



# ***Broadmoor Drive Specific Area Plan***

*August 2007*



Mayor Michael Williams

**Governing Body:**

District 1: vacant

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District 2: Patricia A. Thomas

District 4: Howard W. Balmer

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**1.0 Introduction**

## 1.1 Purpose

The purpose of the *Broadmoor Drive Specific Area Plan* is to help guide and manage future development along, and in the vicinity of, a major arterial street within the City of Rio Rancho. In response to several recent applications for new commercial development in this area, the City has initiated this planning process. This plan provides information about current conditions in the corridor area, identifies goals and objectives, proposes land uses and zoning, identifies access points, creates design standards, and lists methods of implementation.

## 1.2 Plan Area

The *Broadmoor Drive Specific Area Plan* encompasses an area that forms a 315 acre triangle located in the south central part of the city south of Northern Blvd. and along both sides of Broadmoor Dr. as shown in Exhibit 1. The longest side of the triangle is on the north and formed by Northern Blvd. The west side of the triangle is formed by the Montoyas Arroyo between Northern Blvd. and Broadmoor Dr. The east side of the triangle is formed by an R.E.A. easement, just east of Palm Rd., from Northern Blvd. to Broadmoor Dr. Broadmoor Dr. runs north and south through the center of the triangle. The lots along the south side of Northern Blvd. are also located in the *Northern Blvd. Specific Area Plan*. These lots are outlined in blue in Exhibit 1.

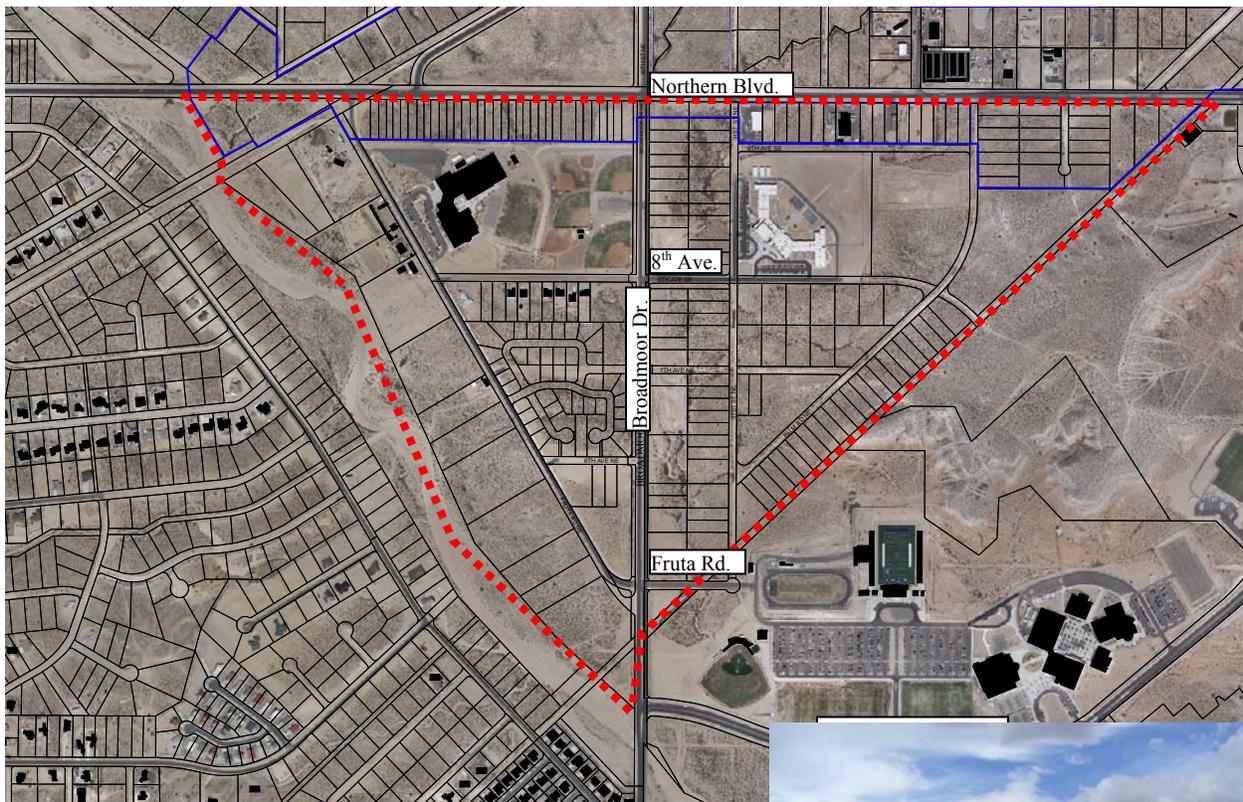


Exhibit 1: Plan Area Map

## 1.3 Plan Hierarchy

- Comprehensive Plan



The *Vision 2020 Integrated Comprehensive Plan*, adopted June, 2001, is a Level 1 general policy plan to direct current and future growth and physical development of the entire city. The Plan emphasizes patterns of development with mixed land uses and densities. The concept is characterized by Growth Nodes for new development, but also includes infill opportunities.

- **Specific Area Plans**

A specific area plan is a Level 5 plan that addresses uses, access, parking, streetscape, and other issues along a major thoroughfare or a specific geographic area. It may also address mixed uses, connectivity, character, community services, and other issues for a neighborhood or activity center in the city. Examples of corridor and specific area plans in the city are: Southern Blvd., Northern Blvd., Unser Blvd. North, and Golf Course Rd. Adoption of a specific area plan is an amendment to the ICP.

#### **1.4 Plan Process**

The Plan was routed to City departments for review and comment. The Plan was presented to the public at the following meetings:

- **Planning and Zoning Board Public Meeting**

Public meetings were held on July 10 and July 31, 2007.

The public meeting was advertised by sending out letters to all property owners in the Plan area. Notices were also posted in the neighborhood schools, nearby public library, and in City Hall. The eastern half of the Plan area falls within the Vista Hills Neighborhood Association boundaries so the neighborhood was also notified. The PZB makes a recommendation to the Governing Body. In addition, four meetings were held with property owners along Northern Blvd. and Broadmoor Dr. to determine an access management plan.

- **Governing Body Public Hearing**

A public hearing date is scheduled for August 22, 2007.

The public hearing has been advertised by sending out certified letters to all property owners in the Plan area. Notices will be posted in the neighborhood schools, nearby public library, and in City Hall. The Governing Body will adopt the specific area plan and any amendments.

#### **1.5 Plan Implementation**

A specific area plan is typically implemented through one or more zone map amendments that may be initiated by the City of Rio Rancho or private landowners. Development standards may be established through the adoption of an overlay zone for all or part of the plan area. Recommended capital improvements will be implemented through the City's ICIP or as private development occurs.

## **2.0 Existing Conditions**

Existing conditions for Rio Rancho and the Plan Area described in this section include:

- Demographics
- Natural Environment
- Land Use
- Zoning

- Transportation
- Utilities
- Drainage

## 2.1 Demographics

Rio Rancho is the fastest growing municipality in New Mexico with an 18.5% growth rate in 2005. The City is expected to more than double in population over the next 20 years. Currently, only a small fraction of the city’s population lives in the Plan area. However, if the area builds out in the next 20 years under its current platting, the population could reach over 2,500 people at current household size.

