

La Barranca Specific Area Plan

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1. INTRODUCTION

1.1 PURPOSE

The purpose of *La Barranca Specific Area Plan* is to help guide and manage the physical development within the planning area. Physical development in the planning area will be guided by:

- Prescribing land uses to developed and undeveloped land
- Establishing a policy document for decision making
- Establishing a minimum acreage for the rezoning of land
- Establishing limited access points along arterial and collector streets
- Creating incentives to expand public infrastructure

This plan provides information about current conditions in the planning area, identifies goals and objectives, proposes land uses, identifies access management areas, and lists methods of implementation. Additionally, this plan identifies the development plan scenario for the planning area. Moreover, this plan further develops the land use element of the Comprehensive Plan by addressing compatibility of development within the planning area.

1.2 RELATIONSHIP TO THE COMPREHENSIVE PLAN

The Vision 2020 – Integrated Comprehensive Plan, adopted June 2001, is a broad-based general policy plan designed to direct current and future growth and physical development of the City. The La Barranca Specific Area Plan is effectively part of the land use element of the Comprehensive Plan. As such, the La Barranca Specific Area Plan provides more area-specific goals and policies designed to

carry out the vision of the Comprehensive Plan.

1.3 NEED FOR A MASTER PLAN

The *La Barranca Specific Area Plan* is a "land use plan," or "master plan." Master plans can be created by the City or by a developer in the case of a master-planned community. In either case, a master plan is specific to a geographic area within the City.

Recent development activity in the planning area for rezoning of land has established a need to develop a master plan that will address the needs of residents living in the planning area and potential business developments along arterial roads. Additionally, developing a master plan that addresses the creation of public infrastructure that lack adequate public infrastructure is necessary to ensure that future development can be supported.

1.4 PLANNING PROCESS

There are many aspects to the planning process. Some aspects of the planning process deal with long-range planning (the creation of planning policy documents) while other aspects deal with current planning (the development review and public hearing process). While these two processes are very different, they are integrally linked to each other in that the master plan goals and policies are carried out through the zoning ordinance, which is the basis of current planning. Another aspect of the planning process, where there is a similarity, is public involvement. Both types of planning involve public involvement through neighborhood meetings, Planning & Zoning Board meetings, and Governing Body meetings.

In the development of this master plan, the Development Services Department notified citizens within the planning area and held a neighborhood meeting where staff took comments and input from citizens regarding the master plan. Public hearings will also be held by both the Planning & Zoning Board and the Governing Body.

1.5 PLAN IMPLEMENTATION

Implementation of this plan will occur through the approval of zone map amendments, initiated by the either the City or landowners. An Access Management Plan for the planning area is established through the adoption of this plan as identified on the Access Management Map. Capital improvements will be implemented through the City's Infrastructure and Capital Improvements Plan (ICIP) or through the development review process as development occurs.

1.6 PLANNING AREA

The La Barranca Specific Area Plan encompasses an area of approximately 4,536 acres and is bounded by Loma Colorado Boulevard to the west, Pat D'Arco Highway to the east, Paseo del Volcan and Idalia Road to the north, and Northern Boulevard to the south (Map 1). The planning area is characterized by large areas of undeveloped, but platted, land and well-established largelot, single-family residential development within the Rio Rancho Estates Unit 17 subdivision.

1.7 OPPORTUNITIES AND CONSTRAINTS

A major challenge for the planning area and the City is addressing land that was prematurely platted in the 1960s. When land for Rio Rancho Estates was subdivided, off-site improvements were not required as part of the subdivision platting. The lack of infrastructure, such as streets, curbs, gutters, sidewalks, sewer and water lines, and proper drainage facilities creates planning and safety concerns. Arroyos with erosive soils can be hazardous during flash floods that develop during summer thunderstorms. Creative planning of prematurely platted land near

these areas is necessary to mitigate the damage that can be caused by this phenomenon.

Another challenge created by the prematurely platted land is the potential for numerous curb cuts along arterial and collector roads, thereby impeding traffic flow and reducing the level of service on these roads.

2. EXISTING CONDITIONS

Existing conditions for Rio Rancho and the planning area described in this section include:

- Population and Housing
- Natural Environment
- Land Use
- Zoning
- Public Facilities
- Capital Improvements
- Transportation
- Utilities

2.1 POPULATION AND HOUSING

2.1.1 Population

Rio Rancho's total population has increased since 2000. Between 2000 and 2008 the City's overall population increased by almost 60%. The 2008 population is projected to double by 2030 (Mid-Region Council of Governments Data Analysis Subzones).

The planning area has shown an increase in population since 2000. Since 2000, the planning area's population has more than quadrupled.

