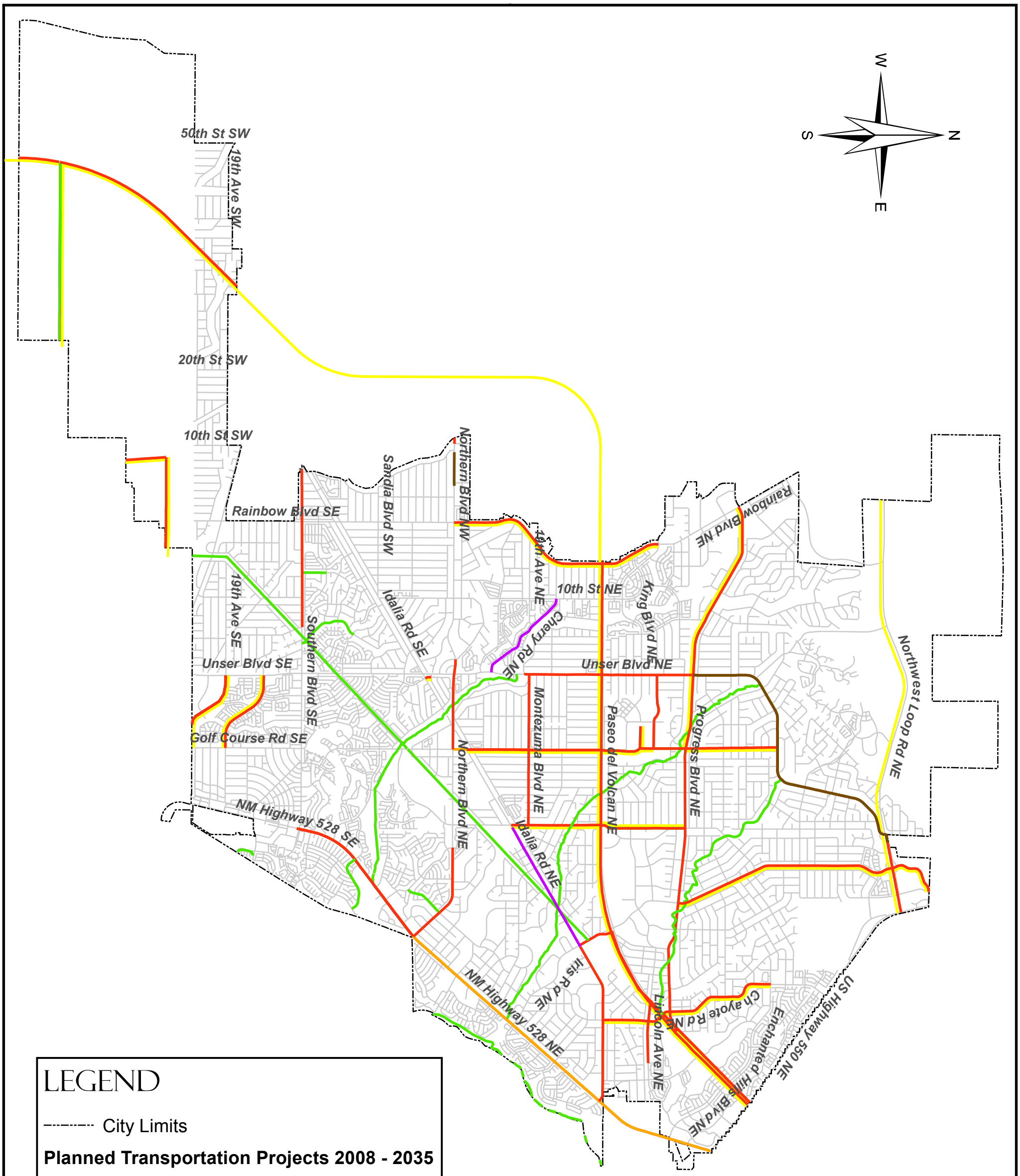

MAP T-4: RIO RANCHOTRANSPORTATION PROJECTS

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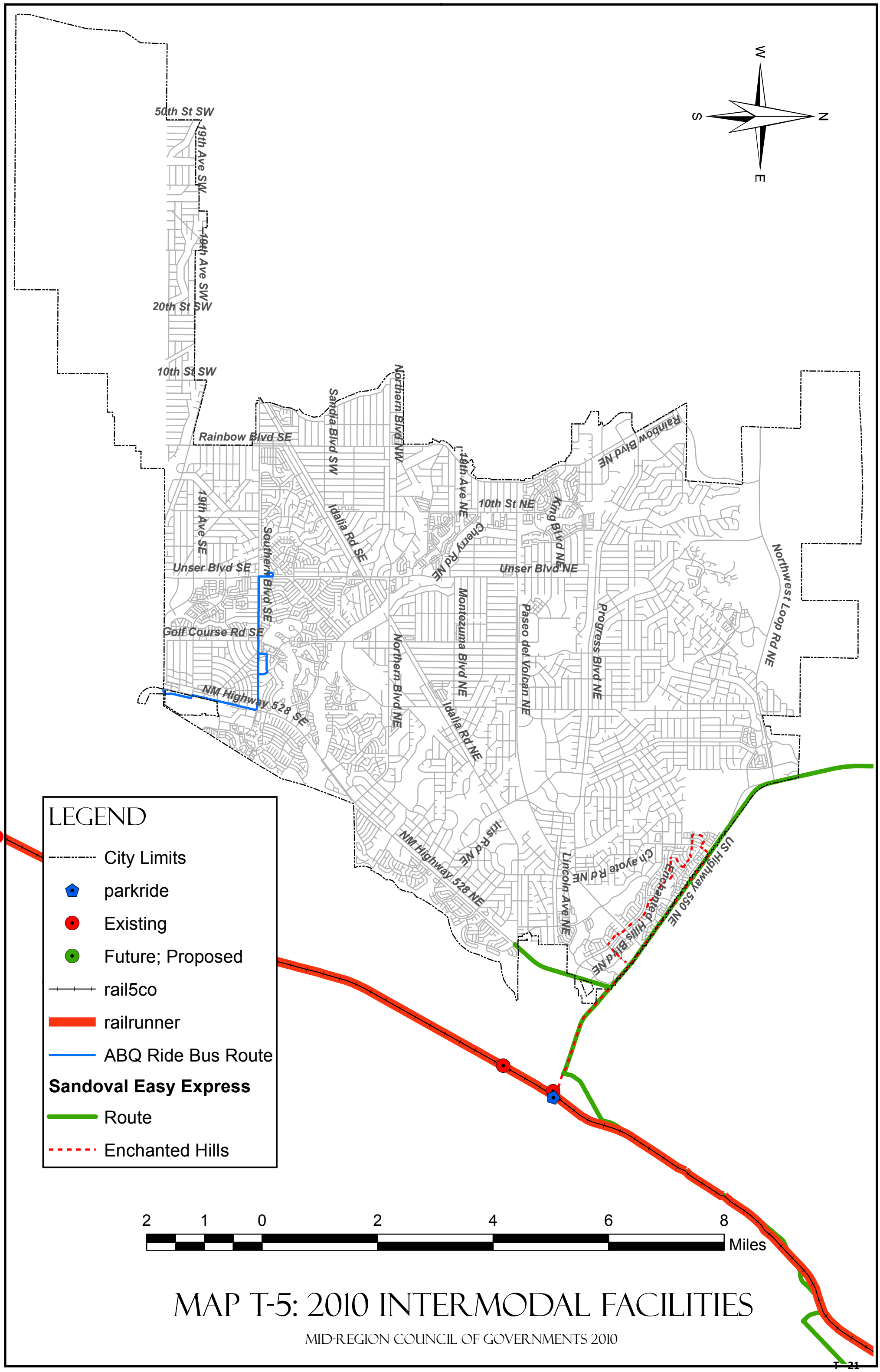

MAP T-5: 2010 INTERMODAL FACILITIES

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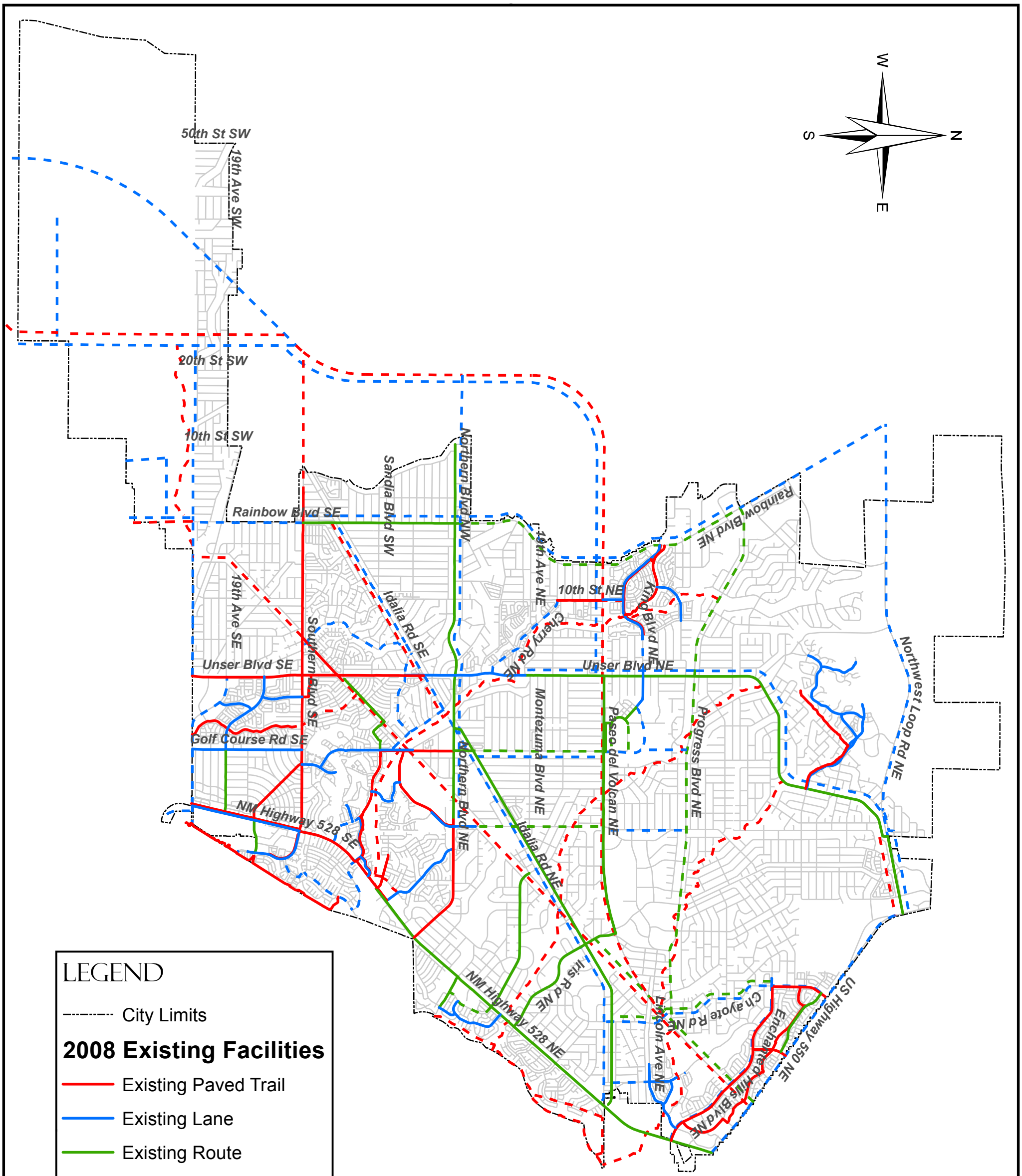

MAP T-6: LONG RANGE BIKEWAY SYSTEM

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Public Facilities Element

8. PUBLIC FACILITIES

8.1 INTRODUCTION

The city government of Rio Rancho provides basic public services to its residents through a number of public facilities located around the City. But many public services and facilities in Rio Rancho are provided by a variety of government agencies, often in conjunction with the City government. Planning and funding for City facilities such as roads, drainage, and educational institutions come from outside agencies, such as the Mid-Region Council of Governments (MRCOG), Southern Sandoval County Arroyo and Flood Control Agency (SSCAFCA), Rio Rancho Public Schools (RRPS), the University of New Mexico (UNM), and the Central New Mexico Community College (CNM). Energy and communication utilities are provided by franchise agreements with private corporations that are regulated by City ordinance.

The City government provides police, fire, and emergency service facilities, as well as library, recreation, and senior services facilities to serve its residents. The City also provides water and sewer utilities through an enterprise fund. However, solid waste collection is provided by a private corporation, Waste Management. Both Waste Management and Sandoval County operate sanitary landfills inside the City and provide recycling services. Furthermore, the City's road network depends on planning and funding from MRCOG, which is the metropolitan planning organization (MPO) for the greater Albuquerque area. Likewise, the City's major drainage areas are planned and many of its flood control facilities are funded by another regional agency, SSCAFCA.

Public Service Company of New Mexico (PNM) and the New Mexico Gas Company are the City's primary energy utilities through franchise agreements that allow them to operate electrical and natural gas lines inside the City's right-of-way. Qwest and Cable One are franchised communications utilities that provide telephone, Internet, and cable services inside the City. In addition, there are numerous telecommunications carriers that provide cell phone and wireless Internet services from cell towers, the locations of which are permitted by City ordinance.

Another example is education. RRPS is a school district created by the State of New Mexico for the purpose of providing primary and secondary education for Rio Rancho's children. UNM and CNM are publicly supported institutions of higher education that are in the process of developing campuses inside the City. In addition, several church-based schools provide parochial education to the City.

8.2 EXISTING PUBLIC FACILITIES

8.2.1 LIBRARY AND INFORMATION SERVICES

Goal 5 of the Strategic Plan calls for the City to deliver quality services to meet community needs, assuring that the City is sufficiently staffed, trained, and equipped. Strategy C of Goal 5 is to define a culture of customer service and service delivery. The success of the Rio Rancho public library system is based on these attributes.

In FY 09 the Rio Rancho library system had a visitor count of over 350,000, with over 50,000 reference and service information transactions and over 1 million circulation transactions. The FY 2010 budget for library operations was $2.1 million, which funded 35 staff positions and $336,000 in materials and services.

The Rio Rancho Department of Library and Information Services currently operates three branches: the Loma Colorado Main Library, the Esther Bone Memorial Library, and the Star Heights Learning Center.

The Loma Colorado Main Library opened in 2006. It covers 30,000 sq ft of floor space with a collection of over 115,000 books and periodicals, and provides 38 computers for public use.

The Esther Bone Memorial Library originally opened in 1992, and re-opened in 2008 after being renovated. It covers 12,250 sq ft of floor space and serves as a branch library with a collection of over 57,000 books and periodicals, and provides 10 public computers.

The Star Heights Learning Center opened in 2005. It occupies 1,470 sq ft of space inside the Star Heights Recreation Center, with a collection of over 2,600 books and periodicals for young people in the fifth through ninth grades. It also provides 9 public computers.

Long range library needs are outlined in the 2004 Library Master Plan. In addition to the new main library for Loma Colorado, the plan identified the need for three new branch libraries located at Mariposa, Idalia and NM 528, and Unser and Paseo del Volcan over the next 25 years. However, these facilities were not been programmed into the FY 2010-2015 ICIP since they are outside of the time frame of that planning document.

8.2.2 DRAINAGE AND FLOOD CONTROL

Strategy H of Goal 1: Infrastructure in the City's Strategic Plan calls for the City to "Enhance existing and explore new tools for addressing the drainage needs of the City." At the present time, the drainage needs of Rio Rancho are the responsibility of two different governmental entities: the City and the Southern Sandoval County Arroyo and Flood Control Authority (SSCAFCA). Yet, despite the best efforts of these three governmental entities, serious problems with drainage, erosion, and flood control persist due to chronic underfunding of drainage projects.

The City of Rio Rancho is located on the northwest mesa overlooking the Middle Rio Grande Valley. The dry climate, sandy soil, and hilly terrain of the area are contributing factors to the drainage characteristics of the City. In addition, there is the runoff generated by the built environment inside the City. The City is naturally drained by a series of arroyos, which flow from the higher terrain in the northwest toward the lower elevations in the southeast and empty into the Rio Grande. The arroyos remain dry for most of the year, but they are capable of carrying large volumes of water or flooding during heavy rain storms, which usually occur during the summer months.

There are four distinct arroyo systems or watersheds inside the City: the Venada, the La Barranca, the Montoyas and the Black Arroyo. The far reaches of the Montoyas watershed extend into the unincorporated Rio Rancho Estates area to the west of the City. The "Unnamed Watershed" is a smaller watershed located between the La Barranca and Venada watersheds. In addition, there are smaller tributary arroyo systems. The Panta de Leon and Lomitas Negras, feeds into the larger Montoyas watershed and the Rainbow Tributary which feeds into the Calabacillas Arroyo. There is also a small section of the City in the Mariposa development that drains to the north to the Jemez River. In addition, the city recently annexed two large but undeveloped sections of Bernalillo County known as Paradise West and Quail Ranch. These tracts of land are within the jurisdiction of Albuquerque Metro Area Flood Control Authority (AMAFCA).

The City of Rio Rancho and the Southern Sandoval County Arroyo and Flood Control Authority (SSCAFCA) share jurisdiction over the arroyo watersheds and drainage facilities inside the City. SSCAFCA is a regional flood control agency established by the state of New Mexico, whose boundaries extend west to the Rio Puerco, east to the Rio Grande, north to the Zia Pueblo, and south the Bernalillo/Sandoval County line. This area encompasses the City of Rio Rancho, the unincorporated Rio Rancho Estates area west of the City, Corrales to the southeast, and a portion of the Town of Bernalillo.

In order to prevent flood damage, SSCAFCA has established a series of lateral erosion envelope (LEE) lines along the major arroyos of the watersheds. The Lee Lines act as protective boundaries to prevent development from occurring too close to the banks of an arroyo, which may wash away or be altered by runoff from severe storms. The agency uses the Federal Emergency Management Agency

(FEMA) 100-year storm criteria to calculate the volume of runoff and potential flood hazard generated by a severe storm. A one hundred year storm is a severe storm that has a 1% likelihood of occurring in any given year based on historical records. The amount of precipitation from a 100-year storm is based on a six-hour continuous rainfall that drains into an arroyo or man-made channels inside a watershed, as it flows toward the river.

The assumed level of development that generates the storm water runoff into the watershed is based on the planned build-out of the watershed area. The volume and velocity of runoff inside the watershed produced by this 100-year storm is measured in cubic feet per second (cfs). This standard represents the level of runoff that must be diverted, channelized, or captured by detention ponds to prevent flooding. As a matter of practice, SSCAFCA exercises control over those portions of watersheds and associated facilities that have drainage flows exceeding 500 cfs during a 100-year storm.

Over the years, SSCAFCA has built a number of drainage and flood control facilities around the City of Rio Rancho. There are 24 existing SSCAFCA projects inside the City, including the Upper Venada Dam, Encantada Channel, Joiner Pipeline, Lower Venada Channel, Northern Meadows Channel, Northern Blvd Sedimentation Pond, Sunset Dam, Sugar Dam, and four proposed projects including the Saratoga Road Crossing and Lisbon Dam. However, lack of funding for new projects has been an on-going problem, since the agency must rely on bond issues to acquire the necessary land and build the projects.

In 2007, SSCAFCA authorized the development of a drainage manual in response to the need for a uniform set of engineering criteria for calculating storm water run-off and a standardized set of design guidelines for building drainage structures. This manual was developed jointly with the City of Rio Rancho in order to create a document that would be acceptable to both jurisdictions. The City incorporated it into Part II, Chapter 2 of the Development Process Manual (DPM) to deal with drainage, flood control, and erosion control. As such, the document provides an extensive, if highly technical, engineering treatment of these subjects and a common reference source for both governments. However, it has been the practice of the city to not enforce these ordinances on areas with premature platting (i.e. those areas that were subdivided before the creation of these drainage ordinances.

The City of Rio Rancho is responsible for managing smaller watersheds and facilities within the city limits. Unfortunately, large areas of the City were platted on a bulk land basis with no subdivision improvements such as paved streets or storm drains, which has created severe drainage problems during heavy rainstorms. The City has relied on the creation of special assessment districts (SAD's) to retrofit with road and drainage improvements and water utilities those areas that were prematurely platted. In the summer of 2006, storm water caused $3.4 million in damage to portions of Unit 17. SAD 7 covering a large portion of Unit 17 was originally proposed in response to these floods, but it was scaled back as SAD 7A was approved to address drainage and street paving in parts of Units 10,13 and 16. In addition to the creation of SAD's, the City collects drainage impact fees from the development of prematurely platted lots to help fund system-level drainage improvements in these areas, but the revenue is very limited.

In terms of preventing floods and erosion problems, the City has adopted ordinances governing the creation of subdivisions, flood hazard prevention, erosion control and storm drainage. The subdivision ordinance requires that the Planning and Zoning Board (PZB) approve a preliminary and final plat for the creation of a subdivision containing three or more lots. The preliminary plat is required to show the contour lines at specific intervals that represent the slope of the land, the existing drainage facilities (if any), and provide a storm drainage management plan for land inside a designated flood hazard area. Any subdivision grading and drainage improvements must be approved by the City and conform to the drainage plan.

The flood hazard prevention ordinance aims to minimize potential flood damage to subdivisions and commercial projects by identifying flood hazard areas based on the FEMA flood maps. A special flood hazard zone development permit is required from the City's floodplain administrator before development begins within any area of special flood hazard. The flood hazard reduction measures include redefinition of the special flood hazard area, anchoring and structural designs for buildings to withstand flooding, the use of construction materials and methods that are resistant to flood and erosion damage, and utilities that are located and constructed to minimize flood and erosion damage. In addition, all subdivisions are required to have adequate drainage to reduce their exposure to flood damage, and adequate erosion treatment of channels for the conveyance of storm water. Adopted regulatory floodways are to be kept clear of development unless it can be demonstrated through engineering analysis that the proposed development or encroachment would not result in any increase in flood levels.

In addition to the flood hazard prevention ordinance, the erosion control and storm drainage ordinance provides the City with supplemental regulatory authority to deal with these issues. The stated purpose of the ordinance with respect to storm drainage is to prevent the creation of public safety hazards and to attempt to eliminate existing problems. The intent of the ordinance is to prevent the discharge of storm water runoff from public facilities onto private properties, and to prevent the increased risk of damage to private property caused by storm water runoff from other private property. The ordinance designates the City Engineer (or his appointee) to administer the provisions of the ordinance by issuing construction regulations and permits for grading and paving. All modifications to the public drainage system are subject to the approval of the City Engineer, and SSCAFCA in cases where SSCAFCA has jurisdiction.

In addition to City ordinances and regulations governing drainage and erosion, the U.S. Environmental Protection Agency (EPA) has also issued a series of regulations called National Pollutant Discharge Elimination System (NPDES) for storm water discharges from construction activities. The City created a Storm Water Management Plan (SWMP) in 2008 to establish the six minimum control measures that the EPA expects from local governments. These measures are public education and outreach on storm water impacts, public involvement and participation, illicit discharge detection and elimination, construction site storm water runoff control, post construction storm water management in new development and redevelopment greater than one acre, and pollution prevention/ good housekeeping for municipal operations. The City is expected to modify applicable ordinances to bring them into conformance with NPDES regulations and to institute on-site inspections and enforcement procedures over a five year implementation period.

The regulations require all construction sites of one acre or more inside a city with a population of 50,000 or greater to have a Construction General Permit (CGP) issued by the EPA. To qualify for a CGP, the applicant must prepare a Storm Water Pollution Prevention Plan (SWPPP) in order to discharge storm water from the site. The SWPPP must identify the potential sources of pollutants that may affect the quality of storm water discharges from the site and describe the control measures that will be used to meet the effluent limits set by the regulations. The applicant is also required to file a notice of intent (NOI) with the EPA before beginning construction, and must keep a copy of the SWPPP available because EPA inspectors have the authority to perform on-site inspections to confirm that the SWPPP is being followed.

8.2.3 WATER AND WASTEWATER UTILITIES

Under Goal 1: Infrastructure of the City's Strategic Plan, Strategy F calls for the development and implementation of a plan to finance and build major water and utility infrastructure. In fact, this planning has been on-going since 1995, when the City first acquired the water and wastewater systems from the private owners of the system. But in order to understand the growth and development of these systems, it is necessary to understand the early history of the City.

Rio Rancho began as a real estate marketing venture by the American Real Estate and Petroleum Corporation (AMREP), which acquired some 90,000 acres of ranch land in southern Sandoval County in the 1960's. Through a process of bulk land subdivisions, Rio Rancho was subdivided into thousands of half-acre residential lots that were sold throughout the country. Over 75,000 lots were sold between 1961 and 1977 in what was then known as Rio Rancho Estates, before the City became incorporated in 1981.

The bulk land subdivision process used to create these lots did not contain provisions for standard subdivision improvements, such as water and wastewater utilities. These half acre lots were designed to support their own on-site domestic water well and septic system without the need for City utilities. As a result of this platting, there are over 2,500 homes inside the City with domestic water wells. In addition, there are several thousand homes that are connected to the City's water system, but do not have City sewer and must depend on residential septic systems.

As Rio Rancho Estates continued to grow and develop, AMREP began to build subdivisions with standard improvements. The beginnings of the Rio Rancho water and wastewater systems date back to 1964, when AMREP created the Albuquerque Utilities Corporation (AUC) to provide utilities to residential subdivisions in Rio Rancho Estates. The City incorporated in 1981, but continued to rely on this private utility system until 1995, when it purchased the successor company to AUC, United Water, through eminent domain proceedings.

There are areas of the City, such as Unit 17, that contain large-lot residential platting designed for on site domestic wells and septic system in a semi-rural type of development. Many of these areas are not served by City water and sewer lines. However, in recent years, the City has become increasingly concerned about the impact of domestic wells on the underground aquifer that supplies the City's water. As a result, the City has assumed control

of the permitting process for domestic wells in conjunction with the Office of the State Engineer in an effort to curb the spread of domestic wells inside the City.

The growth of modern subdivisions helped drive the expansion of the City's water and wastewater systems. The City's subdivision ordinance requires that developers undertake a variety of subdivision improvements, including providing water and sewer utilities if the project is within 300 feet of existing water and sewer lines. The City also negotiates proportionate share agreements to extend water and sewer lines to new service areas in order to reduce the dependence on wells and septic systems. It also requires domestic well users to hook up to City water lines instead of allowing them to re-drill wells in cases where the user is located near a water line.

The New Mexico Environment Department (NMED) adopted more stringent permitting standards for on-site septic systems in 2003. The minimum lot size for a single-family home with an on-site domestic well and septic system was increased from one half acre to three quarters of an acre for lots that were platted after 1990. Septic systems permitted by NMED on pre-1990 platting are increasingly required to use advanced treatment technology with pre-treatment systems or septic tanks instead of regular leach fields.

8.2.4 Water and Wastewater Usage and Infrastructure

During 2008, the City supplied almost 4.3 billion gallons of water to its residential, industrial, and commercial customers. The average single family home in Rio Rancho uses 218 gallons per day, based on the total daily residential water consumption divided by the number of single family homes connected to the water system. However, for water system design standards, the City requires a water supply of 300 gallons per day for a single family home, with a peak day demand of 650 gallons during periods of maximum usage and storage requirements of 800 gallons.

The water system has over 29,000 connections to single family homes and over 2,700 connections to multi-family units, serving an estimated residential population of over 78,000 (Map PF-1 Rio Rancho Municipal Water Lines). By comparison, the total number of sewer system connections for all categories of users was under 27,000 due to the number of residences on septic systems. To accommodate growth and upgrade the existing utility system, the FY 2010-2014 Infrastructure Capital Improvements Plan (ICIP) programmed over $231 million for water, wastewater, and reuse projects.

The water and wastewater infrastructure needed to supply the City's needs is extensive and growing. Currently, the City's water system consists of 18 water wells that supply18 steel water tanks with a total storage capacity of 37.7 million gallons. This water is distributed through 395 miles of transmission lines using eight (8) pump or booster stations. The wastewater or sewer system includes 481 miles of collection, interceptor, and force mains that are connected to 24 lift stations and 5 wastewater treatment plants. Map PF-2 identifies the sanitary sewer lines within the City of Rio Rancho.

With the exception of the recycled water (treated wastewater) that is used for irrigation on the Chamisa Hills Golf Course and the Villa Verde Cemetery, most of the City's wastewater is still discharged into the Rio Grande. However, in 2001 the City adopted a resolution with the goal of eliminating wastewater discharges to the river. As a result, the City is instituting conservation measures that will include an expanded reuse system. The reuse system will help recharge the aquifer by using treated wastewater for irrigation, and by direct injection of treated wastewater into the aquifer itself.

8.2.5 Origins of Water Conservation Program

In 2009, Strategy A of Goal 1: Infrastructure in the Rio Rancho Strategic Plan called for developing a plan for water sustainability and conservation to support the growth and development of the City over the long term. In fact, the City embarked on a water conservation and reuse program eight years earlier in 2001, when the Governing Body adopted Enactment 01-004, Resolution No. 4.

The resolution called for the creation of a treated wastewater effluent plan for the City that would address alternative uses of effluent, specifically the reuse of treated wastewater that otherwise would be discharged in to the Rio Grande. The goal of the resolution was to eliminate City wastewater discharges to the Rio Grande in order to avoid the high capital and operating costs of building a series of effluent treatment facilities to remove naturally occurring arsenic from the City's wastewater. In 2001, the resolution estimated the capital costs of building these arsenic treatment facilities at over $90 million and the annual operating costs at over $7 million.

In 2002, the City created the Water Resources Steering Committee in conjunction with the City's Utility Commission to develop a Water Resources Management Plan (WRMP) that would examine alternatives to discharging effluent into the Rio Grande. The plan

developed a series of policy recommendations on water conservation, education, utility system improvements, regulatory and legislative action, growth, and community development. These policy recommendations were incorporated into the plan in 2004. The WRMP explored a number of water resource strategies designed to meet the needs of its future growth and development.

8.2.5.1 CITY WATER SUPPLIES AND CONSUMPTION LEVELS

The opportunities for increasing the City's water supplies are limited because it is dependent on aquifer water to supply its needs. The pumping rights for the existing aquifers in the area have been fully allocated by the Office of the State Engineer (OSE). As a result, there is a shortage of available water rights in sufficient quantities at affordable prices to supply all of the City's future water needs. The City's options are further limited by the fact that Rio Rancho was not incorporated when the San Juan/Chama water pact was negotiated in 1963 to divert surface flows from this river system to downstream users such as Albuquerque. As a result, the City is not eligible for water from this source.

At the present time, the OSE does not have control of brackish water sources located below 2,500 ft that contain more than 1000 parts per million of salt. The City is exploring the feasibility of desalinization with Sandoval County, since the County has discovered brackish water below 2,500 ft, but the drilling and treatment costs for brackish water are significantly higher than for most aquifer water. The City is considering the possibility of using treated brackish water as discharge for return flow credits to the river, provided that the water meets the federally mandated water quality standards and the OSE's approval.

The state of New Mexico operates under a system of water allocation law that is administered by the OSE. The OSE has jurisdiction over most of the surface and underground water sources in the state and issues pumping permits to the various water users in the state. However, the OSE does not sell water rights to water users. Instead, it permits the pumping rights to the existing aquifers and water basins based on the estimated capacity and recharge of those water resources. The water rights needed to offset the effects of these pumping permits must be purchased by the water users by retiring existing water rights from user categories, such as agriculture, or by transferring them from other users.

The amount of water in a pumping permit is measured as an acre foot. As of 2002, the City was pumping approximately 10,500 acre feet per year to support a population of over 50,000. At that time, the City had pumping rights for 14,439 acre feet of water, which was adequate for its short term growth, but not sufficient for the City's long term needs. An OSE application for additional water rights and wells was submitted in 1994. Rio Rancho obtained a permit for an additional 12,000 acre feet of water from the OSE in 2004, for a total of 26,439 acre feet of water annually. The 10 years of work to get the new water rights permit include many legal hurdles of protest and a court settlement with the OSE. This OSE permit is intended to provide the City with sufficient pumping rights to meet projected water demand until 2040, when its population is expected to exceed 123,000.

Under the terms of the 2004 permit, the City must purchase 728 acre feet of water rights every five years over a period of 55 years to help offset the effects of pumping water out of the aquifer. That is a total acquisition of over 8,000 acre feet of water rights by the year 2060. One source of water rights is to purchase them from existing users, especially from agricultural users along the Rio Grande. The City programs funds for purchasing water rights into its Infrastructure Capital Improvements Plan (ICIP), but the process is slow and increasingly expensive due to the competition for the limited supply of water rights by the growing cities in this region. Currently, water rights can cost over $25,000 per acre foot and the transfer process can take a number of years to complete.

8.2.5.2 WATER CONSERVATION AND REUSE

As an alternative to increasing water supplies, water conservation has been successfully pursued by the City through public education programs, xeriscaping, low-flow plumbing fixtures, and improved manufacturing technology. The Utility Division of the City's Public Works Department estimates that the average daily water consumption in Rio Rancho is currently 218 gallons per day (gpd) for a single family home. The City's residential per capita water usage is declining due to conservation measures such as xeriscaping and low flow fixtures. The City is revising its long term water and wastewater system plans for the lower usage levels in order to produce significant savings in capital and operating costs.

The City currently replaces about 38% of the water pumped out of the aquifer as return flow credits by discharging a portion of the treated effluent into the Rio Grande. However, the 2001 resolution adopted by the Governing Body bars the City from continuing to discharge effluent into the river due to the cost of arsenic treatment. Therefore, the City has commissioned a number of studies on the feasibility and costs of a water management program that would achieve the goals of water conservation with no effluent discharges to the river. The most recent of these studies is the 2009 Effluent Reuse Management Plan by Wilson and Company.

Water reuse is considered a conservation measure because it helps save potable (drinking) water supplies by using treated effluent for irrigation and manufacturing. The City also plans to expand water reuse to include direct aquifer recharge through deep injection wells to conjunctively manage the municipal water resources. The ability to store water in the ground is considered superior to surface storage in reservoirs because there is no water loss caused by evaporation. Furthermore, water reuse in Rio Rancho does not depend on water supplies from rivers that are vulnerable to seasonal flows and drought.

The City currently has a reuse program for irrigating Vista Verde Cemetery and the Chamisa Hills Golf Course. Potential future reuse customers include subdivisions in Cabezon, Mariposa, and Loma Colorado, City parks and facilities, school facilities, and Intel. Wilson & Company has estimated that a fully functional water reuse program could save between 3,000 and 7,000 acre ft of water per year, enough water to supply several thousand residents.

However, the City lacks the necessary infrastructure in terms of wastewater treatment plants, storage facilities, and reuse lines for treated effluent to expand the scope of the program beyond its current irrigation uses. To help address this problem, the City's Infrastructure Capital Improvements Plan (ICIP) programmed over $59 million for reuse projects for the 2010 through 2014 period. These projects include a reuse pump station, storage tank, and lines, the expansion of waste-water treatment plan (WWTP) #6 to handle increased reuse demands, a fully instrumented infiltration project at WWTP #5 to monitor recharge of the underlying aquifer, and a subsurface injection project, or deep injection well, that would enable the City to pump reuse water directly into the aquifer.

It should be noted that both the surface infiltration and the subsurface injection projects are pilot projects designed to test the infrastructure and technologies for water reuse. A full scale reuse program will require additional investments that will be determined by the outcome of these pilot projects. The subsurface injection project is especially important to the development of a large scale reuse program because it will become the forerunner of a system of deep injection wells designed to pump treated effluent back into the aquifer for long term storage and reuse as potable (drinking) water. The treated effluent pumped into the aquifer will be of very high quality, and the well water pumped from the aquifer for the City's water system will be continuously monitored for quality to ensure compliance with the Safe Drinking Water Act.

8.2.6 Solid Waste and Landfills

Strategy G of Goal 1: Infrastructure in the Rio Rancho Strategic Plan calls for developing a plan for a recycling center, a single point-of-service for multiple special waste disposal services that would prevent illegal dumping. However, the City of Rio Rancho does not provide garbage collection services or operate a municipal landfill for the disposal of its solid waste. Instead, the City has a franchise agreement with solid waste management contractor (the contractor) for municipal garbage collection, recycling, and a landfill for solid waste disposal.

The contractor operates a fleet of 18 trucks designed for solid waste pick up and recycling, ranging from 4 tons to 10 tons in size, which provide service coverage to the entire City. In addition to its regular garbage collection services, the contractor picks up and disposes of bulk items such as old furniture and appliances, residential yard waste collections to dispose of green waste and yard trimmings, on a monthly basis for a fee, and it conducts monthly. WM also operates a single stream curbside recycling program for paper, cardboard, plastics (but not plastic bags), and steel and aluminum cans and containers. However, the contractor does not recycle glass yet.

The Keep Rio Rancho Beautiful (KRRB) program operated by the City's Parks and Recreation Department promotes recycling and clean-up campaigns in cooperation with the contractor. KRRB also coordinates with other private sector firms and public agencies in recycling and waste disposal of items not accepted by the contractor. Household hazardous waste items such as paints, electronics, medical wastes, fertilizers, and pesticides will not be accepted into the landfill. KRRB holds three household hazardous waste disposal collections per year in April, June and October as a free service for Rio Rancho residents.

The landfill is the contractor's base of operations, and is located at Northern Blvd. and 33rd St. It covers 100 acres and has a permit from the New Mexico Environment Department (NMED) to operate until 2018. The contractor plans to open a new landfill when the current facility is full, or utilize a transfer station to ship Rio Rancho waste to another facility outside of the City. The landfill complies with all applicable federal and state environmental regulations, as well as City ordinances. For example, in 2007 the contractor constructed six drainage ponds along the northern boundary of the landfill to capture storm water run-off.

The volume of solid waste that is deposited at the landfill averages 800 to 1,000 tons per day. In FY 2009, the contractor collected almost 36,300 tons of solid waste from residential customers in Rio Rancho, over 10,500 tons from commercial customers, and over 16,350 tons from construction sites, for a total volume of over 63,000 tons of solid waste. The total volume of recycled materials collected during that year was 4,263 tons. WM disposes of industrial waste that is permitted by the NMED, but it does not accept hazardous waste or untreated medical waste.

In addition to the WM landfill, Sandoval County also operates a landfill in Rio Rancho.

The Sandoval County Landfill (SCLF) was started in 1970, over 10 years before the City of Rio Rancho was incorporated. It is located northeast of Idalia and Iris roads, and currently covers over 120 acres. The existing landfill cells are expected to be operational for another 8 to 10 years. The county is in the process of acquiring an additional 63 acres of land along the northwest boundary of the landfill as part of an expansion project that will enable the landfill to continue operations for 12 to 15 years. The landfill was registered in 1989 and first permitted by the New Mexico Environment Department in 1998. The landfill applied for a new expansion permit in 2004, and it was granted a special permit in 2005 to accept petroleum contaminated soils. The landfill permit will expire in 2025, at which point the County will probably close this site and move to a new landfill.

Currently, the landfill accepts about 250 to 300 tons per day of waste per day, mostly from construction and demolition debris. However, the County does not provide waste collection services to City residents. There are several private haulers operating in Sandoval County, including the contractor, which provide trash collection services to residences and businesses. Instead, it provides a series of waste collection convenience centers to Sandoval County residents at the landfill site, Cuba, Canon, and Pena Blanca. In addition to these convenience centers, the County also operates recycling centers at the landfill, Jemez Valley, Placitas, and Corrales.

The landfill is able to recycle old cardboard, metals, green waste, and electronics at the convenience station via drop off. It also has the only in vessel composting facility in the state, which produces 10 tons of compost per day. Phase II expansion of the composting facility will consist of 16 digesters, 4 bio-filters, and a conveyor to load the digesters, which will produce 40 tons of compost per day when fully operational. The expanded facility will be able to accept waste water sludge and possibly food scraps.