<b>Exhibit 2: Plan Area Population and Housing</b>				
	<b>2000</b>	<b>2007/08</b>	<b>2015**</b>	<b>2025***</b>
<b>City of Rio Rancho</b>				
Housing	20,209	27,778	41,403	61,410
Population	51,765	75,000	111,787	165,806
<b>Broadmoor Area %</b>	.0	.3	1.1	1.5
Housing Units	12	44*	470	940
Population	33	119	1,269	2,538
*Includes Ocotillo Hills at build-out **Assumes 50% build-out at current platting ***Assumes full build-out at current platting Avg. household size of 2.7 Source: US Census, 2000; Projections: NCAP Draft, 2006				

The median age for residents of Rio Rancho was 35.1 years, slightly higher than the statewide figure of 34.6 years; however, the City has a higher percentage of residents under 18 than the state average. City residents 18 years or older accounted for 70.8 percent of the total population, compared with 72.0 percent for the state as a whole. Residents 62 years and older comprised 13.4 percent of the total population, compared with 14.0 percent statewide.

The average City of Rio Rancho household had 2.70 persons and the average family household had 3.14 persons, which is very similar to the statewide figures of 2.63 persons and 3.18 persons, respectively. Rio Rancho had a total of 18,995 households in 2000. Of these, 74.3 percent were family households (the members are related by blood or marriage) and 25.7 percent are non-family households. This ratio is fairly similar to that of the state as a whole, where 68.8 percent of households are family households and the remaining 31.2 percent are non-family households.

In 2000, 40.3 percent of all families had children under 18 years of age living in the house, which is somewhat higher than the statewide figure of 34.7 percent.

91% of the Rio Rancho population has a high school diploma. Of these, 29% have some college education, 5% an associate degree, 17% a bachelor degree, and 8% a graduate degree.

Rio Rancho is less ethnically diverse than the rest of the state. 78% of the population is white (28% of which is Hispanic); 4% multi-racial; 2% Native American; 3% Black; 1% Asian; and 11% unclassified.

Comparison of Race and Ethnicity by Percentage of Population						
Location	% White	% Hispanic	% Native American	% African American	% Asian	% Other
United States	75.1	12.5	0.9	12.3	3.6	0.1
New Mexico	66.8	42.1	9.5	1.9	1.1	0.1
Sandoval county	65.1	29.4	16.3	1.7	1	0.1
Rio Rancho	78.4	27.7	2.4	2.7	1.5	0.2

Source: <http://Quickfacts.census.gov>

Exhibit 3: Ethnicity

The Rio Rancho labor force was comprised of 33,100 workers in 2006. The unemployment rate for the city is 3.5% which is lower than for Sandoval County (4.1%) and the Albuquerque metropolitan area (3.9%) as a whole. The City's jobs-to-population ratio of .22 in 2005 will need to increase to .50 jobs-to-population to match the metro area over the next 20 years.

Over half of Rio Rancho's households earned between \$40,000 and \$100,000 in 1999. The community is predominately middle class, unlike most of the state. The current average household income for the City is \$61,747 (Rio Rancho Economic Development Corp., 2007). At the same time, Rio Rancho is less expensive city to live in than its neighbors. The ACCRA Cost of Living Index for Rio Rancho is 97.6 (US = 100%, 4<sup>th</sup> Quarter 2006).

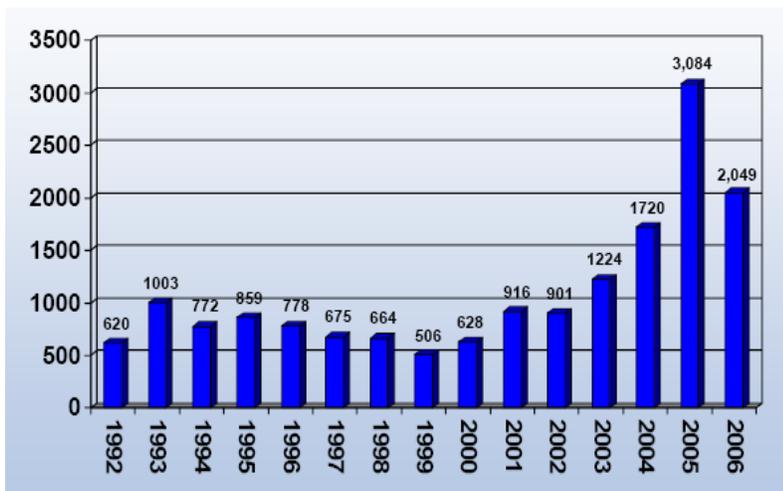


Exhibit 4: Building Permits

Building permits for single family homes slowed in 2006 to 2,049 after exceeding 3,000 in 2005 and 2007 is on pace for about 1,500 permits. The long-term average number of building permits issued has been about 1,000 annually.

Housing is still more affordable in Rio Rancho than for the metropolitan area as a whole. The average sales price of an existing home in Rio Rancho was \$204,680 in 2006. The median price was \$177,000

New homes are averaging \$212,000 (Rio Rancho Economic Development Corp., 2006). Most new single family homes are currently being built in the Cabezon community and Northern Meadows subdivision.

## 2.2 Natural Environment

In general, planning area soils are sandy, with only 8-10 inches of rain a year that support mainly native grasses and shrubs. The Sheppard-Grieta soils are representative of most of the soils in the plan area and are appropriate for urban development. Other major soil types in the area include:

- Clovis Fine Sandy Loam
- Sheppard Loamy Fine Sand
- Zia-Clovis Association.

The natural habitat of the planning area is marked by riparian conditions with many indigenous types of brush and grasses. Common plants include “chamisa, sand sagebrush, winterfat, mormon tea, broom snakewood, cholla cacti, prickly pear cacti, fourwing saltbrush, yucca, buchweat, tansy mustard, tumbleweed, fiddleneck, western ragweed, verbena, fleabane, desert senna, kochia, piñon, and oneseed juniper.” Local wildlife includes mammals, reptiles, and birds that are known to live in natural arroyo areas, including coyote, badger, kit fox, prairie dog, jackrabbit, Prairie rattlesnake, round-tailed horned lizard, lesser earless lizard, and New Mexico whiptail.

- Lomas

The Plan area is characterized by hilly terrain. Some hills or *lomas* are steep and stand out as major features in the landscape such as Loma Colorado del Abajo located just east of the Plan area. The land in the Plan area generally slopes from northeast to southwest from 5,550 feet above mean sea level (MSL) to 5,330 ft., a drop of 220 ft. Steep slopes also exist west of Fruta Rd. down to the Montoyas Arroyo.