2.1.2 Housing

Between 2000 and 2008 the planning area experienced an increase in housing, more so than the City as a whole. During that time, the

planning area had a higher relative-increase in dwelling units and households than that of the City (**Table 1**). Despite a general increase in development over the 8-year time span, both the City and the planning area have experienced an overall slow-down related to national economic conditions.

Although the planning area has showed a comparable decline in construction starts to the City since 2007, it has produced at least 6% of the City's starts during each of those years (**Figures 1** and **2**). It is important to note that 2009 construction starts have only been produced through July. All but two starts in those three years (2007 through present) have been for single-family residential dwellings.

2.2 NATURAL ENVIRONMENT

In general, planning area soils are sandy and receive 8-10 inches of rain a year which supports mainly native grasses and shrubs. The Sheppard and Grieta soils are representative of the soil types in the planning

area and are appropriate for urban development (**Maps 3**).

2.2.1 Plant & Wildlife

The natural plant habitat of the planning area is marked by riparian conditions along arroyos with many indigenous types of brush and grasses. Common plants include chamisa, sand sagebrush, winterfat, mormon tea, broom snakewood, cholla cacti, prickly pear cacti, four-wing saltbrush, yucca, buckwheat, tansy mustard, tumbleweed, fiddleneck, western ragweed, verbena, fleabane, desert senna, kochia, piňon, and oneseed juniper.

Local wildlife includes mammals, reptiles, and birds such as coyotes, badgers, kit foxes, prairie dogs, jackrabbits, prairie rattlesnakes, round-tailed horned lizards, lesser earless lizards, and New Mexico whiptails.

2.2.2 Topography

The planning area is characterized by hilly terrain. Some hills, or lomas, are steep and standout in the landscape. The hilly

Table 1. Population and Housing Trends

		Rio Rancho		Planning Area	
	Year	Number	% Change	Number	% Change
uc	2000	51734	-	1,167	-
tal	2004	60775	0.17	2,383	1.04
Total Population	*2008	82229	0.35	4,090	0.72
P	2030	163552	0.99	5,256	0.29
ds	2000	18995	-	387	-
Households	2004	22456	0.18	861	1.22
nse	*2008	30292	0.35	1,474	0.71
운	2030	61444	1.03	2,081	0.41
D	2000	20205	-	405	-
its	2004	23637	0.17	890	1.2
Dwelling Units	*2008	33087	0.40	1,531	0.72
Δ	2030	66616	1.01	2,172	0.42

Source: MRCOG Data Analysis Subzones 2000, 2004, 2008, 2030. *2008 data extrapolated from prior data sets.

topography makes drainage a planning consideration. The two major drainage features in the planning area are La Barranca Arroyo and the Lomitas Negras Arroyo (**Map 4**). The land in the planning area slopes from west to east with a maximum elevation of 5,480 feet, dropping more than 370 feet to a low of 5,108 feet.

2.3 EXISTING LAND USE

Approximately half of the lots within the planning area are undeveloped (**Table 2**). The majority of the developed lots are low-density, single-family residential. Civic uses, a number of churches and two public schools, make up the second largest developed land use (**Map 5**).

Rio Rancho, as a whole, has over 1.7 million square feet of retail space and 410,056 square feet of office space (Grubb & Ellis, 2009). Currently, there are no developed commercial parcels in the planning area.

Rio Rancho has issued over 1,400 business licenses since 2007 that are still active. Of these, 61 have been issued in the planning area. Of the 61 active business licenses issued in the planning area, the great majority have been for home occupations.

2.4 Existing Zoning

As indicated by the existing land use, the planning area consists primarily of single-family residential uses. The majority of the properties within the planning area, 77.67%, are zoned residential—E-1, R-1 or SU-Residential. Conversely, only 3.6% (145.69 acres) is zoned for commercial uses (**Table 3**).

2.5 Public Facilities

2.5.1 Community Facilities

The Department of Parks, Recreation & Community Services is in the process of developing the Northern Boulevard Community Center on Northern Boulevard next to the Destiny Center Church. If completed, the center would be a 15,500 square foot multi-generational facility and gym. Currently, the City has complete construction plans and a building shell.

2.5.2 Public Schools

There are two public schools within the planning area, Enchanted Hills Elementary School and Rio Rancho Middle School (previously Rio Rancho Mid-High). Enchanted Hills Elementary School, located on Obregon Road, enrolls over 650 students in grades kindergarten through 5th grade (**Table 4**).