The annual solid waste generation rate for the County population is approximately one ton per capita. With the projected 2010 County population expected to exceed 126,000, this means that the Waste Management and County landfills will need to dispose of over 126,000 tons of solid waste. However, in 2006, the total tonnage of solid waste delivered to the County landfill was 20,470 tons, compared to an estimated County population of over 111,000. In other words, less than 15% of the total solid waste generated by County residents was delivered to the landfill.

An analysis of the composition of the existing landfill contents in 2007 showed that out of an estimated 220,000 tons of waste, about 12% was ordinary municipal solid waste, compared to over 71% construction and demolition debris. The remainder was composed of yard waste, clean fill, and other waste. Special waste handling beyond simple dumping is required for several categories of solid waste. The County landfill is able to provide a wide range of waste disposal services that include recycling, composting, special waste, scrap metal, and hazardous household waste.

Abandoned vehicles are hauled to salvage yards, asbestos is land filled as special waste, construction and demolition debris is land filled in a lined waste cell, wood and yard wastes are composted separately. Household hazardous waste and pesticides are taken to a household hazardous waste facility, white goods (old kitchen appliances) are recycled, and tires are accepted separately. In addition, used oil and batteries are accepted separately and collected by recyclers.

The County landfill is an enterprise fund that relies on gate receipts and recycling revenues to pay the cost of operations. The County has acquired a mobile heavy duty shredder capable of processing 30 to 40 tons per hour of construction and demolition debris and wood products for composting. It will also be capable of reducing the

volume of bulk items in order to extend the useful life of the landfill, and to help clear illegal dump sites in the County. The County is also finalizing the construction of the new entrance, scale house and scales, tipping floor, and composting facility at the current landfill.

The existing landfill will probably be near or at capacity by the time its permit expires in 2025, and it will not have any more room for future expansion after it completes its current expansion project. The County is in the process of acquiring a new landfill site near the Northwest Loop in the Rio Rancho Estates area west of the City for the future. The volume of solid waste generated by County residents is expected to exceed 162,000 tons per year by 2020 and 197,000 tons per year by 2030, and the County must be ready for it. There is also the possibility that Waste Management will co-locate its new landfill at the new County site, since their landfill is expected to close in 7 to 12 years.

8.2.7 EMERGENCY SERVICES

Strategy B under Goal 4 of the Strategic Plan calls for the creation of a plan to meet public safety facility needs. In fact, the City has programmed multiple capital projects for police, fire, and rescue services in its Infrastructure Capital Improvements Plan (ICIP), and it has developed strategic plans for both its police and fire departments. The problem has not been lack of community support for these projects, but lack of funding.

The City of Rio Rancho created a unified Department of Public Safety (DPS) in 1985, four years after the City incorporated in 1981. Prior to incorporation, Rio Rancho depended on Sandoval County for most of its emergency services. A volunteer fire department was established in 1965, but by 1985 the volume of calls exceeded the capacity of the volunteer firefighters to handle them. The incorporation and continuing growth of the City also required the establishment of a municipal police department, instead of relying on the Sandoval County Sherriff's Office for law enforcement.

DPS performed police, fire, and rescue functions for the City for over 20 years, until the growth of the City and need for specialization resulted in the creation of separate police and fire departments in 2007. In 2009, the combined expenditures for police, fire, and rescue services consumed almost half of the City's General Fund revenue.

The newly created departments developed strategic plans in 2008 that identified their future staffing and facility needs. In addition, the strategic plans identified a number of new police and fire facilities that would be needed to accommodate the future growth of the City. As previously noted, these facility needs were programmed into the City's ICIP.

8.2.7.1 POLICE DEPARTMENT

In FY 2010, the Rio Rancho Police Department had an annual operating budget of over $16.2 million with an authorized staff of 213. As such, the Police Department uses almost one third of the City's General Fund revenues. It also contained eight (8) capital projects with a cost of more than $10.8 million programmed into the FY 2010-15 ICIP. These projects include two police substations for the northern and southern portions of the City, a multi-purpose training complex with driving and firing ranges, a new SWAT vehicle, and a communications center expansion with $3 million of new equipment.

Police headquarters is located on Quantum Road, which it shares with the Municipal Court. It also has an animal control facility on Northern Boulevard. Despite the budget and staffing limitations on the Police Department, the City enjoys one of the lowest crime rates in the state. The department operates a successful community policing program through its law enforcement division, with an 86% solution rate for violent crimes. The department also administers the City's code enforcement, animal control, and emergency communications programs.

8.2.7.2 FIRE & RESCUE DEPARTMENT

In FY 2010, the Fire & Rescue Department had an annual operating budget of over $8.5 million with an authorized staff of 102, which included two positions for the Emergency Management program. These expenditures represent about 16% of the City's General Fund revenues. The department also had eight capital projects in the FY 2010-15 with a cost of more than $22.8 million. These projects included a new fire-rescue headquarters located near the new Cleveland High School, a new fire station in Vista Hills with four additional stations located around the City, and over $7.6 million of fire engines, fire-fighting and emergency medical services vehicles and equipment.

The department currently operates out of five fire stations around the City, with the main station located on Southern Boulevard. In 2009, it had an average response time of 6.24 minutes to priority 1 fire calls, compared to 9.8 minutes in 2007 when the department was first created. This improvement in response time was achieved while reducing the average operating expenditure per call from $118.65 in FY 2008 to $103.55 in 2009. The department also provides fire prevention services through its fire inspection program, and emergency medical services through its paramedics and fleet of seven ambulances.

The Emergency Management Program is also an important component of the City's emergency services. It was created in response to the Federal Emergency Management Agency (FEMA) requirements for local governments. It is responsible for preparing the City's for an emergency situation and coordinating its response. The two primary categories of threats are natural disasters and terrorist attacks. In the event of an emergency, key members of the City staff would operate out of the Emergency Operations Center (EOC) at the main fire station.

The chief function of the program is to prepare and periodically update the City's Emergency Management Basic Plan, which consists of a detailed operations manual for City departments and staff in the event of an emergency. It also provides emergency management training courses for City staff. The police, fire and emergency medical services personnel are considered first responders in the event of an emergency, but the Emergency Management Program also requires staff from other departments for the EOC.

8.2.8 FRANCHISED UTILITIES

8.2.8.1 ELECTRICITY AND NATURAL GAS

The Public Service Company of New Mexico (PNM) serves over 1.3 million residential and business customers in New Mexico and wholesale power customers throughout the Southwest. PNM obtains power from eight generator plants and transmits it over 17,400 miles of power lines throughout the state. About 16% of these power lines are high voltage transmission lines, which usually carry electricity at either 115 or 345 kilovolts. These transmission lines bring electricity from power plants to a network of substations inside cities and towns, where the high voltage is reduced by transformers and carried by distribution lines to residences and businesses.

PNM is promoting distributed generation, in which customer or utility owned electrical generation is used on-site as an alternative to using electricity from the power grid. It allows at least part of the electricity used by the customer or utility to be generated by renewable resources such as solar and wind power. These alternative energy sources are more expensive than conventional energy sources, such as the coal-fired or nuclear power plants, which are used by commercial utilities to generate electricity.

Most alternative energy users prefer to generate only a portion of the electricity that they use. Distributed generation gives the users the option of purchasing the electricity that they need from the utility and either selling back or receiving a credit for the excess electricity that they generate during periods of low usage. PNM has developed standards for connecting both small and large scale alternative generator facilities for distributed generation. As part of its distributed generation program, PNM has received a federal grant to develop a "smart grid" demonstration project for a photovoltaic system (solar powered generator) and battery for storing solar generated electricity.

The City of Rio Rancho has franchise agreements with the major non-City utility providers for the use of the City's right-of-way and public utility easements. These franchise fees are an important source of revenue for the City. In FY 2010, franchise fees contributed over $3.2 million to the General Fund of the City budget.

PNM is the franchised electricity utility for the City and most of the State of New Mexico. As of 2009, PNM served approximately 2,250 commercial customers in Rio Rancho and 33,250 residential customers in the City (Map PF-3 PNM Electrical Lines in Rio Rancho). The commercial customer base corresponds to the number of businesses served by PNM in the City, while the residential customer base corresponds to the number of households. It should be noted that the overwhelming majority of residential and business customers in the City obtain their electrical power from the PNM utility grid, not alternative sources.

While many Rio Rancho residences are connected to the City's water and sewer utilities, virtually all of its residences are connected to the PNM electrical grid. PNM residential connections are usually made through underground conduits in accordance with the City's subdivision ordinance. By contrast, high voltage transmission lines are routed above ground on utility poles, or in some cases towers, along major transportation corridors and platted utility easements. PNM maintains a system of electrical substations inside the City for its electrical grid, including a switching yard for high voltage lines.

Prior to 2008, PNM was the principal provider of both natural gas and electrical utilities in the State of New Mexico. However, in 2008, PNM sold its natural gas operations to the newly formed New Mexico Gas Company (NMGC), which assumed the role of the principle natural gas utility in the state and provider of natural gas to Rio Rancho. Most of the natural gas consumed is for residential heating, not manufacturing purposes. Not surprisingly, the customer base for NMGC in Rio Rancho closely resembles that of PNM. NMGC serves 30,623

residential customers (households), 861 commercial customers, and 107 transportation customers for a total of 31,591 customers (Map PF-4 NMGC Gas Lines in Rio Rancho).

8.2.8.2 Communications Utilities

Qwest, the successor company to US West, has a franchise agreement to provide land line telephone service to the City of Rio Rancho. Most of the Qwest telephone lines are routed above ground on telephone and utility poles along transportation corridors and public utility easements. Qwest provides long distance telephone, cable television and Internet service to its customers on a subscription basis. Qwest also provides land line connections to telecommunications (cell) towers in the City, so that calls from mobile cell phones can be efficiently transferred to telephones connected to land lines.

In addition to Qwest, most of the major telecommunications carriers such as Sprint, Verizon, Cricket, T-Mobile and AT&T, provide mobile cell phone service in Rio Rancho. These carriers are not franchised utilities in the traditional sense of having a contractual agreement with the City to operate inside the public right-of-way, but they are permitted by the City under the terms of the Wireless Telecommunications Facilities Ordinance.

An increasing number of carriers offer wireless Internet in addition to telephone service. However, the boundaries between various types of telephone, Internet, and cable television services are becoming blurred as digital technology advances. As a result, more companies are able to offer an expanding range of services to their customers on an increasingly competitive basis. Cable One, which has a franchise agreement with the City, offers cable television, telephone and Internet services to its customers. Cable One estimates that it can potentially access 32,000 homes and businesses in Rio Rancho (Map PF-5 Cable One Infrastructure in Rio Rancho).

8.3. Infrastructure and Capital Improvements

The infrastructure and capital improvements section is intended to provide a brief overview of the projected capital improvements specified in the Infrastructure Capital Improvement Plan. Due to the length of this document, the summary sheets of the budgeted capital improvements will be shown as an appendix to this element.

8.4. Implementation

8.4.1 Discussion

Public facilities are the heart of the services a city government provides to its tax paying citizens because they are one of the most visible services a city provides to its constituents. To that end, it is important for the City of Rio Rancho to provide public facilities that adequately meet the needs of current and future City residents. Additionally, it is important for the City of Rio Rancho to provide public facilities that not only meet the current needs of the city, but are planned to meet future while operating its public facilities in a fiscally responsible manner. Therefore, the goals, policies and actions necessary to implement the Public Facilities Element are designed to balance service needs of city residents with fiscal restraint and accountability.

8.4.2 Goals

Goal PF-1: Provide a broad range of services and public facilities that meet the needs of current and future City residents, e.g. libraries, water supply, water and sewer lines, etc.

Goal PF-2: Ensure non-city-operated utility facilities (Cable One, PNM, NM Gas, Qwest) develop, in cooperation with the City of Rio Rancho, level-of- service (LOS), operating criteria, performance standards, or other forms of standardized measurement to ensure facilities like electrical and gas lines, telecommunication lines and solid waste disposal are consistent with Rio Rancho's Strategic and Comprehensive Plans.

Goal PF-3: Provide public facilities that meet or exceeds constituents expectations.

Goal PF-4: Current demand on public facilities should not overburden City public facilities beyond what the City can reasonably provide for future demand.

Goal PF-5: Construct new public facilities to meet demands at least 10 years into the future.

Goal PF-6: Utilize fiscal resources efficiently and ensure that the Infrastructure Capital Improvement Plan correctly identifies and adequately funds necessary public facilities and resources.

8.4.3 POLICIES

Policy PF-1: Base public facilities needs on employment and population projections developed by the city in conjunction with MRCOG estimates.

Policy PF-2: Use adopted Level-of-Service (LOS), operating criteria, or performance standards to evaluate capital facilities needs.

Policy PF-3: Make land use recommendations based on the availability of adequate public facilities necessary to support a proposed land use.

Policy PF-4: Use the city's Infrastructure Capital Improvement Plan to prioritize the financing of capital facilities within projected funding capacities.

Policy PF-5: Ensure the city's post-disaster Response and Recovery Plan is structured and financed in a manner to provide services to facilitate recovery and reconstruction in the event of a disaster.

Policy PF-6: Identify water resources necessary to meet Rio Rancho's long-term growth needs.

Policy PF-7: Study the need for a solid waste management community convenience center.

8.4.4 ACTIONS

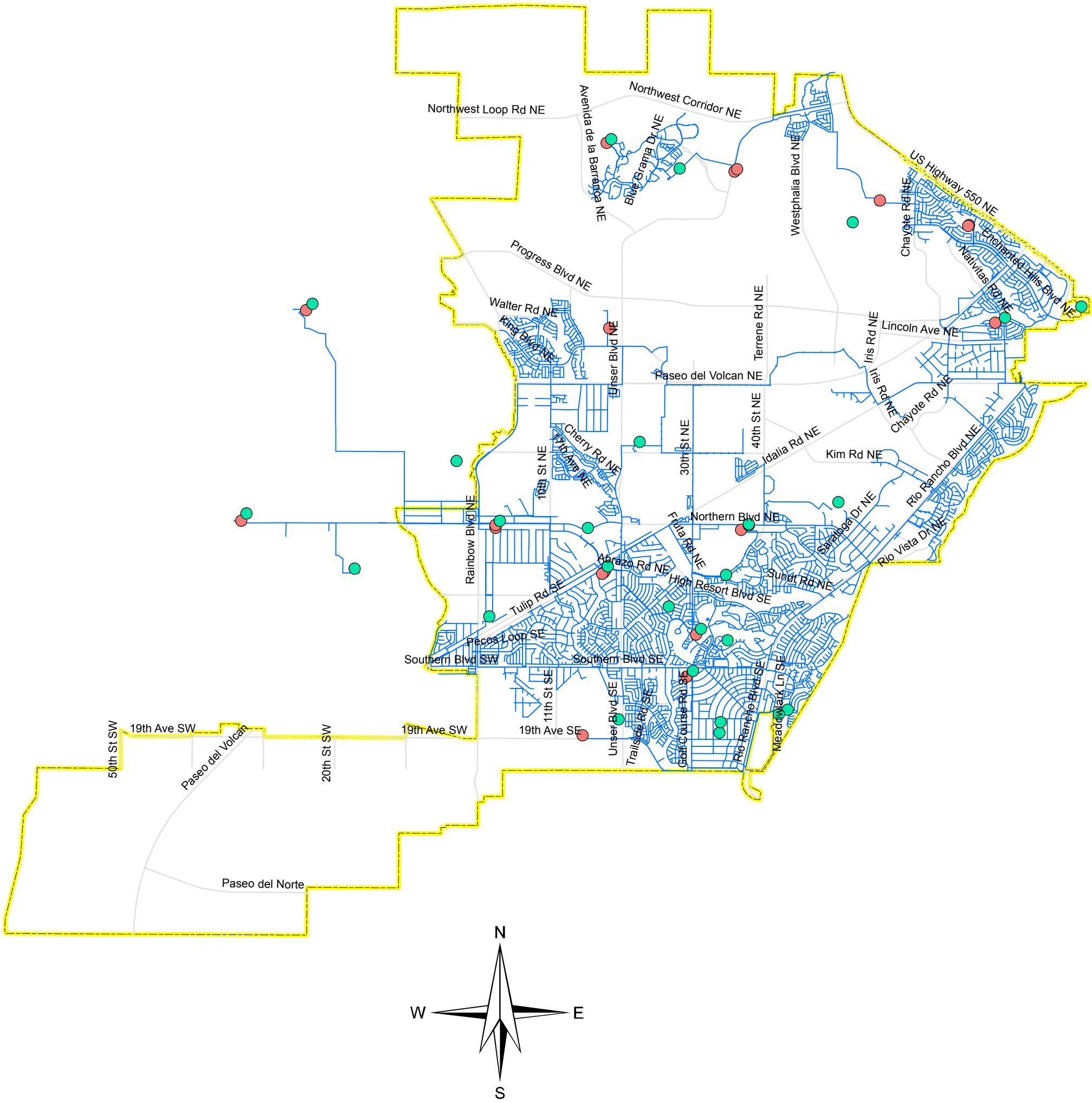
Action PF-1: Use the City's Infrastructure Capital Improvement Program to prioritize the financing of capital facilities within projected funding capacities.

Action PF-2: Reassess Rio Rancho's Land Use Plan and the city's impact fees on a regular basis to ensure that capital facilities needs, financing, and LOS are consistent.

Action PF-3: Adopt a City of Rio Rancho post-disaster Response and Recovery Plan that will structure the city's capability to provide services to facilitate recovery and reconstruction in the event of a disaster.

Action PF-4: Secure additional long-term water sources to meet the City's future water needs.

Action PF-5: Maintain a General Obligation bonding cycle capable of adequately funding the maintenance and expansion of the City's infrastructure.



MAP PF-1: RIO RANCHO WATER INFRASTRUCTURE

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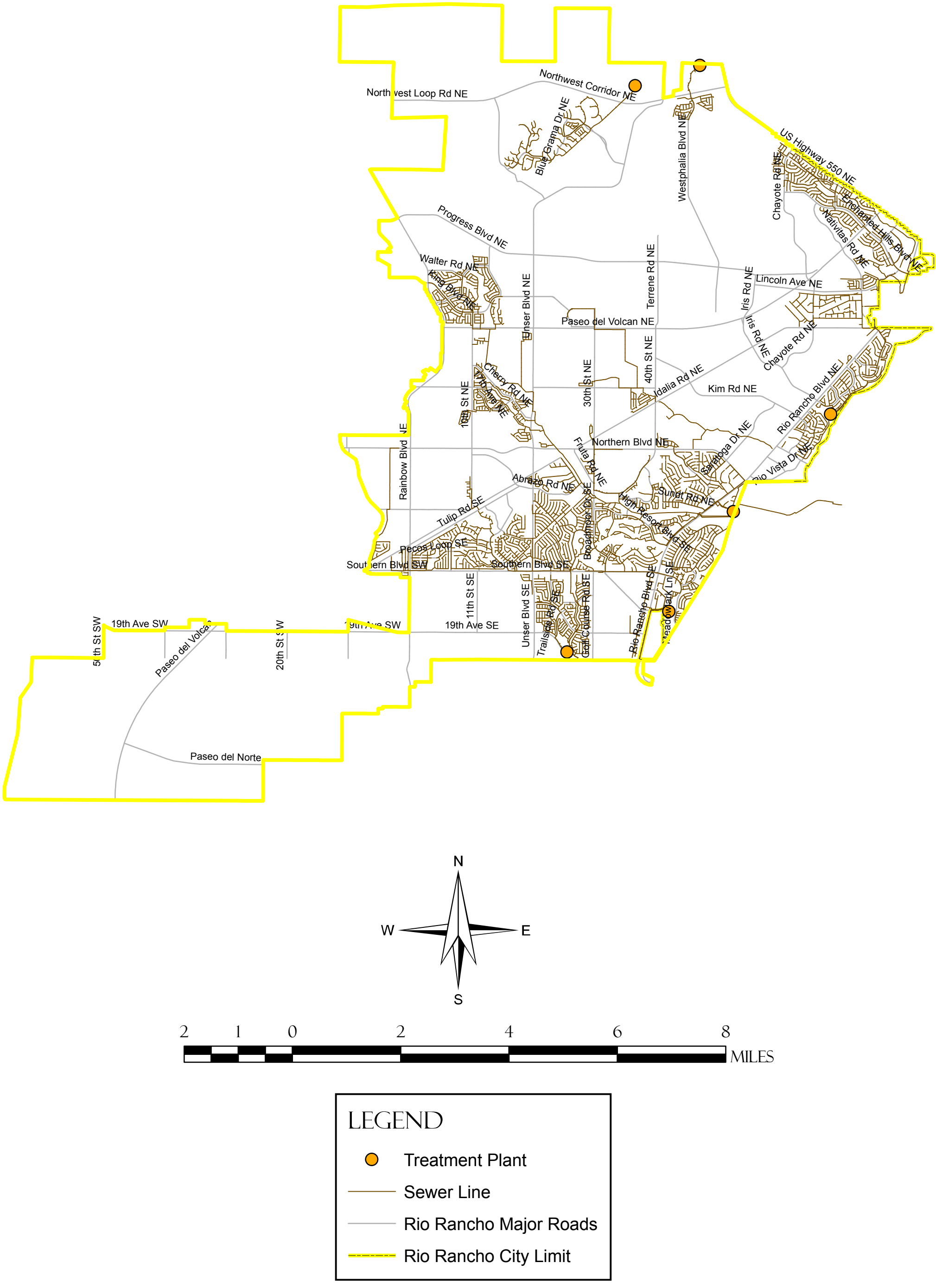

MAP PF-2 RIO RANCHO SANITARY SEWER INFRASTRUCTURE

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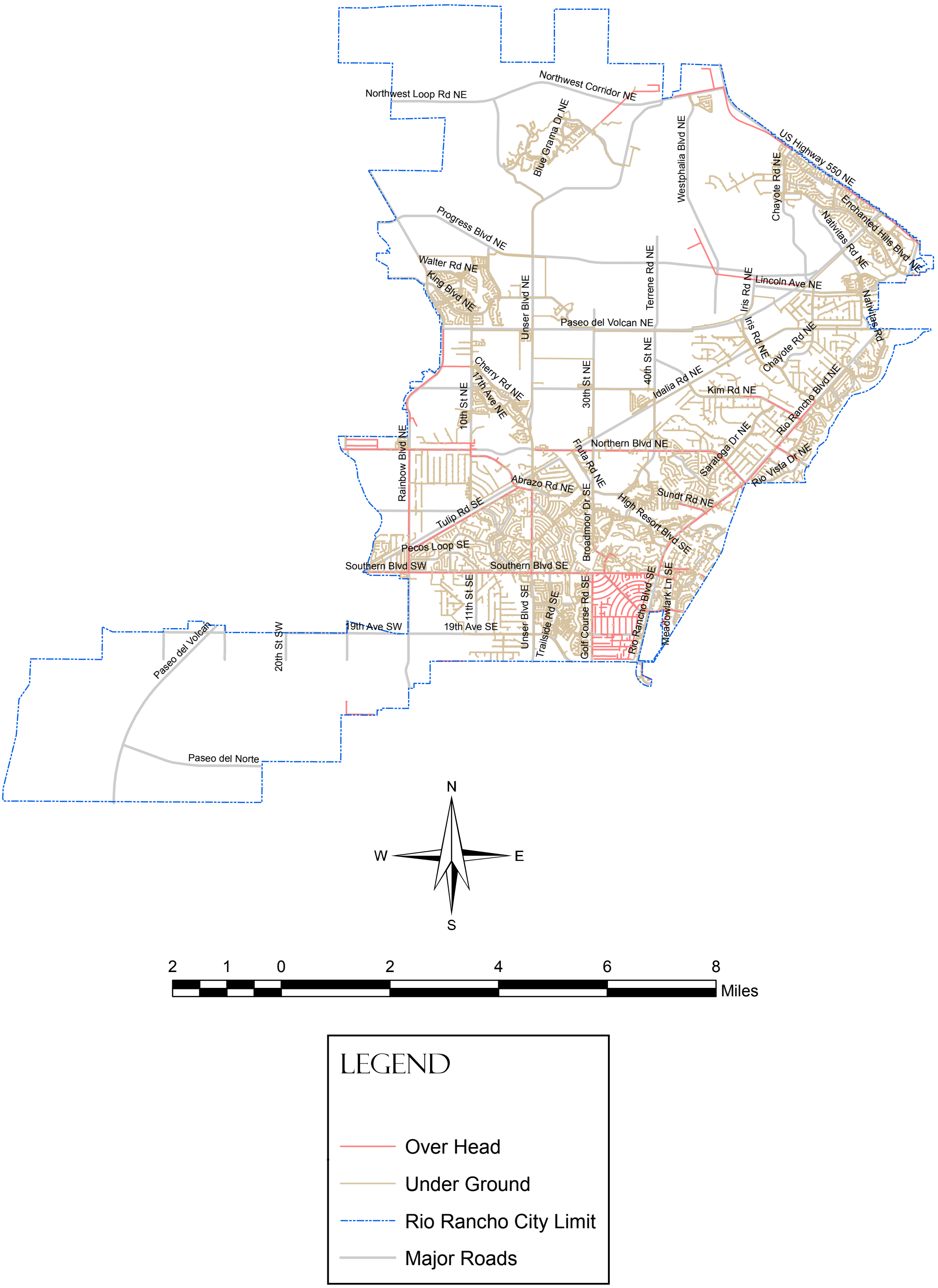

LEGEND

- Over Head
- Under Ground
- Rio Rancho City Limit
- Major Roads

MAP PF-3: RIO RANCHO ELECTRICAL GRID

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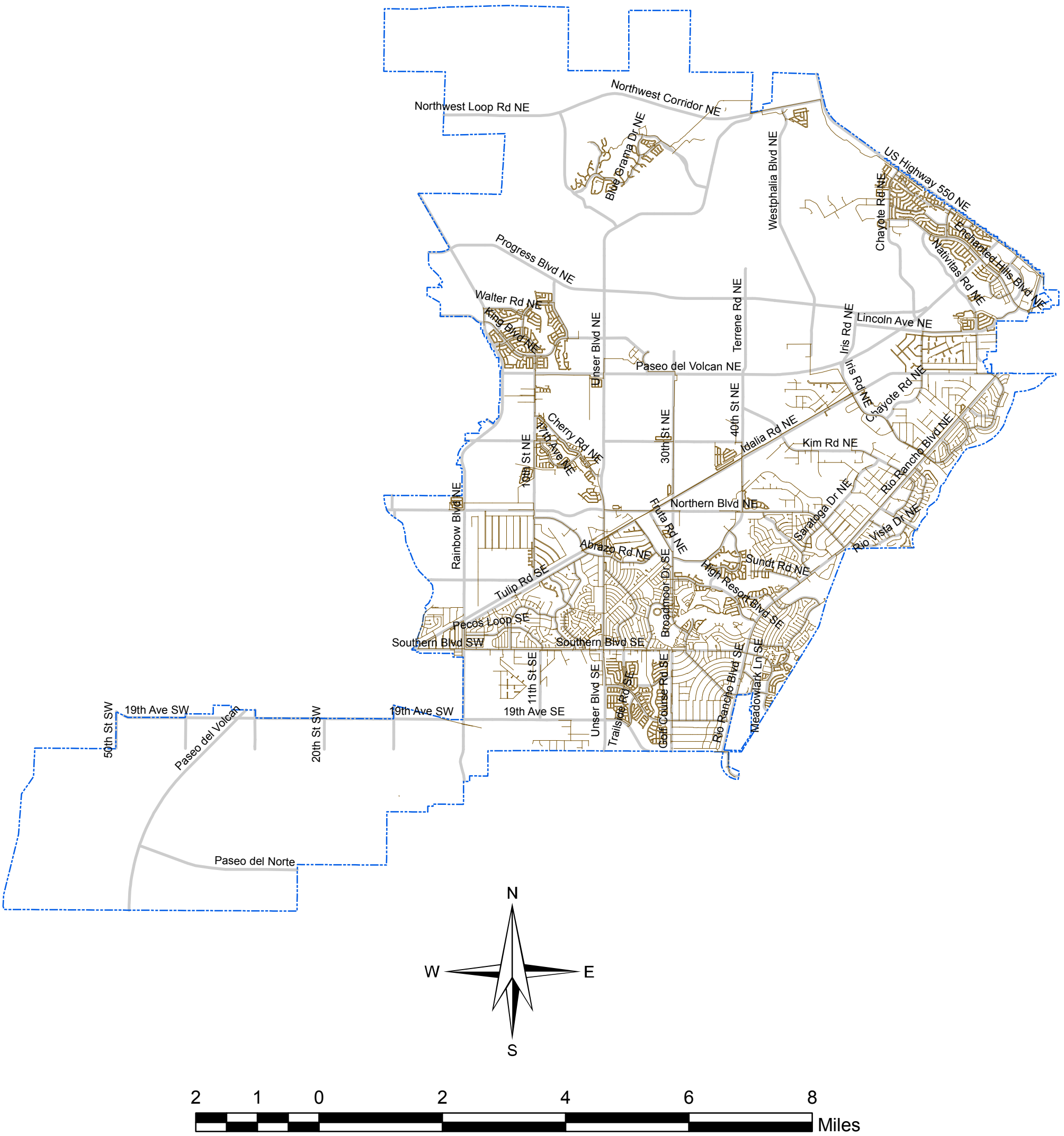

MAP PF-4: RIO RANCHO NATURAL GAS GRID

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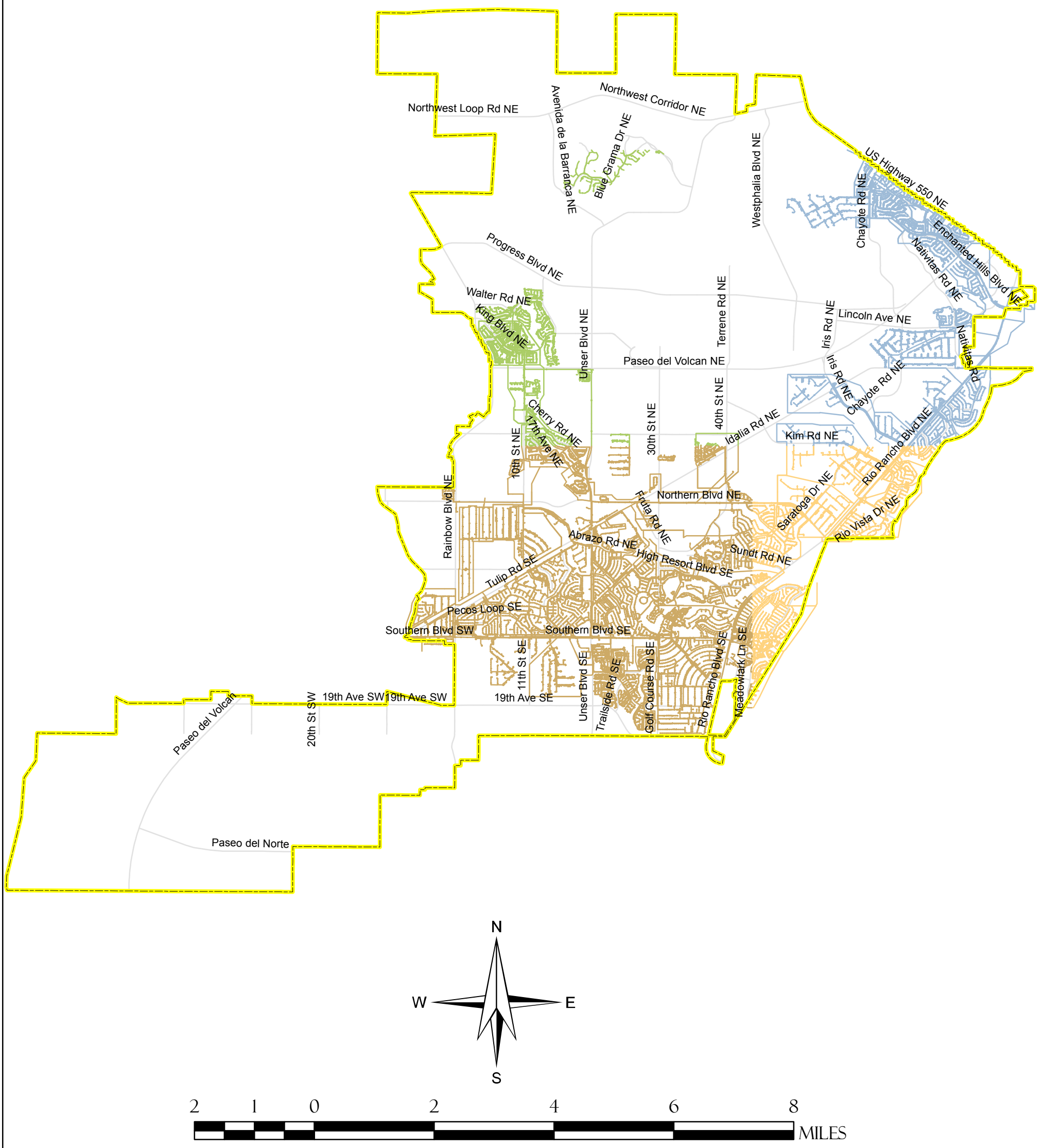

MAP PF-5: RIO RANCHO CABLE TELEVISION/INTERNET INFRASTRUCTURE

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Parks & Recreation Element

9. RECREATION

1.1 INTRODUCTION:

The City of Rio Rancho is the third largest, and fastest growing city in the State of New Mexico. Incorporated in 1981, the City of Rio Rancho has been challenged to keep up with park infrastructure due to rapid development.

Rio Rancho was created and marketed as a retirement community in the 1960s. The original land holder, American Realty and Petroleum (AMREP) subdivided more than 73,000 acres of its 91,000 contiguous acres in Sandoval County. At the time Rio Rancho Estates was subdivided, public infrastructure such as parks were not required.

While the City of Rio Rancho has worked diligently to increase and update its park and recreation facilities, there are many facilities such as the Meadowlark Senior Center, and Haynes and Sabana Grande Recreation Centers that have served the community since the inception of the city.

The 2002 Senior Center Master Plan recommended constructing a new senior center and making modern improvements to the Meadowlark Senior Center to meet the needs of a growing, active senior population.

The city's 2005 Parks and Recreation Master Plan showed the need to acquire land for, and construct two additional recreation centers and an indoor aquatic center as community priorities. The Plan also identified a goal of 7 acres of developed parkland per 1,000 residents and the need to develop another 203 acres of parkland to meet that goal. Since completion of the 2005 Plan, the city has increased park acreage, but it has also adapted the above goal to 4 acres of developed park land and another 3 acres of open space per 1,000 residents based on the city's ability to construct and maintain parks. The Mid Region Council of Governments estimates Rio Rancho's 2008 population to be 82,589. See Table 1 for a tentative population forecast based on the Mid Region Council Of Governments population statistics.

The need for parks is significant. In a paper for The Trust for Public Land, Paul M. Sherer states: Strong evidence shows that when people have access to parks, they exercise more. Regular physical activity has been shown to improve health and reduce the risk of a wide range of diseases, including heart disease, hypertension, colon cancer, and diabetes.

Physical activity also relieves symptoms of depression and anxiety, improves mood, and enhances psychological well-being. Beyond the benefits of exercise, a growing body of research shows that contact with the natural world improves physical and psychological health.

Sherer goes on to state: "Numerous studies have shown that parks and open space increase the value of neighboring residential property. Growing evidence points to a similar benefit on commercial property value. The availability of park and recreation facilities is an important quality-of-life factor for corporations choosing where to locate facilities and for well-educated individuals choosing a place to live. City parks such as San Antonio's River Walk Park often become important tourism draws, contributing heavily to local businesses.

Table PR-1 Population Projections

Council District	2008	2008 Share	2035	2035 Share
1	9,726	11.8%	87,773	38.1%
2	17,294	20.9%	38,546	16.7%
3	11,710	14.2%	22,601	9.8%
4	11,832	14.3%	13,714	6.0%
5	14,575	17.6%	16,573	7.2%
6	17,461	21.1%	50,943	22.1%
Rio Rancho	82,598	100.0%	230,150	100.0%

Green space in urban areas provides substantial environmental benefits. Trees reduce air pollution and water pollution, they help keep cities cooler, and they are a more effective and less expensive way to manage storm water runoff than building systems of concrete sewers and drainage ditches.

City parks, recreation and senior centers also produce important social and community development benefits. They make inner-city neighborhoods more livable; they offer recreational opportunities for at-risk youth, low-income children, and low-income families; and they provide places in low-income neighborhoods where people can feel a sense of community. Access to public parks and recreational facilities has been strongly linked to reductions in crime and in particular to reduced juvenile delinquency." (Paul M. Sherer 2003)

9.1. EXISTING CONDITIONS

9.1.1 PARK CLASSIFICATIONS:

Parks in the City of Rio Rancho can be classified into 8 different types.

Neighborhood Parks: (Large & Small) Neighborhood parks are the basic unit of the park system and serve as the recreational and social focus of the neighborhood. Larger facilities listed below may also function as a neighborhood park, depending on their location and the type of facilities they have. Generally, neighborhood parks range from 1 to 10 acres in size and have a service area of 10 minutes walking distance.

Community Parks: Community parks are larger in size than neighborhood parks and serve a broader purpose with multiple facilities present. The optimal size of a community park is 10-20 acres, although it should also be based on location and functionality. For example, Haynes Park with all its facilities currently functions as a community park, although it is a neighborhood park. Optimal service area for community parks is 10 minutes drive or less.

Sports Complex: A sports complex consolidates heavily programmed athletic fields and associated facilities at larger and fewer sites strategically located throughout the community. The minimum size is 40 acres, with 80 to 150 acres being optimal. A 10 minute drive is the optimal service area.

Special Use Parks: A special use park covers a broad range of parks and recreation facilities oriented towards single-purpose use with size and location being determined by the use, for example dog parks, skate parks and pools at less than 1 acre to balloon parks and RV parks greater than 20 acres. The optimal service area for these facilities should be 20 minutes drive or less.

Open Space: Open Space areas are lands set aside for the preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/ buffering. These can range in size depending on the resource and location. Major Open Space Areas (greater than 20 acres) have a service area of 20 minutes drive or less.

Connector Trails, Walkways & Bikeways: Connector trails are multi-purpose trails that emphasize safe travel for pedestrians and cyclists to and from recreation destinations and around the community. Bikeways and trails have an optimum service area of a 10 minute bike ride.

Multi-Purpose Recreation Center: A recreation center is a structure that accommodates multiple recreational activities and events programming. Typically, such structures will include a variety of spaces ranging from class rooms, general use auditorium/ gymnasium spaces, to more specialized spaces including swimming pools. A 10 minute drive is the optimal service area.

Senior Center: A Senior Center is a structure similar in construction to a recreation center. A Senior Center is a community focal point where older adults come for services and activities that respond to their diverse needs and interests, support their independence, and is a resource for the entire community. These facilities support intergenerational activities and programming, lifelong learning, volunteer opportunities, meal programs and other services. A 10 minute drive is the optimal service area.

The City of Rio Rancho operates and maintains 45 parks and recreational facilities which are identified in Table PR1.