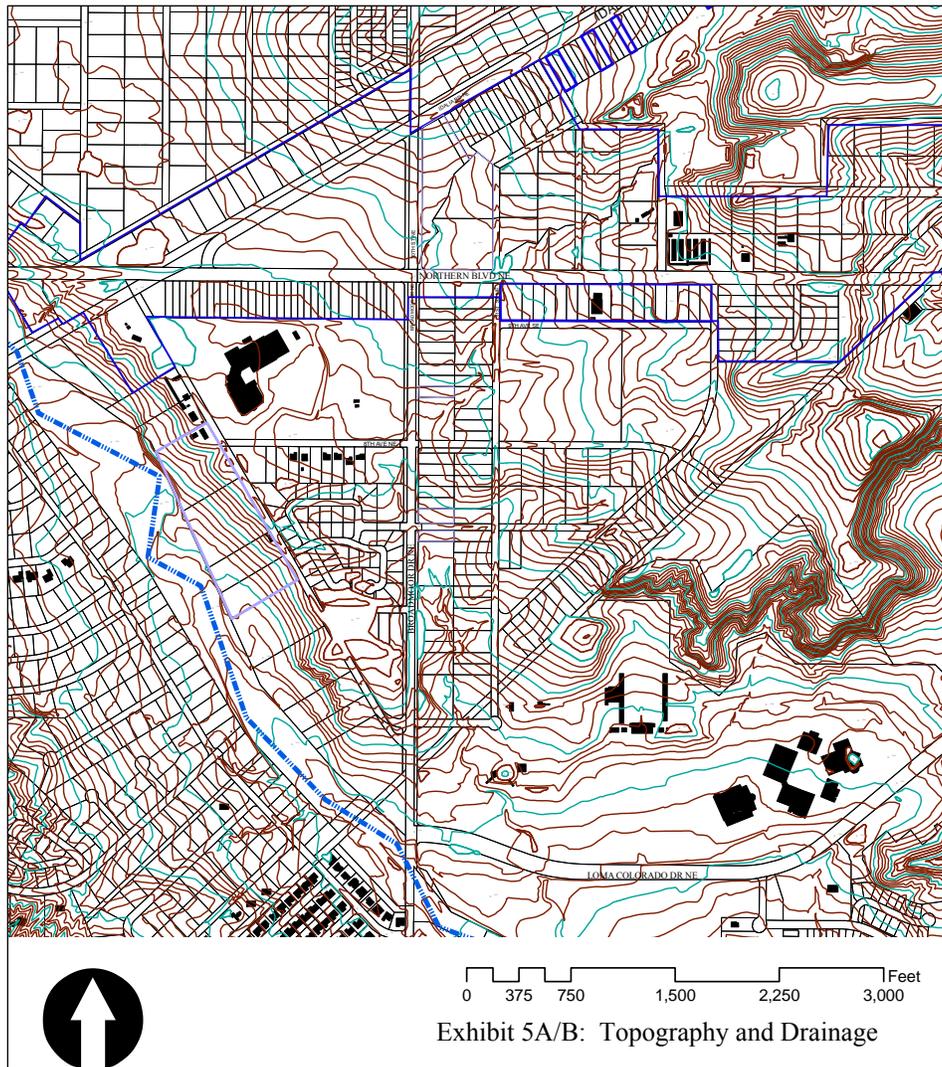
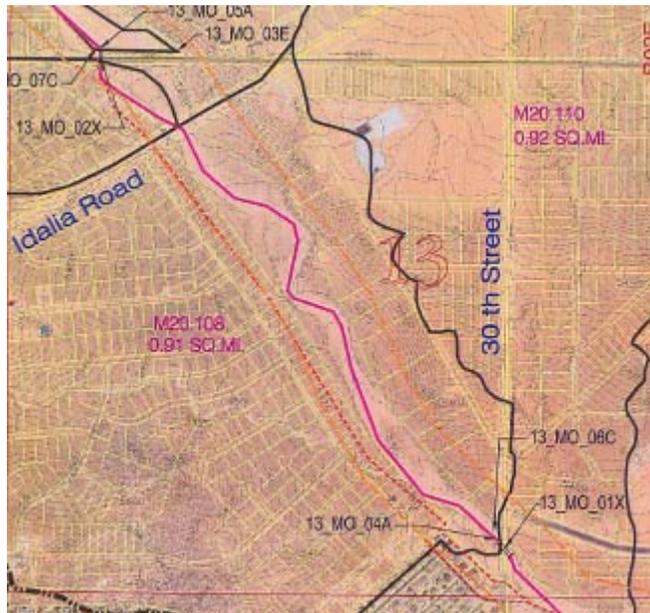
- Los Montoyas Arroyo

The Montoyas Arroyo borders the Plan area on the west side. The arroyo is 17 miles long and its watershed encompasses approximately 60 square miles. The 100 year flow rates within the planning area are provided below with existing and future conditions based on current platting.

	1999	Built Out
Northern Blvd.	5,731 cfs	9,781 cfs
Idalia Rd.	5,735 cfs	9,799 cfs
Broadmoor Dr.	5,739 cfs	9,852 cfs

The Montoyas Arroyo floodplain ranges from approximately 200 feet wide to 400 feet wide at Rio Rancho Blvd. 100-year flow depths range from 5.5 feet at its upper limit to 3 feet near the sedimentation pond at Harvey Jones channel in Corrales.

A small arroyo drains Loma Colorado into the Montoyas Arroya and runs along the east side of Broadmoor Dr.



### 2.3 Land Ownership

There are approximately 235 lots in the planning area. 68% of the lots are under 0.5 acre in area. 62% of the properties are zoned R-1 Single Family Residential District. The distribution of lot sizes is as follows:

<b>Acreage</b>	<b>Lots</b>
.25 to .5 acre	89
.5 acre	72
.5 to 1 acre	16
1 acre	11
1 – 2 acres	23
2 – 5 acres	9
5 – 10 acres	10
10 - 34 acres	5
<i>Total</i>	235

#### *Obsolete Platting*

Premature subdivisions have been platted and sold into multiple, private ownership prior to installation of appropriate infrastructure for land development. Such subdivisions contain one or more developmental inadequacies under current local government standards and requirements, such as, but not limited to:

- Inadequate street right of way or access controls
- A lack of drainage easements or 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.

#### *Ocotillo Hills Subdivision*

Ocotillo Hills is a 44-lot residential subdivision on 14.8 acres, more or less, located west of Broadmoor Drive, between 6th and 8th Avenues, south of Eagle Ridge Middle School. The project will be a gated community with a private street system and two drainage ponds/parcels that will be dedicated to the City. SSCAFCA will be granted an easement over these drainage ponds. The two residential streets inside the subdivision terminate in cul-de sacs at the drainage ponds. The property is zoned R-1/single family residential, with an average lot size of about 0.25 acres. There are no on-site amenities in terms of parks or trails inside the subdivision due to its small size.

### 2.4 Land Use

The majority (~63%) of the property in the Plan area is vacant. Single family homes on large lots comprise 26.4 acres or 10.6% of the property. Along Northern Blvd., 7.5 acres are developed as commercial within the planning area. Other land uses include a 1.75-acre drainage pond and 58.4 acres in school properties (23% of the total land in the Plan area).

<b>Exhibit 6: Plan Area Land Use</b>
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Existing Land Use	Acreage	% of Total
Vacant	160.9	63.4
Drainage	1.75	0.7
Residential	25.4	10.0
Schools	58.4	23.0
Commercial	7.5	3.0
<b>Total</b>	<b>253.9</b>	<b>100.0</b>
Note: Does not include roads and utility easements		

## 2.5 Community Facilities

### • Schools

Rio Rancho Public Schools had 15,500 students in 2006. Schools located in or near the planning area are described below:

#### *Ernest Stapleton Elementary School*

Founded: new facility opened August 2005

Enrollment: 890 (September 2006)

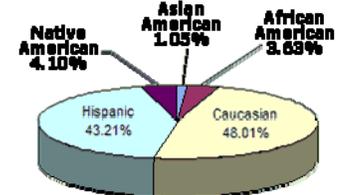
Percent Special Ed students: 15.9% (May 2006)

Percent Free/reduced meal students: 62.5% (August 2006)

Grade levels served: K-5 with special programs

Primary areas served: Vista Hills, Rockaway Heights, Rolling Hills, Southern Park West, and portions of Star Heights and North Hills

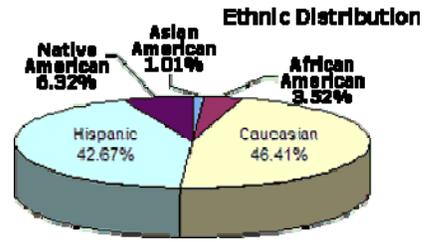
**Ethnic Distribution**



Staff: 104, including:

- 61 teachers
- 36 instructional support staff
- 7 non-instructional support staff





- *Eagle Ridge Middle School*  
 Founded: 1995 by Rio Rancho Public Schools  
 Enrollment: 684 (September 2006)  
 Grade levels served: 6-7  
 Special Ed students: 23.4% (May 2006)  
 Free/reduced meal students: 60.2% (August 2006)

Primary areas served: Southern Park West, Vista Hills, Rockaway Heights, Cedar Hills, Granada Heights, Bali Heights, Siesta Hills, North Hills, Units 8, 9, and 11, and portions of High Resort and Star Heights.