Table 2. Planning Area Existing Land Use

Land Use Category	Acreage	%	Lots	%
Vacant	2,278.75	50.2%	2,433	60.1%
Arroyos & Drainage	119.25	2.6%	-	-
Low-Density Residential	1,453.26	32.0%	1,502	37.1%
Medium-Residential	26.74	0.6%	93	2.3%
High-Density Residential	-	0.0%	-	0.0%
Office & Commercial	-	0.0%	-	0.0%
Civic & Institutional	150.01	3.3%	12	0.3%
Industrial	13.97	0.3%	3	0.1%
Utilities	11.43	0.3%	7	0.2%
Right-Of-Way	482.66	10.6%	-	-
Total	4,536.07	100.0%	4,050	100.0%

Table 3. Planning Area Existing Zoning

Zoning	Code	Acreage	Percentage	Lots
Estate Residential	E-1	1,890.52	41.68%	1,207
Single-Family Residential	R-1	1,602.41	35.33%	2,759
Special-Use Residential	SU-R	29.76	0.66%	16
Special-Use Non-Residential	SU-NR	90.24	1.99%	55
Office	0-1	3.66	0.08%	8
Retail Commercial	C-1	43.41	0.96%	19
Wholesale Commercial	C-2	5.38	0.12%	1
Light Industrial	M-1	0.45	0.01%	1
Right of Way	ROW	861.90	19.00%	-
Transitional	TZ	4.23	0.09%	6
Unknown	Unknown	4.11	0.09%	1
Total		4,536.07	100.00%	4,073

Rio Rancho Middle School is located north of the Diamond Ridge subdivision on the southeast corner of Loma Colorado Boulevard and Idalia Road (**Table 5**). Rio Rancho Middle School will enroll approximately 1160 student between 6th and 8th grade.



2.5.3 Churches

There are ten churches located within the planning area.

Celebration Baptist Church 5620 Laredo Road

Charity Baptist Church 5501 Obregon Road NE, NEC of Obregon Road and Acapulco Road Church of the Incarnation 2309 Monterrey Road, SWC of Pasilla Road and Monterrey Road

Community of Joy Lutheran Church 841 Saratoga Road, NWC of Northern Boulevard and Saratoga Road

Covenant Christian Church 6380 Monterey Road

Destiny Center Church 4401 Northern Boulevard, NEC of Northern Boulevard and Arapaho Drive

Emmanuel Missionary Baptist Church 4848 Huron Drive, NWC of Northern Boulevard and Huron Drive

Reformed Church in America 4531 Northern Boulevard NE

Rio West Community Church 6751 Pasilla Road

Sheppard of the Hills Lutheran Church 2400 Monterrey Road

Table 4. Enchanted Hills Elementary School Profile

Item	Value
Year of Construction	1990
Enrollment	678
Ethnic Distribution	
Caucasian	53.4%
Hispanic	38.2%
Native American	2.5%
Asian American	2.8%
African American	3.1%
Special Education	12.8%
Free/Reduced Cost Meals	35.3%
Teachers	49
Instructional Support Staff	27
Non-Instructional Support Staff	10

Source: Rio Rancho Public Schools 2010

2.5.4 Special Assessment Districts

Special Assessment Districts (SADs) are areas in which property owners reimburse the City for the cost of public improvements in that Improvements within a SAD may district. include, storm drainage, sanitary sewer, streets. water and private utility improvements. SAD 9 is included in the planning area. SAD 9 is a district that was created to make improvements approximately 18 different road sections, some of which are in the planning area. Milpa Alta. Matamoros. Pasilla, Saltillo Campeche Roads are included in SAD 9 (Map 6). Improvements to these roads include paving, storm drainage, sanitary sewer, water and private utilities.

2.6 CAPITAL IMPROVEMENTS

All municipalities prepare an *Infrastructure* and *Capital Improvements Plan* (ICIP) that is submitted to the State annually. The ICIP is a plan that establishes planning priorities for all anticipated capital projects for a period of six years and is updated annually. Where possible, the ICIP also identifies funding

Table 5. Rio Rancho Middle School Profile

Item	Value
Year of Construction	2002
Enrollment	1219
Ethnic Distribution	
Caucasian	47.3%
Hispanic	42.2%
Native American	4.0%
Asian American	1.6%
African American	5.0%
Special Education	11.8%
Free/Reduced Cost Meals	45.8%
Teachers	99
Instructional Support Staff	21
Non-Instructional Support Staff	25

Source: Rio Rancho Public Schools 2010

sources for projects, such as state appropriations, bonds, loans or grants. However, the ICIP is a plan that is only intended to identify projects and potential funding sources, but projects are not guaranteed to be executed.

Projects highlighted in this Plan are understood to be anticipatory and are not guaranteed, whether or not funding has been identified.

The 2010-15 ICIP lists \$594.6 million in capital projects for parks, public safety, drainage, transportation, utilities equipment, and vehicles across the City. Transportation projects total \$186.1 million city-wide over the six-year period. Projects specifically associated with the planning area have been identified and are highlighted in the appropriate section.