1. Year Parks were subdivided and dedicated through the NM Subdivision Act.

2. Year parks were subdivided and/or dedicated to the City of Rio Rancho.

Table PR-2: City of Rio Rancho Park & Recreation Facilities

Facility Name	Facility Type	Location	Construction Year	Developed Facility Size (Acres/Sq. Ft.)	Undeveloped Facility Size (Acres/Sq. Ft.)
Alpine Xeric Park	Neighborhood Park	4536 Alpine Ct. SE	1978 Dedication	1 Acre	
Ann Park	Neighborhood Park	1433 Ann Cir. SE	1978 Dedication		0.3 Acre
Big Brothers Big Sisters Park	Neighborhood Park	1703? 17th	2010	2.0	
Bosque Trail (including Trailhead, North Beach and Willow Creek Entries)	Trail/ Open Space	Riverside Dr. & Allegheny Dr.	1993[2]	11.2 Acres	166.8 Acres
Cabezon Park	Community Park,Pool, Recreation Center	2307 Cabezon Blvd. SE	2008	13.55 Acres; Pool – 3,300 sf; Building – 3,915 sf	
Camino Crossing	Neighborhood Park	269 El Camino Loop NW	2010	2.01	
Canyon Park	Neighborhood Park	1739 Blueberry Dr. NE	2005[2]	2.5 Acres	7.1 Acres
Cherry Open Space	Open Space	Cherry Rd.	2005[2]		5 Acres
Cielo Grande	Neighborhood Park	2811 18th Street	2009[2]		0.6
Cielo Vista Park	Neighborhood Park	633 Pecos Loop SE	2005	1.7 Acres	
Clayton Meadows Park	Neighborhood Park	620 Clayton Meadows Dr. NE	1999	1.5 Acres	5.5 Acres
Clearview Park	Neighborhood Park	3107 21st Ave SE	1987[2]		1.5 Acres
Dam Site 1 Bike Path	Trail/Open Space	4921 Dolores Hidalgo Drive SE	2000	5.5 Acres Trail	18.87 Acres
Enchanted Hills Park	Neighborhood Park	7201 Enchanted Hills Blvd. NE	2002	9 Acres	
Enchanted Hills Paths	Trail/Open Space	Between Chayote Rd. & Sprint Blvd.	2003	22 Acres Trail	*remainder drainage
Havasu Park	Neighborhood Park	3535 Havasu Falls St. NE	2009	7.8 Acres	
Haynes Park	Community Park & Pool, Community Center	2006 Grande Blvd.	1965; 1985[1]	12.9 Acres Pool – 5,975 sf; Building – 4,454 sf.	
High Range Park	Neighborhood and Special Use Park	1901 Loma Colorado Blvd.	2009	8.5 Acres	
King Meadows Park	Neighborhood Park	3601 King Blvd. NE	2000	8.97	
Leon Grande Park	Neighborhood Park	4501 Leon Grande SE	1970[1]	1.4 Acres	
Loma Colorado Park	Community Park	735 Loma Colorado Dr. NE	2005	12.8 Acres	21.2 Acres
Los Milagros Park	Neighborhood Park	400 Colorado Mountain Rd. NE	2005	8.3 Acres	
Los Montoyas Park	Neighborhood and Special Use Park	3701 Camino de Los Montoyas	2007	4.8 Acres	
Los Rios Trail	Trail/Open Space	Rio Vista Dr. & Rio Ruidoso Rd.	2006	3 Acres Trail	
Meadowlark Senior Center	Community Center	4330 Meadowlark Lane SE	1985	13,995 SF	
Mountain View Park	Neighborhood and Special Use Park	6441 Grayson Hills Dr. NE	2002	14.96 Acres Park and 7.4 Acres Trail	

Table PR-2 Continue: City of Rio Rancho Park & Recreation Facilities

Facility Name	Facility Type	Location	Construction Year	Developed Facility Size (Acres/Sq. Ft.)	Undeveloped Facility Size (Acres/Sq. Ft.)
Nicklaus Park	Neighborhood Park	1000 Nicklaus Dr. SE	1979[2]	2 Acres	
Northern Meadows Trails	Trail	Along Los Montoyas & Panta de Leon Arroyos	2006	7.7	
North Hills Park	Neighborhood Park	1901 Strawberry Drive NE	2006	2.9 Acres	
North Hills Open Space	Open Space	17th and 19th Avenues	2005[2]		17 Acres
Olympus Park	Neighborhood Park	500 Quantum Rd. SE	1997	4 Acres	
Rainbow Park	Community Park, Pool	301 Southern Boulevard SE	1992	9.7 Acres Pool – 7,975 sf	5 Acres
Rio Rancho Aquatic Center	Indoor Pools	745 Loma Colorado Blvd.	2008	4,478 sf, 5,391 sf, 550 sf; Building – 34,938 sf incl. pools.	
Rio Rancho Sports Complex	Sports Complex	3501 High Resort Blvd. SE	1995	78.5 Acres	
Rio Vista Park	Neighborhood Park	1670 Riverside Dr. NE	1989[2]	4 Acres	
Roadrunner Park	Trailhead / Park	4921 Dolores Hidalgo Dr. SE	2006	0.5 Acres	7.23 Acres
Rockaway Heights Open Space	Open Space	716 Silver Court NE	1990[2]		3.80 Acres
Sabana Grande	Community Center	4110 Sabana Grande Blvd.	Pre-1985	Center - >5,000 sf.; Art Center portable – 1,600 sf.	
Sabana Heights Park	Neighborhood Park	999 Benjamin Drive SE	1998	0.7 Acres	
Sierra Norte II Park	Neighborhood Park	1800 Pine Rd. NE	2006	2.2 Acres	5.0 Acres
Sierra Norte Path	Trail	Between Penasco Rd. & Questa Rd.	2002[2]	3 Acres Trail	
Snead Park	Neighborhood Park	601 Snead Loop SE	1979[2]	2.7 Acres	
Sports Complex North	Sports Complex	3620 Chayote Rd. NE	2010	11 Acres	31 Acres
Star Heights Park	Neighborhood and Special Use Park, Community Center	800 Polaris Blvd. SE	1982[1]; 1989	3.7 Acres Building – 3,996 +	
Sugar Park	Neighborhood Park	500 Sugar Rd. NE	1977	2.5 Acres	2.5 Acres
Trailhead Park	Neighborhood Park	6322 Roadrunner Loop NE	1996	2.5 Acres	
Veja Baja Park	Neighborhood Park	303 Veja Baja Dr. SE	1970[1]	1.1 Acres	
Veterans Memorial Park and Water Wise Garden	Neighborhood Park	950 Pine Tree Rd. SE	1996	8.3 Acres?	
Vista Grande Park	Neighborhood Park	6901 Husky Dr. NE	2002	6 Acres	
Vista Hills Park	Neighborhood Park	411 Rockaway Blvd. NE	1988	5.5 Acres	
Vista Sandia Park	Neighborhood Park	100 Parkside Road SE	1999	5.3 Acres	
Western Winds Park	Neighborhood Park	2260 Zaragoza Rd. SE	1986	3.3 Acres	
Zia Park	Neighborhood Park	3245 Zia St. NE	2007	4.1 Acres	

9.2. SERVICE LEVELS

Service Levels

As previously stated, the City of Rio Rancho's goal is to maintain 4 acres of developed parkland and 3 acres of open space per 1,000 residents. The city also has a goal to provide residents access to a multi-purpose recreation center or senior center within 10 minutes driving time.

Table PR2 identifies existing recreation facilities, service areas and the total acreage of both public and private parks and open space. See Map PR-1 for City of Rio Rancho parks parcels and Map PR-2 for Arroyo Buffering for future open space in and along arroyos.

Table PR-3: Park Facilities Types

Park & Recreation Facilities	Acreage	Service Area	Typical Amenities
Neighborhood Park	1-10 Acres	10 Minute Walk	Grass area, play elements, shade structure, picnic tables, benches, sport courts.
Community Park	10-20 Acres	< 10 Minute Drive	Same amenities as Neighborhood parks with multiple sport courts, skate parks, parking lot, paths.
Multi-Purpose Recreation Center *Including Pool Facilities	N/A	10 Minute Drive	Multi-roomed building capable of hosting public meetings, multiple recreation activities and programming; If a pool is included, pool will be a minimum 5,000 sf. Of surface area, plus bath house.
Senior Center	N/A	10 Minute Drive	Multi-roomed building capable of providing learning, recreation, meal and other services.
Sports Complex	40 Acre Minimum	10 Minute Drive	Playing fields and courts that supports league play with associated parking, seating, and restrooms.
Special Use Park	1-20 Acres	< 20 Minute Drive	Based on targeted use
Open Space Area	20 Acres or More	< 20 Minute Drive	Significant amount of natural resources and associated buffer land

Table PR-4: Current Park & Recreation Service Levels

Publicly Owned & Operated		
	Total Acres	**Acres/1,000 Population**
City Parks, Developed Acreage	274.36	3.2
City Trails & Open Space	274.57	3.21
Rio Rancho Public Schools Joint Use Facilities	654	7.92
Public Golf Courses	0	0
Subtotal	**1296.17**	**15.70**
Privately Owned & Operated		
		Acres/1,000 Population
Private Parks/Open Space	3,875 Mariposa	
Private Golf Courses	257.86Chamisa Hills CC	3.22
Subtotal	**4132.86**	**50.04**
Total Public & Private Park Service Levels	**5429.03**	**65.74**

9.3. 2005 PARKS & RECREATION MASTER PLAN NEEDS ASSESSMENT AND RECOMMENDATIONS

In the 2005 Parks and Recreation Master Plan, the Department of Parks, Recreation and Community Services identified a number of improvements necessary to meet the goals of the master plan. The needs identified in the plan are:

Short-Term Needs:

- Acquire an additional 203 acres of developed park land to meet the goal of 7 acres per 1,000 residents (Adjusted 4 per 1,000 people for an additional 116 acres of developed park land).
- Construct 2 recreation centers to provide classrooms, gyms and other facilities for more programmed services.
- Construct an indoor aquatics facility.
- Construct additional sports fields and turf areas similar to the Rio Rancho Sports Complex for Rio Rancho based sports teams.
- Neighborhood park development in older parts of the city.
- Construct 2 multi-use community parks, including festival grounds.
- Acquire open space and develop an open space system.
- Develop more programmed services for adults and seniors.
- Develop an on-line registration system.

Long-Term Needs:

- Acquire an additional 564 acres of developed park land by 2025 to meet the goal of 7 acres per 1,000 residents (Adjusted 4 per 1000 people for an additional 322 acres of developed park land).
- Develop new community parks, recreation centers, swimming pools and sports complexes, as well as additional major open space areas to meet the needs of the 2025 population.
- Develop Special Use facilities that meet a variety of more specialized educational and recreational needs such as the Environmental Park.

Recommendations:

The 2005 Master Plan identified the need to construct 89 new facilities by 2025. Future demands include construction of the following facilities:

- 3 Sports Complexes
- 7 Community Parks
- 54 Neighborhood Parks
- 2 Special Use Facilities
- 5 Recreation Centers
- 3 Senior Services Centers
- 5 Swimming Pools
- Major Open Space Areas

The Plan indicates that the majority of these facilities will be built in the northern and western parts of the city with developers constructing approximately half of the facilities. Wherever possible the City will plan and co-locate parks with public school campuses.

The 2005 Parks and Recreation Master Plan prioritized recommendations for facility construction are:

- Indoor Aquatic Center
- Community Park & Recreation Center North
- Community Park & Festival Grounds
- Rio Rancho Sports Complex North
- Neighborhood Park Development Package
- Community Park & Recreation Center West
- Outdoor Aquatic Center North
- Central Arroyo and Western Open Spaces

The 2005 Parks and Recreation Master Plan also prioritized planning and program development recommendations as:

- Modify the Subdivision Development Ordinance
- Develop Comprehensive Design Guidelines for all Parks & Recreation Facilities
- Develop an on-line registration, reservation and feedback program.
- Develop a Local & Regional Recreational Services, Business and Marketing Plan for Rio Rancho
- Update the Trails & Bikeways Facilities Plan
- Create an Open Space Facilities Plan

9.4 2005 PARKS & RECREATION MASTER PLAN ACCOMPLISHMENTS

Great strides have been made by the Parks, Recreation and Community Services Department since the 2005 Parks & Recreation Master Plan was adopted. Below is a list of accomplishments since the adoption of the plan:

Short-Term Needs:

- Add 203 acres of new park land. 90.55 acres of new, developed park acreage associated with 15 parks has been added to the City's assets.
- Construct two community recreation centers. The City has accepted the Cabezon Recreation Center and has purchased the land and building shell for the Northern Boulevard Community Center. The City also established a joint use agreement with the school district that will allow community members to use school facilities as recreation centers.
- Construct an indoor aquatics facility. The Rio Rancho Aquatic Center was opened in 2008.
- Construct more sports fields and turf areas similar to the Rio Rancho Sports Complex. The City has begun construction of the Sports Complex North. All land for the facility has been purchased, and phase one with two little league fields and support amenities were completed in January 2010.
- Neighborhood park development in older parts of the city. The City has added playground, skate park, restroom, dog park and other improvements to older parks such as Cielo Vista, Rainbow, Star Heights, and Haynes Parks. The City has also constructed North Hills, Canyon and Big Brothers Big Sisters Parks in older neighborhoods.
- Construct two multi-use community parks, especially a festival grounds. Loma Colorado Park was designed and constructed with large, tiered multipurpose fields, parking, and space and amenities to support a stage, multiple vendors and other attributes of a "festival grounds." Cabezon Park is over 13 acres, has basic park amenities and 3 multipurpose fields.
- Acquire open space and develop an open space system. The Department is reviewing SSCAFCA's Quality of Life Master Plan which would allow arroyos and drainage facilities to function as the backbone of an open space system.
- Develop more programmed services for adults and seniors. The Adults Sports Program has been expanded to include new sports such as pickle ball, volley ball, and kick ball.
- Develop an on-line registration system. The Department's programs are available for on-line viewing by the public, however a program that would allow for complete on-line registration has been identified, but not funded.

Long-Term Needs Accomplishments:

Adding 564 acres of developed park land by 2025 to meet the goal of 7 acres per thousand residents.

The following construction priorities from the 2005 Plan are in progress or have been completed:

- 3 Sports Complexes - 1 In progress
- 7 Community Parks – 2 Completed
- 54 Neighborhood Parks – 12 completed
- 2 Special Use Facilities – 0 completed
- 5 Recreation Centers – 1 Completed
- 5 Swimming Pools – 2 Completed
- Indoor Aquatic Center - Complete
- Community Park & Festival Grounds - Complete
- Rio Rancho Sports Complex North - Phase I started
- Neighborhood Park Development Package - Ongoing

2005 Master Plan priorities for planning and program development that have been addressed are:

- Development of Comprehensive Design Guidelines for all Parks & Recreation Facilities – Completed, section II.5 of the Design Process Manual.
- Updating the Trails & Bikeways Facilities Plan – A Bicycle and Pedestrian Transportation Master Plan will be completed by December, 2010.

9.5 CURRENT NEEDS ASSESSMENT

Council District 1

City Council District 1 has a population of 9,726 and has 4 city parks with a total of 22.9 acres of parkland. Population projections for this district estimate the 2035 population to be 87,773 which will result in a need to add 328.19 acres of parkland.

Council District 2

City Council District 2 has a population of 17,294 and has 10 city parks with a total of 51.65 acres of parkland. Population projections for this district estimate the 2035 population to be 38,546 which will result in a need to add 102.53 acres of parkland.

Council District 3

City Council District 3 has a population of 11,710 and has 7 city parks with a total of 23.6 acres of parkland. Population projections for this district estimate the 2035 population to be 22,601 which will result in a need to add 66.80 acres of parkland.

Council District 4
City Council District 4 has a population of 11,832 and has 5 city parks with a total of 125.8 acres of parkland. Population projections for this district estimate the 2035 population to be 13,714 which results in a surplus of 70.94 acres of parkland in this Council District.

Council District 5
City Council District 5 has a population of 14,575 and has 9 city parks with a total of 46.98 acres of parkland. Population projections for this district estimate the 2035 population to be 16,573 which which will result in a need to add 19.32 acres of parkland.

Council District 6
City Council District 6 has a population of 17,461 and has 7 city parks with a total of 87.06 acres of parkland. Population projections for this district estimate the 2035 population to be 50,943 which results in a need to add 116.71 acres of parkland in this Council District.

9.6. FUNCTIONAL ANALYSIS

A functional analysis in parks and recreation identifies recreational needs by activity type using national standards as a guide. Therefore, the functional analysis will identify the level of service, whether existing facilities are adequate to serve the existing population and the level-of-service necessary to meet future needs for each type of park facility.

Table PR 5: Citywide Service Standard For Recreation Facilities

			2010 Current Population:	2035 Projected Population:
Amenity	Recommended Service Standard	Current Inventory	Current Surplus (+)/Deficit (-)	Projected Surplus (+)/Deficit (-)
Basketball Court	1:5,000 Residents	23	+6	-23
Baseball/Softball Field	1:5,000 Residents	9	-8	-37
Multi-purpose Field (Football/Soccer)	1:20,000 Residents	25	+10	-10
Tennis Court	1:2,000 Residents	2	-41	-113
Swimming Pool	1:20,000 Residents	3 indoor 3 outdoor	+2	-6
Volleyball Court	1:5,000 Residents	3	-14	-43
Playgrounds	1:2,500 Residents		-6	-64
Dog Park	1:50,000 Residents	5	+3	0
Picnic Tables	1:725 Residents	149	+31	-168
Horseshoe Pit	1:15,000 Residents	3	-3	-12
Bocce Court	1:30,000 Residents	1	-2	-7
Fitness/Exercise Course	1:50,000 Residents	5	+3	0
Skate Park	1:81,000 Residents	5	+4	+1
Multi-Use Court	1:10,000 Residents	0	-9	-23

9.7. 2002 Senior Services Comprehensive Plan Assessment and Recommendations

The 2002 Senior Services Comprehensive Plan identified a number of improvements necessary to meet the goals of the comprehensive plan. The needs identified in the plan are:

- Extend the life of the Meadowlark Senior Center. A minimum of $893,900 in renovations will be required through 2012.
- Land acquisition for future facilities.
- Construct 3 new senior centers between 2003 and 2023. The first and largest was estimated to cost $5.3 million.
- Three new senior adult day care centers built in conjunction with the proposed senior centers over the same 20-year period.
- Division administrative space included in overall facility costs.

9.8. 2002 Senior Services Comprehensive Plan Accomplishments

The following is a list of improvements made to the Meadowlark Senior Center since the adoption of the 2002 Senior Services Comprehensive Plan:

- Repaired cracked walls
- Clad walls in kitchen
- Installed:
- Power-assisted doors
- Drinking fountain
- TV monitors in classrooms
- Local Area Network (LAN)
- Handicapped accessible work/class stations
- New roof and skylights
- Fire suppression system in the
- kitchen range hood
- Gas line in kitchen
- Walk-in refridgerator/freezer
- Renovated restrooms
- Replaced HVAC system
- Replaced Carpet
- Replaced windows
- Stucco resurfacing
- Resurfaced library floor

9.9. Implementation

9.9.1 Discussion

The City's Strategic Plan states that "Quality of life is a cornerstone of the City of Rio Rancho." At present 80%, and 74% of citizens have rated the community respectively as an "Excellent" or "Good" place to raise children and to retire. Both of these dimensions were above the benchmark for service to the community, and the Parks and Recreation element will focus on key goals and strategies from the Strategic Plan with additional goals, policies and actions to provide quality of life facilities and maintain or exceed these ratings as the city continues to grow.

The Parks and Recreation Element will be implemented primarily through two funding sources, with the first through private development of parks and recreation facilities within master-planned communities. Through the use of dedications in development agreements with a master developer, and impact fees, the City of Rio Rancho will be able to acquire land and construct the facilities necessary for city parks. The second funding source for parks and recreation is the use of development impact fees for non master planned communities.

More than half of the City's revenues are derived from gross receipts and property taxes. Long term facilities development, improvement and maintenance will require a more diversified funding base and improved mechanisms for land acquisition. The Department supports both the Strategic and Comprehensive Plans to Develop and implement a strategy for increasing the City's gross receipts tax, updating the impact fee plan, address antiquated platting, and develop and implement a Comprehensive Plan with clear principles and policies.

9.9.2 GOALS

GOAL PR-1: Establish new and maintain existing recreation and senior centers, parks, trails and open space that foster a quality community, support a strong economy, and meet the needs of current and future residents.

GOAL PR-2: Be responsive to the recreational needs of the community.

GOAL PR-3: Develop, operate, and maintain parkland, recreation facilities and senior centers in a sustainable manner.

GOAL PR-4: Modify existing parks and recreation facilities as needed to ensure safety, accessibility, and optimum use.

GOAL: PR-5: Provide a variety of quality of life services to meet community needs, assuring that there are strong relationships with all sectors of the community and ample opportunities to foster human interaction.

9.9.3 POLICIES

POLICY PR-1: Develop pedestrian and bicycle linkages between neighborhoods and major natural areas, recreation facilities, and education, employment and retail centers.

POLICY PR-2: Establish a coordinated and connected system of open space throughout the city that preserves natural systems, protects wildlife habitat and corridors, and provides land for low impact recreation.

POLICY PR-3: Acquire land throughout the city to meet present and future parks, open space and recreation/senior center needs.

POLICY PR-4: Create or update facility plans for new, and enhance existing recreation and senior centers, parks, trails and open spaces that foster lifelong learning, recreation, interdisciplinary collaboration and a sense of community. These plans will recommend levels of service, identify and prioritize future locations, and estimate construction, renovation, operation and maintenance costs for each type of facility.

POLICY PR-5: Partner and collaborate with jurisdictions of government, schools, and other private and public entities to coordinate recreation/senior center and park planning, land acquisition, and development with other city projects and programs that implement the Comprehensive Plan.

POLICY PR-6: Develop partnerships with Rio Rancho Public Schools, public agencies, and private groups to coordinate and co-locate facilities to meet the open space and recreation needs of the city.

POLICY PR-7: Develop a culture of sustainability by designing and constructing facilities that maximize long term conservation and stewardship of the city's human, financial and natural resources.

9.9.4 ACTIONS

ACTION PR-1: Amend the city's zoning and subdivision ordinances to ensure there is adequate dedication of land to meet current and future parks and recreation needs.

ACTION PR-2: Develop, implement, and enforce comprehensive design and approval criteria for new parks, recreation facilities and senior centers to ensure quality, and that sustainable facilities are provided consistently throughout the city.

ACTION PR-3: Update the Parks and Recreation Master Plan.

ACTION PR-4: Update the Senior Services Master Plan.

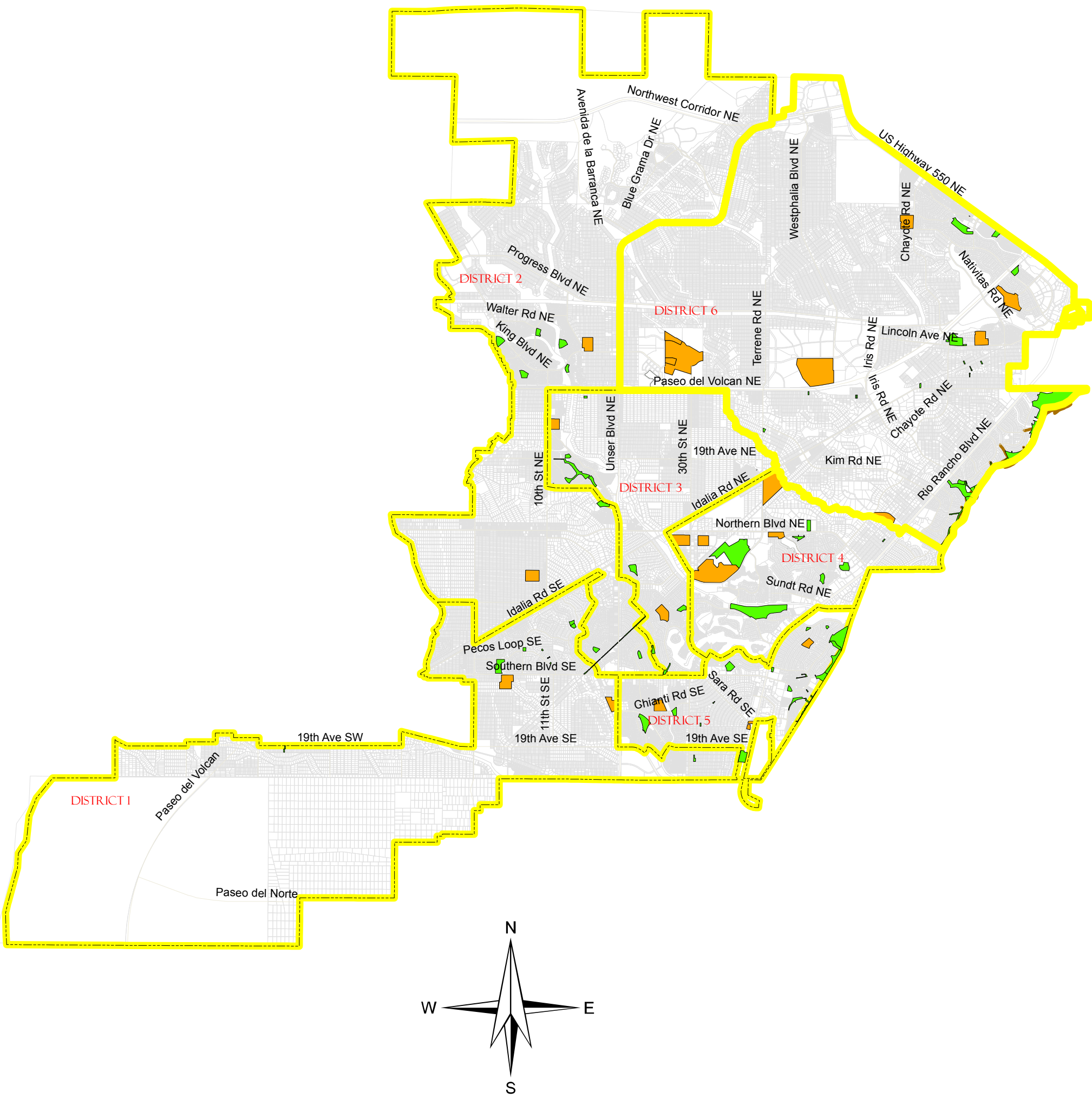
ACTION PR-5: Develop a comprehensive bicycle and pedestrian transportation master plan.

ACTION PR-6: Develop an open space master plan.

ACTION PR-7: Complete a study that demonstrates the need and benefit of creating a quality of life tax or passing a two year bond cycle that will fund planning, design and construction of new, and operation, maintenance and renovation of existing, parks, trails, open space, and recreation and senior centers.

ACTION PR-8: Implement joint-use agreements to utilize school buildings and facilities to fill the service gap for recreation programs.

ACTION PR-9: Work with other jurisdictions, public agencies, and the private sector to acquire land for parks, trails and open space to meet the short and long-term needs of the community.



MAP PR-1: CITY PARKS BY COUNCIL DISTRICT

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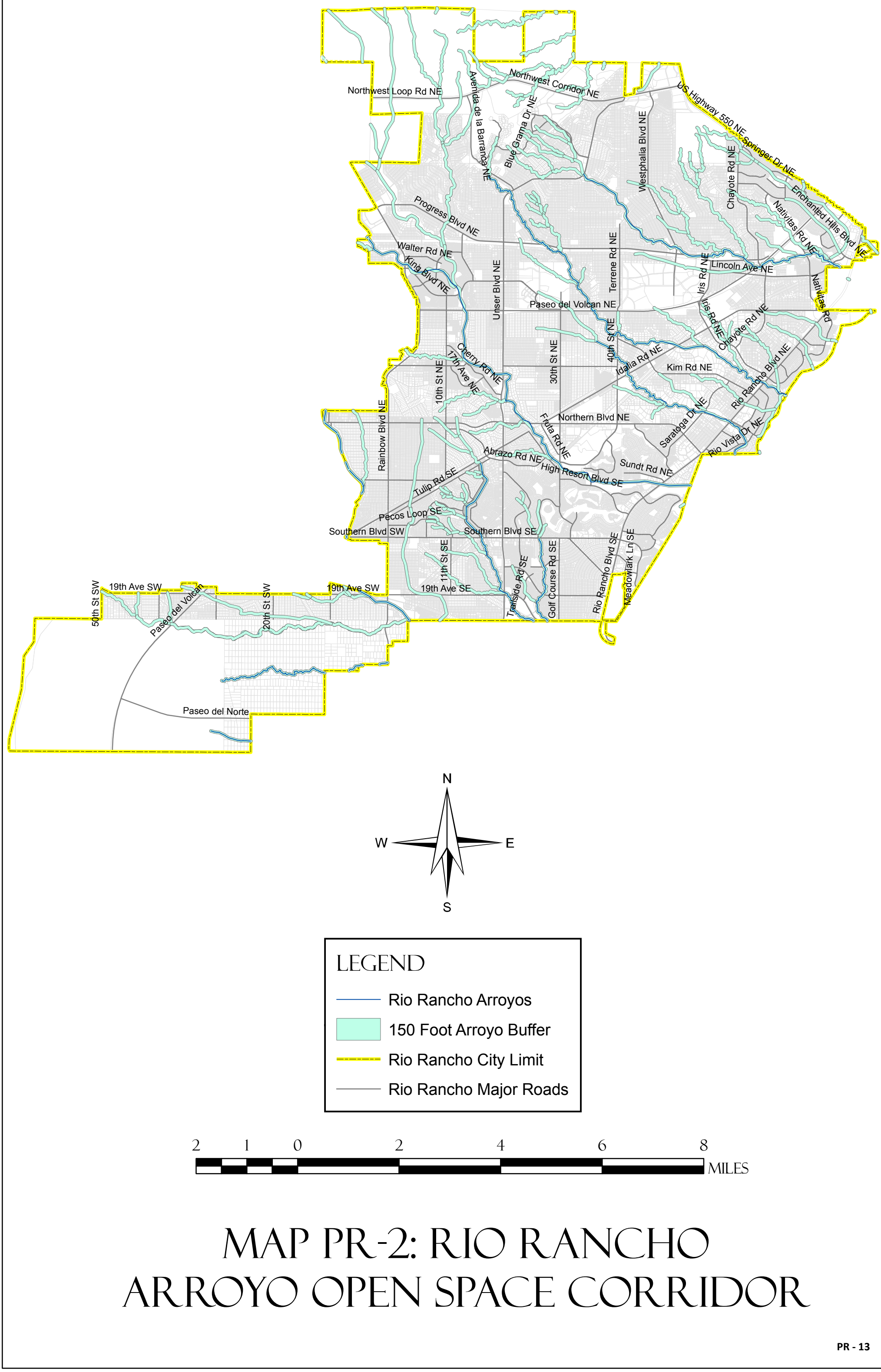

MAP PR-2: RIO RANCHO ARROYO OPEN SPACE CORRIDOR

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Urban Design Element

10. URBAN DESIGN

10.1 BACKGROUND

Urban design describes the relationship between the physical, aesthetic, and functional components of a city. Aesthetically pleasing urban design not only creates an environment that is visually pleasing, but promotes a healthy, safe and sustainable community by encouraging walkable neighborhoods and urban centers. Urban design concepts can apply equally to new development and the revitalization of mature urban areas.

Urban design is a discipline that incorporates the disciplines of urban planning, architecture, landscape architecture and civil engineering. However, it is directly affected by the social, economic, ecological, political, legal and aesthetic forces that are influential in shaping the urban environment.

A visual preference survey was conducted in 1999 for the 2020 Integrated Comprehensive Plan (ICP). Seven aspects of urban design were shown to City of Rio Rancho residents that participated in a public open house. The design aspects included:

- Textures, color, and materials
- Streetscapes
- Multi-use paths
- Walls
- Gateways
- Arroyos
- Parks and public places

Much of what came out of the 1999 visual preference survey still applies today as they are indicative of good urban design. The following list summarizes some of the key design issues of what City of Rio Rancho residents found to be important to guiding the design of future design:

- Xeriscape landscape design
- Community identification markers
- Preservation of view corridors
- Integrate public art into development

The city of Rio Rancho is able to set guidelines and standards for existing and future development through measures such as:

- Zoning and Subdivision Regulations
- The Comprehensive Plan
- Specific Area Plans
- Master-Planned Communities
- Corridor plans
- Parks Plans
- Streetscape Design

The implementation of these guidelines and policies help to enhance the quality of life through the built and natural environment. Improving the character of the community will require environmentally and aesthetically sensitive design.

10.2 EXISTING CONDITIONS

The City of Rio Rancho has a history of urban design policies that support sustainability. The 2020 ICP identified nodal development that envisions different types of dense, mixed-use, walkable community designs. The 2020 ICP policies are designed to provide residents with a wide variety of housing choices, supported by multiple modes of transportation. Moreover, the City of Rio Rancho's Strategic Plan has three strategies that identify sustainability as an a priority.

It is important to note that while the City of Rio Rancho has jurisdiction over the development proposals within its incorporated boundaries, the city does not operate in a vacuum and regional involvement and cooperation are necessary from the Mid Region Council of Governments on transportation issues, the Southern Sandoval County Arroyo Flood Control Authority on flood control issues, and the Rio Rancho Public School District on the impact of residential development on the school system.

Each agency has specific issues relating directly to existing economic and social circumstances within that agency. There is rarely one solution that can completely meet the needs of each agency, yet each agency must give and take in order for vibrant and successful development to take place.

Sustainability has become a leading influence in urban design and planning initiatives as the aforementioned Strategic Planning Goals and Strategies show. The greatest challenge to sustainable development will be overcoming the high cost and adverse effects of unfettered development manifested in loss of open spaces, natural resources, and overall quality of life.

Urban design is not simply about making sure every housing development has a park. Creating connectivity between neighborhoods and communities, how to improve movement between neighborhoods, how this movement impacts development patterns within the city and entire region is a major component of urban design. Urban design is also about resource management and providing choices and alternatives to citizens.

The analysis section identifies issues that can have a discernable impact on the quality of life for Rio Ranchos' citizens. Each presents unique challenges for the City of Rio Rancho. More importantly, each issue is firmly linked to the others, requiring multi-disciplinary solutions and coordination.

10.2.1 THE PLANNING CONTEXT

The Development Services Department prepares and implements plans to administer and recommend entitlements, and offers advice about development that will enhance the quality of life of the citizens of Rio Rancho. The department also provides technical information to the public regarding zoning and development reviews and long-range planning issues and data. Additionally, the Development Services Department makes recommendations to the City of Rio Rancho's Planning & Zoning Board and Governing Body for development applications. Therefore, it is critical for staff, the Planning & Zoning Board, and the Governing Body to work in concert when development proposals are brought to public hearing in order to ensure each development contributes positively to the overall design of Rio Rancho.

Planning & Zoning Board: The Planning & Zoning Board is a seven member board which makes recommendations to the Governing Body on the city's Comprehensive Plan, land-use applications, and other related issues, as well as makes final decisions on subdivision maps.

The Governing Body exercises legislative power by enacting ordinances, resolutions, orders and other policies necessary for the management and execution of the powers vested in the city through the City Charter.

10.2.2 SPECIFIC AREA PLANS

In response to trying to address growth within the Rio Rancho, the city has implemented Specific Area Plans (SAP) to supplement the Comprehensive Plan's Land Use Element.

10.3 NEW URBANISM

10.3.1 FOCUSED GROWTH

There is a growing concern that current development patterns, dominated by sprawl, are not in the long-term best interest of our cities. Much of the existing patterns of urban and suburban development can impair the quality of life. The symptoms of sprawl are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of open space, the need for costly improvements to roads and public services, and the loss of a sense of community. There has been greater emphasis in supporting growth on the fringe of cities rather than the redevelopment of older areas within a city which increases infrastructure costs and perpetuates blight.
Focusing growth into higher density nodal development can promote environmental stewardship by maintaining open space and reducing public infrastructure costs associated with urban sprawl. The features that distinguish focused growth in a community vary from place to place. In general, focused growth invests time, attention, and resources in restoring community and vitality to center cities and older suburbs. Focused growth concepts include creating town-centers, transit and pedestrian oriented design, and encouraging a greater mix of housing, commercial and retail uses. The Principles of focused growth center on the preservation of open space, along with many other environmental amenities.

10.3.2 TRADITIONAL NEIGHBORHOOD DEVELOPMENT (TND)

Traditional Neighborhood Development is a comprehensive planning system that includes a variety of housing types and land-uses in a defined area. The variety or mix of uses permits educational facilities, civic buildings and commercial establishments to be located within walking distance of residential areas. A TND is served by a network of paths, streets and lanes that are suitable for pedestrians as well as vehicles. TND provides residents the option of walking, biking or driving to places within their neighborhood. Present and future modes of transit are also considered during the planning stages of a TND. Public and private spaces have equal importance, thereby, creating a balanced community serving a wide

range of housing and business choices. The inclusion of civic buildings and civic space – in the form of plazas, greens, parks and squares – enhances community identity and value.

Example of TND with retail on ground floor, residential above, and public plaza.

10.3.3 SENSE-OF-PLACE

How a city looks at the design of a development and how it contributes to the overall design of a community can have a dramatic impact on whether or not people develop a sense-of-place in their community. Urban design incorporates many visual elements of a city to create a sense-of-place for its residents, and promotes attractive development designed to strengthen the physical image of the city. Creating a more unified community through design will strengthen the bond between residents and where they live and work. Forming a physically attractive, unique place will have a positive impact on visitors as well.

It is important for a community to have an identity, and form a sense-of-place for its residents. Strategically placing gateway monuments or signage at primary entry points of the city allows visitors and residents to recognize that they are entering or exiting the city. Placing a recognizable city logo in public spaces and facilities allows for identification of the city. By unifying public elements such as streetlights, landscaping, street furniture, sidewalks and signage, community identification can be achieved.

10.3.4 STREETSCAPES/ COMPLETE STREETS

A key element of urban design is roadway design. When roadways are designed to with complete street concepts, commercial developments along this type of street are attractive to a broader base of people because they are pedestrian-friendly .

A streetscape can be defined as the elements within and along the street right-of-way that define its appearance, identity, and functionality. Taken a step further, complete streets are roadways designed and operated to enable safe, attractive, and comfortable access and travel for all users. The elements of a complete street include: adjacent buildings and land-uses, street furniture, landscaping (both along the street edge and the median), trees, sidewalks, and pavement treatments, and transit and bike lanes to name a few. Community streetscapes should emphasize the idea that the whole is greater than the sum of the parts; a streetscape should flow naturally and contain elements that contribute to the overall cohesiveness of the community.

Streetscapes can improve the pedestrian experience by creating a safe environment that is both pleasant convenient. Well designed streetscapes can also increase the commercial viability of a community and provide a unified design that can carry people through and to the area. An inviting, aesthetically pleasing streetscape has the opportunity to create a walkable, pedestrian friendly community.

Complete Street w/defined crosswalks, bike lanes and broad sidewalks.

It is important to create roads and streetscapes with the pedestrian in mind, and encourage human scale design to form a walkable community. A key element to create a well rounded streetscape that promotes pedestrian activity is the creation of narrower streets, which in turn slows traffic and increases pedestrian safety, likewise broader landscape buffers and sidewalks can create the same sense of safety for pedestrians along streets with higher speed limits and traffic volumes.

Complete street w/bulbout shortens walking distance to cross street.

10.3.5 THIRD PLACES

Connected to complete streets, third places refer to social surroundings that are separate from the first place of the home and the second place workplace where other social activities take place. Third places are anchors of community life that facilitate and foster broader, more creative interaction between community members. The creation of third places is fostered by having complete streets. Ray Oldenburg (the father of the term Third Places) suggests: "*the hallmarks of a true "third place" are free or inexpensive; food and drink, while not essential, are important; highly accessible: proximate for many (walking distance); involve regulars – those who habitually congregate there; welcoming and comfortable; both new friends and old should be found there".*

Examples of third places include: farmers' markets, coffee shops, community centers, libraries, and parks, etc.