Staff: 82, including:

- 45 teachers
- 29 instructional support staff
- 8 non-instructional support staff

- *Rio Rancho High School*

Rio Rancho High School is not in the Plan area but is nearby.

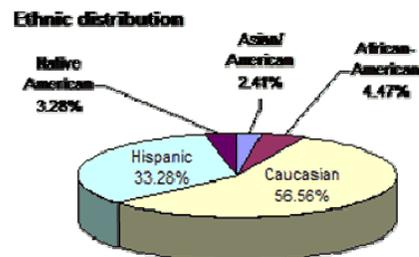
Founded: 1997, constructed through a community partnership with Intel Corporation and through voter-approved property tax levies.

Enrollment: 2,988 (September 2006)

Percent Special Ed students: 15.9% (May 2006)

Percent Free/reduced meal students: 26.7% (August 2006)

Grade levels served: 10-12



Academies:

- Engineering & Design Academy
- Entrepreneurship Academy
- Fine Arts Academy
- Humanities Academy
- SciMatics Academy



Staff: 278, including:

- 177 teachers
- 59 instructional support staff
- 42 non-instructional support staff

- **City Facilities (not in the Plan area but nearby)**

*Aquatic Center (under construction):*

- Total cost of project, approximately \$10.5 million
- Groundbreaking took place on 2/13/07. The facility is located on Loma Colorado Dr. and is anticipated to be completed by March 2008.
- Once facility is completed it will include: 8-lane, 25-yard competition pool, zero depth 3-lane 25-yard warm up pool recreation pool with play features, double flume slide, 2 multi-purpose rooms for party/conferences and spectator seating
- This facility will hold swimming competitions and be used by swimmers from Rio Rancho High School.

*Loma Colorado Library:*

The City’s new 32,000 square foot library branch has been recognized by the Associated General Contractors (AGC) at their prestigious Best Buildings 2007 Award Ceremony for its LEED certification, as defined by the US Green Building Council’s leadership in energy and environmental design guidelines. The new library is located near the Plan area on Loma Colorado Dr. and is accessible by pedestrian and bike trails.

**2.6 Zoning**

Most of the Plan area (~ 58%) is zoned R-1 Single Family Residential District. This zoning was established when the City was incorporated in 1981. The initial zoning established for this area also included a C-1 designation for a strip of lots along the south side of Northern Blvd. between Fruta Rd. and Broadmoor Dr. (~13%). A large proportion of acreage (~18%) is zoned A-R Agricultural Residential District for lots between Fruta Rd. and the Montoyas Arroyo in 1982. Exhibit 7 summarizes existing zoning. Recent zone map amendments have included rezonings to the R-2, R-4, C-1, SU/C-1 and CMU districts as noted in Exhibit 8. The fact that there are currently eight zone map amendments pending further suggests the need for a plan.

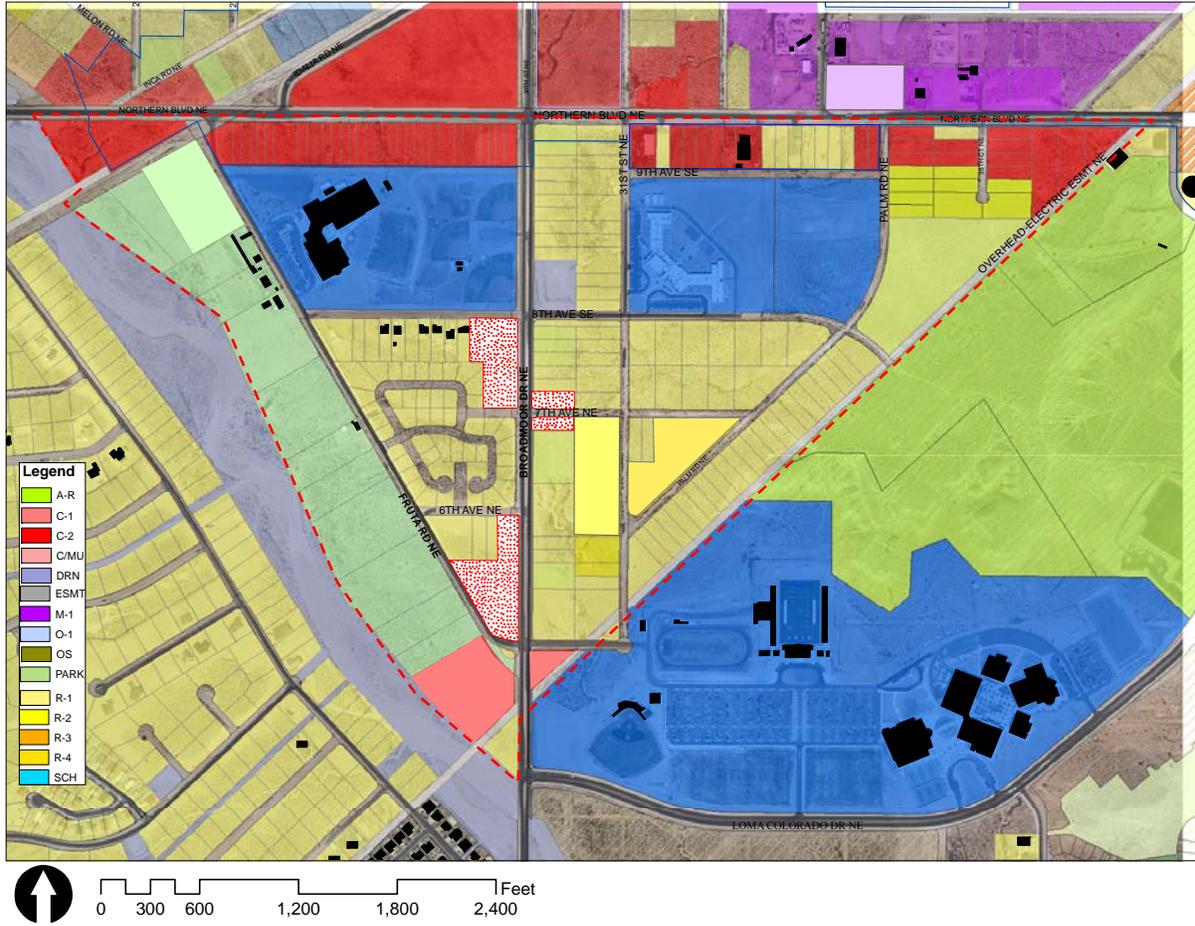
Exhibit 9 shows existing zoning. The density of each zoning district is as follows:

Exhibit 7: Existing Zoning	Density/	Acreage	% of
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- Rural density districts include A-1 (1 DU/A) and E-1 (2 DU/A) districts
- The low density district is R-1 (6 DU/A)
- Medium density districts include R-2 (8 DU/A), R-4 (10 DU/A) and R-5 (17 DU/A) districts
- High density districts include R-3 Multi-family (26 – 36 DU/A) and R-6 Multi-family (32 DU/A) districts.