2.7 Transportation

The planning area's transportation system includes existing and proposed streets, transit, and trails as described in this section.

2.7.1 Street System

The street system to serve the planning area is summarized by functional classification as described in the sections below.

Local Streets

A local street is intended primarily for access to abutting properties and carries low-volume traffic. Accessibility to homes and businesses is more important than mobility. Speed limits are set low, below what the roadway geometry allows, usually 25 MPH, with traffic volumes typically less than 1,000 vehicles per day (VPD). Minimum right-of-way is 50 feet.

There are 128 local streets within the planning area, 15 of which are paved.

Collector Streets

A collector street carries traffic from local streets to arterial streets. Accessibility and mobility are balanced relative to land use with speed limits generally between 25 and 35 MPH. Residential collectors with driveways are generally 25 MPH, while those with more limited access have a higher posted speed limit. Volumes can vary from 1,000 to 15,000 VPD. Collector streets are required to provide a minimum right-of-way width of 68 feet.

There are three collector streets in the planning area. All three collector streets are paved except for Kim Road west of Idalia Road.

Arterial Streets

An arterial street is designed and used primarily for serving large volumes of traffic and to provide cross-city travel. Mobility takes precedence over accessibility. Speed limits are generally 35 to 45 MPH with volumes of approximately 7,000 VPD per lane. Four-lane arterials with a median are common with a capacity of 28,000 VPD. Access is controlled via signalized intersections and raised medians. Principal arterials are

required to provide a minimum right-of-way width of 156 feet and minor arterials, 106 feet.

There are five arterial streets within the planning area—all of which are paved except for Loma Colorado Boulevard between Idalia Road and Paseo del Volcan, and all of Chayote Road.

2.7.2 Traffic

Table 6. Traffic Volume on Collectors & Arterials		
Street Name	Annual Average	
Chayote Road	No Count	
Idalia Road	3,100 - 4,500	
Iris Road	3,800	
Kim Road	900 - 1,500	
Loma Colorado Boulevard	3,000	
Paseo del Volcan	3,700	
Pat D'Arco Highway	16,200 - 33,900	
Saratoga Drive	800	

2.7.3 Street Naming

As part of the City's on-going addressing project, numeric street names are to be replaced with non-numeric street names. For example, 40th Street has been renamed to Loma Colorado Boulevard.

2.7.4 Transit

Rio Transit operates a para-transit system serving seniors and eligible disabled adults 18 and older and seniors 55 and older who are residents of the City of Rio Rancho. Funding for this program is provided through the Federal Transit Administration under Section 5307 of Title 49 of the United States Code and the City of Rio Rancho general fund. Trips are available for any purpose in Rio Rancho. However, trips to Albuquerque, Placitas, Bernalillo, and Corrales are limited to medical, educational, and work purposes.

Starting in January 2010, Rio Transit, which is city-operated, will be operated by the Mid-Region Council of Governments.

The Rio Metro Transit District which is operated by the Mid-Region Council of Governments serves Sandoval, Bernalillo, and Valencia Counties. Rio Metro has developed a transit plan to be funded by a 1/8-cent gross receipts tax. It would provide for three neighborhood circulator routes, four commuter express routes, and four park and ride facilities in Rio Rancho. Funding has been secured by an approved increase in the gross receipts tax and funding will commence in October 2009.

2.7.5 Trails and Bike Paths

Trails and bike paths listed in the 2030 Metropolitan Transportation Plan include the following City of Rio Rancho projects:

- Barranca Arroyo Trail, \$5.85 million for construction of a bicycle trail located along La Barranca Arroyo
- Utility Trail Easement, \$6.84 million for construction of a bicycle trail along the Public Service Company of New Mexico (PNM) 115 kV electrical distribution line right-of-way. The PNM right-of-way bisects the planning area at Loma Colorado Boulevard at the eastern portion of the Rio Rancho Middle School, crosses Idalia Road at La Barranca Arroyo and continues northeast across the Sandoval County Landfill

2.8 UTILITIES

2.8.1 Wet Utilities

Infrastructure that is designed to manage or move fluids, such as potable water, sewage and runoff, are considered to be wet utilities. Wet utilities include water lines, sewage lines, drainage channels, detention ponds and arroyos, for example.

Another improvement being proposed at the intersection of Iris Road and Idalia Road is a sewer line that will extend from the intersection to La Barranca Arroyo. Construction of this project is contingent on existing funds within the Department of Public Works utility fund budget.