Sidewalk Café

Farmers Market

Coffee Shop Street Scene

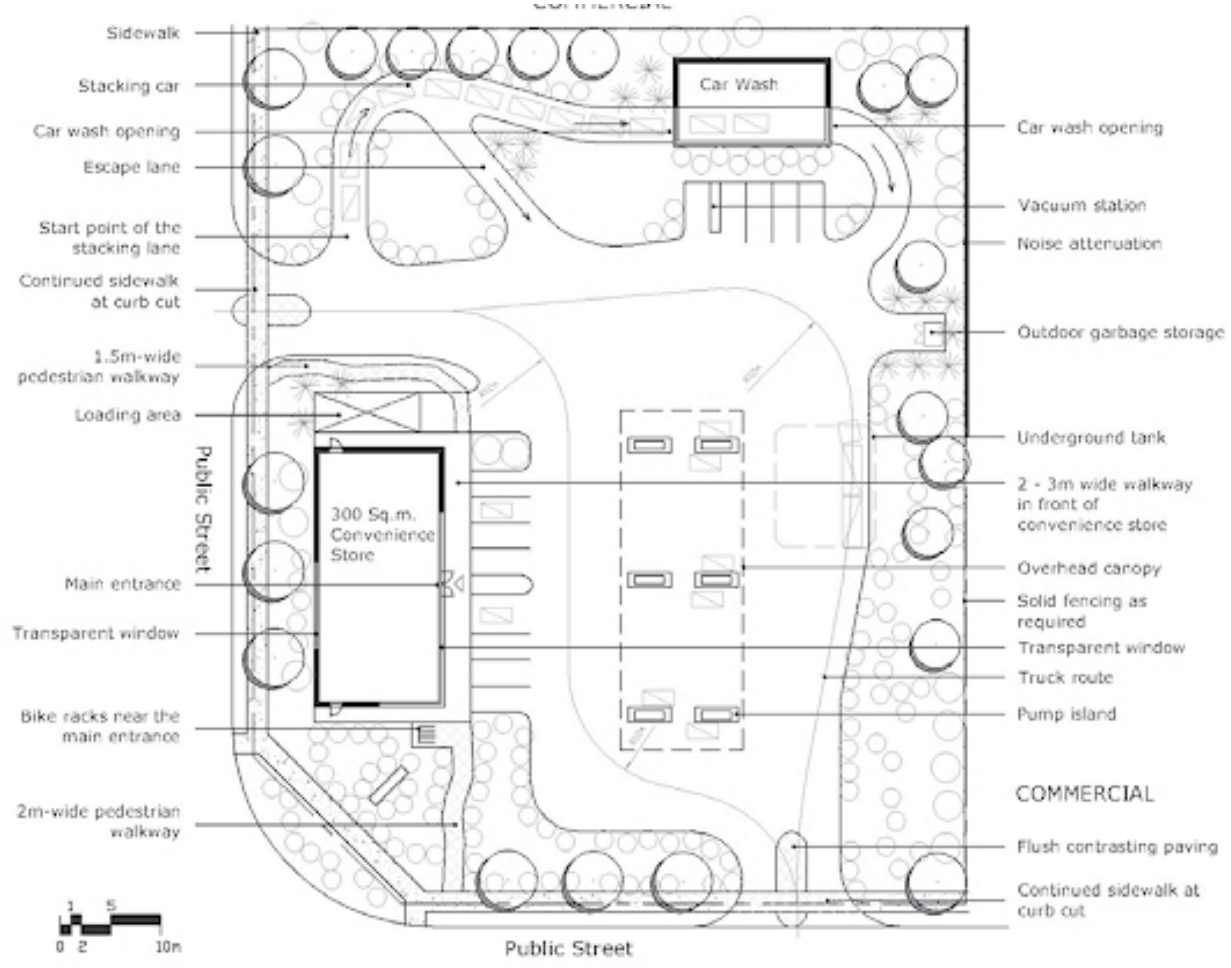
10.3.6 CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

It is also important to consider crime prevention and how the design of a development can either impede or promote crime. CPTED is a multi-disciplinary approach to deterring criminal behavior. Consistent with the widespread implementation of defensible space guidelines established in the 1970s, CPTED principles advocate proper design and effective use of the built environment to reduce crime and improve the quality of life. The three most common built environment strategies are natural surveillance, natural access control and natural territorial reinforcement.

Natural surveillance and access control strategies limit the opportunity for crime. Natural surveillance increases the threat of apprehension by taking steps to increase the perception that people can be seen. Natural surveillance occurs by designing the placement of physical features, activities and people in a manner that maximizes visibility and fosters positive social interaction among legitimate users of private and public space. Potential offenders, therefore, feel increased scrutiny and limitations to potential escape routes.

Natural access control limits the opportunity for crime by taking steps to clearly differentiate between public space and private space. By selectively placing entrances and exits, fencing, lighting and landscaping to limit access or control flow, natural access control occurs.

Natural territorial reinforcement promotes social control through increased definition of space and improved proprietary concern. An environment designed to clearly delineate private space does two things. First, it creates a sense of ownership. Owners have a vested interest and are more likely to challenge intruders or report them to the police. Second, the sense of owned space creates an environment where "strangers" or "intruders" stand out and are more easily identified. By using buildings, fences, pavement, signs, lighting and landscape to express ownership and define public, semi-public and private space, natural territorial reinforcement occurs. Additionally, these objectives can be achieved by assignment of space to designated users in previously unassigned locations.



CEPT designed gas station with convenience store.

10.3.7 LAND-USE

Land use refers to the types of activities allowed on a particular parcel of land. However, there is a significant difference between the land-use plan and zoning. While both the land-use plan and zoning relate to the use of land, a land- use plan is a general policy document that is a guide to community development. Zoning, on the other hand, is the tool (law), by which, the land-use plan is carried out. The land-use plan identifies generally where certain categories of land uses can take place, while the specific uses, such as manufacturing, commercial and, residential are all governed by a set of designations assigned to each parcel or a group of parcels known as zoning. The zoning of a parcel restricts the uses that can legally operate on a parcel. These permissible uses are found in the zoning ordinance.

Since the late 18th and early 19th centuries, major changes in agriculture, manufacturing, and transportation began to have a profound effect on land use patterns. With the advent of Euclidian Zoning (a separation of uses by zoning districts based on compatibility), land patterns became segregated. The segregation of land uses has resulted in strip commercial development because strict Euclidian Zoning does not allow for the integration of residential uses within a commercial development. Growth that supports the integration of mixed land uses becomes a critical component of achieving better places to live. By putting uses in close proximity to one another, alternatives to driving, such as walking or biking, once again become viable.

Mixed land uses also provide a more diverse and sizable population and commercial base for supporting viable public transit. Mixed uses can also enhance the vitality and perceived security of an area by increasing the number and attitude of people on the street. Moreover, it helps streets; public spaces and pedestrian-oriented retail become a place where people meet, attracting pedestrians back onto the street and helping to revitalize community life.

Commercial and public uses in close proximity to residential areas are often reflected in higher property values, and therefore, help raise local tax revenues. Businesses recognize the benefits associated with areas able to attract more people, as there is increased economic activity when there are more people in an area to shop.

Density is an important factor in the creation of strong, utilized transit routes throughout a city. Commercial, office and high-density residential uses along major corridors produces activity in an area, and allows for increased transit routes to services provided. The clustering of mixed uses along a specific route or block allows residents to access transit services, along with other public amenities provided in the community. Transit services become more cost effective with increased density, since each route is able to serve more people within a smaller area.

10.3.8 INFILL AND REDEVELOPMENT

Infill and redevelopment is an important aspect of urban design because it focuses on the development or redevelopment of land where existing infrastructure is already in place. An infill site is typically found within a downtown area. Redevelopment refers to improving already developed properties. Developing an infill site adds to the density of a community, and creates a connection between developments. The higher density, in turn, creates a more walkable community, and decreases reliance on automobiles. The redevelopment of distressed properties within a community improves the aesthetics of the area, and creates a more cohesive built environment.

Infill development should be compatible with existing development. The new building or buildings should be similar in proportion, height and setbacks to surrounding buildings, to create a visually organized development and to promote pedestrian activity. Additionally, development should be compatible with the street hierarchy. For instance, higher density development is more appropriate for arterials, whereas lower density might be more appropriate on local streets designed for a lower traffic volumes and speeds.

Infill/Redevelopment foreground scaled to fit in with older development background.

10.3.9 Parking Management

Parking management is usually and overlooked aspect of urban design. Retail developments often have expansive surface parking lots due to the significantly higher cost of parking structures. Parking management includes a variety of strategies that encourage more efficient use of existing parking facilities, improve the quality of service provided to parking facility users and improve parking facility design. Parking management can help address a wide range of transportation problems and help achieve a variety of transportation, land-use, development, economic, and environmental objectives.

Specific parking management strategies include shared parking, regulations that encourage more efficient parking facility use, priced parking, parking cash out, overflow plans, transit and rideshare improvements, and implementing Transit-Oriented Development strategies.

10.3.10 Neighborhood Street Layout/Connectivity

The design of subdivisions has been know to follow one of two patterns: street grid or a curvilinear system. The grid system evolved from the survey of communities which was divided into rectangular parcels of land. The grid system creates a pattern that has the potential for expansion. All streets are "through" streets in a grid system and more easily allow a street to become an arterial road. During the 1960s and 1970s, a new concept for development involving curvilinear streets became popular. This way of design controlled the size and use of the roadway with specific design requirements such as cul-de-sacs, hammer heads and knuckles based on traffic capacity to limit the likelihood of a road to become a collector or arterial road. Of the two types of subdivision design found in Rio Rancho, the grid approach is the dominant form, although in the master-planned communities of Cabazon, Loma Colorado, and Mariposa, the street hierarchy is prevalent.

A common denominator for subdivision design is the importance of connectivity, not only for cars but pedestrians as well. By designing neighborhoods with connected, narrower streets, land is being used much more efficiently. The newer master-planned communities are designing their developments with the idea of connectivity in mind; however, the majority of land within Rio Rancho is dominated by the old Rio Rancho Estates subdivisions where no thought was placed into street design, connectivity and urban design. Connecting open spaces to trails within a subdivision will encourage different modes of transportation such as walking or bicycling.

The city center should be a well defined central business district with linkages to suburbs and surrounding communities because it is a city's lifeblood, providing both business and residential opportunities for the entire region. Creating connectivity between the downtown and surrounding areas is essential to creating a strong urban core. The greatest challenge to creating well-defined linkages between the city center and the rest of Rio Rancho is the prematurely platted subdivisions of Rio Rancho Estates.

10.3.11 Transportation/Linkages/ Connectivity

Transportation has become an increasing problem in most cities today and Rio Rancho is no different. In response to this issue, a multi-modal approach to transportation is encouraged to alleviate congestion on the roadways. In the past, many cities have simply increased the size of a roadway to increase capacity. Transportation issues can be improved through the use of an alternative transportation method such as a shared vehicles program. The use of alternative transportation such as car sharing, mass-transit, walking and bicycle riding programs contribute to improved air quality, better traffic conditions, and shorter commute times.

10.3.12 Mass Transit

The design of mass transportation amenities such as bus stops, special lanes and park and rides, can enhance service and add to the community design. It is important to have active uses such as restaurants and shopping near mass transportation hubs and stops. These active uses, located near mass transportation, become third places that allow for waiting areas, places to do business, and a sense of safety in a well lit area. In order to increase ridership, it is important to have a reliable, efficient bus system. It is also important for a city to give bus movement priority by forming special lanes designed for buses only, and easy access bus stops to reduce delays.

10.3.13 TRANSIT ORIENTED DEVELOPMENT (TOD)

Transit Oriented Development is a fast-growing trend in creating vibrant, livable communities. Also known as Transit Oriented Design, it is the creation of compact, walkable communities centered on high-quality transportation systems. TOD contributes to the reduction of auto emissions by reducing the dependency on the single-occupant automobile trips. Additionally, many on-going issues have created the need for TOD.

Increased traffic congestion, a growing desire for a quality urban lifestyle and a desire for walkable lifestyles away from traffic have helped to bring TOD to the forefront of local development. Many communities are beginning to implement new approaches to transportation planning by blending a multi-modal approach to transportation with supportive development patterns that lead to a variety of transportation options.

Though the city of Rio Rancho's Strategic Plan calls for the city to become a sustainable community, the city does not have an established fixed-transit system, at this time, that would lead to improving the urban form through TOD.

10.3.14 OPEN SPACE

Open space is a critical component of urban design whether the open space is in the form of regional or neighborhood parks, trail development along arroyos, or golf courses open to the public. The purpose of open space was to revive a persons social spirit and remove them from the stress of everyday life as envisioned by Ebenezer Howard and others in the Garden Cities Movement at the turn of the 20th Century. It is important for every community to include areas for open space, walking paths, bike paths, and sidewalks. These amenities allow for connections between residents, and protect environmental resources.

Traditional suburban development typically divides land into a checkerboard layout of nearly identical lots with little or no area designated for open space or trail systems. This style of development can be an inefficient use of land which subtracts from the community's overall visual cohesiveness and sustainability potential. The city of Rio Rancho Parks, Recreation, & Open Space Element provides a strategy for an adequate amount of parks and recreational facilities in convenient and accessible locations to best serve the needs of the community. The element further serves to identify the adequacies and deficiencies of the present system by evaluating the spatial distribution, accessibility, location, quantity, size and facilities of the community's existing parks.

10.3.15 LOW IMPACT DEVELOPMENT (LID)

Urban design can also occur in the form of storm water management. One method of storm water management is Low Impact Development. A LID is an innovative storm water management, ecosystem-based approach with a basic principle that is modeled after nature. LID's goal is to mimic a site's predevelopment hydrology by using design techniques that permit infiltration, filter, store, evaporate, and detain runoff close to its source. Techniques are based on the premise that storm water management should not be seen as storm water disposal. LID is a versatile approach that can be applied equally well to new development, urban retrofits, and redevelopment/ revitalization projects. Low Impact Development is an environmentally sound technology and an economically sustainable approach to addressing the adverse impacts of urbanization. By managing runoff close to its source, LID can enhance the local environment, protect public health, and improve community livability.

LID below street-level water is retained on-site.

LID swale water is retained on-site.

10.3.16 ARROYOS

The vast number of arroyos or drainage channels found throughout the city is a tremendous opportunity for the development of open space and conservation of critical habitat for wildlife. The Southern Sandoval County Arroyo Flood Control District (SSCAFCA) has developed a Quality of Life Master Plan that addresses using the arroyos and adjacent lands owned by SSCAFCA as a trail and park system.

Albuquerque Arroyo Trail

10.3.17 LANDSCAPING

Creating a lush, yet water-efficient landscape can present many challenges in the high desert of the Middle Rio Grande Valley and non drought-resistant landscaping can have detrimental effects on the environment.

Water-efficient plants and trees aid in the decrease of water waste. While nearly all water used indoors can be recycled, water used outside cannot usually be recycled due to evaporation; this is known as "consumptive use." The Bureau of Reclamation, which is responsible for keeping track of Rio Grande water, deducts any returned water (return-flow credits) from New Mexico's river withdrawals. Consumptive use water, such as landscape watering, does not earn the valley any return-flow credits as the water is not returned to the system.

By decreasing the amount of water used outdoors through the use of xeriscape landscaping choices, the amount of water consumption and runoff can decrease, allowing the salvaged water to be reallocated for non-consumptive uses. Poor landscape choices in new and existing communities result in an unnecessary usage of water resources and a decreased potential for return-flow credits. Also, communities' overuse of impermeable surfaces, "hardscape," such as parking lots and sidewalks affects Rio Ranchos' water supply by contributing to run off and water waste. Hardscape surfaces seal the soil surface and do not allow fluids to pass through them. Hardscape stops water infiltration, contributes to water runoff, and hinders natural groundwater recharge.

Xeriscape can be colorful and water efficient.

Xeriscape Las Vegas Springs Preserve

10.3.18 TREE PLANTING

Trees can benefit a community in many ways. As a city grows, community, urban forests can provide for economic revitalization, resolution of development issues, and an increased quality of life. In desert regions, the urban forest canopy remains a distinctive feature of the landscape that provides residents protection from the elements and forms a living connection to earlier generations that planted and tended the trees. Trees aid by conserving energy, reducing atmospheric carbon dioxide, improving air quality, reducing storm water runoff, increasing property values, and contributing to human health.

Ethel M Desert Garden Las Vegas, NV

Xeriscape can provide a lush and dense tree canopy.

10.4. MPLEMENTATION

10.4.1 GOALS

Discussion

During the development of the City of Rio Rancho's Strategic Plan, the Governing Body identified having a community identity, providing aesthetic improvements to neighborhoods are important to the citizens of the City of Rio Rancho. The goals, policies and actions contained herein are intended to help implement the strategies in the Strategic Plan that pertain to the Urban Design Element.

GOAL UD 1: Create focused growth areas where existing public infrastructure can support higher density development.

GOAL UD 2: Create traditional neighborhood patterns that support a sense of place.

GOAL UD 3: Create street patterns with development that fosters human interaction.

GOAL UD 4: Create safe developments that discourage crime.

GOAL UD 5: Support infill and redevelopment within areas of the city that have been neglected.

GOAL UD 6: Support development that links neighborhoods and encourages the use of all modes of transportation.

GOAL UD 7: Create subdivision linkages to open space recreational facilities.

GOAL UD 8: Embrace the use of xeriscape landscaping.

10.4.2 POLICIES

POLICY UD 1: Identify specific areas within the city where growth should be focused.

POLICY UD 2: Provide development incentives for developments that create a sense of place, foster human interaction, and discourage crime.

POLICY UD 3: Provide development incentives for infill and redevelopment development projects.

POLICY UD 4: Provide development incentives for developments that utilize Low Impact Development principles.

10.4.3 ACTIONS

ACTION UD 1: Amend the impact fee ordinance to structure impact fee credits to identified focused growth and infill or redevelopment areas.

ACTION UD 2: Amend the zoning ordinance to establish higher design-oriented development standards.

ACTION UD 3: Amend the zoning ordinance to provide density bonuses and/or impact fee credits for developments that use Low Impact Development principles and/or LEED certification.

ACTION UD 4: Amend the zoning ordinance to require the use of xeriscape for all development.

ACTON UD 5: Amend the zoning ordinance to require all developments to utilize water harvesting methods for landscape areas.

10.5. DESIGN IMAGES

10.5.1 DESIGN DON'TS

Trash compactors and untreated walls shall not be visible from the right-of-way.

Landscaping with trees shall be located along both sides of a sidewalk and walls greater than eight feet in height shall be stepped with a five-foot horizontal offset with landscaping in the offset.

Subdivision entries shall manicured with signs made of permanent materials.

Weed barriers and rock mulch shall be located in areas where vegetation is absent.

Parking lots without landscaping increase surface temperatures which promotes an urban heat island.

Overgrown landscaping inhibits sidewalk use and cactus should not be located within three feet of a sidewalk.

10.5.2 Design Do's

Well landscaped medians along collector and arterial roads develop a sense of place and can provide a refuge where mid-block crossings exist.

Providing pet waste stations along sidewalks helps maintain an attractive landscape design.

Separate the sidewalk from the curb, but also landscape the space between the sidewalk and curb.

Provide subdivision entry features that create a sense of place; however, minimize the use of turf and water features.

Integrate subdivision signs into the wall design to create a sense of place.

Integrating pedestrian connections at the bulb of a cul-de-sac promotes a walkable environment.

Incorporating outside dining and public spaces adjacent to a sidewalk creates third places that foster human interaction.

Using multi-tenant signs reduces sign clutter and promotes good site design.

Incorporate different textures, vertical and horizontal planes into buildings to create visual interest.

Screen roof-mounted mechanical equipment from view with the use of parapet walls.

Incorporate pedestrian connections between commercial and residential developments to promote walkability.

Good site design incorporates identifying monuments to create a sense of place.

Complete streets have well landscaped sidewalks as well as street medians.

Screening loading areas from streets with decorative walls promotes good site design.

Provide enhanced subdivision entries to carry a complete street concept from a residential subdivision to collector and arterial roads.

Wide landscape buffers between the curb and sidewalk as well as between a subdivision wall and the sidewalk creates a more secure environment for a pedestrian.

Incorporate water collection systems into the roof design to reduce amount of water used for landscape irrigation.

Depressions and swales in a landscape design help retain water on-site and to reduce water concentration downstream.

Incorporating straw bales and wood mulch increases the water holding capacity of a landscape area and provides a water source for landscaping long after a rainfall.

Small undulations in landscape design slows surface flow rates and reduces the risk of washout of soil downstream.

Straw bales, wood mulch and undulating the land allows water to slowly enter this water collection area to protect downstream properties from increased flow rates.

Straw bales, wood mulch and water collection areas allow the property owner to use less irrigation in this landscape.

10.5.3 Transforming Streetscapes

Unser Boulevard

Current look of Unser Boulevard, south of Abrazo Road.

What Unser Boulevard could look like with landscape enhancements.

King Boulevard

Currently King Boulevard in Northern Meadows is not inviting to pedestrians with tall subdivision walls and a lack of landscaping.

With landscape enhancements like planter walls to break up the height of the subdivision wall and street plantings, King Boulevard become more pedestrian-friendly

Sara Road

Sara Road currently has an excess right-of-way that is left undeveloped.

Incorporating landscaping within medians and along the street frontage and the creation of a trail along Sara Road will create an inviting pedestrian environment.

New Mexico 528

New Mexico Highway 528 is a major corridor for the City of Rio Rancho. With the exception of a portion of New Mexico Highway 528 from Westside Boulevard to Southern Boulevard, there isn't landscape treatment in the medians and the edge of the right-of-way.

Landscaping the median and the edge of the right-of-way along New Mexico Highway 528 is important to defining this corridor to provide an image the City desires.

Walking Trail at Cabezon

The walking trail at Cabezon provides a great amenity for Rio Rancho residents; however, there is a lack of shade along the trail which discourages use of the trail in hot weather. The median of Unser Boulevard, south of Southern Boulevard is an important corridor into the City.

Landscaping placed adjacent to the walking trail at Cabezon creates shade relief during hot summer days, while landscaping the median of Unser Boulevard projects the importance of this corridor road.

Southern Boulevard

Southern Boulevard is envisioned as an entertainment district; however, this corridor road does not maintain a consistent theme necessary to establish and convey this area as an entertainment district.

By providing a consistent landscape theme within the median and along the street right-of-way will help to create a the theme of an entertainment district along Southern Boulevard between New Mexico Highway 528 and Unser Boulevard.

Broadmoor Boulevard,

Broadmoor Boulevard, south of Loma Colorado Boulevard is constrained by narrow sidewalks and minimally landscaped areas on the west side of the street.

Broadmoor Boulevard can be transformed by landscaping medians and incorporating trees and shrubs along the west side of the street to cerate a more thoughtfully designed street.

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Economic Development Element

11. Economic Development

11.1 Introduction

The City of Rio Rancho has developed an Economic Development Plan (EDP) as directed by Strategy "B" of the Development Goal (Goal 2) in the City's Strategic Plan. The EDP utilized the results of the Rio Rancho National Community Survey, Small Business Relations Group, and Aesthetic Quality of Life Task Force as inputs to the EDP along with related economic research, public input, staff review and Governing Body feedback. A major component of the Economic Development Plan is the creation of a Retail Development Plan (RDP) which identifies the steps City staff will undertake to accomplish Strategy "C" of the City's Development Goal, which requires the "Development and implementation of a strategy for increasing the City's gross receipts tax revenues to support diverse community services and facilities."

Community services that are provided with revenue derived from gross receipts taxes include, but are not limited to: parks and recreation facilities, road construction and maintenance, and fire and police services. The development of the RDP was the result of extensive research, both primary and secondary, which was derived from the City's Retail Development Summit, a Retail Leakage Study and a Retail Interest Survey. Prior to the formation of the City's Strategic Plan, the City of Rio Rancho participated in the National Community Survey (NCS). The results of the NCS were also used in the development of this RDP. The development of the City's gross receipts tax producing sector is critical to the long-term sustainability of the City. A simple review of the percentage of revenues derived from the GRT revenue underscores this fact. Rio Rancho's transition away from a bedroom community cannot be accomplished without reasonable access to goods and services for the City's residents. The importance of the success of this initiative mandates the City Manager's office be directly responsible for its implementation. The information presented in this Economic Development Element was taken from the City of Rio Rancho's Economic Development Element. The information has been modified and formatted so as to conform to the Comprehensive Plan and to provide a supplement to the Economic Development Master Plan.

11.2 Community Profile

The City of Rio Rancho was incorporated in 1981 and is located in the northwest quadrant of the Albuquerque Metropolitan Statistical Area (MSA). The City was originally planned and developed as a retirement community. As a direct result of how the City was platted and marketed thousands of one-half and one-acre, residential lots are vacant and owned by individuals worldwide.

The City is located in Sandoval County is bordered by Albuquerque to the south, Bernalillo to the northeast, Corrales to the east, the Pueblo of Santa Ana to the north and the Laguna Pueblo to the west. The northeast corner of the City touches the Rio Grande.

The City's land area exceeds 100 square miles and its estimated 2010 population exceeds 85,000 people. In 2006, Rio Rancho overtook Santa Fe as New Mexico's third largest City, a position it maintains today. The MSA' 2009 population is estimated at 857,903. According to the Bureau of Labor Statistics (BLS), Rio Rancho's February 2010 (preliminary and most recent) unemployment rate is 8.5 percent.

Rio Rancho has a modified council/manager form of government. Six City Councilors are elected by district for four-year, staggered terms. The Mayor is elected at-large, also for a four-year term. The City Manager serves as Rio Rancho's chief executive officer. The City employs 722 people and operates on general fund revenues slightly in excess of $51 million. Among the City's many strengths are a moderate four-season climate, affordable housing options, a quality public educational system, one of the state's lowest crime rates, and a cost of living index below the national average.

The City adopted its Home Rule Charter in 1992 and the Rio Rancho Public School District (RRPSD) was formed in 1994. Major annexations took place in 2002 and 2003, adding the master planned communities of Mariposa and Quail Ranch to the City's boundaries. The major redevelopment projects of Cabezon and Loma Colorado soon followed. The Cabezon and Loma Colorado projects were made possible using the City's eminent domain powers contained in New Mexico's Metropolitan Redevelopment Act (MRA).

Recent quality of life and economic additions to the community include the first building of Central New Mexico Community College's (CNM) Rio Rancho campus, the first building of the University of New Mexico's (UNM) West Campus, two major hospitals. The first of these hospitals is Presbyterian Health Services which is under construction in the southern portion of the City. The second hospital to be affiliated with the University of New Mexico Hospital is expected to start construction by July 2010. Hewlett Packard has also opened a major customer technical support service center expected to employ over 1,300 by December 2012.

Among the City's latest honors are being recognized as:

- America's Best Places to Live in
- 2005: Ranked # 83 by *Money Magazine*;
- America's Best places to Live in
- 2006: Ranked # 56 by *Money Magazine*;
- United States 83rd Best Place to Live
- and Launch a Business: March 2008 by *Fortune Small Business Magazine*;
- New Mexico's Best Place to Raise
- Kids in 2009, November of 2008, by *BusinessWeek Magazine;* and
- New Mexico's Best Place to Raise
- Kids in 2010, November of 2009, *BusinessWeek Magazine*.

11.3. POPULATION

The City has established a Census 2010 Complete Count Committee. The purpose of the committee is to increase Rio Rancho involvement in the 2010 Census by planning and conducting local initiatives and promotional activities aimed at increasing resident participation. The committee consists of seven members appointed by the Mayor and approved by the City Council. Committee members serve a term that will last until June of 2010. It is imperative that Rio Rancho has as high a participation level as possible due to funding formulas of both the Federal and New Mexico state governments.

The City estimates its current population to be in excess of 85,000 people. The only question seems to be how far in excess of this figure the City has grown. In the 2000 Census, Rio Rancho's population was 51,765, which represents, based on current estimates, a population increase of 28,235 or 55 percent. From 1990 to 2000, Rio Rancho population grew 58.43 percent from 32,674 to 51,765.

The following are selected characteristics of the City's 2009 demographic profile. A detailed Demographic Profile compiled by Nielsen Claritas, the source of the referenced characteristics, is presented in Appendix A.

- Average Age: 36.47
- Educational Attainment: 93% HS
- Graduate or Higher
- Average Household Income: $75,118

Nielsen Claritas estimates Rio Rancho's population will grow 20 percent to 96,807 by 2014 from its 2009 estimate of 80,628. The U.S. Census Bureau will release its estimate for 2009 in July 2010. The City's population density, based on 2008 data, is one of the lowest in the New Mexico at 1,088 residents per square mile of land area.

11.4. HOUSING OPTIONS

Rio Rancho is well known for its varied and affordably priced housing options. The City has both an active existing residential market as well a vibrant new construction market with homes starting in the $170,000. Moderately priced custom homes, to those surpassing $1,000,000, are also readily available. The continued availability of a full range of housing options is important to ensuring continued growth in the City's labor force.

11.4.1 EXISTING RESIDENTIAL MARKET

The Greater Albuquerque Association of Realtors (GAAR) publishes data on the MSA's residential sales. GAAR's 2009 Multiple Listing Service (MLS) Year in Review recaps the previous 12 months activity. The data is broken down for R-1 zoned (existing single-family detached) and R-2 zoned (existing condominium or townhome attached) sales. For R-1 zoned properties, the:

- Average sales price was $196,003
- Total sold and closed properties was 1,227, and
- Total dollar volume was $240,495,902.

11.4.2 NEW SINGLE-FAMILY HOUSING PERMITS

The City estimates its 2010 single–family housing permits to range between 500 and 600. Single-family housing permits issued in 2009 total 688, short 27 from 2008's total of 715. The review of the 688 permits shows total valuation at about $108 million with an average square footage of 2,344. Both 2008 and 2009 permits are down dramatically from the 2007, 2006 and 2005 totals of 1,046, 2,049 and 3,084, respectively. The City has historically relied upon nonrecurring residential construction gross receipts tax revenue and associated fees to supplement its general fund budget.

11.5. Employment Statistics

Rio Rancho's current unemployment (preliminary February 2010) rate is estimated by the BLS to be 8.5 percent. This figure is based on a labor force of 39,039, employment of 35,737, and unemployed persons of 3,302. The unemployment rate has increased a full 3.4 percent from the January 2009 rate of 5.1 percent. The City's annual average unemployment rate for 2009 was 6.9 percent while 2008 and 2007 was 4.2 and 3.5 percent, respectively. Table ED-1 shows Rio Rancho's 2009 labor force, employment, unemployment, and unemployment rate by month.

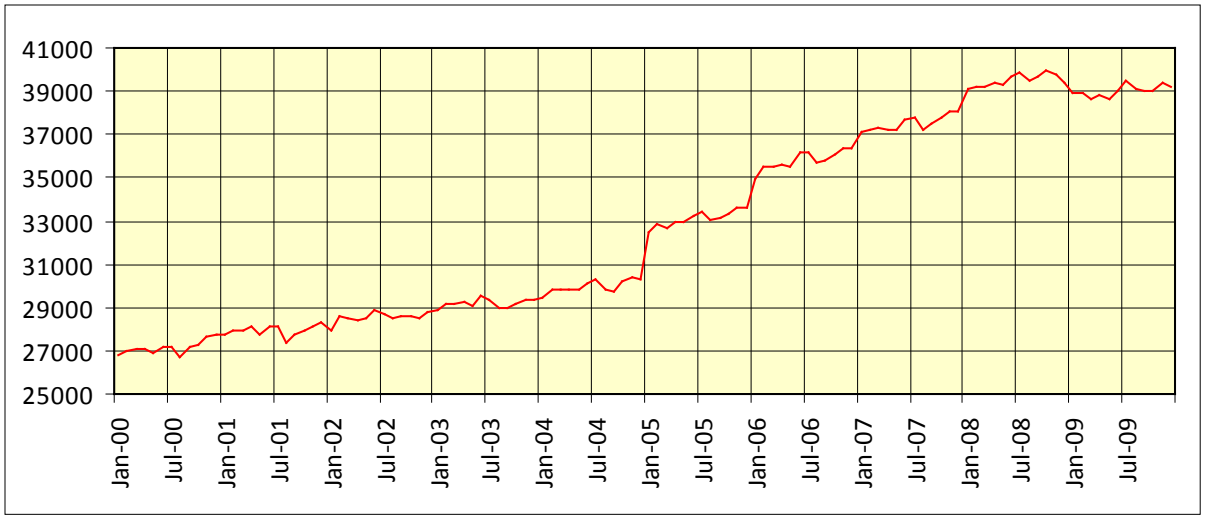
The Bureau of Labor Statistics Figures ED-1 to 4 (below) illustrate Rio Rancho's labor force, employment, unemployment, and unemployment rates from January 2000 to December 2009. The downward trend in employment and corresponding increases in unemployment and the City's unemployment rate since the current national recession is evident from these illustrations.

Table ED-1: Rio Rancho 2009 Labor Statistics

Month	Labor Force	Employment	Unemployment	Rate
January	37,401	35,506	1,895	5.1%
February	37,481	35,381	2,100	5.6%
March	37,203	35,013	2,190	5.9%
April	37,226	35,183	2,043	5.5%
May	37,211	37,974	2,237	6.0%
June	37,584	34,935	2,649	7.0%
July	37,963	34,982	2,981	7.9%
August	37,567	34,671	2,896	7.7%
September	37,527	34,714	2,813	7.5%
October	37,601	34,862	2,739	7.3%
November	37,934	35,212	2,722	7.2%
December	37,783	34,941	2,842	7.5%

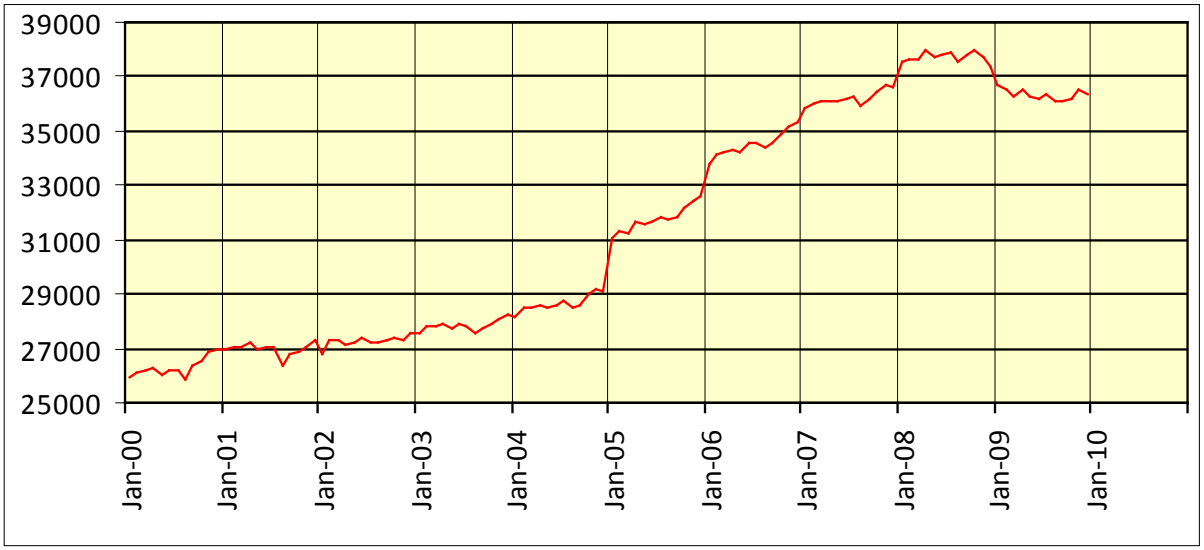
Source: U.S. Bureau of Labor Statistics

Figure ED-1: Rio Rancho Labor Force



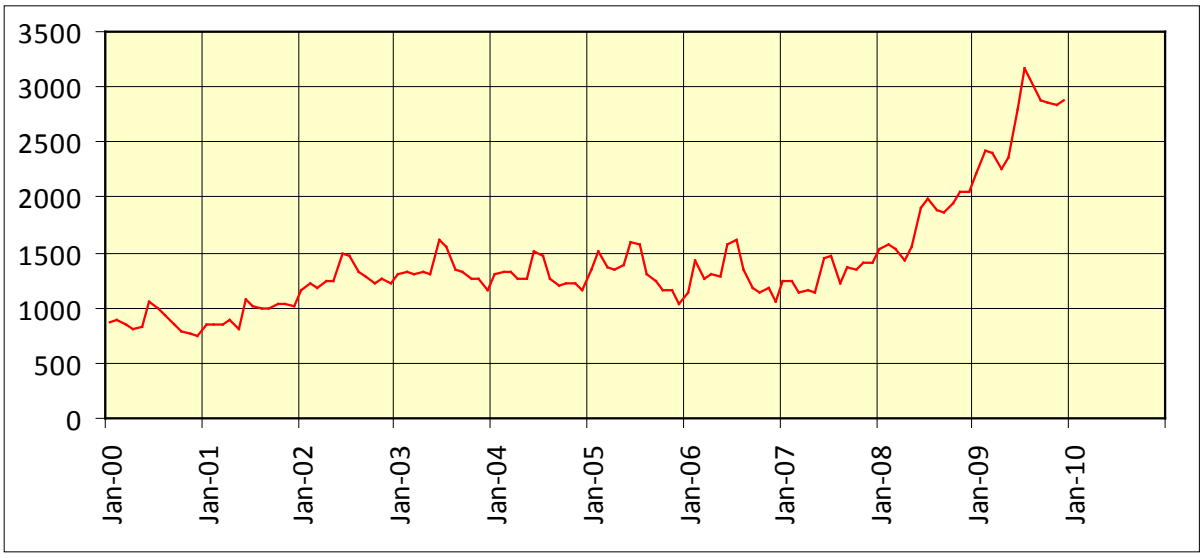
Source: Bureau of Labor Statistics

Figure ED-2: Rio Rancho Employment



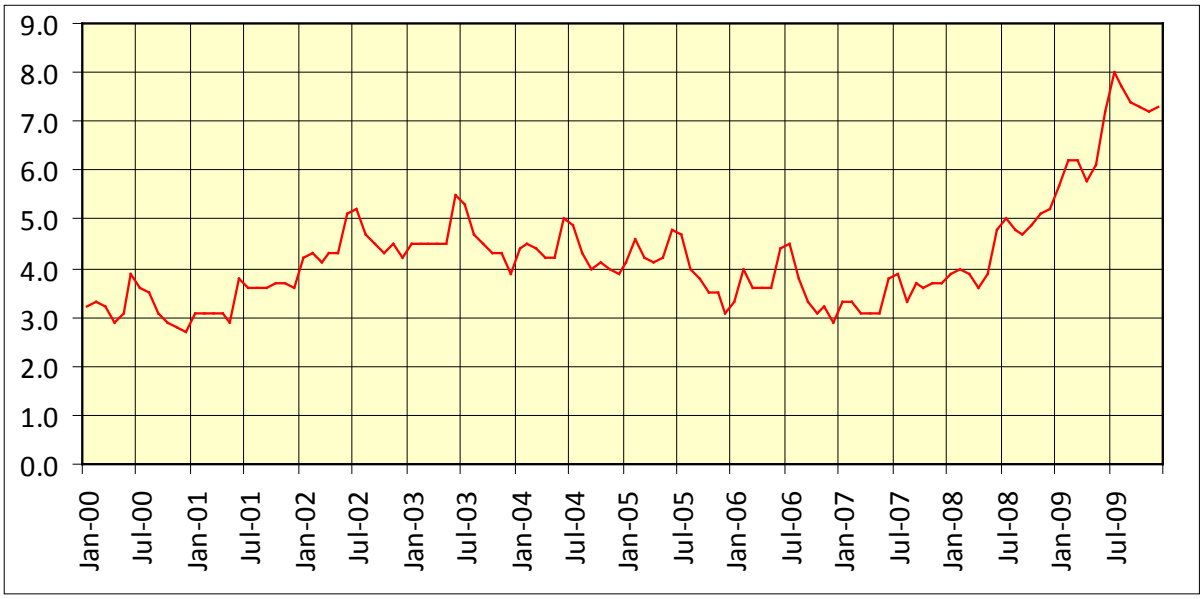
Source: Bureau of Labor Statistics

Figure ED-3: Rio Rancho Total Unemployment



Source: Bureau of Labor Statistics

Figure ED-4: Rio Rancho Unemployment Rate



Source: Bureau of Labor Statistics

11.6. BUSINESS ESTABLISHMENTS

The North American Industry Classification System (NAICS) is used to classify business establishments and report related statistical data. Table ED-2 presents the two-digit NAICS business categories. Table ED-3 identifies Rio Rancho's major employers.

According to the U.S. Census Bureau, County Business Patterns (2007 most current), Rio Rancho has 1,012 business establishments. Of this figure, 846 or 83.6%, are located in zip code 87124 (south of Northern Blvd.) and the remaining 166 or 16.40 percent, are located in zip code 87144 (north of Northern Blvd.). The overwhelming number of Rio Rancho businesses, 94.27 percent, employ less than 50 people.