	<b>Intensity</b>		<b>Total</b>
A-R Agricultural	1.0	45.6	17.9
R-1 Single Family Residential (incl. schools)	6.2	148.0	58.3
R-2 Single Family Residential	8.0	14.5	5.7
R-4 Single Family Residential	10.9	5.6	2.2
CMU Mixed Use Commercial	low	2.8	1.1
C-1 Retail Commercial	med	32.0	12.6
C-2 Wholesale Commercial	high	5.5	2.2
<b>Total</b>		<b>253.9</b>	<b>100.0</b>
Note: As of April 2007. Doesn't include roads and utility easements			

<b>Exhibit 8: Zone Map Amendments</b>				
<b>Enactment No.</b>	<b>Unit</b>	<b>Block</b>	<b>Lot</b>	<b>Zoning</b>
95-010	13	116	5-9A	C-2
96-022	13	123	W-1, W-2	C-1
04-22	13	119	4A-1	SU/C
05-05	13	112	8-12;19-22 & School Parcel	R-4
06-15	13	112	1-7; 13-18	C-1
06-33	13	118	1-10	R-2
06-34	13	118	13-A	C-1
06-35	13	121	11A – 12A	CMU
06-36	13	123	10-A	C-1
06-45	13	113	Tr. X	R-4
07-12	13	116	13-14	CMU
07-27	13	117	17A	CMU
07-29	13	118	20A	CMU



**Exhibit 9: Existing Zoning Map**

## 2.7 Transportation

Transportation for the Plan area described in this subsection includes the street system, both existing and planned; traffic conditions, access, transit, and trails and bike paths.

### *Street System*

The Plan area street system includes local, collector, and minor and principal arterial streets as indicated on the Roadway Classification Map in the City's Transportation Policy adopted in 2004 and listed below. See also Exhibit 15 showing street sections.

- Local streets (50 ft. wide, 30 ft. wide pavement)
  - Running east to west: 6<sup>th</sup> St., 7<sup>th</sup> St., 8<sup>th</sup> St., and 9<sup>th</sup> St.
  - Running north to south: 31<sup>st</sup> St., and Palm Rd.
  - Ocotillo Hills: 5 streets
- Collector streets (68 ft. wide, 48 ft. wide pavement, 3 lanes)
  - Fruta Rd. – only 50 ft. wide in the Plan area.
  - Chessman Dr. (near Plan area) – May be extended to connect to Broadmoor Drive at intersection with Loma Colorado Drive.
- Arterial streets (Principal arterials – 156 ft. wide; Minor arterials – 106 ft. wide, 4 lanes with 18 ft. median)
  - Idalia Rd. (minor near Plan area)
  - Loma Colorado Dr. (minor near Plan area)
  - Northern Blvd. (principal) is only 100 ft. wide in the Plan area.
  - **Broadmoor Dr.** (minor) is 100 ft. wide in the Plan area.



### *Long Range Transportation Plan*

All municipalities prepare an Infrastructure Capital Improvements Plan (ICIP) and submit it to the state annually. The ICIP is a plan that establishes planning priorities for all anticipated capital projects and identifies funding sources for a period of 5 years. The ICIP may be used to procure state appropriations and to seek other funding sources such as bonds, loans, and grants. The 2007-11 ICIP lists \$372.4 million in capital projects for parks, public safety, drainage, transportation, utilities, equipment, and vehicles. Transportation projects total \$70.2 million city-wide over the 5 year period and include the following project within the Plan area:

- Northern Blvd. widening from 2 lanes to 4 lanes from Acorn Loop to 34<sup>th</sup> St. - \$5.25 million in FY 2008-09 – A consulting engineering contract was awarded by the Governing Body on July 25, 2007.

The 2030 Metropolitan Transportation Plan (MTP) prepared by the Mid-Region Council of Governments (MRCOG) identifies projects that will be programmed in the 5 year State Transportation Improvement Plan (STIP) if federal funding becomes available. Projects identified in the MTP and STIP in the Plan area include:

- 30<sup>th</sup> St. (Broadmoor Dr.) Extension from Idalia Rd. to Paseo del Volcan; construct 2 lane roadway - \$5.7 million
- Broadmoor Dr. and 8<sup>th</sup> Ave. Safety Project, left turn southbound at 8<sup>th</sup> Ave.(in city's ICIP); curb, gutter, and sidewalk improvements with pedestrian crossing near Stapleton Elementary School - \$293,000
- Montoyas Arroyo Trail from Unser Blvd. to NM 528 - \$3.6 million.

An additional recommended improvement that has not yet been programmed is the extension of Chessman Dr. to connect to Broadmoor Drive at its intersection with Loma Colorado Dr. via a bridge over the Montoyas Arroyo. Although most of the property served by this project is outside of the Plan area, the intersection Broadmoor Drive and Loma Colorado Drive is located within the Plan area and should be acknowledged.

### *Traffic*

Traffic counts done in 2006 by the Mid-Region Council of Governments (MRCOG) for Broadmoor Dr. report the following:

- Broadmoor Dr. at Northern Blvd. - 3,200 average daily trips (ADTs)
- Broadmoor Dr. at Loma Colorado Dr. - 10,000 average daily trips (ADTs)

Exhibit 10A provides traffic generation data for various land use types. For example, single family residential development creates about 10 vehicle trips per day per home. A small office building or retail center (13,000 square feet) may generate 400 to 500 vehicle trips per day. A restaurant (5,000 square feet) may generate over 600 vehicle trips and a convenience store with a gas station as many as 2,000 vehicle trips per day.

Exhibit 10B shows that, at full development under the current zoning for the area, traffic on Broadmoor Drive and Northern Boulevard is projected to increase by 8,200 vehicles to over 21,000 ADT's. At full development of the lands uses recommended by the Plan, traffic on Broadmoor Drive is projected to increase by 15,900 vehicles to 29,000 ADT's. Of this increase, it is projected that half will be added to both Northern Boulevard and Broadmoor Drive.

### *Access*

The City of Rio Rancho follows the NMDOT's State Access Management Manual. Access to properties may be permitted every 275 ft. on Broadmoor Dr., a minor arterial street, and 325 ft. on Northern Blvd, a primary arterial street. The type of access, whether partial or full, is

<b>Exhibit 10A: Plan Area Traffic Generation</b>					
<b>Land Use</b>	<b>District / Lot Area/ Floor Area</b>	<b>Unit</b>	<b>Total</b>	<b>ADT</b>	<b>Daily</b>
Single Family Residence	R-4 (4,000 SF lot)	Dwelling unit	10	9.55	96
Apartments/ Four-plexes	R-3 (10,000 SF lot) (6 units/ lot)	Dwelling unit	26	6.63	172
Apartment Complex	R-6 (10,000 SF lot) (32 DU/A)	Dwelling unit	32	6.63	212
Retail Center	CMU (13,000 SF)	Per 1000 GLA	13	42.92	557
General Office Building	CMU/O-1 (13,000 SF)	Per Employee	65	3.32	215
Medical Offices	CMU/O-1 (13,000 SF)	Per 1000 GFA	13	36.13	469
High Turnover Restaurant	C-1 (1 - 5,000 SF)	Per 1000 GLA	5	130.34	652
Convenience Store	C-1 (1 - 5,000 SF)	Per Pump	12	168.56	2,023
Warehouse	C-2 (20,000 SF)	Per 1000 GFA	20	3.89	79
Source: Institute of Traffic Engineers (ITE) <i>Trip Generation Handbook</i> *Total reflects potential replatting					

determined by the City's Department of Public Infrastructure at the time of development. However, properties have been platted with lots that are only 80 ft. wide. This situation could create "land-locked" properties if the access spacing standards are followed. See Section 5.0.