The Barranca Sewer Line is another project proposed to be funded by the utility fund budget. The Barranca Sewer Line will be located within La Barranca Arroyo. Like the proposed Iris Road and Idalia Road sewer line, the Barranca Sewer Line project is dependent upon existing funds within the Department of Public Works utility fund budget.

A report and design for the expansion of the wastewater Force Main and Lift Station 22 is scheduled for 2010 and 2011 with a projected cost of \$2.2 million.

There are no waterlines scheduled in the 2010-2015 ICIP for the planning area. **Maps 7** and **8** depict the existing sewer and water lines in the planning area.

2.8.2 Dry Utilities

Infrastructure such as electrical, gas, and data lines are considered to be dry utilities.

Electricity

There are two types of electrical lines in the electrical grid. The first type is a transmission line which carries high-voltage electricity at either at 115 or 345 kilovolts from power plants to substations in cities and towns. The second type is a distribution line which is smaller, usually underground, carrying electricity from substations into homes and businesses. Substations play a critical role in the delivery of electricity by decreasing the voltage for delivery to homes and businesses, typically at either 120 or 240 volts.

A Public Service Company of New Mexico (PNM) 115 kV electrical distribution line bisects the planning area from Loma Colorado Boulevard at the eastern portion of the Rio Rancho Middle School, crosses Idalia Road at La Barranca Arroyo and continues northeast to an electric substation at the southwest corner of Iris Road and Libra Road, then across the Sandoval County Landfill. **Map 9** depicts the electricity infrastructure in the planning area (PNM 2009).

Natural Gas

Natural gas pipelines that distribute natural gas to residences and businesses are typically run under streets, sidewalks and sometimes across private property within a utility easement. These smaller distribution lines can be only a few inches below ground due to erosion, landscaping and other activities. In larger contrast. and higher-pressure transmission pipelines that transport gas from suppliers to communities are typically buried four to eight feet below ground and can be affected by activities such as farming, construction and new housing development (New Mexico Gas Company 2009).

Natural gas service in the planning area is provided by New Mexico Gas Company. A high-pressure natural gas distribution line bisects the planning area on the northwest side of Idalia Road. **Map 10** depicts the natural gas lines in the planning area.

2.8.3 Communications Hard-Line Telephone Service

Qwest Communications is the telephone service provider in Rio Rancho. Qwest also provides DSL (Digital Subscriber Line) Internet service within Rio Rancho. Qwest does not currently have their service lines in GIS—no map was created of their service lines in the planning area.

Cable Television

Cable ONE is the cable television service provider in Rio Rancho (**Map 11**).

Internet Service

Cable ONE is also the cable Internet service provider in Rio Rancho. They also offer Internet Telephone service. **Map 11** depicts Cable ONE's service lines in the planning area.

2.8.4 Drainage

The Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA) has jurisdiction over drainage channels in the Sandoval County portion of Rio Rancho. The City acts as SSCAFCA's designee for minor facilities, including conveyances less than 500 cubic feet per second (CFS). Regional improvements are typically constructed by SSCAFCA and local improvements are typically constructed by the City.

A \$1.4 million construction project for a drainage pond at the intersection of Granada Road and Monterrey Road (Red River Watershed Project) has been scheduled in the 2010-2015 ICIP. This project will also include redesign of the drainage system from Sonora Road to Pat D'Arco Highway. Completion of the project should occur in February 2010.

A \$1.1 million flood control retention pond south of the Monte Bella Subdivision is scheduled to be completed by December 2011. This project is necessary to handle the drainage system requirements for the Monte Bella Subdivision.

Phase II of the Guadalajara Basin Improvements are identified in the 2010-2015 ICIP. This project will consist of the construction of a storm water control system and is a continuation of a SSCAFCA project (currently) under construction. The full scope of the project will be contingent on available funding, which is projected to cost \$2.25 million.

The Department of Public Works has identified another drainage improvement project, identified generally as Unit 17 Land for Drainage Improvements. No funding has been determined for this \$3.15 million project to date.

3. PROPOSED LAND USE

3.1 COMPREHENSIVE PLAN

In accordance with the *Vision 2020 – Integrated Comprehensive Plan*, the land use plan for the planning area promotes high-density, mixed-use activity centers and discourages strip commercial development. Actions within the Comprehensive Plan that support this land use plan include:

- Encouraging infill development of all undeveloped areas within the municipal boundary
- Incorporating useable public spaces and provide for community gathering spaces in activity centers
- Integrating mixed uses into a single structure with retail on lower level and office and residential on upper levels
- Balancing compact development with parks, open space, and quality of life considerations
- Evaluating future development based on the ability to integrate dissimilar uses by utilizing buffering, scale, and design elements
- Expanding the City's gross receipts tax base by recruiting additional local retail and office uses
- Making Rio Rancho a place where one can live, work, shop, and play without leaving the city

3.2 Special Use Zoning

Future land use alternatives planned for the *La Barranca Specific Area Plan* are shown in **Map 2**, **Table 7**. While land designated for non-residential land uses in this section may fall into a specific range of allowable zoning districts, it may be necessary for parcels to be rezoned to a Special Use zoning district to ensure access, design and land use compatibility issues are addressed.