Construction related establishments account for 172 or 17 percent of the City's total. Retail trade, health care and other services contain the next highest total of establishments, which combined with construction, account for about 50 percent of the City's business establishments.

- The City's 1,012 business establishments represents about 5.1% of the Albuquerque MSA's total of 19,868, while the MSA comprises about 42.39 percent of New Mexico's total of 46,869.
- The City's 1,012 business establishments represents about 2.2% of New Mexico's total of 46,869.

The Albuquerque MSA's top four categories are retail trade, professional services, construction, and health care. In comparison, New Mexico's top four business establishment categories are retail trade, construction, professional services, and health care.

Table ED-2: Two Digit NAICS Codes

Code	Description
21----	Mining
22----	Utilities
23----	Construction
31----	Manufacturing
42----	Wholesale Trade
44----	Retail Trade
48----	Transportation & Warehousing
51----	Information
52----	Finance & Insurance
53----	Real Estate & Rental & Leasing
54----	Professional, Scientific & Technical Services
55----	Management of Companies & Enterprises
56----	Administration, Support, Waste Management, Remediation
61----	Educational Services
62----	Health Care and Social Assistance
71----	Arts, Entertainment & Recreation
72----	Accommodation & Food Services
81----	Other Services (Except Public Administration)
99----	Unclassified Establishments

Source: U. S. Department of Commerce

Table ED-3: Rio Rancho Major Employers

Company	Employees	Company	Employees
Intel Corporation	3,300	Wal-Mart	475
Rio Rancho Public Schools	1,920	US Cotton Inc.	300
Intel Contractors	3,790	Intersections, Inc	220
Sprint PCS	800	Don Chalmers Ford	150
Bank of America Services	750	Lectrosonics, Inc.	147
City of Rio Rancho	722	Waste Management	137
e-Telecare Global Solutions	647	Form-Cove Manufacturing	60
BRYCON Construction	380	Insight Lighting	110
Sandoval County	444	Aeroparts	100
Victoria's Secret Direct	525	Aquatic Pools	33
JC Penney Service Center	450	Aero Mechanical Industries	71

Source: RREDC December 2008

11.7. Land Use Issues

The City of Rio Rancho's land use, planning and infrastructure deployment is impacted by a number of factors. Primary among them are the major issues of antiquated platting and scattered lot ownership. Of the City's estimated 66,670 acres of land, for example, only 20 percent or 13,205 are currently developed. Rio Rancho also has one of the lowest population densities per square mile of any major New Mexico city. The City estimates that a total of 33 parcels currently exist that contain in excess of 20 acres of land and only 56 in excess of 10 acres. There are more than 20,400 platted one-half and one-acre lots with no infrastructure and countless owners throughout the world.

The New Mexico Legislature's 2007 termination of certain municipal eminent domain rights in the MRA has severely hampered the City's ability to correct its antiquated plating and scattered ownership limitations.

The importance of correcting the City's antiquated platting and fractionalized lot ownership problems cannot be over emphasized. These two issues represent the largest threats to the City's ability to grow in a planned, strategic and sustainable manner. Accordingly, this EDP includes major policy recommendations (see Section No. 17) directed at eliminating this impediment.

Correction of these two issues will allow the City to:

- Pursue infill projects without taxing the City's ability to deliver necessary infrastructure,
- Undertake strategic mixed-use redevelopment projects to further connect the community, diversify the economy and build a sense of place,
- Balance the communities land uses amongst residential, commercial and industrial sectors thereby making the community more sustainable,
- Broaden the community's options to pursue open space, environmental and transportation projects in an open and transparent manner, and,
- Become more competitive in presenting options to companies seeking business locations within the City.

11.7.1 Light Industrial Limitations

The City is severely limited in M-1 zoned property of any significant size with transportation access and utilities, both wet and dry. This limitation has been a deterrent in the City's efforts to attract new light manufacturing firms to Rio Rancho. The removal of this impediment is essential to the City's competitive position and ability to attract economic base jobs to Rio Rancho.

11.7.2 The Hawk Site

At the present time, the Hawk Site is the largest contiguous M-1 zoned site in the City. It is located at US 550 and the Northwest Loop Road. The site consists of approximately 71 acres of land and sits adjacent to the New Mexico National Guard Station. Map ED-1 shows the Hawk Site development plan. In the short term, the Hawk Site represents the City's primary option for light manufacturing companies seeking a location for expansion, relocation or consolidation. Among its advantages are its ease of access, proximity to Interstate 25, topography and size.

In order to strategically market the property, the City, developer, and dry utility providers should meet to resolve any outstanding issues associated with the site. A site profile should be developed and presented to inquiries from businesses with corresponding location requirements. Among the site's primary challenges is access to adequate electric service.

11.8. Business Zoning Districts

The location of businesses within Rio Rancho is guided by the City's Zoning Ordinance. Chapter 154 of the Municipal Code pertains to Planning and Zoning. The type of business and intensity of the land use dictate the appropriate zoning district.
The relevant sections of the Zoning Ordinance that permit commercial and industrial activities are:

- C-1: Retail Commercial
- C-2: Wholesale and Warehousing Commercial District
- M-1: Light Industrial District
- O-1: Office
- O-2: Office
- CMU: Commercial/Mixed Use District
- CBD: Central Business District
- MU-A: Mixed use Activity Center

11.9. EXISTING FACILITIES

Grubb & Ellis' Albuquerque office researches and publishes real estate statistics for the MSA's office, retail and industrial markets. The data is published on a quarterly basis and covers both Rio Rancho and the MSA. Table No. ED-4 presents the fourth quarter 2009 Rio Rancho vacancy estimates by class of building.

As the Grubb & Ellis vacancy statistics indicate, Rio Rancho has existing space available for office, retail and industrial users. Efforts to attract users to existing facilities should be aggressively pursued. These efforts should be conducted in coordination with the real estate firms representing the respective properties. In the short term, prior to additional sites being developed, these facilities represent the best options for small to medium sized firms looking for new locations for their operations.

Table ED-4: Vacancy Rates by Class of Building

Source: Grubb & Ellis Real Estate, 4th Quarter 2009

11.10. ECONOMIC DEVELOPMENT ALLIES

The City enjoys a strong working relationship with a number of economic development allies. These allies include both for-profit and not-for-profit entities. The for-profit entities include banks, utilities, real estate brokers and development companies. A small selection of the not-for-profit allies and the services they provide are identified in Table ED-.5.

Hosting the Mayor's annual Economic Development Summit is an important aspect to growing Rio Rancho's economy. The purpose of the Summit would be to discuss issues of common interest, foster open lines of communication and strengthen relationships amongst and between Rio Rancho's for-profit and not-for-profit allies.

The City has been developing a closer working relationship with the Mid-Region Council of Governments (MRCOG) and that relationship needs to continue to grow so that the City has a Regional strategic partner. MRCOG conducts transportation planning and develops a Comprehensive Economic Development Strategy (CEDS) every five years. The CEDS is a required component of grant funding under the Economic Development Administration (EDA). Any Rio Rancho application to EDA for grant funding must show how the request relates to the then current CEDS.

Table ED-5: Economic Development Allies

Organization	Services
Accion	Small Business Financing
Enchantment Land Certified Dev. Corp.	SBA 504 Financing
Mid-Region Council of Governments	Regional Coordination
New Mexico Economic Development Department	Existing Businesses, Film
New Mexico Economic Development Partnership	Business Recruitment
New Mexico Workforce Solutions Department	Employee Training/Recruitment
New Mexico State Investment Council	Financing
Rio Rancho Economic Development Corporation	Business Recruitment/Retention
Rio Rancho Regional Chamber of Commerce	Small Business Services
Sandia Small Business Assistance Program	Technology Counseling
Small Business Administration/SCORE	Counseling/Financing
Small Business Development Center	Counseling
U.S. Department of Commerce – Intl. Trade Admin.	Export Counseling
WESST Corporation	Counseling/Financing

Source: City of Rio Rancho

11.11. Existing Business Support Programs

There are a number of Rio Rancho and State of New Mexico economic development incentives available to support the selected tactical options. These incentives include job training, tax credits, financing and infrastructure development programs. Some programs are industry specific while others are not. The following sections summarize both the local and statewide programs and their relationship to the City's selected tactics of Business Recruitment, Business Retention and Expansion, and Entrepreneurship and Small Business Development.

11.11.1 City Economic Development Initiatives

Among the business support programs offered by the City include:

- Fast-Track Permitting,
- Impact Fee Waivers: Limited to economic base projects,
- Property Tax Abatements: Through the use of Industrial Revenue Bond Financing – currently not available for retail projects, and,
- Infrastructure Support: For both retail and economic base projects through the Gross Receipts Investment Policy, Tax Increment for Development District, Local Economic Development Act, Special Assessment Districts, Public Improvement Districts, Infrastructure Development Zones and Business Improvement Districts.

11.11.2 City Program Guidelines

The use of the City's programs needs to be evaluated on a project-by-project basis. The evaluation of each formal application should include reviews, both internal and external, as may be appropriate, fiscal impact analysis and confirmation of adherence to the guidelines of each program as developed and adopted by either Ordinance or Administrative Policy.

In reviewing program applications, consideration should be given to incorporating the following conditions and terms as may be applicable:

- Property tax abatements allowable under New Mexico's laws through the use of Industrial Revenue Bonds should not include the taxes associated with the Rio Rancho Public School System.
- Performance based clawbacks should be applied to incentive agreements and the term of the clawback provision(s) should generally be consistent with the respective project's economic and fiscal impact.
- Regular reporting of employment, wages, capital investment figures should be required and agreed to by support recipients.
- Recipients of City incentives should be required to operate sustainable facilities and new buildings constructed utilizing City incentives should require the minimum of LEED certification in order to be eligible.

The City's internal review staff shall consist of the City Manager and designee(s), Director of Finance, Director of Development Services, Director of Public Works. Presentations to the Governing Body on proposed incentive support to a business or industry should include a fiscal impact analysis on the project.

Programs requiring Governing Body approval by Ordinance shall be presented for such approval at regularly scheduled meetings or special meetings as may be required. Staff review of these materials should take place no less than on an annual basis thereafter.

11.11.3 State of New Mexico Programs

Business support programs offered by the State of New Mexico include:

- Job Training Incentive Program
- Manufacturing Investment Tax Credit
- High Wage Jobs Tax Credit
- Technology Jobs Tax Credit
- Refundable Film Credit - Income Tax
- Film Vendor Deduction - Gross Receipts

The state programs are essentially entitlements, allowing a business with operations or performance meeting certain objectives or criteria, to avail themselves of the respective support program. This is in comparison to the City's support programs that require approvals of City staff, the Governing Body or both to be effective.

Taken together, the City and State programs provide the tools necessary to compete for economic development projects in today's competitive environment.

11.12. ESSENTIAL SERVICES DEPLOYMENT

In addition to the City's wet utilities (water and wastewater services), the dry utility providers are considered essential services to any community. The availability, reliability and competitive pricing of these services is critically important to the implementation of this Element. Rio Rancho's dry utility providers are:

- Electricity: Public Service Company
- of New Mexico
- Natural Gas: Gas Company of New
- Mexico
- Voice & Data: Qwest and Cable One
- Cable Television: Cable One

11.13. WORKFORCE DEVELOPMENT

Workforce development is probably one of the most talked about subjects in economic development today. This topic is no less important in Rio Rancho. The availability of a skilled workforce is one of business and industry's most important site selection criteria.

Rio Rancho residents enjoy access to one of New Mexico's top ranked public school systems and about 93% of Rio Rancho's population has earned at least a high school diploma. The new higher education campuses being built by CNM and UNM will provide a natural bridge from high school to community college to the university.

Access to New Mexico's Job Training Incentive Program will assist both existing and new Rio Rancho employers with their employee training requirements. As an example, the New Mexico Workforce Connection has recently been valuable to the Hewlett Packard project by providing staffing support.

The availability of tax credits and on the job training incentives should be regularly communicated to the City's employer's to ensure familiarization with programs in this area. Special attention should be paid to working to align the EDP and those of the service providers.

11.14. REVENUE OVERVIEW

The Revenue Overview section is the point at which the Retail Development Plan of this Economic Development Element begins. Approximately 51% of the City's $51,364,352 general fund revenue budget is derived from tax receipts from the New Mexico Gross Receipts Tax (GRT). Unfortunately, the City's GRT revenue has declined by more than $10 million since Fiscal Year 2007. The remaining sources of revenue include the property tax, franchise fees and other revenues. Figure ED-5 and Figure ED-6 present the percentage and total revenues by source and a comparison of revenue by source from fiscal year 2001 to 2010, respectively.

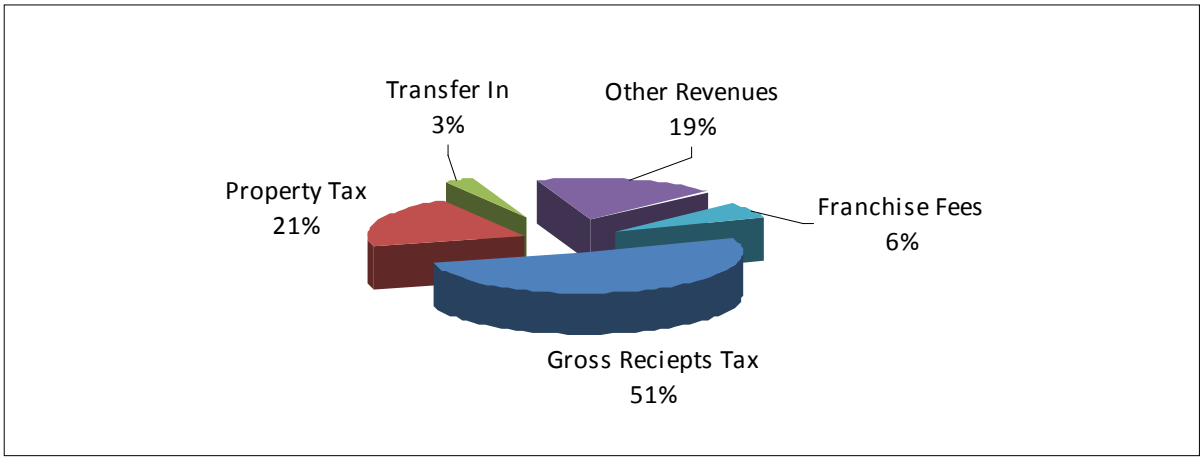
According to the U.S. Census Bureau, County Business Patterns (2007 most current), Rio Rancho has 1,012 business establishments. Of this figure, 846 or 83.6%, are located in zip code 87124 (south of Northern Blvd.) and the remaining 166 or 16.4%, are located in zip code 87144 (north of Northern Blvd.). The overwhelming number of Rio Rancho businesses, 94.27%, employ less than 50 people.

Construction related establishments account for 172 or 17 percent of the City's total. Retail trade, health care and other services contain the next highest total of establishments, which combined with construction, account for about 50 percent of the City's business establishments.

- The City's 1,012 business establishments represents about 5.09 percent of the Albuquerque MSA's total of 19,868, while the MSA comprises about 42.39 percent of New Mexico's total of 46,869.
- The City's 1,012 business establishments represents about 2.16 percent of New Mexico's total of 46,869.

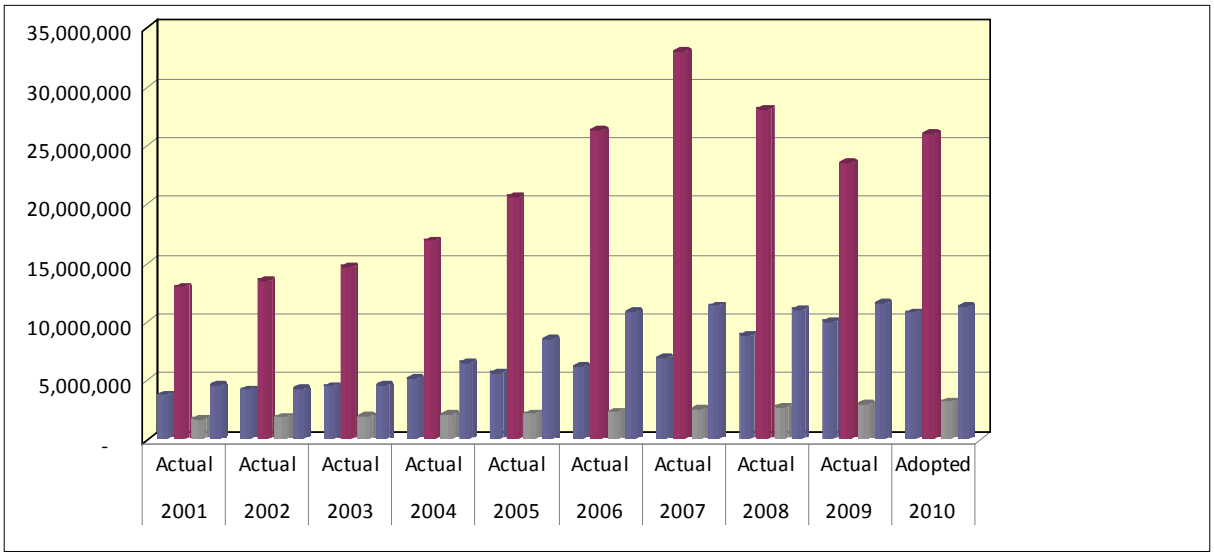
The Albuquerque MSA's top four categories are retail trade, professional services, construction, and health care. In comparison, New Mexico's top four business establishment categories are retail trade, construction, professional services, and health care.

Figure ED-5: 2010 Sources of General Fund Revenue



Source: City of Rio Rancho

Figure ED-6: Historic Revenues by Category



Source: City of Rio Rancho

11.15. GROSS RECEIPTS TAX

New Mexico's GRT is a tax on persons engaged in business that is typically passed on to customers by the business using tax rates varying by location. According to the New Mexico Taxation and Revenue Department (NMTRD), Gross Receipts means the total amount of money or other consideration received from selling property in New Mexico, leasing or licensing property employed in New Mexico, granting the right to use a franchise employed in New Mexico, performing services in New Mexico or selling research and development services performed outside New Mexico, the product of which is initially used in New Mexico.

Taxing services is one of the main differences between the tax systems of New Mexico and many other states. New Mexico is one of a few states in the nation that impose a tax on services. Given the City's reliance on GRT revenue, the development of the professional service sector of the City's economy must also become a major priority. There is an estimated 65,839 square feet of vacant office space within the City of Rio Rancho suitable for professional service firms.

11.15.1 RIO RANCHO GRT TAX RATE

As of May 2010, the Gross Receipts Tax Rate for Rio Rancho is 7.0625 percent. This rate is comprised of many components, including amounts from other jurisdictions such as the State of New Mexico, Sandoval and Bernalillo Counties, Rio Rancho Public School District, higher education and transportation districts. Of the 7.0625 percent, Rio Rancho receives about 2.6625 percent or 38 percent of the total tax. The remaining 4.4 percent is associated with other tax jurisdictions.

For each $1,000,000 in taxable gross receipts, Rio Rancho receives $26,625 in gross receipts tax revenues.

11.15.2 REPRESENTATIVE GRT RATES

Albuquerque, Rio Rancho's neighbor to the south, has a Gross Receipts Tax Rate of 6.875 percent, .19 percent lower than Rio Rancho's. The business location of the seller or lessor determines the rates of the Gross Receipts Tax. Table ED-6 shows the GRT Rate for New Mexico's ten most populous cities.

Careful analysis must be taken before increasing City controlled GRT components in amounts that would render Rio Rancho noncompetitive with Albuquerque's GRT rate.

11.15.3 COMPARING PER CAPITA GRT

Table ED-7 presents the per capita GRT revenues for New Mexico's ten largest cities. Of the 10 largest cities in New Mexico, Rio Rancho has the lowest per

capita level of GRT at $1,112. By comparison, the New Mexico average is $1,866 and Albuquerque's is $2,357. The City realizing less than the statewide average is a clear indication of Rio Rancho's retail spending leaking into other New Mexico communities.

Table ED-6: Gross Receipts Tax Rate By Municipality

City	Gross Receipts Tax Rate
Albuquerque	6.875%
Las Cruces	7.4375%
Rio Rancho	7.0625%
Santa Fe	8.0625%
Roswell	7.0%
Farmington	7.0%
Alamogordo	7.5%
Clovis	7.4375%
Hobbs	6.6875%
Carlsbad	7.3125%

Source: New Mexico Taxation and Revenue Department

Table ED-7: Per Capita Gross Receipts Tax Revenues

City	Per Capita Gross Receipts
Albuquerque	$2,567
Las Cruces	$2,797
Rio Rancho	$1,268
Santa Fe	$4,291
Roswell	$2,600
Farmington	$5,235
Alamogordo	$2,034
Clovis	$2,764
Hobbs	$3,438
Carlsbad	$2,517
New Mexico	$1,961

Source: Wells Fargo New Mexico Market Report, 4th Quarter 2009, Published April 2, 2010

11.15.4 Recurring vs. Nonrecurring GRT Revenues

The City of Rio Rancho also receives GRT revenues from construction services. These revenues are nonrecurring in nature. Nonrecurring means that contractors are subject to the tax while their projects (regardless of type) are being constructed, but once complete, the construction gross receipts tax revenue does not continue.

From calendar year 2001 to 2005, the City experienced unprecedented levels of single-family housing permit activity, increasing from 628 in 2000 to 3,085 in 2005. Unfortunately, the decline from 2006 to 2009 was equally dramatic, dropping from 2,049 in 2006 to 688 in 2009. This volatility is evident in the single-family residential permit data. Therefore, it is important for the City to increase the number of retail and professional service firms, which produce recurring revenues from the tax imposed on their operations. This will help address the City's structural budget deficit and revenue unpredictability caused the City's historic reliance on nonrecurring GRT revenues from construction related activities.

11.15.5 NAICS Codes / Retail Sector Definition

The North American Industry Classification System (NAICS) is used for classifying business establishments and report related statistical data. The NAICS was adopted in 1997 and replaced the previous Standard Industrial Classification System. Table ED-8 contains a listing of the three-digit NAICS retail codes. Retail Trade starts with Industry Code 44 and concludes with 45. It is important to note, the retail sector is further defined in the NAICS codes to the six-digit level.

Table ED-8: Three Digit NAICS Retail Codes

Industry Code	Industry Code Description
441	Motor Vehicle and Parts Dealers
442	Furniture and Home Furnishings
443	Electronic and Appliance Stores
444	Building Materials, Garden Equipment & Supplies Dealers
445	Food & Beverage Stores
446	Home & Personal Care Stores
447	Gasoline Stations
448	Clothing & Clothing Accessories Stores
451	Sporting Goods, Hobby, Book & Misc. Stores
452	General Merchandise Stores
453	Miscellaneous Store Retailers
454	Non Store Retailers

Source: U. S. Department of Commerce

11.16. EXISTING RIO RANCHO RETAIL SECTOR

According to the U.S. Department of Commerce, County Business Patterns, Rio Rancho has 116 business establishments (see Table ED-9) in the retail sectors of the NAICS. Of the 116, 85% or 99 establishments are located in the 87124 zip code, while 15% or 17 establishments are located in the 87144 zip code. The vast majority, 78% of the establishments employ 20 or fewer workers. This statistic holds true for both the 87124 and 87144 zip codes with 79% and 76%, respectively.

This fact underscores that small business development services should be an important component to the implementation section of this Element and the City's overall economic development strategy because the majority of jobs are created by small businesses. Of note, is that 57% of the establishments fall within 12 NAICS codes, illustrating the limited diversity of retail establishments in Rio Rancho. This lack of diversity is even more pronounced when the data is reviewed by zip code, with 87144 having less diversity and only 15% of the establishments in total. Gas stations are Rio Rancho's number one retail business type.

Table ED-9: 2007 Sandoval County Business Patterns Rio Rancho Business Establishments By Zip Code

Industrial Code	Industrial Code Description	87124 Establishments	87144 Establishments	Total Establishments
44---	Retail Trade	99	17	116
441110	New Car Dealers	4	4	4
441120	Used Car Dealers	2	2	2
441221	Motorcycle Dealers	2	2	2
441310	Automotive Parts & Accessories Store	5	5	5
441320	Tire Dealers	1	1	1
442110	Furniture Stores	1	2	2
442210	Floor Covering Stores	3	3	3
442291	Window Treatment Stores	1	1	1
443112	Radio, TV, & Other Electronics Store	4	5	5
444110	Home Centers	2	2	2
444120	Paint & Wallpaper Stores	1	1	1
444130	Hardware Stores	4	4	4
444190	Other Building Material Dealers	6	7	7
444220	Nursery, Garden Center, & Farm Supply Stores	2	3	3
445110	Supermarkets & Other Grocery (Except Convenience Stores)	4	5	5
445120	Convenience Stores	1	1	1
445299	All Other Specialty Food Stores	3	3	3
445310	Beer, Wine, & Liquor Stores	1	1	1
446110	Pharmacies & Drug Stores	4	4	4
446120	Cosmetics, Beauty Supplies, & Perfume Stores	3	3	3
446191	Food (Health) Supplement Stores	1	1	1
447110	Gasoline Stations w/ Convenience Stores	12	12	12
448120	Women's Clothing Stores	2	2	2
448140	Family Clothing Stores	0	1	1
448190	Other Clothing Stores	2	2	2
448210	Shoe Stores	1	1	1
448310	Jewelry Stores	1	2	2
451110	Sporting Goods Stores	1	1	1
451211	Book Stores	1	1	1
451220	Prerecorded Tape, Compact Disc, & Record Stores	2	2	2
452111	Department Stores (Except Discount Department Stores)	1	1	1
452112	Discount Department Stores	3	3	3
452990	All Other General Merchandise Stores	7	8	8
453110	Florists	1	1	1
453220	Gift, Novelty, & Souvenir Stores	0	2	2
453310	Used Merchandise Stores	1	1	1
453910	Pet & Pet Supply Stores	2	3	3
453998	All Other Miscellaneous Store Retailers (Except Tobacco Stores)	4	4	4
454111	Electronic Shopping (Internet)	1	4	4
454312	Liquefied Petroleum Gas (Bottled Gas) Dealers	0	1	1
454390	Other Direct Selling Establishments	2	4	4
Total		**99**	**17**	**116**

Source: U.S. Census Bureau

11.16.1 Existing Rio Rancho Retailers

Table ED-10 identifies a limited sample of Rio Rancho's existing retailers. The listing was developed from a brief review of the Rio Rancho Regional Chamber of Commerce's 2010 City Directory and crosschecked with the City's business license database.

11.16.2 Retail Employment / Wage Rates

Increased retail sales will create additional employment opportunities in Rio Rancho. This new retail employment, including part-time and seasonal workers, will expand the payroll and disposable income within the community. According to the New Mexico Department of Workforce Solutions, Economic Research and Analysis Bureau, a retail salesperson's entry-level wage is $7.63 per hour, while the mean wage is $11.98 per hour and an experienced worker earns $14.16 per hour. At 8.5%, Rio Rancho's current unemployment rate is the highest it has been in 20 or more years.

11.16.3 Existing Retail Developments

The Commercial Association of Realtors maintains computerized databases of available Rio Rancho buildings across the Metropolitan Statistical Area (MSA). This database was queried to identify a representative sample of existing Rio Rancho retail developments and is shown in Table ED-11. Map ED-2 shows existing retail sites within Rio Rancho.

11.16.4 Retail Real Estate Market Statistics

According to Grubb & Ellis' research department, for the fourth quarter of 2009, Rio Rancho has an estimated 1,708,006 square feet of retail space, of that amount 85,225 square feet is vacant, which represents a vacancy rate of 4.8% percent, which is 6% below the regional vacancy rate of 10.8% Table ED-12 shows the Grubb & Ellis retail space summary for calendar year 2009. In 2005, Rio Rancho had an estimated 1,215,125 square feet of occupied retail space. In 2009, that figure had increased to

Table ED-10: Existing Rio Rancho Retailers

Affordable Flooring	Harris Jewelers	Noda's Japanese Cuisine
American Tire & Service	Home Depot	Ray's Ace Hardware
Applebee's Restaurant	Hot Tamales	Ten Pins & More
Chili's	Kmart	Walgreens
Color Spot Printing Co.	Lowe's	Wal-Mart Superstore
Defined Fitness	Max Muscle	Z-Coil Footwear

Source: Rio Rancho Regional Chamber of Commerce/City of Rio Rancho

Table ED-11: Existing Rio Rancho Retail Developments

Name	Main Tenants
The Plaza at Unser	Wal-Mart
Southern Plaza	O'Riely Auto Parts
Rio Rancho Market Place	Target
Unser Crossings	Lowe's
Rio Rancho Marketplace	Albertsons
Hilltop Plaza	K-Mart
Mesa Center	Smith's
Commerce Center at Enchanted. Hills	Home Depot
Country Club Plaza	Albertsons
Enchanted Hills Plaza	Dollar Tree

Source: City of Rio Rancho

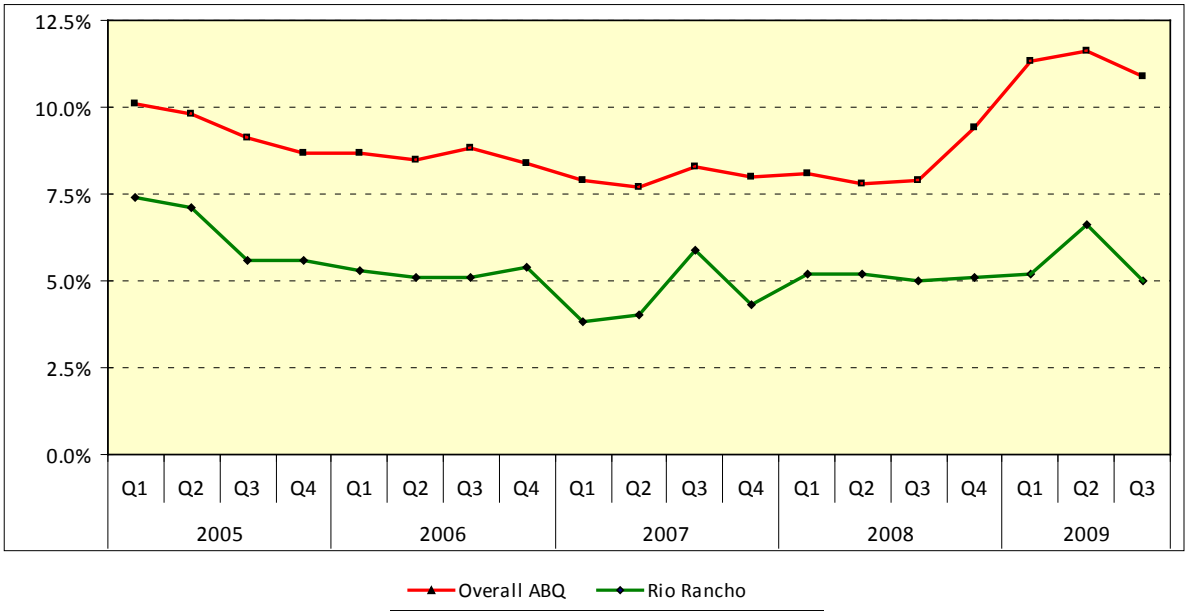
Table ED-12: 2009 Rio Rancho Retail Real Estate Statistics

Quarter	Total SF	Vacant SF	Vacancy %
1st	1,765,718	91,578	5.2
2nd	1,780,006	115,041	6.5%
3rd	1,780,006	88,853	5.0%
4th	1,780,006	85,225	4.8%

Source: Grubb & Ellis / New Mexico

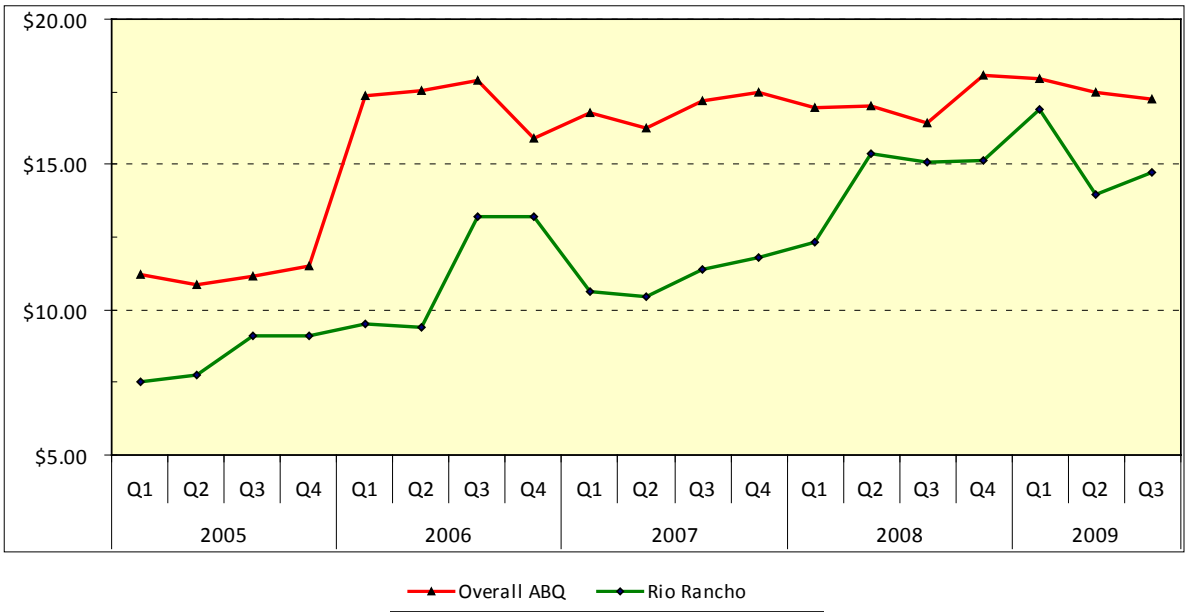
an estimated 1,691,153 square feet of occupied space, an increase of 476,028 occupied square feet. This represents approximately 119,007 square feet of absorption per year. Asking lease rates have also increased from $7.50 per square foot to $14.70 on a NNN (lessee pays taxes, maintenance and insurance) basis over the same period. Figures ED7-ED10 illustrate Rio Rancho's historic retail vacancy, asking lease rates, construction activity and absorption of space. Map ED-3 shows near to short-term retail development sites within Rio Rancho.

Figure ED-7: Historic Metro Vacancy Rates



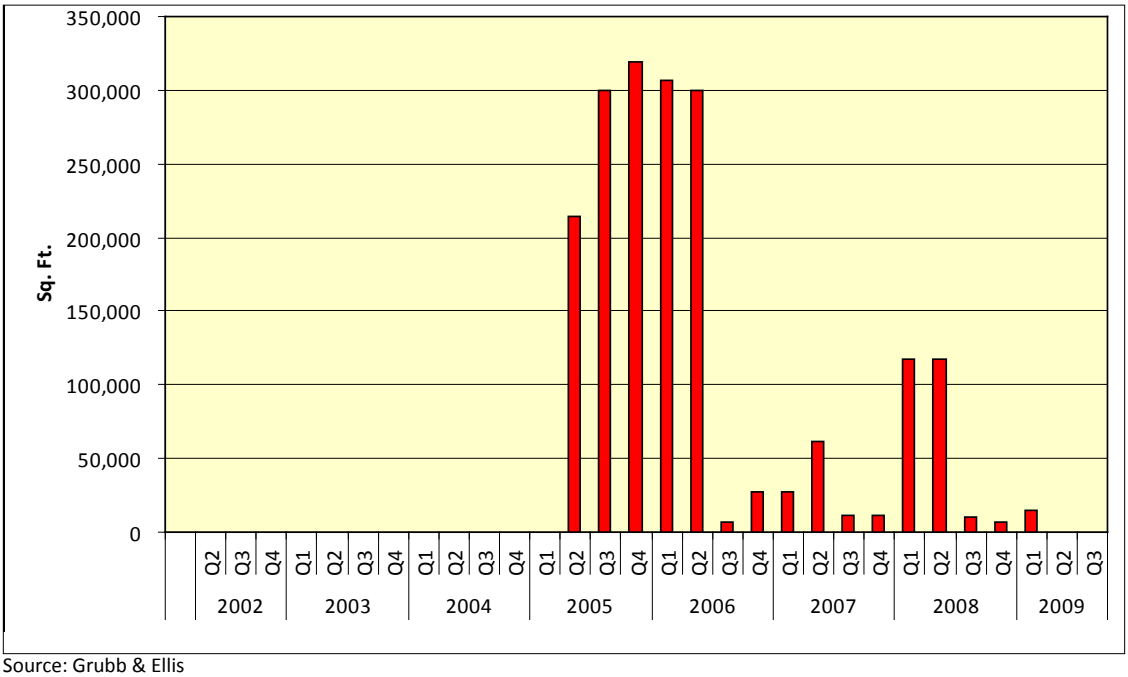
Source: Grubb & Ellis

Figure ED-8: Historic Metro Leasing Asking Rates



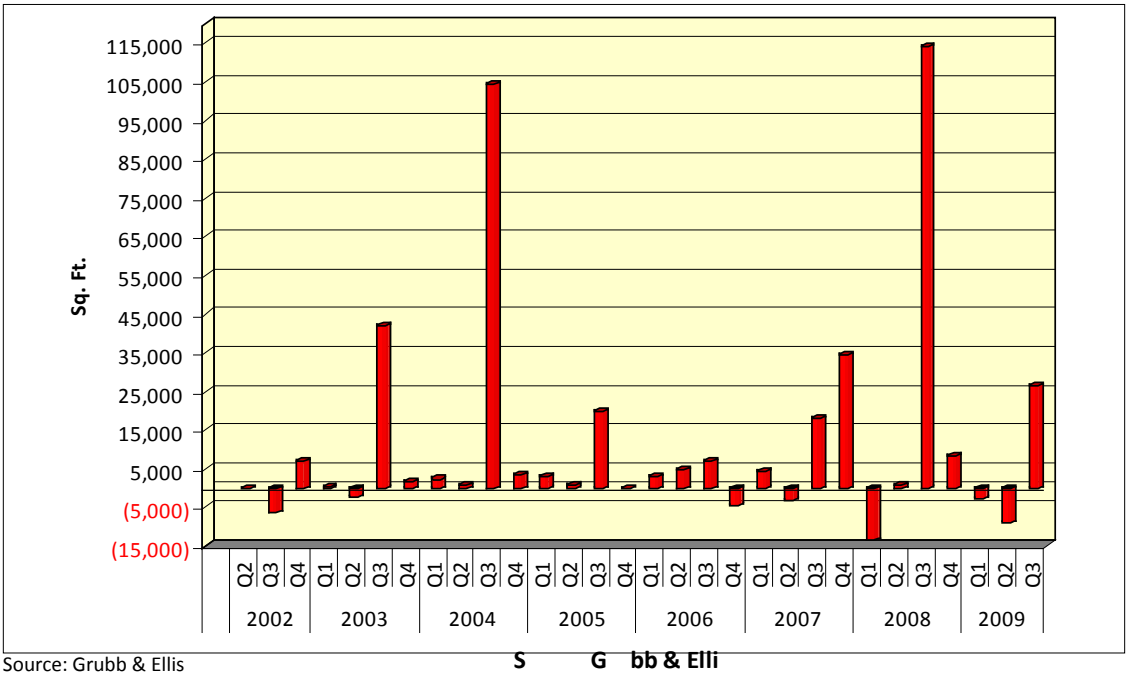
Source: Grubb & Ellis

Figure ED-9: Rio Rancho Historic Retail Development Under Construction



Source: Grubb & Ellis

Figure ED-10: Rio Rancho Historic Retail Absorption



Source: Grubb & Ellis

11.17. RETAIL / OFFICE ZONING REQUIREMENTS

Rio Rancho's Zoning Ordinance is contained in Chapter 154 of the Rio Rancho Municipal Code. The zoning districts applicable to retail sales and professional services are as follows:

Retail Commercial (C-1) - This district permits limited commercial uses, with high traffic counts, such as those pertaining to the day-to-day needs of the residential populace.

Wholesale and Warehousing Commercial District (C-2) - This district permits heavier commercial activities, but lower traffic counts.