<b>Exhibit 10B (ADTs)</b>	<b>Existing</b>		<b>Projected</b>	
	<b>Northern</b>	<b>Broadmoor</b>	<b>Current Zoning</b>	<b>Prop. Land Use</b>
Northern Blvd. C-1	10,000		981	1,160
Northern Blvd. C-2			9	9
Broadmoor SF			5	7,404
Broadmoor Dr. CMU		3,200	7,162	143
Broadmoor Dr. C-1			30	1,251
Broadmoor MF			-	5,910
Sub-Total		13,200	8,188	15,877
<b>Total Traffic</b>			<b>21,388</b>	<b>29,077</b>
Note: Assumes highest land use for each planning area at full build-out at .25 FAR				

*Transit*

Rio Transit operates a paratransit system serving seniors and eligible disabled adults. Funding is provided through FTA 5310 and the city of Rio Rancho general fund. Riders must be residents of the City of Rio Rancho. Trips are available for any purpose in Rio Rancho and are limited to medical, educational, or work purposes in Albuquerque, Placitas, Bernalillo, and Corrales. ABQ Ride is studying regional high capacity transit corridors for possible service to Rio Rancho in the future, including Unser Blvd. and NM 528. No local City bus service is yet planned. Eventually, local bus service should be provided along Northern Blvd., Broadmoor Dr., and Loma Colorado Dr. to serve the plan area.

### *Trails and Bike Paths*

A major trail is proposed to follow the R.E.A. (now PNM) transmission line corridor parallel to Palm Rd. A trail is also proposed along Montoyas Arroyo. In addition, bike paths are proposed to follow Loma Colorado Dr. and Broadmoor Dr.

## **2.8 Utilities**

### *Wet Utilities:*

The City of Rio Rancho serves the planning area with water and sewer utilities. Approximately 20% of the City utility water customers use individual on-site septic systems for sewer. Additionally, a small percentage of households rely on individual on-site wells.

Major water lines (14-inch) run along Broadmoor Dr., Northern Blvd., and Loma Colorado Dr. A 12-inch water line runs along Fruta Rd. and 8-inch along 8<sup>th</sup> Avenue. Major sewer lines (30-inch) run along Montoyas Arroyo to Wastewater Treatment Plant No. 2 in the Industrial Park East area (see Exhibit 11). There is a new 30" sanitary sewer line under construction in the Montoyas Arroyo to upgrade capacity for this area. There are existing sewer lines in Northern Boulevard from the City's animal control facility to Broadmoor Drive and in Broadmoor Drive from Northern Boulevard to the Montoyas Arroyo.

The area is served from Well No. 10 and Tank 10A on 9<sup>th</sup> Avenue, south of Northern Boulevard. A second 3.5 million gallon water tank is being constructed at this location (Tank 10B) by Pulte. This area is also served by Tank 6A and 6B at Well No. 6 located near the intersection of Tulip Road and Abrazo Road. The bid is being awarded for a new booster station at Well No. 10 and a transmission line that will connect to the tanks at Well No. 6. This improvement is being done to address existing pressure and supply issues in this area. The booster line will be installed in the right-of-way for 9<sup>th</sup> Avenue, north of Stapleton Elementary School and continue west along the south line of the first three lots south of Northern Boulevard between 31st Street and Broadmoor Drive. The line then will continue west along the north property line of the Eagle Ridge Middle School property between Broadmoor Drive and Fruta Road.

Water and sewer projects identified in the City's five-year capital improvement list for the Plan area include the following:

- Booster station at Well No. 10 and transmission line from Well No. 10 to Well No. 6.
- 3.5 million gallon water storage tank (Tank 10B) at Well No. 10 on 9<sup>th</sup> south of Northern Blvd.
- Sewer line (new 30" line) upgrade along Montoyas Arroyo – presently under construction.
- New water storage tank at Well No. 6 (Tank 6C) – planned but not currently funded.

*Dry Utilities:*

Public Service Company of New Mexico (PNM) is the primary provider of electric and gas services to Rio Rancho. Overhead electric distribution lines run along Broadmoor Dr., Northern Blvd., Loma Colorado Dr., and Fruta Rd. Gas lines distribution lines run along Northern Blvd., Loma Colorado Blvd. and Fruta Rd. An electric sub-station is located at the south side of Palm Rd. and Northern Blvd. (see Exhibit 11).

A major overhead transmission line runs in a northeast diagonal along Palm Rd. There are also three existing or proposed electric distribution substations associated with the transmission lines. PNM estimates it will need to develop one new substation to serve each 3-5 square mile area at a cost of \$1.2 to \$1.4 million per substation. Rio Rancho requires PNM to bury electric utilities that serve residential development. The City allows PNM to maintain major overhead transmission lines along the right of way of arterial streets.

PNM gas service has a gas distribution system serving most development. In terms of costs, PNM installs pipeline at a cost of about \$8.00 a linear foot while a new border station costs approximately \$40,000. There is a gas transmission line running parallel to Idalia Blvd. that may limit access across its easement. Adjacent owners will need permission from PNM to cross. It only affects the northwest corner of the Plan area.

*Telecommunications:*

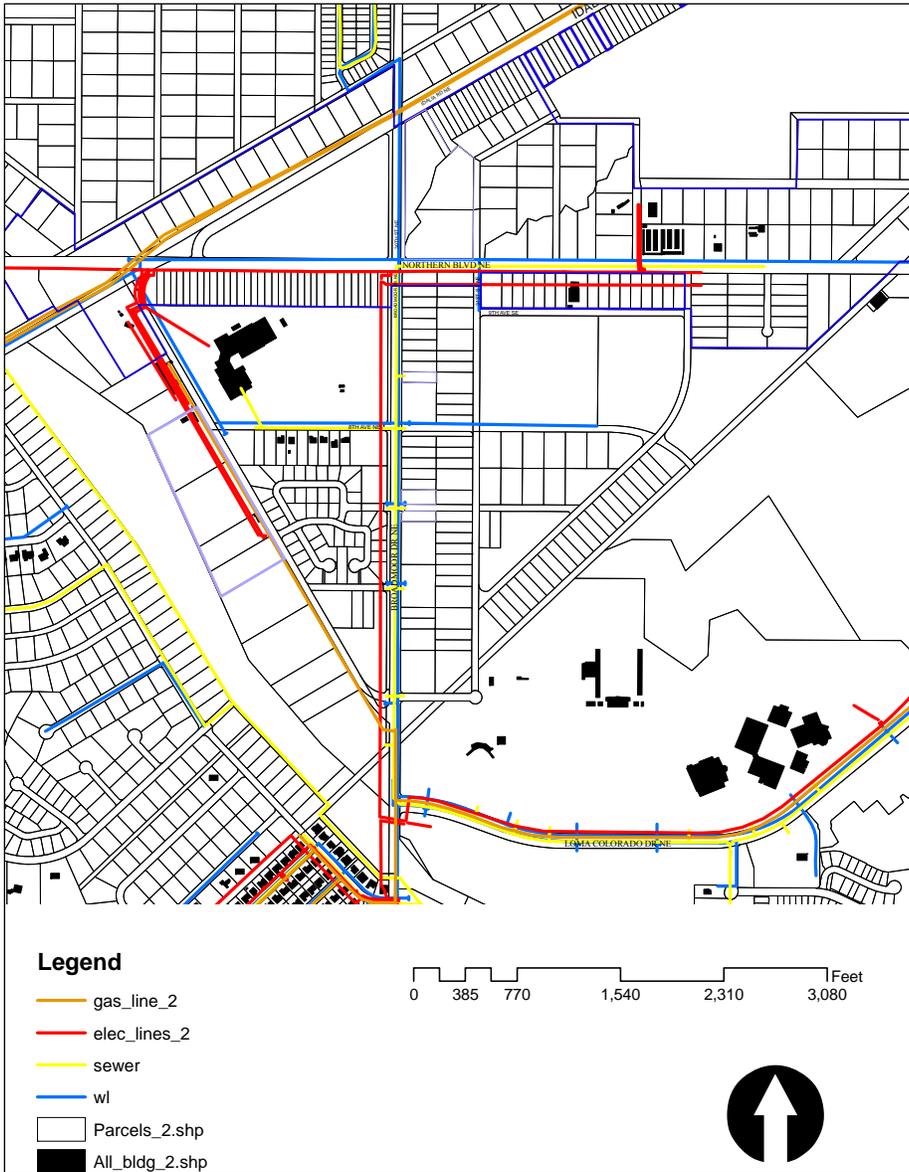
Qwest and Sprint are the two telecommunications providers in Rio Rancho. There is also a fiber optics cable loop providing video, voice, and data transmission that connects NM 528 to Northern Boulevard, and extends along Idalia Rd. to US 550.