3.3 LAND USE CATEGORIES

The La Barranca Specific Area Plan contains proposed land use categories that are consistent with and promote the goals and policies of the Vision 2020 – Integrated Comprehensive Plan. Each of the categories indicate the range of suitable uses for that area. The overall land use orientation reflects nodal-oriented development that ensures there is appropriate compatibility between uses. Also, the land use plan ensures that proposed future uses will be well integrated with existing development. The land use categories identified in this plan are listed in **Table 7**.

3.3.1 Low-Density Residential

The Low-Density Residential land use category is intended to provide opportunities for large-lot, single-family 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

Compatible Zoning Districts:

- A-R Agricultural Residential
- E-1 Estate Residential
- R-1 Single-Family Residential

Further subdivision of land or rezoning shall generally require the consolidation of lots to achieve a minimum of five acres.

3.3.2 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: 4.01 - 10.99 DU/AC

Compatible Zoning Districts:

- R-1 Single-Family Residential
- R-2 Single-Family Residential
- R-3 Multi-Family Residential*
- R-4 Single-Family Residential

*Only **single-family** and **townhome** uses within R-3 zoning district.

Further subdivision of land or rezoning shall generally require the consolidation of lots to achieve a minimum of five acres.

3.3.3 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: Minimum 11 DU/AC

Compatible Zoning Districts:

- R-3 Multi-Family Residential*
- R-5 Single-Family Residential
- R-6 Multi-Family Residential

*Only **multi-family** and **townhome** uses within R-3 zoning district.

Further subdivision of land or rezoning shall generally require the consolidation of lots to achieve a minimum of five acres.

3.3.4 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.

Table 7. Proposed Land Use Categories

Land Use Category	Density and Rezoning Specifications	Zoning Code
Low-Density Residential	0 - 4 DU/AC	A-R, E-1, R-1
Medium-Density Residential	4.01 - 10.99 DU/AC	R-1, R-2, R-3 (SF), R-4
High- Density Residential	11 - 32 DU/AC	R-3 (MF), R-5, R-6
Office	Generally Min. 2.5 Acres	O-1, O-2
Mixed-Use	Generally Min. 5 Acres	MU-A
Neighborhood Commercial	Generally Min. 2.5 Acres	O-1, O-2, C-1, CMU
Community Commercial	Generally Min. 5 Acres	O-1, O-2, C-1, CMU
Industrial	Generally Min. 2.5 Acres	C-2, M-1
Public and Community Facilities	-	-

Compatible Zoning Districts:

- 0-1 Office
- 0-2 Office

Further subdivision of land or rezoning shall generally require the consolidation of lots to achieve a minimum of two and one-half acres.

3.3.5 Mixed-Use

The Mixed-Use land use category is intended to provide a dense, 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.

Compatible Zoning Districts:

• MU-A Mixed Use Activity Center

Further subdivision of land or rezoning shall generally require the consolidation of lots to achieve a minimum of five acres.

3.3.6 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. The following uses due to their nature and intensity are deemed to be inappropriate within the Neighborhood Commercial land use category: Adult Uses and Conditional Uses within the C-1 zoning district.

Compatible Zoning Districts:

- 0-1 Office
- 0-2 Office
- C-1 Commercial
- CMU Commercial/Mixed Use

Further subdivision of land or rezoning shall generally require the consolidation of lots to achieve a minimum of two and one-half acres.

3.3.7 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.

Compatible Zoning Districts:

- 0-1 Office
- 0-2 Office
- C-1 Commercial
- CMU Commercial/Mixed Use

Further subdivision of land or rezoning shall generally require the consolidation of lots to achieve a minimum of five acres.

3.3.8 Industrial

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

Compatible Zoning Districts:

- C-2 Commercial
- M-1 Light Industrial

Further subdivision of land or rezoning shall generally require the consolidation of lots to achieve a minimum of two and one-half acres.

3.3.9 Civic

The Civic land use category is intended to identify land that is either developed or owned by a church, the Rio Rancho School District, a private school, a public utility company, or the City of Rio Rancho for the purpose of providing community and public

facilities. Any zoning district is appropriate for this classification.