Office Zone (O-1) - This district permits residentially scaled offices. This district is intended to act as a buffer between residential property and more intensive nonresidential uses. No noise, odor or vibration shall be emitted which would cause a negative impact on the adjacent residential district.

Office Zone (O-2) - This district permits offices. Permissive uses for the offices are listed by their industry classification code. No noise, odor or vibration shall be emitted which would cause a negative impact on the adjacent residential district.

Commercial Mixed-Use District (CMU) - This district permits limited commercial and residential uses such as those pertaining to the day-to-day needs of the residential populace.

Central Business District (CBD) – This district is intended to create a CBD to provide a mixed land use environment consisting of concentrated retail, commercial, government, recreational and entertainment, residential and office uses that are intended to serve as a destination and to service the needs of the regional trade area. The CBD is intended to be the location for the City of Rio Rancho's first downtown.

11.17.1 COMMERCIALLY-ZONED SITES

There are a number of commercial sites located throughout the City. A few sites are more likely to be developed and absorbed in the near-to short-term (next five years) than other sites. A sample of these sites is presented in Table ED-13.

11.18. RETAIL SITE SELECTION CRITERIA

The site selection criterion for the retail sector varies according to the type of goods and services sold by the business. In general, however, research suggests that market size, population characteristics, traffic counts and access, as well as strengths of the area, are considered important for the retail sector. Most successful retailers have developed proprietary models that are used to evaluate the relative strengths and weaknesses of sites under consideration.

Table ED-13: Near to Short Term Retail Sites

Location	Contacts
SWC NM 528 & Southern	Maestas & Ward
SEC Westside & Unser	Profile Properties
SWC Westside & Unser	The Skarsgard Firm
Corners at Northern & Unser	*
Corners Loma Colorado & Northern Blvd.	Cox/Maestas/Grubb & Ellis
NWC Sundt & NM 528	Westwood Realty
SWC Idalia & NM 528	*
Paseo Gateway	Amrep & Westwood Realty
SWC NM 528 & Enchanted Hills Blvd.	Sedbury & Associates
NEC PDV & US 550	Westwood Realty
Corners PDV & Unser	*
Central Business District	City of Rio Rancho

Source: City of Rio Rancho, * TBD

11.18.1 Site Location Competition

The City's main competition for retail location attraction is the Cottonwood Mall and surrounding retail developments. The Cottonwood Mall opened in 1996 and is a classified as a Super-Regional Mall. The Mall's Gross Leasable Area exceeds one million square feet and its major retailers include Dillard's, JC Penny, Macy's and Sears. Cottonwood is also home to 100 plus specialty retailers. According to ICSC,
Super-Regional Malls have trade areas that range from five to twenty-five miles.

Map ED-4 illustrates Cottonwood Mall's trade area using a five-mile radius. From this illustration it is easy to determine that the Cottonwood Mall is a major competitor to Rio Rancho retailers and a primary source of Rio Rancho's retail sales leakage.

Additionally, the new Super Wal-Mart located just east of Enchanted Hills in the Town of Bernalillo, continues to pull GRT revenues outside of the City.

11.19. Existing Retail Incentives

The City has developed two main incentives for encouraging large-scale retail development in the City of Rio Rancho. These incentives are the Gross Receipts Investment Policy (GRIP) and financing using the state statute for Tax Increment for Development Districts (TIDD). The primary benefit of both programs is the refunding of tax revenues generated by the development to repay the funds spent on the public infrastructure required to support the development.

11.19.1 Gross Receipts Investment Policy

GRIP establishes standards and procedures for financing, through the refund of gross receipts taxes, the development and construction of City infrastructure necessary to secure the location of new, large-scale retail and certain, targeted commercial businesses within the City. The City, by written agreement, may repay a developer for the cost of reasonable and necessary public infrastructure related to the development of new retail and certain targeted commercial businesses or may reimburse impact fees where the reimbursement thereof is instrumental in bringing the retail or targeted commercial business to the City. Written agreements between the City and a developer for GRIP developments shall be submitted to the Governing Body for approval.

The City currently has two active GRIP agreements. The first agreement is for the Lowe's anchored Power Center located at the Northwest corner of Northern Boulevard and Loma Colorado Boulevard. The second is for Petroglyph Plaza, a mixed-use medical office anchored project. Rio Rancho's GRIP is located in Chapter 36.75 of the City's Municipal Code.

11.19.2 Tax Increment Development District

New Mexico authorized TIDDs in 2006. Under the Tax Increment for Development Act, TIDDs are special areas created primarily to capture the additional revenue generated by economic activity within the boundaries of the special area in order to finance the construction of public infrastructure.

The City currently has approved one TIDD application. The application is for a mixed-use development called The Village at Rio Rancho, to be located at the Southeast corner of Westside Boulevard and Unser Boulevard. The Village will include retail, office, hotel, entertainment and restaurant venues.

The Tax Increment for Development District Act is in statute as 5-15 NMSA 1978 (Chapter 5, Article 15).

11.20. Retail Summit Feedback

In June 2009, the City Manager's office conducted a Retail Development Research Summit. The purpose of the Summit was to solicit constructive feedback from the retail development community in regards to actions the City could take to attract increased retail sector activity. The Summit's participants recommended the City consider the following three action steps:

- Identify the retail centers and prepare the sites for development, including zoning, infrastructure, etc.
- Get the message out on the City's potential and retail advantage.
- Look at specific incentives, prioritize infrastructure in the Capital Improvement Plan, target impact fee credits, and remove barriers to entry.

11.21. RETAIL SALES LEAKAGE STUDY

In July 2009, the City received the results of a study on the City's level of retail sales leakage. The Retail Sales Leakage Study was prepared by Ken Schaefer, Director of Brokerage Operations for Grubb & Ellis' Albuquerque office. The Study indicates that Rio Rancho suffers from substantial retail sales leakage. The report estimated that 41.6 percent of retail spending is leaking outside the City. The Study quantified the impact on the City as follows:

- Approximately $422 million being spent outside Rio Rancho.
- Approximately $203 million is estimated to be taxable for GRT purposes.
- Equating to almost $5.5 million in lost general fund revenues.

Except for pharmacy/drug stories and pet supplies, essentially all Rio Rancho retail sectors are experiencing leakage. The study further indicates that Rio Rancho has approximately 19 square feet of retail space on a per capita basis as compared to the national average of 40. This leaves a difference of 21 square feet. Multiplying the 21 square feet by the City's corresponding population of 75, 978 (fiscal year 2007 – 2008 data) suggests that at the City could support, minimally, an additional 1.4 million square feet of retail space.

In addition to the associated gross receipts tax revenue, Rio Rancho would also benefit from the property tax associated with the new commercial space.

11.22. RETAIL INTEREST SURVEY

In August 2009, City staff launched an Internet-based Retail Interest Survey (RIS). The RIS was active for thirty days and was accessible from to the City's web page. Respondents were asked a variety of questions designed to obtain feedback on numerous topics, including availability of goods, shopping preferences and support for the use of incentives. A total of 758 respondents completed the survey. The feedback included:

Level of Spending Outside Rio Rancho

Seventy-two percent of the respondents conduct 50% or more of their retail shopping outside the City's boundaries.

Primary Reason for Spending Outside Rio Rancho

Ninety-seven percent of the respondents indicted their main reasons for shopping outside the City's boundaries was the lack of availability or greater selection.

Perceived Level of Availability of Selected Retail Goods

Of the categories surveyed, only grocery stores, drug and home improvements stores, were seen as readily available.

Satisfaction Level of Santa Ana Star Center Experience

Eighty-six percent of the respondents ranked their experience at the Star Center as average to excellent.

Level of Support for the Utilization of Retail Incentives

Eighty-three percent of the respondents supported the City providing incentives to attract retailers to the City.

11.23. IMPLEMENTATION

11.23.1 DISCUSSION

Economic Development is one of the most critical issues the City of Rio Rancho faces. The creation and retention of jobs, enhancing the tax base and improving the quality of life are all aspects to the City's future economic development. The establishment of a balanced jobs/housing ratio is critical to ensuring City residents don't have to commute outside of the City for employment. In addition to having a balanced job/housing ratio, it is also important for the City to have a balanced distribution of employment types. The employment of the following tactics will be an important part of implementing this element:

- **Tactic No. 1:** Retail Development
- **Tactic No. 2**: Entrepreneurship and
- Small Business Development
- **Tactic No. 3**: Business Retention and
- Expansion
- **Tactic No. 4:** Business Recruitment

The City experiences a significant amount of retail sales leakage to the City of Albuquerque. With GRT revenues declining due to a decline in construction-related activities, the City of Rio Rancho is facing budget deficits. Therefore, a robust set of goals, policies and actions are necessary for the City's economic wellbeing.

11.23.2 GOALS

Goal EDP-1: Create Jobs.

Goal EDP-2: Retain Jobs.

Goal EDP-3: Enhance the tax base.

Goal EDP-4: Improve the quality of life.

Goal EDR-1: Expand the economic base of Rio Rancho.

Goal EDR-2: Reduce retail sales leakage to other New Mexico cities.

Goal EDR-3: Encourage large-scale manufacturing companies to relocate to Rio Rancho.

11.23.3 POLICIES

Policy EDP-1: Proactively support the economic development allies currently providing services applicable to the Entrepreneurship and Small Business Development Tactic.

Policy EDP-2: The City shall continue to recognize the Rio Rancho Economic Development Corporation (RREDC) as its lead organization for the tactical areas of economic base business recruitment and economic base business retention and expansion.

Policy EDP-3: Continue financial support, subject to availability of funds, for the RREDC's efforts in economic base business recruitment and economic base business retention.

Policy EDP-4: Continue the use of the City's business support programs and evaluate on a project-by-project basis.

Policy EDP-5: Offer support to companies located in the City and those considering expansion, relocation or consolidation to the City so they can take full advantage of the State of New Mexico's business support programs.

Policy EDP-6: Work with local utility providers to increase dry utilities throughout the City.

Policy EDP-6: Continue to support Southern Sandoval County Arroyo and Flood Control Authority (SSCAFCA) and ensure the City and SSCAFCA have a collaborative relationship to ensure both entities needs are met.

Policy EDP-6: Explore opportunities to enhance internships, mentoring programs and expand educational linkages within the community.

Policy EDP-7: Work with economic development allies and the City Manager's office, as applicable to resolve business issues as they are identified.

Policy EDP-8: Work with Sandoval County to enhance its website with land ownership data consistent with Bernalillo County's system.

Policy EDP-9: Encourage UNM to reserve 50 +/- acres of property on its campus to establish high-tech research and development business park.

Policy EDR-1: Involve all development-related departments (early in the process) in the discussion phase of attracting prospective economic development projects.

Policy EDR-2: Identify ways to streamline development reviews for prospective economic development projects.

Policy EDR-3: Prioritize the Capital Improvement Program consistent with the City's retail location priorities.

Policy EDR-4: Collaborate with the Rio Rancho Regional Chamber of Commerce (RRCC) to conduct small business information sessions on the retail interest survey and leakage study to determine if existing firms wish to expand product lines.

Policy EDR-5: Regularly attend ICSC meetings to promote sites to corporate real estate directors and facility planners.

Policy EDR-6: Consider seeking the adoption of an economic development tax to be utilized for low interest loans for rehabilitation projects.

Policy EDR-7: Research establishment of a Local Community Development Corporation to facilitate SBA 504 loans for rehabilitation.

Policy EDR-8: Evaluate the potential of changing State law to allow the use of Industrial Revenue Bonds financing for retail purposes.

Policy EDR-9: Review alternative uses for the community development block grant program.

Policy EDR-10: Periodically review the City's zoning ordinance to facilitate the location of retail and office users to Rio Rancho.

11.23.4 ACTIONS

Action EDP-1: Create a new uniform application form to streamline the application process.

Action EDP-2: Develop an intensive due diligence process be conducted as part of the formal review process.

Action EDP-3: Develop a fiscal impact model (specific to Rio Rancho) to determine attractiveness of various development opportunities should also be pursued.

Action EDP-4: Develop an Administrative Policy on how to use City Business Development Programs and ensure they have a consistent format.

Action EDP-5: Identify and zone multiple light manufacturing and commercial sites across the City.

Action EDP-6: Prioritize the light manufacturing and commercial sites for capital (infrastructure) budget allocation, timing and impact fee credit eligibility.

Action EDP-7: Update critical City plans and ordinances relating to land use to balance the community and stimulate private sector investment.

Action EDP-8: Evaluate and upgrade City processes such as the business permitting process to enhance the delivery of services and staff efficiency.

Action EDP-9: Establish a transparent and predictable method for setting plan review, building permit, and impact fee levels attempting to stay competitive with competing cities.

Action EDP-10: Research certified sites and building programs and implement best practices approach to fast-tracking projects when required.

Action EDP-11: Update the City's technological sophistication across all departments looking to deploy best practices where applicable, including financial modeling and analysis.

Action EDP-12: Evaluate ways for the City to increase resident access to the arts, culture and quality of life enhancements.

Action EDP-13: Actively work with the MRCOG to enhance Rio Rancho access to public transportation and improvements to the Metropolitan Transportation Plan.

Action EDP-14: Undertake design charrettes to plan dramatic entrances to the northeast, northwest, and southwest entrances to the City.

Action EDP-15: Review and strengthen, if applicable, the City's code enforcement policies to ensure and maintain a clean, attractive City.

Action EDP-16: Authorize City staff to aggressively pursue efforts to eliminate the City's antiquated platting and scattered land ownership problems.

Action EDP-17: Establish Rio Rancho as a business friendly City by removing barriers to entry, providing a fair, predictable and equitable fee structure.

Action EDP-18: Evaluate the merits of establishing an economic development gross receipts tax for among other things, the selective acquisition of land for targeted projects.

Action EDP-19: Pursue the immediate objective of earning the All American City Designation by 2015.

Action EDP-20: Establish a City funding commitment to allow predictability and adequacy of funding to support the EDP.

Action EDP-21: Establish an executive line of communication and pursuit of mutually beneficial objectives with public utility providers through quarterly meetings held between the City and the utility providers.

Action EDP-22: Fill the Leakage Gaps.

Action EDP-23: Select Big Box Retailers to Pursue.

Action EDP-24: Establish Redevelopment Support Program.

Action EDP-25: Pursue Multiplex Theatre Initiative.

Action EDP-26: Continue Central Business District Development Program.

Action EDP-27: Deploy Integrated Marketing Campaign to Support Action Plans.

Action EDP-28: Identify Long-Term Major Tourist Destination Projects to Pursue.

Action EDP-29: Establish NM 528 / Pat D'Arco Highway Development Task Force, and Make Retail Development a City-Wide Priority.

Action EDP-30: Assign key executive staff to committees, as applicable.

Action EDP-31: Enhance its local procurement outreach efforts and revise Ordinances related to doing business with the City.

Action EDP-32: Publish clear and concise brochure on the City's business licensing and registration process.

Action EDP-33: Establish small business portal to consolidate services and programs available to small business community.

Action EDP-34: Conduct Small Business Town Hall to solicit feedback on issues, opportunities and programmatic needs.

Action EDP-35: Conduct an annual business survey to the City's largest 100 employers using Synchronist to collect and report data.

Action EDP-36: Present a formal written report summarizing the business retention and expansion efforts findings and actions to the Governing Body during the fourth regularly scheduled report of each year.

Action EDP-37: Assign key executive staff to RREDC committees, as applicable.

Action EDP-38: Respond to business concerns by providing assistance, as applicable.

Action EDP-39: Conduct an annual Business Climate Survey to identify and explore ways to address concerns and implement recommendations.

Action EDP-40: Form strategic alliances with Sandia and Los Alamos National Laboratories to assist Rio Rancho businesses.

Action EDP-41: Coordinate Rio Rancho's economic development legislative initiatives with local, regional and statewide allies.

Action EDP-42: Establish a targeted, proactive, economic base business recruitment initiative.

Action EDP-43: Establish an outreach program utilizing an integrated marketing mix to enhance probability of success.

Action EDP-44: Offer on a free and confidential basis the services and information necessary to support the recruitment efforts.

Action EDP-45: Coordinate and regularly communicate the results of targeted recruitment efforts with the City Manager's office.

Action EDP-46: Provide detailed quarterly reports on success of programmatic efforts funded by City revenues.

Action EDP-47: Spearhead a region-wide fundraising program to accumulate resources to undertake a Rio Rancho targeted business/industry study.

Action EDP-48: Initiate negotiations with the State Land office to move the Loma Barbon project forward.

Action EDP-49: Initiate dialogue amongst regional City personnel with the objective of formulating a regional marketing program solely responsible for the equitable promotion of the MSA.

Action EDP-50: Benchmark City fees to compare and contrast with regional competitors.

Action EDP-51: Form a leadership task force to support CNM and UNM funding requests for continuing campus development.

Action EDP-52: Annually review the zoning ordinance to determine if modifications need to be made to ensure the zoning ordinance does not impede economic development.

Action EDR-1: Modify the existing Impact Fee Policy to require the identification and prioritization of impact fee creditable locations consistent with established retail location priorities.

Action EDR-2: Zone strategically located property to commercial to enhance Rio Rancho GRT revenues.

Action EDR-3: When financially feasible, create new position of Commercial Ombudsman.

Action EDR-4: Provide development incentives for large-scale development at the following retail priority locations: The Intersection of Northern Boulevard & Unser Boulevard; the Southwest Corner of NM 528/Pat D'Arco Highway and Idalia Road; the Central Business District/Campus Center/Paseo Gateway; the intersection of Paseo Del Volcan and US 550; the intersection of Unser Boulevard and Paseo Del Volcan.

Action EDR-5: Identify top five national firms in each category, including resident preferences, and initiate direct dialogue on opportunities in Rio Rancho for their operations.

Action EDR-6: Inventory commercial infill opportunities and proactively pursue retailers with matching location criteria.

Action EDR-7: Select Big Box Retailers to Pursue Catalog locations capable of supporting large footprint retailers (in excess of 100,000 square feet).

Action EDR-8: Identify retailer criteria and match site location requirements to available site characteristics.

Action EDR-9: Cooperate with retail brokers and developers on marketing locations to companies.

Action EDR-10: Establish a Redevelopment Support Program; targeting the following areas: Southern Boulevard, from NM 528/ Pat D'Arco Highway to Unser Boulevard and the east side of NM 528/Pat D'Arco Highway, from Southern Boulevard south to Sara Road.

Action EDR-11: Pursue action steps necessary to remove the primary barriers to entry of antiquated platting and scattered ownership.

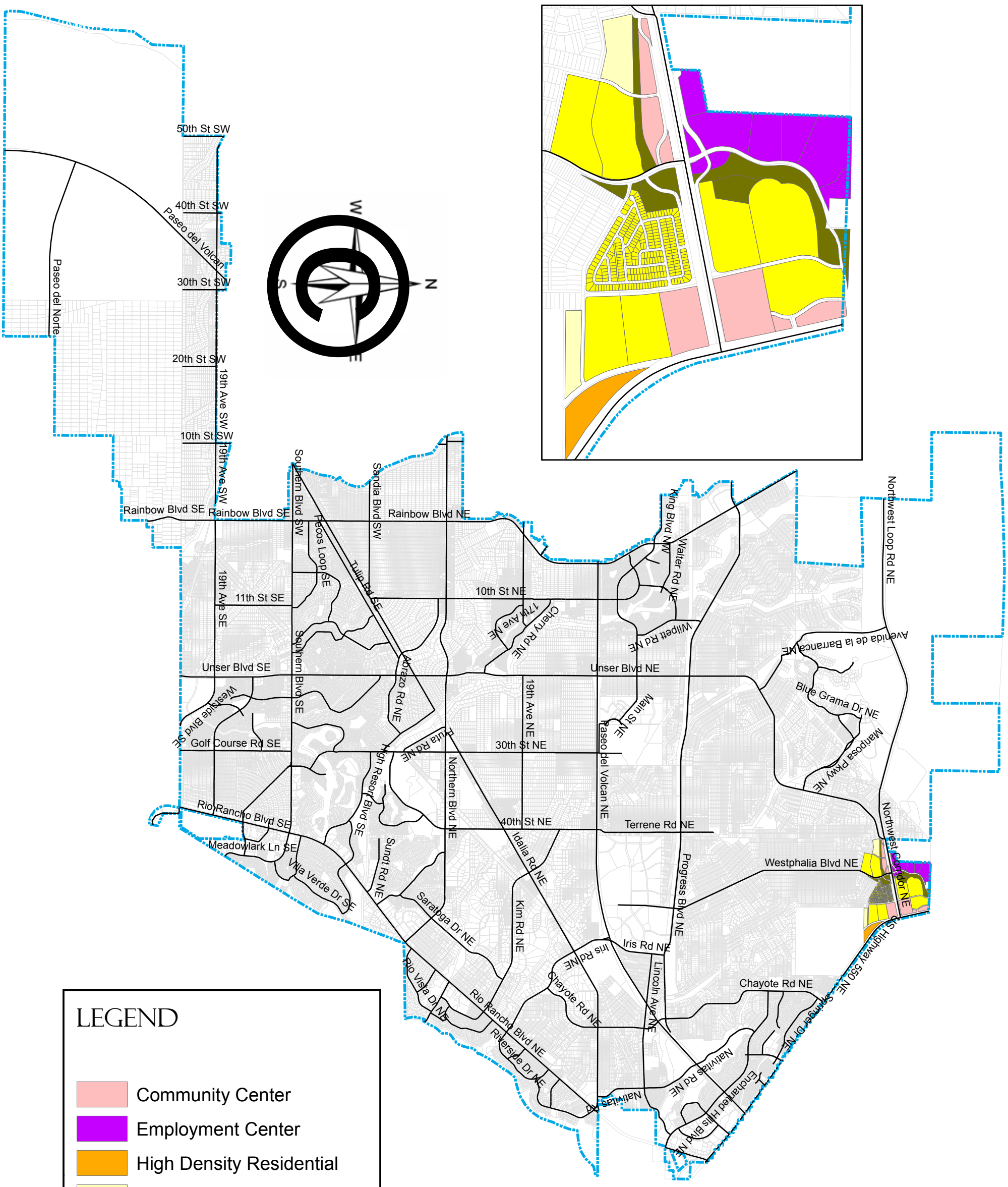
Action EDR-12: Provide attractive development incentives within the Central Business District.

Action EDR-13: Review the CBD Zoning Ordinance to ensure there are no impediments to development.

Action EDR-14: Provide development incentives to attract a major conference hotel to the CBD.

Action EDR-15: Provide development incentives to attract a destination hotel with a championship golf course.

Action EDR-16: Require Department Directors to review their areas of responsibility to identify functions related to retail development and evaluate potential improvements.



MAP E-1: HAWK SITE DEVELOPMENT PLAN LAND USE CATEGORIES

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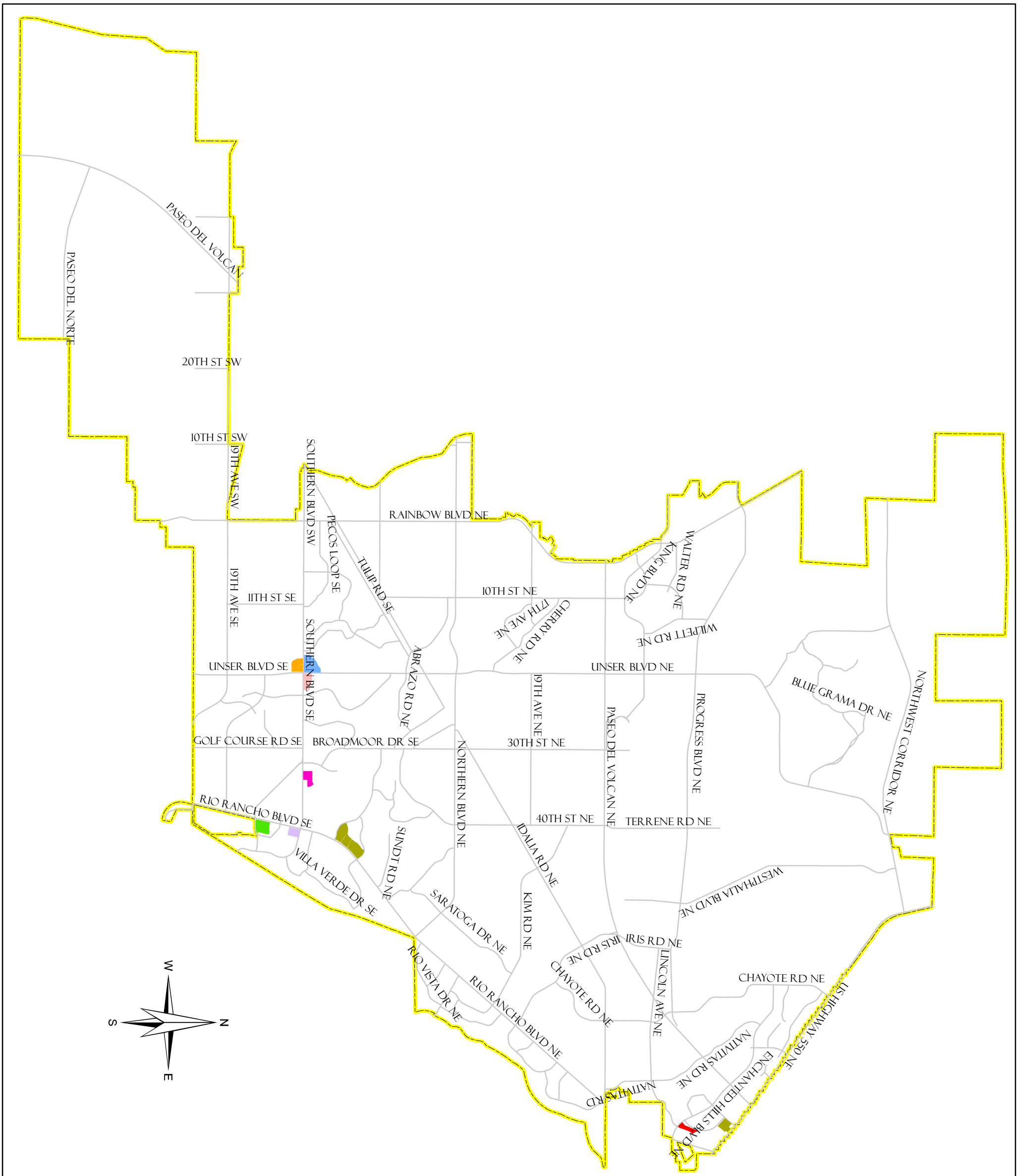

LEGEND

- SWC Southern & Unser
- The Plaza @ Unser
- Southern Plaza
- Country Club Plaza
- Hilltop Plaza
- Mesa Center
- Rio Rancho Market Place
- Commerce Center @ Enchanted Hills
- Enchanted Hills Plaza
- Rio Rancho Major Roads
- Rio Rancho City Limit

1 0.5 0 1 2 3 4 Miles

MAP E-2: EXISTING RETAIL SITES

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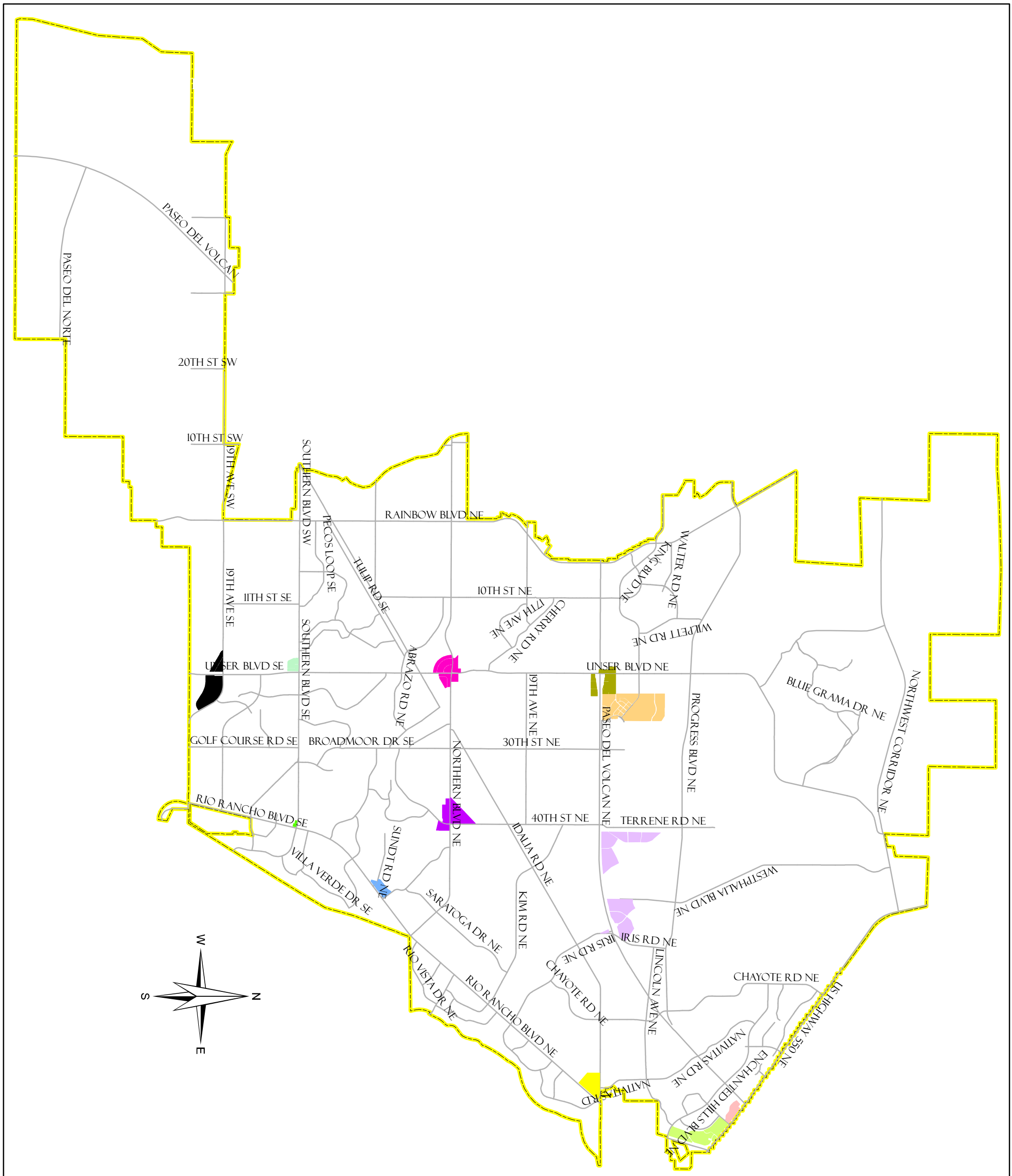

LEGEND

- PDV & Unser
- CBD
- Northern & Loma Colorado
- Northern & Unser
- SWC Southern & Unser
- Unser & Westside
- Southern & NM 528
- Sundt & NM 528
- SWC Idalia & NM 528
- SEC US 550 & PDV
- SWC US 550 & NM 528
- Paseo Gateway
- Rio Rancho Major Roads
- Rio Rancho City Limit

1 0.5 0 1 2 3 4 Miles

MAP E-3: NEAR TO SHORT-TERM RETAIL SITES

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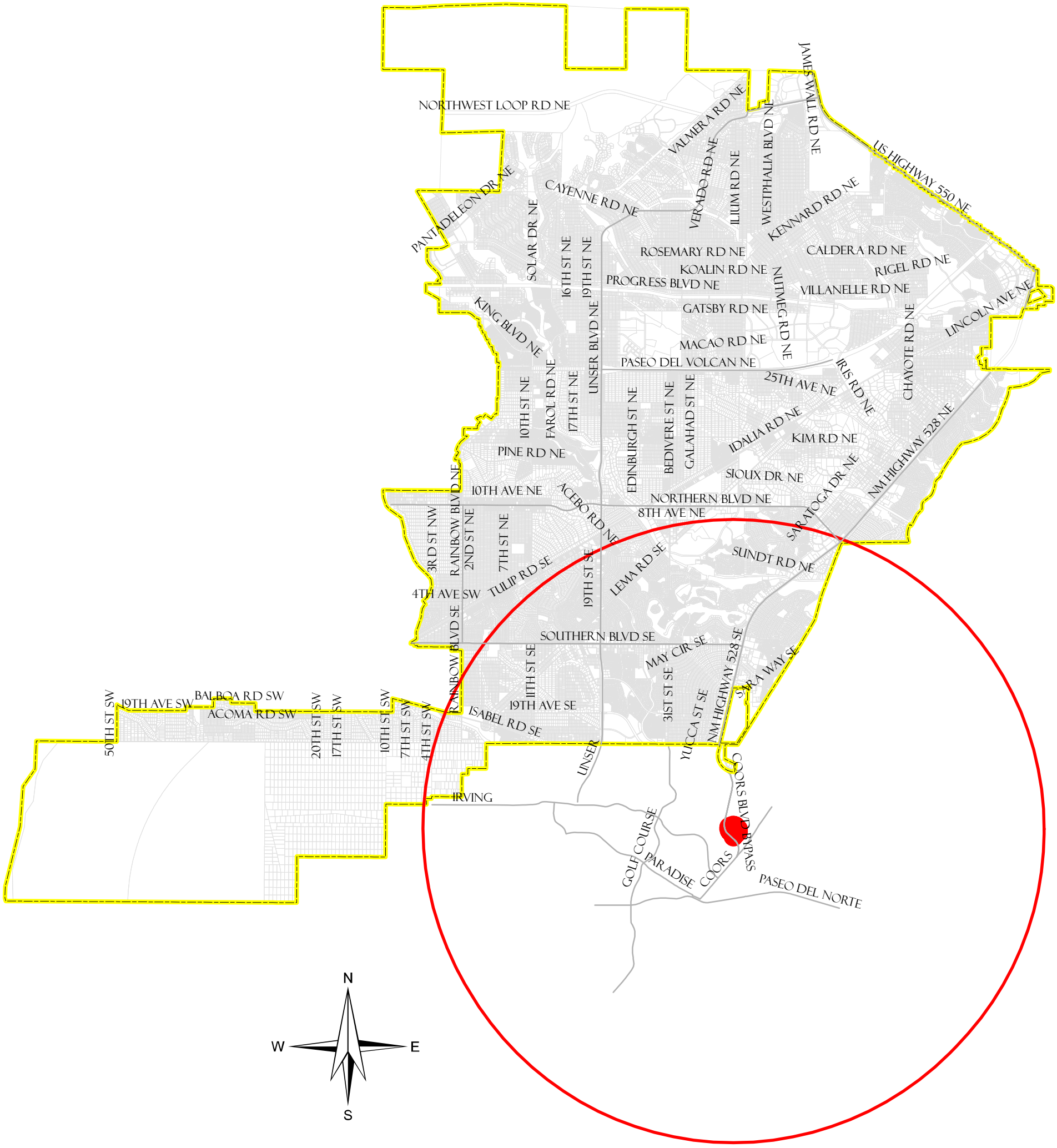

LEGEND

- Five Mile Buffer
- Cottonwood Mall
- Boundary
- Roads

2 1 0 2 4 6 8 MILES

MAP E-4: COTTONWOOD MALL RETAIL TRADE AREA

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IMPLEMENTATION

12. IMPLEMENTATION

Element	Goals, Policies or Actions	Responsible Department	Implementation Timeframe				
			Ongoing	0-3 Years	4-6 Years	7-9 Years	10+ Years
Antiquated Platting, Annexations & Addressing	Goal A-1: Eliminate antiquated platting within the City of Rio Rancho where desirable.	DSD	X				
	Goal A-2: Develop legislative support to create state legislation to address antiquated platting	DSD, CMO		X			
	Goal A-3: Establish consistent addressing exists between Sandoval County and the City of Rio Rancho.	DSD	X				
	Goal A-4: Discourage the annexation of premature tracts of land that are not consistent with the New Mexico Subdivision Act of 1978.	DSD	X				
	Goal A-5: Eliminate numbered street names within the City of Rio Rancho where there is a conflict with the street naming policy.	DSD	X				
	Policy A-1: Identify alternative mechanisms to aide and encourage the consolidation of prematurely platted land.	DSD, CMO	X				
	Policy A-2: Require appropriate development standards for infrastructure and environmental improvements for both newly platted lots and antiquated lots.	DSD	X				
	Policy A-3: Ensure that the City's land use and development regulations provide the specific and detailed provisions necessary to eliminate prematurely platted land when feasible.	DSD	X				
	Policy A-4: Coordinate and cooperate with other governmental jurisdictions, agencies and entities to address regional antiquated platting.	DSD	X				
	Policy A-5: Work with Sandoval County to create an addressing system that is consistent with the City of Rio Rancho.	DSD	X				
	Policy A-6: Work with Sandoval County to reduce the amount of prematurely platted land within their jurisdiction.	DSD	X				
	Action A-1: Provide incentives to private interests to acquire, re-plat and develop antiquated platted lands.	DSD, CMO		X			
	Action A-2: Establish a program for the public acquisition of prematurely platted lots for redevelopment using public funding as appropriate and available.	DSD, CMO				X	
	Action A-3: Update the City zoning and subdivisions ordinances to require the appropriate development standards for prematurely platted and newly platted land.	DSD				X	
	Action A-5: Process Street Name Change applications to address numbered streets that conflict with the street naming policy.	DSD		X			

Element	Goals, Policies or Actions	Responsible Department	Implementation Timeframe				
			Ongoing	0-3 Years	4-6 Years	7-9 Years	10+ Years
Conservation & The Natural Environment	GOAL CON-1: Preserve water resources.	PW	X				
	GOAL CON-2: Preserve vegetation and natural resources.	DSD, P&R, PW	X				
	GOAL CON-3: Support wildlife habitat of sufficient diversity and abundance to sustain existing indigenous wildlife populations.	DSD, P&R	X				
	GOAL CON-4: Meet federal, state, regional and local air quality standards through coordinated, long-term strategies that address the many contributors to air pollution.	DSD, PW, P&R	X				
	GOAL CON-5: Meet federal, state, regional and local water quality standards through coordinated, long-term strategies that address the many contributors to water pollution.	PW, P&R	X				
	GOAL CON-6: Ensure the City of Rio Rancho is adequately prepared for natural and manmade disasters.	CMO, DPS, PW	X				
	POLICY CON-1: Conserve groundwater resources to ensure the city's long-term water needs are met.	CMO, DSD, PW, P&R	X				
	POLICY CON-2: Consider the immediate and long range environmental impacts of policy and regulatory decisions and evaluate those impacts in the context of the city's commitment to provide for public safety, infrastructure, and economic development, in a sustainable environment.	CMO,DSD,P&R, PW	X				
	POLICY CON-3:, Reuse and recycle materials, reduce waste and dispose of all wastes in a safe and responsible manner.	P&R	X				
	POLICY CON-4: Promote growth management strategies that protect air, water, land, and energy resources consistent with Rio Rancho's role as the third largest city in the state.	DSD	X				
	POLICY CON-5: Integrate site-specific development standards in areas where arroyos exist to manage and protect the functions of these critical areas.	DSD, P&R	X				
	POLICY CON-6: Provide incentives for developers to implement the use of low impact development techniques and green building practices.	DSD	X				
	POLICY CON-7: Employ the best management practices and technology, education, and enforcement strategies to minimize non-point source pollution.	PW	X				
	POLICY CON-8: Promote soil stability through the use of the best available technology where practical.	PW	X				
	POLICY CON-9: Preserve and enhance native vegetation along arroyos identified in SSCAFCA's Quality of Life Master Plan.	P&R	X				
	POLICY CON-10: Promote the use of alternative fuels such as electricity and compressed natural gas.	CMO, DSD	X				
	POLICY CON-11: Identify methods to reduce the sources of dust within the City of Rio Rancho.	PW	X				
	POLICY CON-12: Develop and protect a public open space network.	P&R	X				
	ACTION CON-1: The city shall replace its current vehicle fleet with more energy-efficient vehicles once a vehicle has surpassed its useful life where it is fiscally responsible and a similar alternative fuel vehicle is available.	CMO, PW	X				
	ACTION CON-2: Identify and secure a long-term water supply necessary to provide sufficient water resources that will support Rio Rancho's future growth.	CMO, PW	X				
	ACTION CON-3: Amend the zoning ordinance to limit the use of turf in landscape areas in residential and commercial developments, as well as non-recreational facilities operated by government agencies.	DSD		X			
	ACTION CON-4: Amend the zoning ordinance to require property owners adjacent to arroyos to incorporate suitable indigenous or non-native xeric plants adjacent to an arroyo to stabilize arroyo banks.	DSD				X	