**2.9 Drainage**

The Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA) has jurisdiction over all 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. Proposed channel improvements to Montoyas Arroyo between 30<sup>th</sup> St. and Northern Blvd. are estimated to cost \$1.4 million and between the Sportsplex and 30<sup>th</sup> St. are estimated at \$3.2 million. Roadway crossing improvements are proposed at Northern to cost \$750,000. None of the amenities proposed for the Montoyas fall within the planning area.

**Exhibit 11:**

# Utilities Map



## 3.0 Goals and Objectives

### **3.1 Land Use**

#### Goal 1:

Promote a variety of housing choices including low- and medium- density single family residential uses and high- density multi-family residential uses.

#### Goal 2:

Encourage mixed uses, retail, office, residential, and community uses, pedestrian-oriented and clustered around corridors and activity centers.

#### Goal 3:

Discourage strip commercial development and single use development oriented exclusively around automobile access.

#### Objective:

Develop Plan land use categories which allow for choice of a variety of zoning districts and which mitigate impacts on surrounding uses through design standards.

Policy 1: The City will actively initiate zoning changes to implement the Plan by adopting a Broadmoor Drive Corridor Overlay Zone with design and access standards.

Policy 2: Building permits and rezoning cases within the Plan area (approved by Governing Body and/or Development Services Department) are subject to the design criteria provided in Section 6.0.

### **3.2 Accessibility**

Goal: Consolidate and limit access to improve circulation and visually organize the roadway edge.

Objective: Develop an access plan for Broadmoor Dr. identifying properties where access is allowed by right and where access will be needed via an easement agreement with surrounding properties.

Policy: Before a zone map amendment and a building permit (approved by Governing Body and/or Development Services Department) for properties along Broadmoor Dr. (between Fruta Rd. and Northern Blvd.), the applicant must demonstrate compliance with the Plan's access management requirements by providing an access easement agreement with surrounding property owners.

### **3.3 Transportation**

Goal: Assure a safe and convenient multi-modal corridor to well-connected to residences, businesses, offices, schools, and other facilities.

Objective: Improvements in connectivity to Plan roadways, bike paths, and pedestrian trails are to be made in conformance to City street and trail construction standards and funded through the City's ICIP process.

Policy: Department of Public Infrastructure will program roadway, bikeway, and pedestrian trail projects in the ICIP to be built to City standards. Development Services staff will evaluate new development projects in terms of their connectivity to roads, bikeways, sidewalks and trails.

### **3.4 Urban Design**

Goal: Create neighborhood character by developing attractive businesses, offices, and apartments along the Broadmoor corridor.

Objective: Develop streetscape and parking standards for new development such as signs, landscaping, lighting, fencing, etc. (see Section 6.0).

Policy: New construction permits and site plan approvals by Development Services Department will be subject to the design standards required in this Plan.

### **3.5 Utilities**

Goal: Assure that urban uses have urban utilities, both community water and sewer provided to all new development in the Broadmoor corridor area.

Objective: Identify Plan areas that are currently served and those areas that will need to be served by community water and sewer through ICIP funding.

Policy: No building permits will be issued for residential or commercial development in the Plan area by Development Services Department if the owner cannot provide community water and sewer to the property.

### **3.6 Community Facilities**

Goal: Create a complete neighborhood with convenient access to schools, parks, library, recreational, and senior center, and other City programs and services.

Objective: Identify future locations for community facilities in or near the Broadmoor Plan area.

Policy: The City will program and fund future community facilities to serve the Plan area in its ICIP process.

## 4.0 Proposed Land Use

### 4.1 Comprehensive Plan

Policies:

*Promote development of high-density, mixed activity centers within master planned growth nodes to curb low density, single use, and strip commercial sprawl development. Growth nodes should be designed to capture a significant share of the City's future jobs and housing.*

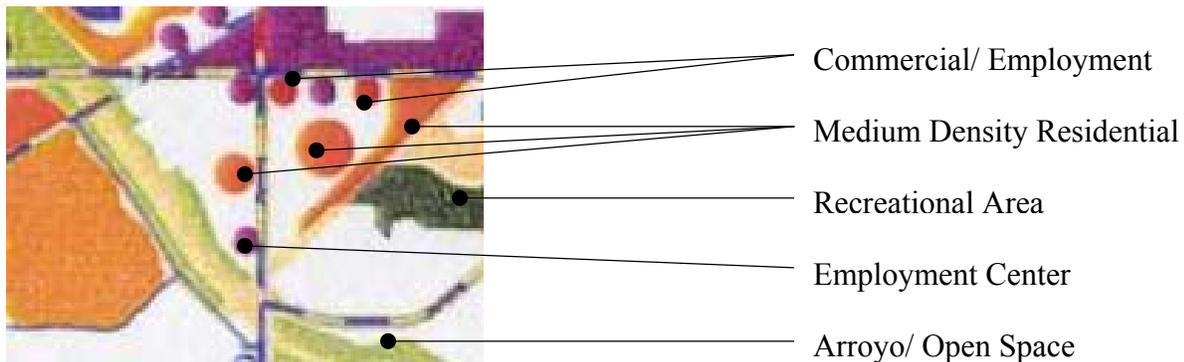
*Mitigate the negative impacts of sprawl by limiting the development of nonresidential uses outside of Growth Nodes and Gateway Vicinity Plans. Promote infill and limit strip commercial and sprawling, disjointed development by the implementation of land use planning practices found in the City's Vision 2020 Integrated Comprehensive Plan.*

- *Promote the development of high-density, mixed use activity centers within master planned growth nodes.*
- *Encourage infill development of all undeveloped areas within the municipal boundary.*
- *Encourage development of a variety of distinctive neighborhoods offering a maximum choice of housing, employment, and open space is recognized as a City priority.*
- *Encourage the creation and maintenance of quality residential and neighborhood environments while ensuring the availability of necessary service and quality of life amenities.*
- *Ensure that residential areas are appropriately sited and protected from incompatible land uses.*

ICP Actions include:

- Encourage a variety of housing types and densities including multi-family housing.
- Preserve, promote, and protect the quality and character of residential neighborhoods.
- Evaluate future development based on the ability to integrate dissimilar uses by utilizing buffering, scale, and design elements.
- Expand the City's gross receipts tax base by recruiting additional local retail and office uses.
- Make Rio Rancho a place where one can live, work, shop, and play without leaving the city.

The Comprehensive Plan identifies an employment center at Broadmoor Dr. and Fruta Rd. and commercial and office uses at Broadmoor Dr. and Northern Blvd. South of Northern Blvd. and along Palm Rd, it shows medium density residential uses. It also shows open space along the Montoyas Arroyo and in the Loma Colorado recreational area.