4. TRANSPORTATION & ACCESS MANAGEMENT

4.1 Long Range Transportation Plan

A \$12.8 million Idalia Road improvement project is proposed to be built from Iris Road to Pat D'Arco Highway and is scheduled for fiscal years 2013 and 2015. Approximately \$10.9 million of the project will be covered by federal grants. The planned improvements consist of roadway, drainage, and utility modifications needed to increase functionality and safety. The proposed improvements to Idalia Road include widening the existing two-lane undivided roadway to a divided two-lane roadway with an elevated median, bicycle lanes, curbs, gutters and storm water drainage inlets. Installation of sanitary sewer lines will also take place to provide residents with the ability to tie into the City's waste system.

The design and environmental assessment for a proposed extension of Loma Colorado Boulevard between Idalia Road and Paseo del Volcan has been scheduled in the ICIP for fiscal year 2015 at a cost of approximately \$2 million. However, the funding source for this project is yet to be determined. The improvements will include curbs, sidewalks, street pavement, and utility lines.

A \$1.8 million contract was executed in April 2009 for an improvement project to reconstruct the intersection of Iris Road and Idalia Road, including a roundabout. The project is to include reconstruction of pavement, drainage, signage, lighting and the extension of water utilities. The project is related to projects associate with V. Sue Cleveland High School project to the north.

The construction of a traffic signal at the intersection of Pat D'Arco Highway and Pasilla Road is scheduled for 2011 at a cost of \$375,000. This project is proposed only and will have to warrant the signal. To date, this intersection does not warrant a signal. The Traffic Section checks warrants once a year.

The Governing Body approved SAD 9 in July 2009 for the construction of roadway and drainage improvements on the following roads: Campeche Road, Matamoros Road, Milpa Alta Road, Pasilla Road, and Saltillo Road. Property owners in the SAD will pay an assessment on their property taxes to pay off the construction bonds for the infrastructure improvements over a 15-year period.

Transportation projects are also listed in the Metropolitan Transportation Plan (MTP), which is prepared by the Mid-Region Council of Governments (MRCOG). The 2030 MTP identifies regionally significant projects that are anticipated to be built within a 20-year period. Projects listed in the MTP are eligible for federal feeding. These projects would be programmed in the five-vear Transportation Improvement Plan (STIP). Roadway construction projects within the planning area that appear in the MTP are the Idalia Road improvements and the Loma Colorado Boulevard design for that portion of Loma Colorado Boulevard, west of Idalia Road.

4.2 ACCESS MANAGEMENT

4.2.1 Justification

Obsolete platting has produced narrow, 50-foot wide lots along major roads. These lots are difficult to develop individually and create the possibility of curb cuts every 50 feet for commercial access. Allowing each 50-foot wide lot to have individual access off of arterial and collector streets creates potential ineffective traffic conditions.

Managing access into and out of commercial and multi-family residential developments

along collector and arterial streets is necessary for the City of Rio Rancho to promote the health, safety, and welfare of the community and ensure proper traffic flow. The City follows the New Mexico Department of Transportation (NMDOT) access spacing standards. The standards are based on roadway classification and its posted speed.

4.2.2 Requirements

Non-residential (Office, Neighborhood Commercial, Community Commercial, Mixed-Use and Civic) and multifamily residential (High-Density Residential) land uses will be limited to defined access points along arterial and collector roads determined by the Department of Public Works via an Access Management Plan in **Map 12**.

Lots fronting Idalia Road will be limited to access points determined by the Department of Public Works via an Access Management Plan (Map 12).

Twenty-Eighth Avenue is planned to serve as a frontage road adjacent to Paseo del Volcan. Controlled access points will be necessary for commercial and multi-family residential developments with frontage on 28th Avenue.

Kim Road is designated as a collector street. Land that is developed along Kim Road between Idalia Road and Loma Colorado Boulevard with a residential density greater than two dwelling units per acre shall not have direct residential access to Kim Road.

The City has no control over access onto Pat D'Arco Highway or Paseo del Volcan, as they are both state highways and will require New Mexico Department of Transportation access approval and standards.

A reciprocal, cross-access, ingress and egress easement shall be required for all lots along a block. The easement shall be coordinated with the Department of Public Works to ensure NMDOT safety standards are met. The easement will be required, unless adequate lot consolidation takes place for the establishment of a commercial or multifamily residential subdivision, to ensure reduced access points.

The City's access policy as part of this Plan requires that before an applicant may receive a building permit, they shall meet one of the following access requirements:

- Replat multiple narrow lots into a single lot where possible, or
- Provide a recorded document showing a reciprocal, cross-access, ingress and egress agreement across the property

5. PLAN IMPLEMENTATION

The purpose of this section is to identify the goals of the plan, the policies staff will use as a basis for staff recommendations, and actions the Planning and Zoning Board and the Governing Body need to take in order to implement the this plan.