Element	Goals, Policies or Actions	Responsible Department	Implementation Timeframe				
			Ongoing	0-3 Years	4-6 Years	7-9 Years	10+ Years
	ACTION CON-5: Monitor developments to ensure soil erosion measures are in place both during and post construction through the use of the best available technologies, where practical, to reduce non-point source pollution.	PW	X				
	ACTION CON-6: Stabilize arroyo banks along tributaries of the Rio Grande if necessary by using bioengineering techniques except where hydrology, excessive cost, or other factors make this approach infeasible.	PW, P&R				X	
	ACTION CON-7: Create a hillside development ordinance to place restrictions for development on steep hills.	DSD				X	
	ACTION CON-8: Seek grants and other fiscal resources to acquire open space.	P&R				X	
	ACTION CON-9: Reduce the amount of air-borne particulates through a street sweeping program, dust abatement on construction sites, and other methods to reduce the sources of dust.	PW				X	
	ACTION CON-10: Utilize SCCAFCA's flood control and arroyo features as a part of the City's open space network.	P&R	X				
	ACTION CON-11: Identify sites necessary for open space.	P&R			X		
Land Use	Goal L-1: Encourage mixed uses – retail, office, and residential centered on pedestrian-oriented developments along principal arterial roads.	DSD	X				
	Goal L-2: Encourage consolidation of lots to promote a variety of land uses in a planned manner.	DSD	X				
	Goal -L3: Maintain a balance of land uses throughout the City.	DSD	X				
	Goal L-4: Support development within City Center that is consistent with development commonly found within a dense urban core.	DSD	X				
	Policy L-1: Encourage the master planning of developments that establish a community character that considers circulation, landscaping, open space, storm drainage, utilities, and building location and design in the master plan.	DSD	X				
	Policy L-2: Promote and support neighborhood scale retail activities that are consistent with residential development.	DSD	X				
	Policy L-3: Promote and support development that incorporates walkability.	DSD	X				
	Policy L-4: Encourage adequate pedestrian connections to future transit facilities in all residential site development.	DSD	X				
	Policy L-5: Incorporate suitable developments that can provide an immediate revenue benefit to the City of Rio Rancho within City Center, recognizing land values will drive the pace of making City Center a dense urban core.	CMO, DSD	X				
	Action L-1: Identify areas within the City where locating large-scale light industrial businesses such as light manufacturing, warehousing and research facilities is appropriate.	CMO, DSD		X			
	Action L-2: Amend the zoning ordinance to establish specific criteria necessary to establish master plans by developers.	DSD		X			
	Action L-3: Amend the zoning ordinance so it supports and implements the comprehensive plan.	DSD			X		
	Action L-4: Offer incentives to land owners that have contiguous lots totaling at least five acres to consolidate their lots.	CMO, DSD	X				

Element	Goals, Policies or Actions	Responsible Department	Implementation Timeframe				
			Ongoing	0-3 Years	4-6 Years	7-9 Years	10+ Years
Population & Housing	Goal PH-1: To ensure that regulations do not have an unreasonable negative impact on the cost or supply of housing.	DSD	X				
	Goal PH-2: Maintain the strength, vitality, and stability of all residential neighborhoods and types.	DSD	X				
	Goal PH-3: Promote a variety of housing types to meet the needs of all members of the community.	DSD	X				
	Goal PH-4: To ensure that single-family and multi-family residential neighborhoods provide an attractive living environment.	DSD	X				
	Policy PH-1: Promote quality, community-friendly multifamily development, through features such as enhanced open space and pedestrian connectivity.	DSD	X				
	Policy PH-2: Initiate and encourage neighborhood and community involvement to foster a positive civic and neighborhood image.	DSD	X				
	Policy PH-3: Protect residential areas from illegal land use activities through enforcement of city codes.	DSD	X				
	Policy PH-4: Establish site and building design guidelines to create an effective transition, or necessary buffer, between substantially different land uses and densities.	DSD			X		
	Policy PH-5: Encourage mixed-use and mixed-income housing opportunities in designated growth nodes throughout the city.	DSD	X				
	Policy PH-6: Ensure that mixed-use development complements and enhances the character of neighboring residential and commercial development.	DSD	X				
	Policy PH-7: Support residential developments with appropriate amenities for families with children.	DSD	X				
	Policy PH-8: Work in partnership with public and private groups in the planning and development of housing.	DSD, DPS	X				
	Policy PH-9: Provide incentives to encourage residential development for a range of housing types and income levels throughout the city.	DSD	X				
	Policy PH-10: Encourage high-density, mixed-income residential development within the Downtown area.	DSD	X				
	Policy PH-11: Encourage detached accessory dwelling units in larger-lot, single-family developments.	DSD	X				
	Policy PH-12: Ensure that affordable housing opportunities are dispersed throughout the city.	DSD	X				
	Policy PH-13: Plan for housing for people with special needs throughout the city.	DSD	X				
	Policy PH-14: Encourage preservation, maintenance, and improvements to existing affordable housing.	DSD	X				
	Policy PH-15: Explore all available federal, state, and local programs and private options for financing affordable housing.	CMO, DSD	X				
	Action PH-1: Establish a Neighborhood Enhancement Program, or similar program to provide improvements that will help establish a sense of community.	DSD			X		
	Action PH-2: Review land use regulations and permit processing requirements on an annual basis to ensure they are consistent with the Strategic and Comprehensive Plans.	DSD	X				
	Action PH-3: Amend the zoning ordinance to allow attached and detached accessory dwelling units in single-family districts subject to specific development, design, and owner occupancy standards.	DSD		X			
	Action PH-4: Amend the zoning ordinance to remove barriers or unnecessary standards that decrease the affordability of housing.	DSD			X		
	Action PH-5: Pursue and encourage opportunities to preserve and develop housing throughout the City to meet the needs of all income levels and those with special needs.	DSD			X		
	Action PH-6: Establish public and private partnerships to promote the development of affordable housing.	DSD			X		

Element	Goals, Policies or Actions	Responsible Department	Implementation Timeframe				
			Ongoing	0-3 Years	4-6 Years	7-9 Years	10+ Years
Transportation	Goal TR-1: Encourage development that effectively mixes land uses to create an efficient transportation system that reduces congestion, improves air quality and creates opportunities to build Rio Rancho's economy.	PW, DSD	X				
	Goal TR-2: Transportation facilities designed and constructed in a manner to facilitate Rio Rancho's economic goals, enhance livability and meet Federal, State, regional and local requirements.	PW	X				
	Goal TR-3: A balanced transportation system that provides access to a variety of transportation options (automobile, transit, bus rapid transit, rail, bicycle and pedestrian facilities).	DSD, PW, P&R	X				
	Policy TR-1: Plan land uses to increases mode share and opportunities for multi-purpose trips (trip chaining) through proper location and design of transportation facilities.	DSD, PW	X				
	Policy TR-2: Advocate for Rio Metro RTD to implement transit improvements concurrent with roadway improvements to improve access and frequency of service and to increase ridership potential and service area. Encourage development of regional high capacity transit including light rail and bus rapid transit.	PW	X				
	Policy TR-3: Maintain levels of service consistent with City and regional goals. Reduce traffic congestion and enhance traffic flow through system management measures including: intersection improvements, intelligent transportation systems, incident management, signal priority, optimization and synchronization and other similar measures.	PW	X				
	Policy TR-4: Support complete street designs in the upgrade of existing and the development of future areas of Rio Rancho.	DSD, PW	X				
	Policy TR-5: Improve traffic safety through a comprehensive program of engineering, education, enforcement and to prioritize and mitigate high accident locations within the City.	PW	X				
	Policy TR-6: Provide satisfactory levels of maintenance to the transportation system in order to preserve user safety and ensure facility aesthetics of the system is unimpaired.	PW	X				
	Policy TR-7: Plan key arterial routes that are essential for the efficient movement of goods with freight in mind. Ensure adjacent land uses reflect freight route functions.	PW	X				
	Policy TR-8: Coordinate transportation projects, policy issues, financing and development actions with all affected governmental units in the area.	PW	X				
	Policy TR-9: Plan rights-of-way prior to development review and, where appropriate, officially secure them by dedication or reservation of property.	DSD, PW	X				
	Policy TR-10: Support the design of streets and highways to respect surrounding land uses, natural features and community amenities.	PW	X				
	Policy TR-11: Ensure all rights-of-way and transportation facilities are ADA-compliant.	PW	X				
	Action TR-1: Establish Complete Street standards for Rio Rancho.	DSD, PW			X		
	Action TR-2: Preserve right-of-way by establishing right-of-way overlays and where appropriate, require developer dedication of right-of-way for transportation.	PW			X		
	Action TR-3: Update and maintain street design standards and criteria for neighborhood traffic calming and optimize connectivity to major pedestrian/bike facilities and transit stations.	PW	X				
	Action TR-4: Work with Rio Metro RTD to establish future high capacity transit corridors and station locations to target single-occupant vehicles commuting to and from City Center, major employment areas, recreational areas. This can be accomplished by creating and adopting station area land use plans to promote Transit Oriented Development and to define intermodal connectivity needs.	PW				X	

Element	Goals, Policies or Actions	Responsible Department	Implementation Timeframe				
			Ongoing	0-3 Years	4-6 Years	7-9 Years	10+ Years
	Action TR-5: Maintain a functional classification system that meets the City of Rio Rancho's needs and respects the regional needs of other agencies.	PW	X				
	Action TR-6: Work with Rio Rancho area schools and the community to develop a safe routes to school system.	DSD, PW, P&R	X				
	Action TR-7: Establish specific area non-single occupant vehicle modal targets for: the City Center, major employment areas, recreational areas, and future TOD areas consistent with regional goals.	PW			X		
	Action TR-8: Implement travel demand management programs that work to shift traffic to off-peak travel hours.	PW				X	
Public Facilities	Goal PF-1: Provide a broad range of services and public facilities that meet the needs of current and future City residents, e.g. libraries, water supply, water and sewer lines, etc.	LIS, P&R, PW	X				
	Goal PF-2: Ensure non-city-operated utility facilities (Cable One, PNM, NM Gas, Qwest) develop, in cooperation with the City of Rio Rancho, level-of- service (LOS), operating criteria, performance standards, or other forms of standardized measurement to ensure facilities like electrical and gas lines, telecommunication lines and solid waste disposal are consistent with Rio Rancho's Strategic and Comprehensive Plans.	PW	X				
	Goal PF-3: Provide public facilities that meet or exceed constituents expectations.	LIS, P&R, PW	X				
	Goal PF-4: Current demand on public facilities should not overburden City public facilities beyond what the City can reasonably provide for future demand.	LIS, P&R, PW	X				
	Goal PF-5: Construct new public facilities to meet demands at least 10 years into the future.	LIS, P&R, PW	X				
	Goal PF-6: Utilize fiscal resources efficiently and ensure that the Infrastructure Capital Improvement Plan correctly identifies and adequately funds necessary public facilities and resources.	LIS, P&R, PW	X				
	Policy PF-1: Base public facilities needs on employment and population projections developed by the city in conjunction with MrCog estimates.	LIS, P&R, PW	X				
	Policy PF-2: Use adopted Level-of-Service (LOS), operating criteria, or performance standards to evaluate capital facilities needs.	CMO, FS, LIS, P&R, PW	X				
	Policy PF-3: Make land use recommendations based on the availability of adequate public facilities necessary to support a proposed land use.	DSD	X				
	Policy PF-4: Use the city's Infrastructure Capital Improvement Plan to prioritize the financing of capital facilities within projected funding capacities.	CMO, FS, LIS, P&R, PW	X				
	Policy PF-5: Ensure the city's post-disaster Response and Recovery Plan is structured and financed in a manner to provide services to facilitate recovery and reconstruction in the event of a disaster.	CMO, DPS, DSD, FS, PW	X				
	Policy PF-6: Identify water resources necessary to meet Rio Rancho's long-term growth needs.	CMO, PW	X				
	Policy PF-7: Study the need for a solid waste management community convenience center.	CMO, P&R		X			
	Action PF-1: Use the City's Infrastructure Capital Improvement Program to prioritize the financing of capital facilities within projected funding capacities.	CMO, FS, LIS, P&R, PW	X				
	Action PF-2: Reassess Rio Rancho's Land Use Plan and the city's impact fees on a regular basis to ensure that capital facilities needs, financing, and LOS are consistent.	DSD	X				
	Action PF-3: Adopt a City of Rio Rancho post-disaster Response and Recovery Plan that will structure the city's capability to provide services to facilitate recovery and reconstruction in the event of a disaster.	CMO, DPS, DSD, FS, PW			X		
	Action PF-4: Secure additional long-term water sources to meet the City's future water needs.	CMO, PW					X

Element	Goals, Policies or Actions	Responsible Department	Implementation Timeframe				
			Ongoing	0-3 Years	4-6 Years	7-9 Years	10+ Years
	Action PF-5: Maintain a General Obligation bonding cycle capable of adequately funding the maintenance and expansion of the City's infrastructure.	CMO, FS	X				
Parks & Recreation	GOAL PR-1: Establish new and maintain existing recreation and senior centers, parks, trails and open space that foster a quality community, support a strong economy, and meet the needs of current and future residents.	P&R	X				
	GOAL PR-2: Be responsive to the recreational needs of the community.	P&R	X				
	GOAL PR-3: Develop, operate, and maintain parkland, recreation facilities and senior centers in a sustainable manner.	P&R	X				
	GOAL PR-4: Modify existing parks and recreation facilities as needed to ensure safety, accessibility, and optimum use.	P&R	X				
	GOAL: PR-5: Provide a variety of quality of life services to meet community needs, assuring that there are strong relationships with all sectors of the community and ample opportunities to foster human interaction.	P&R	X				
	POLICY PR-1: Develop pedestrian and bicycle linkages between neighborhoods and major natural areas, recreation facilities, and education, employment and retail centers.	P&R	X				
	POLICY PR-2: Establish a coordinated and connected system of open space throughout the city that preserves natural systems, protects wildlife habitat and corridors, and provides land for low impact recreation.	P&R	X				
	POLICY PR-3: Acquire land throughout the city to meet present and future parks, open space and recreation/ senior center needs.	P&R	X				
	POLICY PR-4: Create or update facility plans for new, and enhance existing recreation and senior centers, parks, trails and open spaces that foster lifelong learning, recreation, interdisciplinary collaboration and a sense of community. These plans will recommend levels of service, identify and prioritize future locations, and estimate construction, renovation, operation and maintenance costs for each type of facility.	P&R	X				
	POLICY PR-5: Partner and collaborate with jurisdictions of government, schools, and other private and public entities to coordinate recreation/senior center and park planning, land acquisition, and development with other city projects and programs that implement the Comprehensive Plan.	P&R	X				
	POLICY PR-6: Develop partnerships with Rio Rancho Public Schools, public agencies, and private groups to coordinate and co-locate facilities to meet the open space and recreation needs of the city.	P&R	X				
	POLICY PR-7: Develop a culture of sustainability by designing and constructing facilities that maximize long term conservation and stewardship of the city's human, financial and natural resources.	P&R	X				
	ACTION PR-1: Amend the city's zoning and subdivision ordinances to ensure there is adequate dedication of land to meet current and future parks and recreation needs.	DSD, P&R			X		
	ACTION PR-2: Develop, implement, and enforce comprehensive design and approval criteria for new parks, recreation facilities and senior centers to ensure quality, and that sustainable facilities are provided consistently throughout the city.	P&R	X				
	ACTION PR-3: Update the Parks and Recreation Master Plan.	P&R		X			
	ACTION PR-4: Update the Senior Services Master Plan.	P&R		X			
	ACTION PR-5: Develop a comprehensive bicycle and pedestrian transportation master plan.	P&R		X			
	ACTION PR-6: Develop an open space master plan.	P&R			X		

Element	Goals, Policies or Actions	Responsible Department	Implementation Timeframe				
			Ongoing	0-3 Years	4-6 Years	7-9 Years	10+ Years
	ACTION PR-7: Complete a study that demonstrates the need and benefit of creating a quality of life tax or passing a two year bond cycle that will fund planning, design and construction of new, and operation, maintenance and renovation of existing, parks, trails, open space, and recreation and senior centers.	P&R			X		
	ACTION PR-8: Implement joint-use agreements to utilize school buildings and facilities to fill the service gap for recreation programs.	P&R	X				
	ACTION PR-9: Work with other jurisdictions, public agencies, and the private sector to acquire land for parks, trails and open space to meet the short and long-term needs of the community.	P&R	X				
Urban Design	GOAL UD 1: Create focused growth areas where existing public infrastructure can support higher density development.	DSD			X		
	GOAL UD 2: Create traditional neighborhood patterns that support a sense of place.	DSD	X				
	GOAL UD 3: Create street patterns with development that fosters human interaction.	DSD	X				
	GOAL UD 4: Create safe developments that discourage crime.	DSD	X				
	GOAL UD 5: Support infill and redevelopment within areas of the city that have been neglected.	DSD	X				
	GOAL UD 6: Support development that links neighborhoods and encourages the use of all modes of transportation.	DSD	X				
	GOAL UD 7: Create subdivision linkages to open space recreational facilities.	DSD, P&R	X				
	GOAL UD 8: Embrace the use of xeriscape landscaping.	DSD, P&R	X				
	POLICY UD 1: Identify specific areas within the city where growth should be focused.	DSD		X			
	POLICY UD 2: Provide development incentives for developments that create a sense of place, foster human interaction, and discourage crime.	DSD			X		
	POLICY UD 3: Provide development incentives for infill and redevelopment development projects.	DSD			X		
	POLICY UD 4: Provide development incentives for developments that utilize Low Impact Development principles.	DSD			X		
	ACTION UD 1: Amend the impact fee ordinance to structure impact fee credits to identified focused growth and infill or redevelopment areas.	DSD			X		
	ACTION UD 2: Amend the zoning ordinance to establish higher design-oriented development standards.	DSD			X		
	ACTION UD 3: Amend the zoning ordinance to provide density bonuses and/or impact fee credits for developments that use Low Impact Development principles and/or LEED certification.	DSD			X		
	ACTION UD 4: Amend the zoning ordinance to require the use of xeriscape for all development.	DSD		X			
	ACTON UD 5: Amend the zoning ordinance to require all developments to utilize water harvesting methods for landscape areas.	DSD, P&R			X		

Element	Goals, Policies or Actions	Responsible Department	Implementation Timeframe				
			Ongoing	0-3 Years	4-6 Years	7-9 Years	10+ Years
Economic Development	Goal EDP-1: Create Jobs.	CMO	X				
	Goal EDP-2: Retain Jobs.	CMO	X				
	Goal EDP-3: Enhance the tax base.	CMO	X				
	Goal EDP-4: Improve the quality of life.	CMO	X				
	Goal EDR-1: Expand the economic base of Rio Rancho.	CMO	X				
	Goal EDR-2: Reduce retail sales leakage to other New Mexico cities.	CMO	X				
	Goal EDR-3: Encourage large-scale manufacturing companies to relocate to Rio Rancho.	CMO	X				
	Policy EDP-1: Proactively support the economic development allies currently providing services applicable to the Entrepreneurship and Small Business Development Tactic.	CMO	X				
	Policy EDP-2: The City shall continue to recognize the Rio Rancho Economic Development Corporation (RREDC) as its lead organization for the tactical areas of economic base business recruitment and economic base business retention and expansion.	CMO	X				
	Policy EDP-3: Continue financial support, subject to availability of funds, for the RREDC's efforts in economic base business recruitment and economic base business retention.	CMO	X				
	Policy EDP-4: Continue the use of the City's business support programs and evaluate on a project-by-project basis.	CMO	X				
	Policy EDP-5: Offer support to companies located in the City and those considering expansion, relocation or consolidation to the City so they can take full advantage of the State of New Mexico's business support programs.	CMO	X				
	Policy EDP-6: Work with local utility providers to increase dry utilities throughout the City.	CMO	X				
	Policy EDP-6: Continue to support Southern Sandoval County Arroyo and Flood Control Authority (SSCAFCA) and ensure the City and SSCAFCA have a collaborative relationship to ensure both entities needs are met.	CMO	X				
	Policy EDP-6: Explore opportunities to enhance internships, mentoring programs and expand educational linkages within the community.	CMO	X				
	Policy EDP-7: Work with economic development allies and the City Manager's office, as applicable to resolve business issues as they are identified.	CMO	X				
	Policy EDP-8: Work with Sandoval County to enhance its website with land ownership data consistent with Bernalillo County's system.	CMO	X				
	Policy EDP-9: Encourage UNM to reserve 50 +/- acres of property on its campus to establish high-tech research and development business park.	CMO	X				
	Policy EDR-1: Involve all development-related departments (early in the process) in the discussion phase of attracting prospective economic development projects.	CMO	X				
	Policy EDR-2: Identify ways to streamline development reviews for prospective economic development projects.	CMO	X				
	Policy EDR-3: Prioritize the Capital Improvement Program consistent with the City's retail location priorities.	CMO	X				

Element	Goals, Policies or Actions	Responsible Department	Implementation Timeframe				
			Ongoing	0-3 Years	4-6 Years	7-9 Years	10+ Years
	Policy EDR-4: Collaborate with the Rio Rancho Regional Chamber of Commerce (RRCC) to conduct small business information sessions on the retail interest survey and leakage study to determine if existing firms wish to expand product lines.	CMO	X				
	Policy EDR-5: Regularly attend ICSC meetings to promote sites to corporate real estate directors and facility planners.	CMO	X				
	Policy EDR-6: Consider seeking the adoption of an economic development tax to be utilized for low interest loans for rehabilitation projects.	CMO	X				
	Policy EDR-7: Research establishment of a Local Community Development Corporation to facilitate SBA 504 loans for rehabilitation.	CMO	X				
	Policy EDR-8: Evaluate the potential of changing State law to allow the use of Industrial Revenue Bonds financing for retail purposes.	CMO	X				
	Policy EDR-9: Review alternative uses for the community development block grant program.	CMO	X				
	Policy EDR-10: Periodically review the City's zoning ordinance to facilitate the location of retail and office users to Rio Rancho.	CMO	X				
	Action EDP-1: Create a new uniform application form to streamline the application process.	CMO		X			
	Action EDP-2: Develop an intensive due diligence process be conducted as part of the formal review process.	CMO		X			
	Action EDP-3: Develop a fiscal impact model (specific to Rio Rancho) to determine attractiveness of various development opportunities should also be pursued.	CMO		X			
	Action EDP-4: Develop an Administrative Policy on how to use City Business Development Programs and ensure they have a consistent format.	CMO		X			
	Action EDP-5: Identify and zone multiple light manufacturing and commercial sites across the City.	CMO		X			
	Action EDP-6: Prioritize the light manufacturing and commercial sites for capital (infrastructure) budget allocation, timing and impact fee credit eligibility.	CMO		X			
	Action EDP-7: Update critical City plans and ordinances relating to land use to balance the community and stimulate private sector investment.	CMO, DSD		X			
	Action EDP-8: Evaluate and upgrade City processes such as the business permitting process to enhance the delivery of services and staff efficiency.	CC, CMO		X			
	Action EDP-9: Establish a transparent and predictable method for setting plan review, building permit, and impact fee levels attempting to stay competitive with competing cities.	CMO, DSD		X			
	Action EDP-10: Research certified sites and building programs and implement best practices approach to fast-tracking projects when required.	CMO, DSD		X			
	Action EDP-11: Update the City's technological sophistication across all departments looking to deploy best practices where applicable, including financial modeling and analysis.	CMO, IT		X			
	Action EDP-12: Evaluate ways for the City to increase resident access to the arts, culture and quality of life enhancements.	CMO		X			
	Action EDP-13: Actively work with the MRCOG to enhance Rio Rancho access to public transportation and improvements to the Metropolitan Transportation Plan.	CMO	X				
	Action EDP-14: Undertake design charrettes to plan dramatic entrances to the northeast, northwest, and southwest entrances to the City.	CMO, DSD		X			
	Action EDP-15: Review and strengthen, if applicable, the City's code enforcement policies to ensure and maintain a clean, attractive City.	CMO, DPS		X			
	Action EDP-16: Authorize City staff to aggressively pursue efforts to eliminate the City's antiquated platting and scattered land ownership problems.	CMO, DSD		X			

Element	Goals, Policies or Actions	Responsible Department	Implementation Timeframe				
			Ongoing	0-3 Years	4-6 Years	7-9 Years	10+ Years
	Action EDP-17: Establish Rio Rancho as a business friendly City by removing barriers to entry, providing a fair, predictable and equitable fee structure.	CMO	X				
	Action EDP-18: Evaluate the merits of establishing an economic development gross receipts tax for among other things, the selective acquisition of land for targeted projects.	CMO		X			
	Action EDP-19: Pursue the immediate objective of earning the All American City Designation by 2015.	CMO			X		
	Action EDP-20: Establish a City funding commitment to allow predictability and adequacy of funding to support the EDP.	CMO		X			
	Action EDP-21: Establish an executive line of communication and pursuit of mutually beneficial objectives with public utility providers through quarterly meetings held between the City and the utility providers.	CMO	X				
	Action EDP-22: Fill the Leakage Gaps.	CMO	x				
	Action EDP-23: Select Big Box Retailers to Pursue.	CMO		X			
	Action EDP-24: Establish Redevelopment Support Program.	CMO		X			
	Action EDP-25: Pursue Multiplex Theatre Initiative.	CMO		X			
	Action EDP-26: Continue Central Business District Development Program.	CMO	X				
	Action EDP-27: Deploy Integrated Marketing Campaign to Support Action Plans.	CMO		X			
	Action EDP-28: Identify Long-Term Major Tourist Destination Projects to Pursue.	CMO			X		
	Action EDP-29: Establish NM 528 / Pat D'Arco Highway Development Task Force, and Make Retail Development a City-Wide Priority.	CMO, DSD		X			
	Action EDP-30: Assign key executive staff to committees, as applicable.	CMO	X				
	Action EDP-31: Enhance its local procurement outreach efforts and revise Ordinances related to doing business with the City.	CMO		X			
	Action EDP-32: Publish clear and concise brochure on the City's business licensing and registration process.	CC, CMO		X			
	Action EDP-33: Establish small business portal to consolidate services and programs available to small business community.	CMO		X			
	Action EDP-34: Conduct Small Business Town Hall to solicit feedback on issues, opportunities and programmatic needs.	CMO		X			
	Action EDP-35: Conduct an annual business survey to the City's largest 100 employers using Synchronist to collect and report data.	CMO	X				
	Action EDP-36: Present a formal written report summarizing the business retention and expansion efforts findings and actions to the Governing Body during the fourth regularly scheduled report of each year.	CMO	X				
	Action EDP-37: Assign key executive staff to RREDC committees, as applicable.	CMO		X			
	Action EDP-38: Respond to business concerns by providing assistance, as applicable.	CMO	X				
	Action EDP-39: Conduct an annual Business Climate Survey to identify and explore ways to address concerns and implement recommendations.	CMO		X			
	Action EDP-40: Form strategic alliances with Sandia and Los Alamos National Laboratories to assist Rio Rancho businesses.	CMO		X			

Element	Goals, Policies or Actions	Responsible Department	Implementation Timeframe				
			Ongoing	0-3 Years	4-6 Years	7-9 Years	10+ Years
	Action EDP-41: Coordinate Rio Rancho's economic development legislative initiatives with local, regional and statewide allies.	CMO	X				
	Action EDP-42: Establish a targeted, proactive, economic base business recruitment initiative.	CMO		X			
	Action EDP-43: Establish an outreach program utilizing an integrated marketing mix to enhance probability of success.	CMO		X			
	Action EDP-44: Offer on a free and confidential basis the services and information necessary to support the recruitment efforts.	CMO		X			
	Action EDP-45: Coordinate and regularly communicate the results of targeted recruitment efforts with the City Manager's office.	CMO	X				
	Action EDP-46: Provide detailed quarterly reports on success of programmatic efforts funded by City revenues.	CMO	X				
	Action EDP-47: Spearhead a region-wide fundraising program to accumulate resources to undertake a Rio Rancho targeted business/industry study.	CMO		X			
	Action EDP-48: Initiate negotiations with the State Land office to move the Loma Barbon project forward.	CMO		X			
	Action EDP-49: Initiate dialogue amongst regional City personnel with the objective of formulating a regional marketing program solely responsible for the equitable promotion of the MSA.	CMO		X			
	Action EDP-50: Benchmark City fees to compare and contrast with regional competitors.	CMO		X			
	Action EDP-51: Form a leadership task force to support CNM and UNM funding requests for continuing campus development.	CMO		X			
	Action EDP-52: Annually review the zoning ordinance to determine if modifications need to be made to ensure the zoning ordinance does not impede economic development.	CMO	X				
	Action EDR-1: Modify the existing Impact Fee Policy to require the identification and prioritization of impact fee creditable locations consistent with established retail location priorities.	CMO		X			
	Action EDR-2: Zone strategically located property to commercial to enhance Rio Rancho GRT revenues.	CMO		X			
	Action EDR-3: When financially feasible, create new position of Commercial Ombudsman.	CMO		X			
	Action EDR-4: Provide development incentives for large-scale development at the following retail priority locations: The Intersection of Northern Boulevard & Unser Boulevard; the Southwest Corner of NM 528/Pat D'Arco Highway and Idalia Road; the Central Business District/Campus Center/ Paseo Gateway; the intersection of Paseo Del Volcan and US 550; the intersection of Unser Boulevard and Paseo Del Volcan.	CMO	X				
	Action EDR-5: Identify top five national firms in each category, including resident preferences, and initiate direct dialogue on opportunities in Rio Rancho for their operations.	CMO		X			
	Action EDR-6: Inventory commercial infill opportunities and proactively pursue retailers with matching location criteria.	CMO		X			
	Action EDR-7: Select Big Box Retailers to Pursue Catalog locations capable of supporting large footprint retailers (in excess of 100,000 square feet).	CMO		X			
	Action EDR-8: Identify retailer criteria and match site location requirements to available site characteristics.	CMO	X				
	Action EDR-9: Cooperate with retail brokers and developers on marketing locations to companies.	CMO	X				

Element	Goals, Policies or Actions	Responsible Department	Implementation Timeframe				
			Ongoing	0-3 Years	4-6 Years	7-9 Years	10+ Years
	Action EDR-10: Establish a Redevelopment Support Program; targeting the following areas: Southern Boulevard, from NM 528/ Pat D'Arco Highway to Unser Boulevard and the east side of NM 528/Pat D'Arco Highway, from Southern Boulevard south to Sara Road.	CMO			X		
	Action EDR-11: Pursue action steps necessary to remove the primary barriers to entry of antiquated platting and scattered ownership.	CMO		X			
	Action EDR-12: Provide attractive development incentives within the Central Business District.	CMO	X				
	Action EDR-13: Review the CBD Zoning Ordinance to ensure there are no impediments to development.	CMO		X			
	Action EDR-14: Provide development incentives to attract a major conference hotel to the CBD.	CMO	X				
	Action EDR-15: Provide development incentives to attract a destination hotel with a championship golf course.	CMO	X				
	Action EDR-16: Require Department Directors to review their areas of responsibility to identify functions related to retail development and evaluate potential improvements.	CMO		X			

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APPENDICES

13. APPENDICES

13.1. APPENDIX 1: SOIL PROFILES

Rio Rancho, Sandoval County Soils
142—Grieta fine sandy loam, 1 to 4 percent slopes
Map Unit Setting
Elevation: 5,000 to 6,000 feet
Mean annual precipitation: 8 to 10 inches
Mean annual air temperature: 53 to 55degrees F
Frost-free period: 140 to 160 days
Map Unit Composition
Grieta and similar soils: 85 percent

Description of Grieta
Setting
Landform: Ridges, plateaus, mesas, fan remnants
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Eolian deposits over fan alluvium derived from sandstone

Properties and qualities
Slope: 1 to 4 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 20 percent
Maximum salinity: Nonsaline to very slightly saline (2.0 to 4.0 mmhos/cm)
Available water capacity: Moderate (about 7.9 inches)

Interpretive groups
Land capability (nonirrigated): 7e
Ecological site: Loamy (R042XA052NM)

Typical profile
0 to 3 inches: Fine sandy loam
3 to 11 inches: Fine sandy loam
11 to 34 inches: Sandy clay loam
34 to 48 inches: Sandy clay loam
48 to 60 inches: Loamy sand

143—Clovis fine sandy loam, 1 to 4 percent slopes
Map Unit Setting
Elevation: 6,000 to 6,600 feet
Mean annual precipitation: 10 to 13 inches
Mean annual air temperature: 52 to 54 degrees F
Frost-free period: 120 to 140 days

Map Unit Composition
Clovis and similar soils: 85 percent

Setting
Landform: Fan remnants, mesas, plains
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Eolian deposits over slope alluvium derived from sandstone and shale

Properties and qualities
Slope: 1 to 4 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 25 percent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 1.0
Available water capacity: Moderate (about 8.9 inches)

Interpretive groups
Land capability (nonirrigated): 6c
Ecological site: Loamy (R035XA112NM)

Typical profile
0 to 3 inches: Fine sandy loam
3 to 7 inches: Sandy clay loam
7 to 12 inches: Sandy clay loam
12 to 22 inches: Sandy clay loam
22 to 34 inches: Sandy clay loam
34 to 60 inches: Sandy clay loam

145—Grieta-Sheppard loamy fine sands, 2 to 9 percent slopes
Map Unit Setting
Elevation: 5,200 to 6,000 feet
Mean annual precipitation: 8 to 10 inches
Mean annual air temperature: 53 to 55 degrees F
Frost-free period: 140 to 160 days
Map Unit Composition
Grieta and similar soils: 55 percent
Sheppard and similar soils: 40 percent

Description of Grieta
Setting
Landform: Mesas, plateaus, ridges, fan remnants
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Eolian deposits over fan alluvium derived from sandstone

Properties and qualities
Slope: 2 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 15 percent
Maximum salinity: Nonsaline to very slightly saline (2.0 to 4.0 mmhos/cm)
Sodium adsorption ratio, maximum: 2.0
Available water capacity: Moderate (about 6.6 inches)

Interpretive groups
Land capability (nonirrigated): 7e
Ecological site: Loamy (R042XA052NM)
Typical profile
0 to 7 inches: Loamy fine sand
7 to 14 inches: Sandy clay loam
14 to 21 inches: Sandy clay loam
21 to 38 inches: Coarse sandy loam
38 to 50 inches: Coarse sandy loam
50 to 60 inches: Coarse sandy loam
Description of Sheppard

Setting
Landform: Terraces, alluvial fans, benches, dunes, structural benches
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Side slope, rise
Down-slope shape: Linear, convex
Across-slope shape: Linear
Parent material: Eolian deposits derived from sandstone

Properties and qualities
Slope: 3 to 9 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High to very high (6.00 to 20.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 10 percent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Available water capacity: Low (about 5.4 inches)
Interpretive groups
Land capability (nonirrigated): 7s
Ecological site: Deep Sand (R042XA054NM)

Typical profile
0 to 5 inches: Loamy fine sand
5 to 27 inches: Loamy fine sand
27 to 60 inches: Loamy fine sand

183—Sheppard loamy fine sand, 8 to 15 percent slopes
Map Unit Setting
Elevation: 5,200 to 5,700 feet
Mean annual precipitation: 8 to 10 inches
Mean annual air temperature: 53 to 55 degrees F
Frost-free period: 140 to 160 days
Map Unit Composition
Sheppard and similar soils: 85 percent

Description of Sheppard
Setting
Landform: Structural benches, dunes, benches, alluvial fans, stream terraces
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Side slope, rise
Down-slope shape: Convex, linear
Across-slope shape: Convex, linear
Parent material: Eolian deposits derived from sandstone

Properties and qualities
Slope: 8 to 15 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High to very high(6.00 to 20.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 10 percent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Available water capacity: Low (about 5.4 inches)

Interpretive groups
Land capability (nonirrigated): 7s
Ecological site: Deep Sand (R042XA054NM)

Typical profile
0 to 4 inches: Loamy fine sand
4 to 45 inches: Loamy fine sand
45 to 60 inches: Loamy fine sand

191—Sheppard loamy fine sand, 3 to 8 percent slopes
Map Unit Setting
Elevation: 5,200 to 5,700 feet
Mean annual precipitation: 8 to 10 inches
Mean annual air temperature: 53 to 55 degrees F
Frost-free period: 140 to 160 days
Map Unit Composition
Sheppard and similar soils: 85 percent

Description of Sheppard
Setting
Landform: Structural benches, dunes, benches, alluvial fans, stream terraces
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Side slope, rise
Down-slope shape: Convex, linear
Across-slope shape: Convex, linear
Parent material: Eolian deposits derived from sandstone

Properties and qualities
Slope: 3 to 8 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High to very high (6.00 to 20.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 10 percent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Available water capacity: Low (about 5.4 inches)

Interpretive groups
Land capability (nonirrigated): 7s
Ecological site: Deep Sand (R042XA054NM)

Typical profile
0 to 3 inches: Loamy fine sand
3 to 27 inches: Loamy fine sand
27 to 60 inches: Loamy fine sand

211—Zia-Clovis association, 2 to 10 percent slopes
Map Unit Setting
Elevation: 5,500 to 6,400 feet
Mean annual precipitation: 10 to 13 inches
Mean annual air temperature: 52 to 54 degrees F
Frost-free period: 120 to 140 days
Map Unit Composition
Zia and similar soils: 45 percent
Clovis and similar soils: 30 percent

Description of Zia
Setting
Landform: Plateaus
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Eolian deposits derived from sandstone over fan alluvium derived from sandstone; eolian deposits and alluvium derived from sandstone and shale

Properties and qualities
Slope: 2 to 10 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 10 percent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 2.0
Available water capacity: Moderate (about 7.6 inches)

Interpretive groups
Land capability (nonirrigated): 6c
Ecological site: Sandy (R035XA113NM)

Typical profile
0 to 5 inches: Sandy loam
5 to 14 inches: Sandy loam
14 to 33 inches: Sandy loam
33 to 46 inches: Sandy clay loam
46 to 60 inches: Sandy loam

Description of Clovis
Setting
Landform: Fan remnants, plains
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Eolian deposits derived from sandstone over fan alluvium derived from sandstone and shale; eolian deposits and alluvium derived from sandstone and shale

Properties and qualities
Slope: 2 to 8 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 25 percent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 2.0
Available water capacity: Moderate (about 8.9 inches)

Interpretive groups
Land capability (nonirrigated): 6c
Ecological site: Loamy (R035XA112NM)

Typical profile
0 to 5 inches: Fine sandy loam
5 to 60 inches: Sandy clay loam

213—Pinavetes-Rock outcrop complex, 15 to 35 percent slopes
Map Unit Setting
Elevation: 5,600 to 6,100 feet
Mean annual precipitation: 10 to 13 inches
Mean annual air temperature: 52 to 54 degrees F
Frost-free period: 120 to 140 days
Map Unit Composition
Pinavetes and similar soils: 55 percent
Rock outcrop: 30 percent

Description of Pinavetes
Setting
Landform: Dunes, valley sides
Landform position (two-dimensional): Shoulder
Landform position (three-dimensional): Side slope
Down-slope shape: Convex
Across-slope shape: Convex
Parent material: Eolian deposits derived from sandstone

Properties and qualities
Slope: 15 to 35 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High to very high (6.00 to 20.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Available water capacity: Very low (about 2.9 inches)

Interpretive groups
Land capability (nonirrigated): 6e
Ecological site: Deep Sand (R035XA115NM)
Typical profile
0 to 7 inches: Sand
7 to 60 inches: Stratified sand to loamy sand
Description of Rock Outcrop

Setting
Landform: Escarpments, breaks
Properties and qualities
Depth to restrictive feature: 0 inches to lithic bedrock
Capacity of the most limiting layer to transmit water (Ksat): Very low to low (0.00 to 0.01 in/hr)