5.1 LAND USE

The objective of the land use goals, policies, and actions section of this plan is to achieve a balance between residential and commercial land uses and to promote development that is successful and increases the economic stability of the City of Rio Rancho.

Goal L1: Establish large commercial nodes to reduce the dominance of strip commercial.

Goal L2: Encourage consolidation of lots to promote a variety of housing choices including low- and medium-density single-family residential development to high-density multifamily residential development.

Goal L3: Encourage mixed uses – retail, office, and residential centered on pedestrian-

oriented developments along principal arterial roads.

Policy L1: Restrict commercial development to arterial and collector roads.

Policy L2: Encourage residential lot consolidation.

Action L1: Provide density bonuses for lot consolidation to base residential density with a generally in excess of 5 acres to the maximum density at 10 acres or greater.

Action L2: Prohibit residential zone changes to a higher density zoning district for a parcel or group of parcels generally less than 5 acres.

5.2 Transportation & Access Management

The objective of the access management section of this plan is to reduce congestion on collector and arterial streets where commercial and multi-family residential developments are concentrated.

Goal TAM1: Reduce traffic congestion associated with multiple access points.

Policy TAM1: Discourage multi-point access for commercial developments.

Policy TMA2: Assure safe and convenient multimodal roadways to well-connected residences, businesses, offices, schools, and other facilities.

Policy TMA3: Where common ownership of lots exists for contiguous parcels along a street frontage, the property owner of these parcels shall consolidate the lots prior to the approval of a Site Plan Review. Where possible, the minimum lot width shall be 300 feet.

Action TAM1: Preserve future rights-of-way by amending the zoning ordinance to require greater setbacks adjacent to public rights-of-way.

Action TAM3: Require applicants to demonstrate compliance with the Access Management Plan prior to acceptance of a site plan review application.

5.3 URBAN DESIGN

The objective of the urban design section of this plan is to create a vibrant community where people are encouraged, because of site design, to interact with other people.

Policy UD1: Encourage developers to design commercial and residential sites that foster human interaction.

Policy UD2: Provide development incentives for developments that incorporate quality design principles that foster human interaction.

Policy UD3: Encourage connectivity between residential developments and commercial developments.

Action UD1: Amend the subdivision ordinance to prohibit a block length greater than 600 feet without a horizontal offset of 5 feet.

Action UD2: Amend the subdivision ordinance to require new cul-de-sac or hammer-head streets to provide pedestrian connectivity easements where possible.

5.4 Infrastructure

The objective of the infrastructure section of this plan is to promote the development of infrastructure, to promote the health, safety, and welfare of the community by reducing flood risk and by providing improvements such as streets, sewer and water lines that are consistent with urban infrastructure development standards.

Policy I1: Ensure all development within the planning area has connectivity to: paved streets, community water, sewer, power, and natural gas.

Policy 12: Ensure adequate drainage facilities are in place prior to completion of new development projects.

Action I1: Adopt an overlay zone to restrict development in the 100-year floodplain as indicated on the most recent FIRM maps.

5.5 COMMUNITY FACILITIES

The objective of the community facilities section of this plan is to ensure that there is adequate parkland, trails, open space and other recreational amenities accessible to all people in the City of Rio Rancho.

Policy CF1: Work with Parks, Recreation, and Community Services to identify adequate open space requirements for residential developments.

Policy CF2: The city shall require residential developments within the planning area to comply with the Subdivision Ordinance requirements for dedicated park, open space and trails. The city shall expect land to be dedicated adjacent to or in close proximity to one of the following public facilities: public schools, existing/planned trails and open space, or wherever dedication of land would make a logical connection linking these facilities within a fifteen minute walk.

Action CF1: Amend the subdivision ordinance to require all residential subdivisions to provide public open space with recreational amenities that are maintained via a maintenance association.

APPENDICES

REFERENCES

Rio Rancho Parks and Recreation Master Plan, City of Rio Rancho, 2004

Vision 2020 – Integrated Comprehensive Plan, City of Rio Rancho, 2001

North Central Area Plan (Draft), City of Rio Rancho, 2006

La Barranca Watershed Management Plan, SSCAFCA, 2006

2030 Transportation Plan, Mid-Region Council of Governments, 2007

US Census Bureau, Economic Census, 2002

Mayor's Transition Team Report, 2008

Grubb & Ellis Market Reports, 2008

Rio Rancho Community Overview, Rio Rancho

Economic Development Corp., 2008

Prepared By: Department of Development Services

Reviewed By: City Manager's Office

Development Services Department

Department of Public Works

Department of Parks Recreation and Community Services

Fire and Rescue

Police Department