Interpretive groups
Land capability (nonirrigated): 8s

Typical profile
0 to 60 inches: Bedrock

823—Gilco loam, 1 to 4 percent slopes, unprotected
Map Unit Setting
Elevation: 5,000 to 5,500 feet
Mean annual precipitation: 8 to 10 inches
Mean annual air temperature: 53 to 55 degrees F
Frost-free period: 140 to 160 days

Map Unit Composition
Gilco, unprotected, and similar soils: 85 percent

Setting
Landform: Flood plains
Landform position (two-dimensional): Toeslope
Landform position (three-dimensional): Base slope
Down-slope shape: Concave
Across-slope shape: Linear
Parent material: Stream alluvium derived from igneous and sedimentary rock

Properties and qualities
Slope: 1 to 4 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: About 48 to 72 inches
Frequency of flooding: Rare
Frequency of ponding: None
Calcium carbonate, maximum content: 10 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 4.0 mmhos/cm)
Sodium adsorption ratio, maximum: 5.0
Available water capacity: High (about 9.6 inches)

Interpretive groups
Land capability classification (irrigated): 4e
Land capability (nonirrigated): 7e
Ecological site: Bottomland (R042XA057NM)

Typical profile
0 to 8 inches: Loam
8 to 60 inches: Stratified fine sandy loam to loam to silt loam

Rio Rancho, Bernalillo County Soils
AmB—Alemeda sandy loam, 0 to 5 percent slopes
Map Unit Setting
Elevation: 4,850 to 6,000 feet
Mean annual precipitation: 7 to 10 inches
Mean annual air temperature: 58 to 60 degrees F
Frost-free period: 170 to 195 days

Map Unit Composition
Alemeda and similar soils: 70 percent

Description of Alemeda
Setting
Landform: Hillslopes, lava flows
Landform position (two-dimensional): Footslope
Landform position (three-dimensional): Center third of mountainflank, lower third of mountainflank, side slope
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Eolian deposits derived from igneous and sedimentary rock

Properties and qualities
Slope: 0 to 5 percent
Depth to restrictive feature: 20 to 40 inches to lithic bedrock
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Very low (0.00 to 0.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 50 percent
Maximum salinity: Nonsaline to very slightly saline (2.0 to 4.0 mmhos/cm)
Sodium adsorption ratio, maximum: 6.0
Available water capacity: Very low (about 2.6 inches)

Interpretive groups
Land capability (nonirrigated): 7e
Ecological site: Malpais (R042XA056NM)

Typical profile
0 to 4 inches: Sandy loam
4 to 13 inches: Gravelly sandy loam
13 to 26 inches: Very cobbly loam
26 to 30 inches: Bedrock

Bb—Bluepoint fine sand, hummocky
Map Unit Setting
Elevation: 4,850 to 6,000 feet
Mean annual precipitation: 7 to 10 inches
Mean annual air temperature: 58 to 60 degrees F
Frost-free period: 170 to 195 days

Map Unit Composition
Bluepoint and similar soils: 100 percent

Description of Bluepoint
Setting
Landform: Flood plains, alluvial flats
Landform position (three-dimensional): Talf, rise
Down-slope shape: Concave
Across-slope shape: Linear
Parent material: Sandy alluvium and/or eolian sands

Properties and qualities
Slope: 5 to 15 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High to very high (6.00 to 20.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Gypsum, maximum content: 1 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 4.0 mmhos/cm)
Sodium adsorption ratio, maximum: 2.0
Available water capacity: Low (about 4.3 inches)

Interpretive groups
Land capability classification (irrigated): 4s
Land capability (nonirrigated): 7s
Ecological site: Deep Sand (R042XA054NM)

Typical profile
0 to 8 inches: Fine sand
8 to 20 inches: Stratified fine sand to gravelly loamy fine sand
20 to 60 inches: Loamy sand

BCC—Bluepoint loamy fine sand, 1 to 9 percent slopes
Map Unit Setting
Elevation: 4,850 to 6,000 feet
Mean annual precipitation: 7 to 10 inches
Mean annual air temperature: 58 to 60 degrees F
Frost-free period: 170 to 195 days
Map Unit Composition
Bluepoint and similar soils: 85 percent

Description of Bluepoin
Setting
Landform: Flood plains, alluvial flats
Landform position (three-dimensional): Talf, rise
Down-slope shape: Concave
Across-slope shape: Linear
Parent material: Sandy alluvium and/or eolian sands

Properties and qualities
Slope: 1 to 9 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High to very high (6.00 to 20.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 3 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 4.0 mmhos/cm)
Sodium adsorption ratio, maximum: 2.0
Available water capacity: Low (about 4.3 inches)

Interpretive groups
Land capability classification (irrigated): 3s
Land capability (nonirrigated): 7s
Ecological site: Deep Sand (R042XA054NM)

Typical profile
0 to 8 inches: Loamy fine sand
8 to 20 inches: Stratified fine sand to gravelly loamy fine sand
20 to 60 inches: Loamy sand

BKD—Bluepoint-Kokan association, hilly
Map Unit Setting
Elevation: 4,850 to 6,000 feet
Mean annual precipitation: 7 to 10 inches
Mean annual air temperature: 58 to 60 degrees F
Frost-free period: 170 to 195 days

Map Unit Composition
Bluepoint and similar soils: 50 percent
Kokan and similar soils: 40 percent

Description of Bluepoint
Setting
Landform: Flood plains, alluvial flats
Landform position (three-dimensional): Talf, rise
Down-slope shape: Concave
Across-slope shape: Linear
Parent material: Sandy alluvium and/or eolian sands

Properties and qualities
Slope: 5 to 15 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): High to very high (6.00 to 20.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 3 percent
Maximum salinity: Nonsaline to very slightly saline (0.0 to 4.0 mmhos/cm)
Sodium adsorption ratio, maximum: 2.0
Available water capacity: Low (about 4.3 inches)

Interpretive groups
Land capability classification (irrigated): 4s
Land capability (nonirrigated): 7s
Ecological site: Deep Sand (R042XA054NM)

Typical profile
0 to 8 inches: Loamy fine sand
8 to 60 inches: Stratified fine sand to gravelly loamy fine sand

Description of Kokan
Setting
Landform: Fan piedmonts, hillslopes
Landform position (two-dimensional): Shoulder, footslope, backslope
Landform position (three-dimensional): Side slope, rise
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from igneous and sedimentary rock

Properties and qualities
Slope: 15 to 40 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Excessively drained
Capacity of the most limiting layer to transmit water (Ksat): Very high (20.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None

Frequency of ponding: None
Calcium carbonate, maximum content: 2 percent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 2.0
Available water capacity: Very low (about 2.4 inches)

Interpretive groups
Land capability (nonirrigated): 7e
Ecological site: Gravelly Sand (R042XA053NM)

Typical profile
0 to 4 inches: Gravelly sand
4 to 60 inches: Stratified very gravelly sand to extremely gravelly loamy coarse sand

LtB—Latene sandy loam, 1 to 5 percent slopes
Map Unit Setting
Elevation: 4,850 to 6,000 feet
Mean annual precipitation: 7 to 10 inches
Mean annual air temperature: 58 to 60 degrees F
Frost-free period: 170 to 195 days

Map Unit Composition
Latene and similar soils: 85 percent

Description of Latene
Setting
Landform: Stream terraces, alluvial fans
Landform position (three-dimensional): Tread, rise
Down-slope shape: Concave, linear
Across-slope shape: Linear
Parent material: Alluvium derived from igneous and sedimentary rock

Properties and qualities
Slope: 1 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 45 percent
Maximum salinity: Nonsaline to very slightly saline (2.0 to 4.0 mmhos/cm)
Sodium adsorption ratio, maximum: 2.0
Available water capacity: Moderate (about 6.3 inches)

Interpretive groups
Land capability (nonirrigated): 7e
Ecological site: Loamy (R042XA052NM)

Typical profile
0 to 15 inches: Sandy loam
15 to 60 inches: Gravelly sandy loam

MaB—Madurez loamy fine sand, 1 to 5 percent slopes
Map Unit Setting
Elevation: 4,850 to 6,000 feet
Mean annual precipitation: 7 to 10 inches
Mean annual air temperature: 58 to 60 degrees F
Frost-free period: 170 to 195 days
Map Unit Composition
Madurez and similar soils: 90 percent

Description of Madure
Setting
Landform: Fan piedmonts, alluvial fans
Landform position (three-dimensional): Rise
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from igneous and sedimentary rock

Properties and qualities
Slope: 1 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 7 percent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 2.0
Available water capacity: Moderate (about 8.8 inches)

Interpretive groups
Land capability (nonirrigated): 7e
Ecological site: Sandy (R042XA051NM)

Typical profile
0 to 4 inches: Loamy fine sand
4 to 21 inches: Sandy clay loam
21 to 60 inches: Sandy loam

MWA—Madurez-Wink associatin, gently sloping
Map Unit Setting
Elevation: 4,850 to 6,000 feet
Mean annual precipitation: 7 to 10 inches
Mean annual air temperature: 58 to 60 degrees F
Frost-free period: 170 to 195 days
Map Unit Composition
Madurez and similar soils: 55 percent
Wink and similar soils: 25 percent

Description of Madurez
Setting
Landform: Alluvial fans, fan piedmonts
Landform position (three-dimensional): Rise
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from igneous and sedimentary rock

Properties and qualities
Slope: 1 to 5 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to high (0.60 to 2.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 7 percent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 2.0
Available water capacity: Moderate (about 8.9 inches)

Interpretive groups
Land capability (nonirrigated): 7e
Ecological site: Loamy (R042XA052NM)

Typical profile
0 to 4 inches: Fine sandy loam
4 to 21 inches: Fine sandy loam
21 to 60 inches: Sandy loam

Description of Wink
Setting
Landform: Fan piedmonts, alluvial fans
Landform position (three-dimensional): Rise
Down-slope shape: Linear
Across-slope shape: Linear
Parent material: Alluvium derived from igneous and sedimentary rock

Properties and qualities
Slope: 1 to 7 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): High (2.00 to 6.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 10 percent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 2.0
Available water capacity: Moderate (about 7.7 inches)

Interpretive groups
Land capability (nonirrigated): 7e
Ecological site: Loamy (R042XA052NM)

Typical profile
0 to 4 inches: Fine sandy loam
4 to 60 inches: Sandy loam

PAC—Pajarito loamy fine sand, 1 to 9 percent slopes
Map Unit Setting
Elevation: 4,850 to 6,000 feet
Mean annual precipitation: 7 to 10 inches
Mean annual air temperature: 58 to 60 degrees F
Frost-free period: 170 to 195 days
Map Unit Composition
Pajarito and similar soils: 85 percent

Description of Pajarito
Setting
Landform: Bajadas, plains, alluvial fans
Landform position (three-dimensional): Rise
Down-slope shape: Convex, linear
Across-slope shape: Convex, linear
Parent material: Eolian sands and/or alluvium derived from igneous and sedimentary rock

Properties and qualities
Slope: 1 to 9 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Well drained
Capacity of the most limiting layer to transmit water (Ksat): High (2.00 to 6.00 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Calcium carbonate, maximum content: 5 percent
Maximum salinity: Nonsaline (0.0 to 2.0 mmhos/cm)
Sodium adsorption ratio, maximum: 2.0
Available water capacity: Moderate (about 8.3 inches)

Interpretive groups
Land capability classification (irrigated): 3e
Land capability (nonirrigated): 7e
Ecological site: Sandy (R042XA051NM)

Typical profile
0 to 3 inches: Loamy fine sand
3 to 42 inches: Fine sandy loam
42 to 60 inches: Fine sandy loam

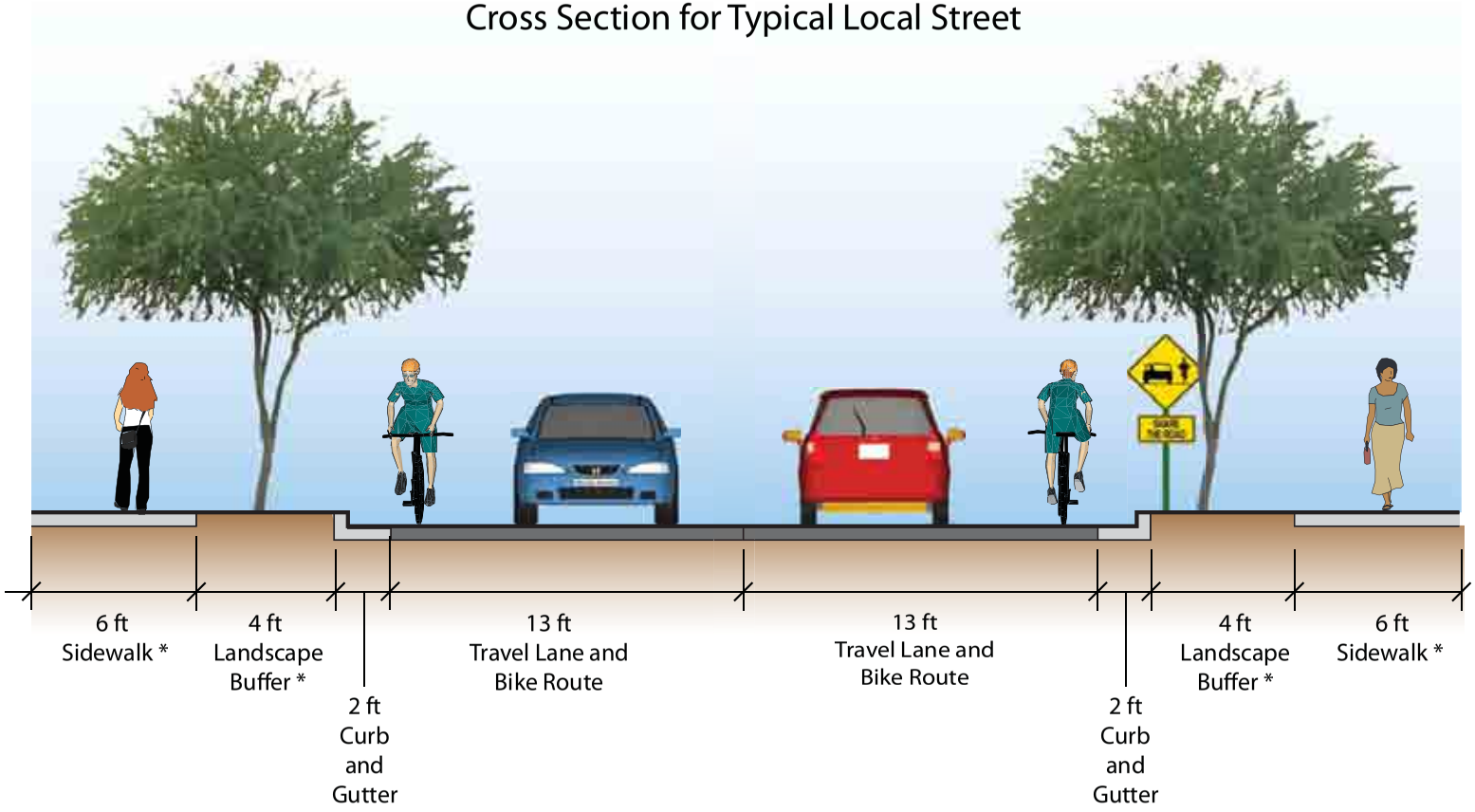
13.2. APPENDIX 2: LEED RATING

LEED has a rating system where developments can receive credits in 56 subcategories based on the following general criteria: sustainable sites 26 possible points, water efficiency 10 possible points, energy & atmosphere 35 possible points, materials & resources 14 possible points, indoor environmental quality 15 possible points, innovation & design process 6 possible points, and regional priority credits 4 possible points. A development seeking LEED certification can receive a total 110 points. There are four levels of LEED certification, they are:

- Certified 40–49 points
- Silver 50–59 points
- Gold 60–79 points
- Platinum 80–110 points

13.3. APPENDIX 3: LOCAL STREET CROSS SECTION

Cross Section for Typical Local Street



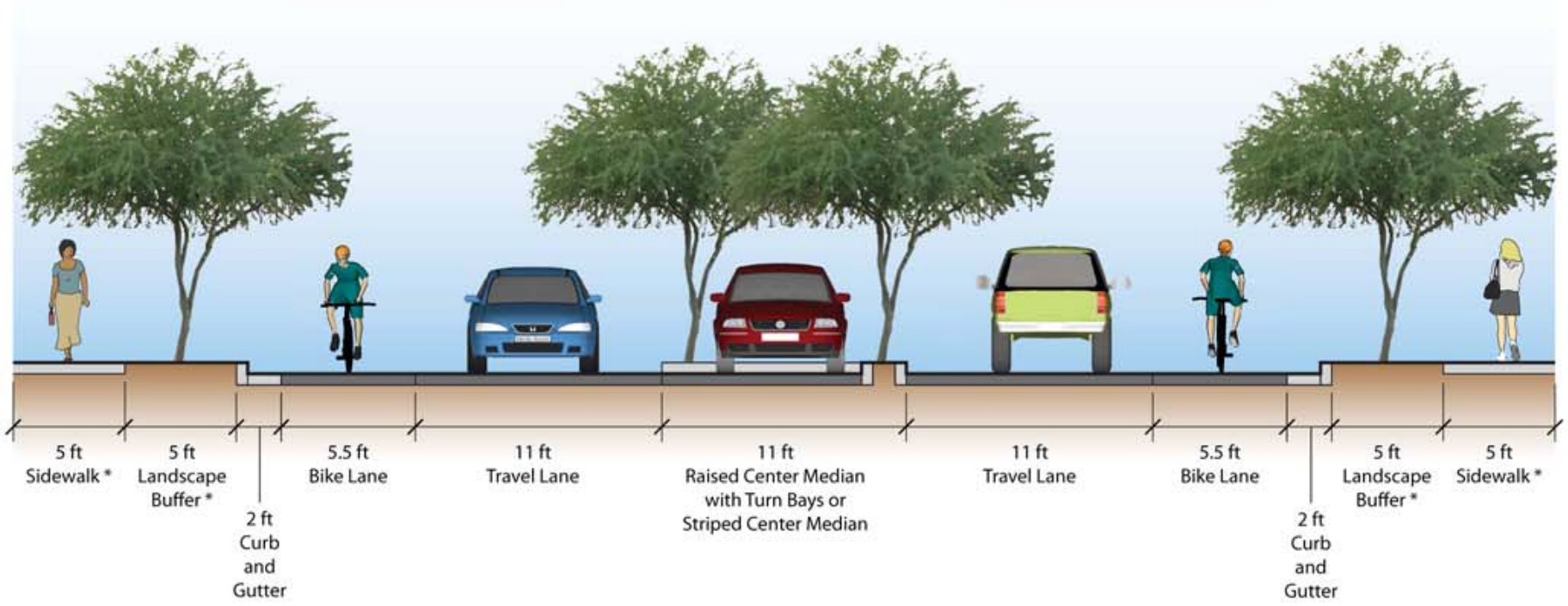
50 ft Minimum
Right-of-Way

* Dedicated access easements are required as part of conditions of approval to allow for a minimum 6' sidewalk width with a 4' minimum landscape buffer between the sidewalk and roadway to be maintained by the property owner.

Landscaping and other features are shown for illustrative purposes. The selection of actual design components will be done at the time that final plans are developed.

13.4. APPENDIX 4: COLLECTOR STREET CROSS SECTION

Cross Section for Typical Collector Street



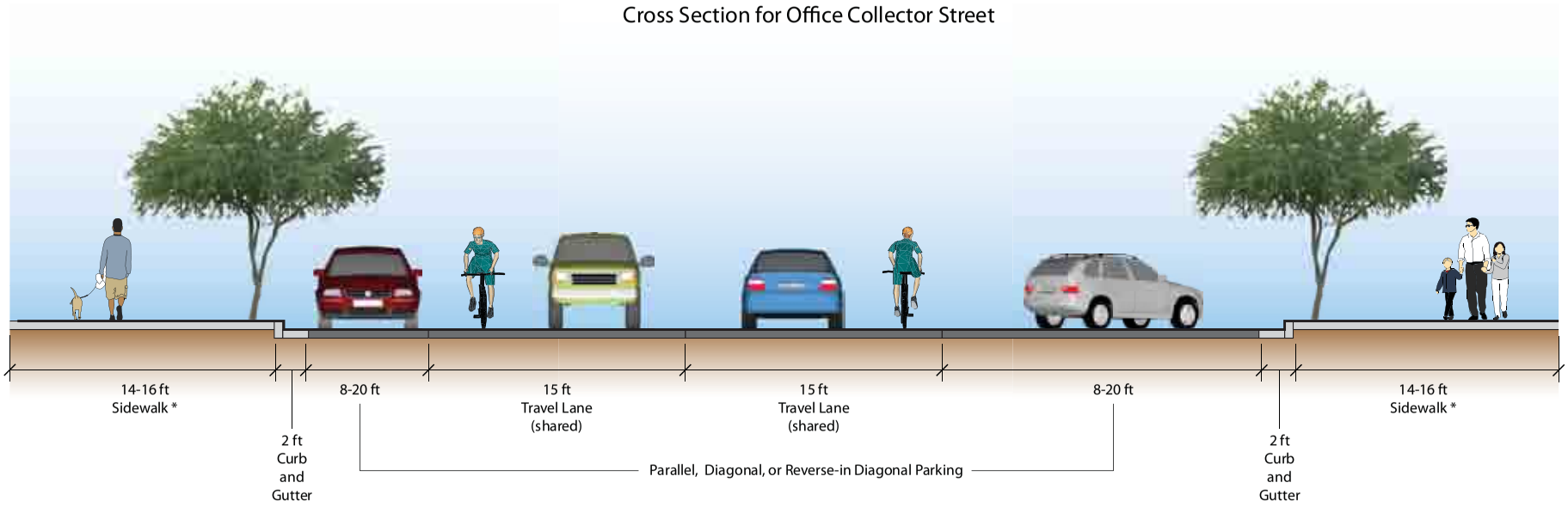
68 ft Minimum
Right-of-Way

* Dedicated access easements are required as part of conditions of approval to allow for a minimum 5' sidewalk width with a 5' minimum landscape buffer between the sidewalk and roadway to be maintained by the property owner.

Landscaping and other features are shown for illustrative purposes. The selection of actual design components will be done at the time that final plans are developed.

13.5. APPENDIX 5: OFFICE COLLECTOR STREET CROSS SECTION

Cross Section for Office Collector Street



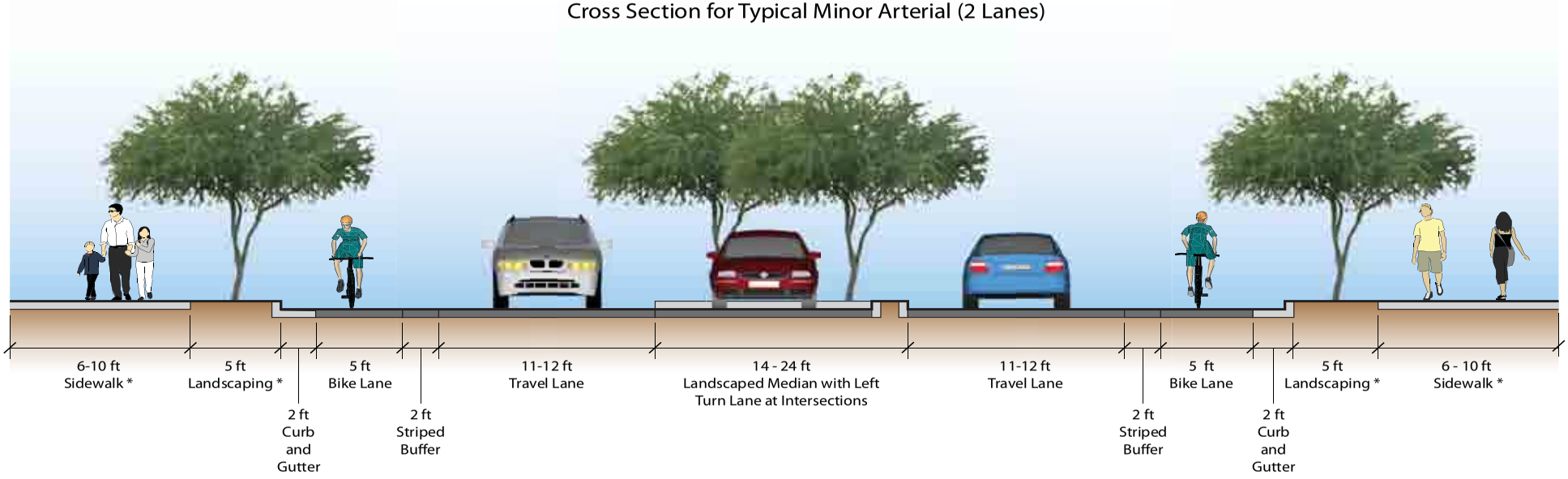
80-102 ft
Right-of-Way

* Dedicated access easements are required as part of conditions of approval to allow for a minimum 16' sidewalk width, which includes landscaping to be maintained by the property owner.

Landscaping and other features are shown for illustrative purposes. The selection of actual design components will be done at the time that final plans are developed.

13.6. APPENDIX 6: MINOR ARTERIAL (2 LANES) STREET CROSS SECTION

Cross Section for Typical Minor Arterial (2 Lanes)



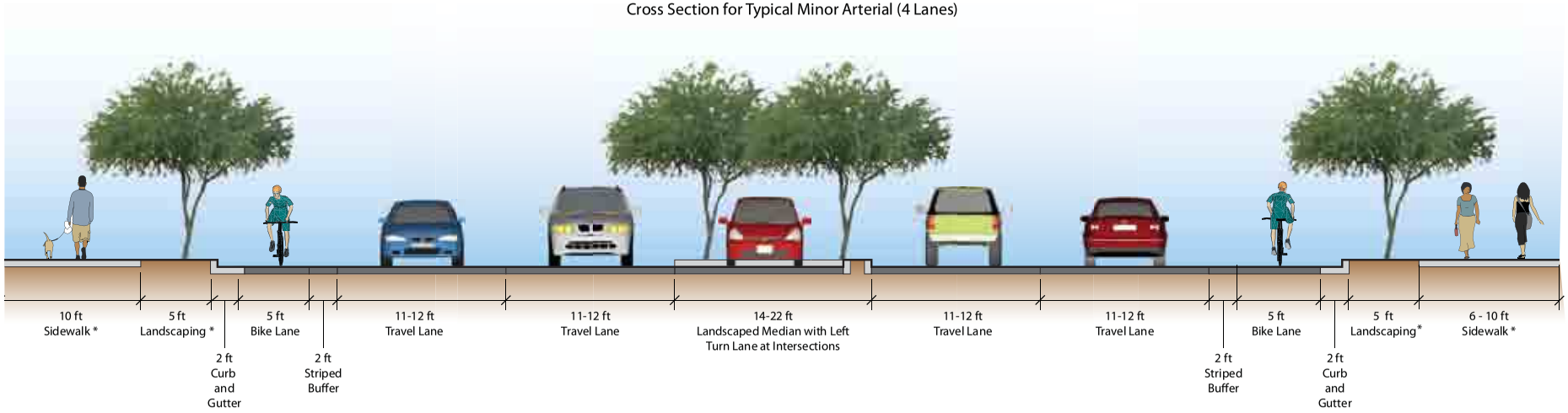
86 ft Minimum
Right-of-Way

* Dedicated access easements are required as part of conditions of approval to allow for a minimum 6' sidewalk width (or 10' minimum in commercial areas) with a 5' minimum landscape buffer between the sidewalk and roadway to be maintained by the property owner.

Landscaping and other features are shown for illustrative purposes. The selection of actual design components will be done at the time that final plans are developed

13.7. APPENDIX 7: MINOR ARTERIAL (4 LANES) STREET CROSS SECTION

Cross Section for Typical Minor Arterial (4 Lanes)



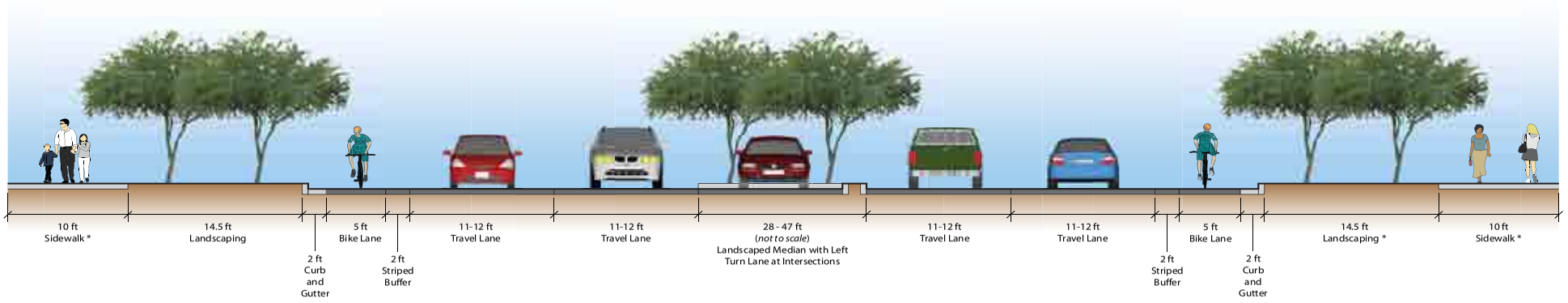
106 ft Minimum
Right-of-Way

* Dedicated access easements are required as part of conditions of approval to allow for a minimum 6' sidewalk width (or 10' minimum in commercial areas) with a 5' minimum landscape buffer between the sidewalk and roadway to be maintained by the property owner.

Landscaping and other features are shown for illustrative purposes. The selection of actual design components will be done at the time that final plans are developed.

13.8. APPENDIX 8: PRINCIPLE ARTERIAL (4 LANES) STREET CROSS SECTION

Cross Section for Typical Principal Arterial (4 Lanes)



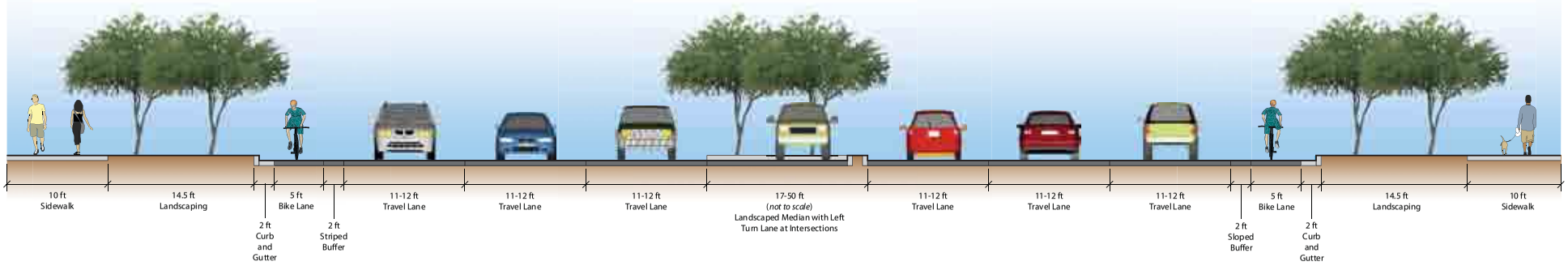
156 ft Minimum
Right-of-Way

* Dedicated access easements are required as part of conditions of approval to allow for a minimum 10' sidewalk width with a 14.5' minimum landscape buffer between the sidewalk and roadway to be maintained by the property owner.

Landscaping and other features are shown for illustrative purposes. The selection of actual design components will be done at the time that final plans are developed.

13.9. APPENDIX 9: PRINCIPLE ARTERIAL (6 LANES) STREET CROSS SECTION

Cross Section for Typical Principal Arterial (6 Lanes)



156 ft Minimum Right-of-Way

Landscaping and other features are shown for illustrative purposes. The selection of actual design components will be done at the time that final plans are developed.

13.10. Appendix 4: Glossary

Antiquated Platting: A subdivision that does not meet the standard outlined by the New Mexico Subdivision Act of 1978.

Crime Prevention through Environmental Design (CPTED): A multi-disciplinary approach to deterring crime through environmental design.

Hardscape: Features such as structures, patios, streets, sidewalks and other pathways, and other areas where the upper soil profile is no longer exposed.

Infill Development: The development of vacant or partially developed parcels which are surrounded by or in close proximity to areas that are substantially or fully developed.

Retail Leakage: When members of a community spend money outside that community or when money spent inside that community is transferred outside the community.

Industrial Revenue Bond (IRB): A tax-exempt bond issued by a state or local government agency to finance industrial or commercial projects that serve a public good.

Infrastructure and Capital Improvements Plan (ICIP): A local infrastructure capital improvement plan (ICIP) is a plan that establishes planning priorities for anticipated capital projects.

Intelligent Transportation System (ITS): Intelligent Transport Systems (ITS) is an umbrella term for a range of technologies including processing, control, communication and electronics, that are applied to a transportation system.

Level of Service (LOS): A measure used by traffic engineers to determine the effectiveness of elements of transportation infrastructure, such as roads and highways.

Low Impact Development (LID): The use of site planning and subdivision design techniques in coordination with storm water management techniques to mimic the hydrologic conditions associated with an undeveloped site to the greatest extent possible.

Metropolitan Statistical Area (MSA): The U.S. Government classification for a free-standing urban population center with a population in the urban center of at least 50,000 and a total MSA population of 100,000 or more. MSAs usually border on non-urbanized counties.

Mixed-Use Development: The practice of allowing more than one type of use (residential, retail, office) in a building or group of buildings.

National Pollutant Discharge Elimination System (NPDES): A two-phased surface water quality program authorized by Congress as part of the 1987 Clean Water Act. This federally mandated system is used for regulating point source and non-point source storm water discharge.

New Urbanism: A movement within the community planning and urban design disciplines that promotes walkable neighborhoods that contain a range of housing and job types. New Urbanism is strongly influenced by urban design standards prominent before the rise of the automobile and encompasses principles such as traditional neighborhood design (TND) and transit-oriented development (TOD).

North American Industry Classification Service (NAICS): The standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy.

Premature Subdivision or Tract of Land: A subdivision that does not meet the standard outlined by the New Mexico Subdivision Act of 1978.

Single Occupant Vehicle (SOV): A privately operated vehicle whose only occupant is the driver.

Special Assessment District (SAD): A district in which governmental units can assess a unique charge against real estate parcels for certain public projects. A special assessment may only be levied against parcels of real estate which have been identified as having received a direct and unique benefit from the public project.

Streetscape: A design term referring to all the elements that constitute the physical makeup of a street and that, as a group, define its character, including building frontage, street paving, street furniture, landscaping, including trees and other plantings, awnings and marquees, signs, and lighting.

Tax Increment Development District (TIDD): A TIDD allows a developer to issue bonds to cover the initial costs of infrastructure and is repaid using a portion of the gross-receipts tax revenues generated by the new development.

Tax Increment Financing (TIF): TIF is a financing tool that leverages the future additional taxes generated by a completed development to pay for current development costs such as land acquisition and site improvements.

Traditional Neighborhood Development (TND): Development based on human-scale design with concerns for walkability, increasing density, a mix of uses, and reducing automobile usage.

Transit-Oriented Development (TOD): A compact form of development that incorporates high-density housing concentrated in mixed-use developments located along transit routes. The location, design, and mix of uses in a TOD emphasize pedestrian-oriented environments to make the use of public transportation as convenient as possible.

Transportation System Management (TSM): The application of actions that improve the operation and coordination of transportation services and facilities.

Travel Demand Management (TDM): TMD is the application of strategies and policies to reduce travel demand (specifically that of single-occupancy private vehicles), or to redistribute this demand in space or in time.

Vehicle Miles Travelled (VMT): The number of miles that residential vehicles are driven.

Zoning Regulation: A set of regulations that divides land under a local government's jurisdiction into zones or districts. Zoning regulations also contain standards common to all districts and a set of procedures for applying, administering, and enforcing its regulations. For each district or zone, the following can be regulated:

- Types of land uses allowed;
- Intensity or density of development;
- Height, bulk, and placement of buildings;
- Amount and design of parking;
- A number of other aspects of land use and development activity

13.11. Acronyms

Albuquerque Metropolitan Planning Area (AMPA)

Bus Rapid Transit (BRT)

Capital Improvements Plan Citizen's Advisory Committee (CIPCAC)

Central New Mexico Community College (CNM)

Comprehensive Economic Development Strategy (CEDS)

Comprehensive Housing Affordability Strategy (CHAS)

Crime Prevention through Environmental Design (CPTED)

Data Analysis Subzones (DASZ)

Economic Development Administration (EDA)

Emergency Operations Center (EOC)

Greater Albuquerque Association of Realtors (GAAR)

Gross Receipts Investment Policy (GRIP)

Gross Receipts Tax (GRT)

Industrial Revenue Bond (IRB)

Infrastructure and Capital Improvements Plan (ICIP)

Intelligent Transportation System (ITS)

Keep Rio Rancho Beautiful Program (KRRB)

Level of Service (LOS)

Low Impact Development (LID)

Metropolitan Planning Organization (MPO)

Metropolitan Statistical Area (MSA)

Metropolitan Transportation Board (MTB)

Mid-Region Council of Governments (MRCOG)

Multiple Listing Service (MLS)

National Pollutant Discharge Elimination System (NPDES)

New Mexico Environment Department (NMED)

New Mexico Gas Company (NMGC)

New Mexico Office of the State Engineer (OSE)

New Mexico Taxation and Revenue Department (NMTRD)

North American Industry Classification Service (NAICS)

Planning and Zoning Board (PZB)

Public Service Company of New Mexico (PNM)

Rio Metro Regional Transit District (RTD)

Rio Rancho Chamber of Commerce (RRCC)

Rio Rancho Economic Development Corporation (RREDC)

Rio Rancho Public Schools (RRPS)

Single Occupant Vehicle (SOV)

Southern Sandoval County Arroyo and Flood Control Agency (SSCAFCA)

Special Assessment Districts (SAD)

State Municipal Boundary Commission (SMBC)

Storm Water Management Plan (SWMP)

Storm Water Pollution Prevention Plan (SWPPP)

Tax Increment Development District (TIDD)

Traditional Neighborhood Development (TND)

Transit-Oriented Development (TOD)

Transportation Improvement Plan (TIP)

Transportation System Management (TSM)

Travel Demand Management (TDM)

University of New Mexico (UNM)

UNM Bureau of Business and Economic Research (BBER)

US Department of Housing and Urban Development (HUD)

US Environmental Protection Agency (EPA)

Vehicle Miles Travelled (VMT)

Water Resources Management Plan (WRMP)

Neighborhood Meeting Schedule:

Neighborhood Meeting 1: Stapleton Elementary School	11/14/2009 9:00-11:30 AM
Neighborhood Meeting 2: Sandia Vista Elementary School	11/17/2009 5:30-8:00 PM
Neighborhood Meeting 3: Maggie Cordova Elementary School	11/19/2009 5:30-8:00 PM
Neighborhood Meeting 4: Loma Colorado Library	09/09/2010 5:30-7:30 PM
Neighborhood Meeting 5: Fire Station #5	09/15/2010 5:30-7:30 PM
Neighborhood Meeting 6: Cabezon Community Center	09/18/2010 9:30-11:30 AM

Public Meeting Schedule:

Planning & Zoning Board Update: City Council Chambers	08/24/2010 6:00 PM
Governing Body Update: City Council Chambers	08/25/2010 6:00 PM
Parks Commission: City Council Chambers	09/20/2010 6:30 PM
Utility Commission: City Council Chambers	09/21/2010 6:00 PM
Youth Governing Body: City Council Chambers	09/22/2010 5:30 PM
Planning & Zoning Board City Council Joint Work Session City Council Chambers	10/6/2010 6:00 PM
Planning & Zoning Board Public Hearing City Council Chambers	10/26/2010 6:00 PM
City Council Public Hearing City Council Chambers	11/17/2010 6:00 PM

City of Rio Rancho
3200 Civic Center Circle NE
Rio Rancho, NM 87144-4501