### 4.2 Proposed Land Use

The Broadmoor Drive Specific Area Plan contains proposed land use categories that are consistent with and promote the goals and policies of the Vision 2020 – Integrated Comprehensive Plans. The purpose of creating these land use categories, or sectors, is to identify a range of land use options that would be considered as appropriate within these sectors. The five land use sectors identified in this plan are:

- Neighborhood Center Sector
- Neighborhood Corridor Sector
- High Density Residential Sector
- Medium Density Residential Sector
- Wholesale and Warehousing Sector

As noted in the Existing Zoning section of this plan, the Broadmoor area is predominantly zoned for R-1 single family residential uses. The number of zone map amendments approved previously, as well as the number of zone map amendments currently pending, suggests that the existing zoning may no longer be appropriate in certain locations within the plan area. For this reason, the Broadmoor Drive Specific Area Plan is being pursued to identify appropriate land uses within this area to guide future decisions regarding proposed zone map amendments and to promote orderly development and access management along the corridors within the plan area.

#### **4.2.1 Neighborhood Center Sector**

Purpose: The Neighborhood Center is intended to provide multiple opportunities to neighborhood residents for housing, shopping, employment, and recreation with providing higher density and intensity than found along the corridor. The neighborhood center includes one- to two-story, non-residential and multi-family residential buildings. Neighborhood centers are generally 1 to 2 miles apart and potentially serve as grocery-anchored retail centers. Multi-family homes are permitted at the perimeter of the district. Parking accommodations are made with on-street parking and landscaped, shared surface parking lots located behind buildings.

Allowable Uses in the following zoning districts:

- C-1 Retail Commercial District; Min. Lot Size: 21,780 SF, 35 ft. setback, 32 ft. height
- CMU Mixed Use (Neighborhood) Commercial District; Min. Lot Size: 10,890 SF, 35 ft. setback, 32 ft. height
- O-1 Office/ Institutional District; Min. Lot Size: 10,890 SF, 25 ft. front setback, 1 ft. setback per 1 ft. height side and rear, 20 ft. height, 15% lot landscaped, 50% in front
- O-2 Office/ Institutional District; Min. Lot Size: 21,780 SF, 35 ft. front setback, 1 ft. setback per 1 ft. height side and rear, 32 ft. height, 15% lot landscaped, 50% in front
- MU/A Mixed Use Activity Center District, 10-20 acres, 26 ft. height, Max. footprint: 6,000 SF, 15 ft. front, 10 ft. rear setback. Master plan approval is required.
- SU/ MU Special Use District for Mixed Uses: May be a combination of 2 or more land uses to include multi-family, office, and retail commercial either side by side or within the same building. Site plan approval by the Planning and Zoning Board is required.
- R-3 Multi-Family Residential District; Min. Lot Size; 1,200 SF (Townhouses) to 10,000 SF (Apartments), 32 ft. height; High Density: 29.0 DU/A
- R-6 Multi-Family Residential District; Min. Lot Size: 10,000 SF, Density: 32.0 DU/A; 72 ft. height.

Community Uses:

- Public Safety substations
- Senior and Community Center branches
- Parks and recreational facilities (PR and OS zone districts)
- Schools and churches.

#### 4.2.2 Neighborhood Corridor Sector

Purpose: The Neighborhood Corridor is intended to also provide multiple opportunities for neighborhood residents for housing, shopping, employment, and recreation but with less density and intensity of uses. The corridor includes one- and two-story, non-residential buildings. Clusters of single-family homes are permitted at the perimeter of the corridor. Parking accommodations are made with on-street parking and landscaped, shared surface parking lots located behind buildings.

Allowable Uses in the following zoning districts:

- CMU Commercial Mixed Use District; Min. Lot Size: 10,890 SF, 35 ft. setback, 32 ft. height
- O-1 Office/ Institutional District; Min. Lot Size: 10,890 SF, 25 ft. front setback, 1 ft. setback per 1 ft. height side and rear, 20 ft. height, 15% lot landscaped, 50% in front
- O-2 Office/ Institutional District; Min. Lot Size: 21,780 SF, 35 ft. front setback, 1 ft. setback per 1 ft. height side and rear, 32 ft. height, 15% lot landscaped, 50% in front
- MU/A Mixed Use Activity Center District; 10-20 acres, 26 ft. height, Max. footprint: 6,000 SF, 15 ft. front, 10 ft. rear setback. Master plan approval is required.
- SU/ MU Special Use District for Mixed Uses: May be a combination of 2 or more land uses to include multi-family, office, and retail commercial either side by side or within the same building. Site plan approval by the Planning and Zoning Board is required.
- R-3 Multi-Family Residential District; Min. Lot Size; 1,200 SF (Townhouses) to 10,000 SF (Apartments); 32 ft. height, High Density: 29.0 DU/A

Community Uses:

- Public Safety substations
- Senior and Community Center branches
- Parks and recreational facilities (PR and OS zone districts)
- Schools and churches.

#### 4.2.3 High Density Residential Sector

Purpose: To provide an area set aside for multi-family housing near the neighborhood's activity centers with convenient access to shopping and employment. Community uses, e.g., parks, schools, and churches are also to be located in this area.

Allowable Uses in the following zoning districts:

- R-3 Multi-Family Residential District; Min. Lot Size: 1,200 SF (Townhouses) to 10,000 SF (Apartments), High Density: 29.0 DU/A
- R-6 Multi-Family Residential District  
Min. Lot Size: 10,000 SF, High Density: 35.6 DU/A, 72 ft. height.
- MU/A Mixed Use Activity Center: 10-20 acres, 26 ft. height, Max. footprint: 6,000 SF, 15 ft. front, 10 ft. rear setback. Master Plan approval is required.

- SU/ MU Special Use District for Mixed Uses: May be a combination of 2 or more land uses to include multi-family, office, and retail commercial either side by side or within the same building. Site plan approval by the Planning and Zoning Board is required.

Community uses are allowed with a conditional use permit:

- Parks (PR and OS zone districts)
- Schools
- Churches.

#### **4.2.4 Medium Density Residential Sector**

Purpose: To provide a range of low to medium density single family residential uses and associated community uses, e.g. schools, parks, and churches, integral to a complete neighborhood. Low density residential is generally more suitable on the west side of the corridor and medium density residential is more appropriate on the east side of the corridor.

Allowable Uses in the following zoning districts:

- R-1 Single Family Residential District  
Min. Lot Size: 7,000 SF, Density: 6.22 DU/A
- R-2 Single Family Residential District  
Min. Lot Size: 5,000 SF, Density: 8.71 DU/A
- R-4 Single Family Residential District  
Min. Lot Size: 4,000 SF, Density: 10.89 DU/A
- R-5 Single Family Residential District  
Min. Lot Size: 2,500 SF, Density: 17.42 DU/A.

Community uses are allowed with a conditional use permit:

- Parks (PR and OS zone districts)
- Schools
- Churches.

#### **4.2.5 Wholesale and Warehousing Sector**

Purpose: To provide an economically viable area for heavy commercial uses as outlined in the Northern Blvd. Wholesale and Warehouse Commercial Specific Area Plan.

Allowable Uses in the following zoning districts:

- C-2 Wholesale and Warehouse Commercial District; Min. Area: 10,890 SF, 35 ft. setback, 32 ft. height
- C-1 Retail Commercial District; Min. Lot Size: 21,780 SF, 35 ft. setback, 32 ft. height
- MU/A Mixed Use Activity Center District, Master Plan Area: 10-20 acres, 26 ft. height, Max. footprint: 6,000 SF, 15 ft. front, 10 ft. rear setback
- SU/ MU Special Use District for Mixed Uses: May be a combination of 2 or more land uses to include multi-family, office, and retail commercial either side by side or within the same building. Site plan approval by the Planning and Zoning Board is required.

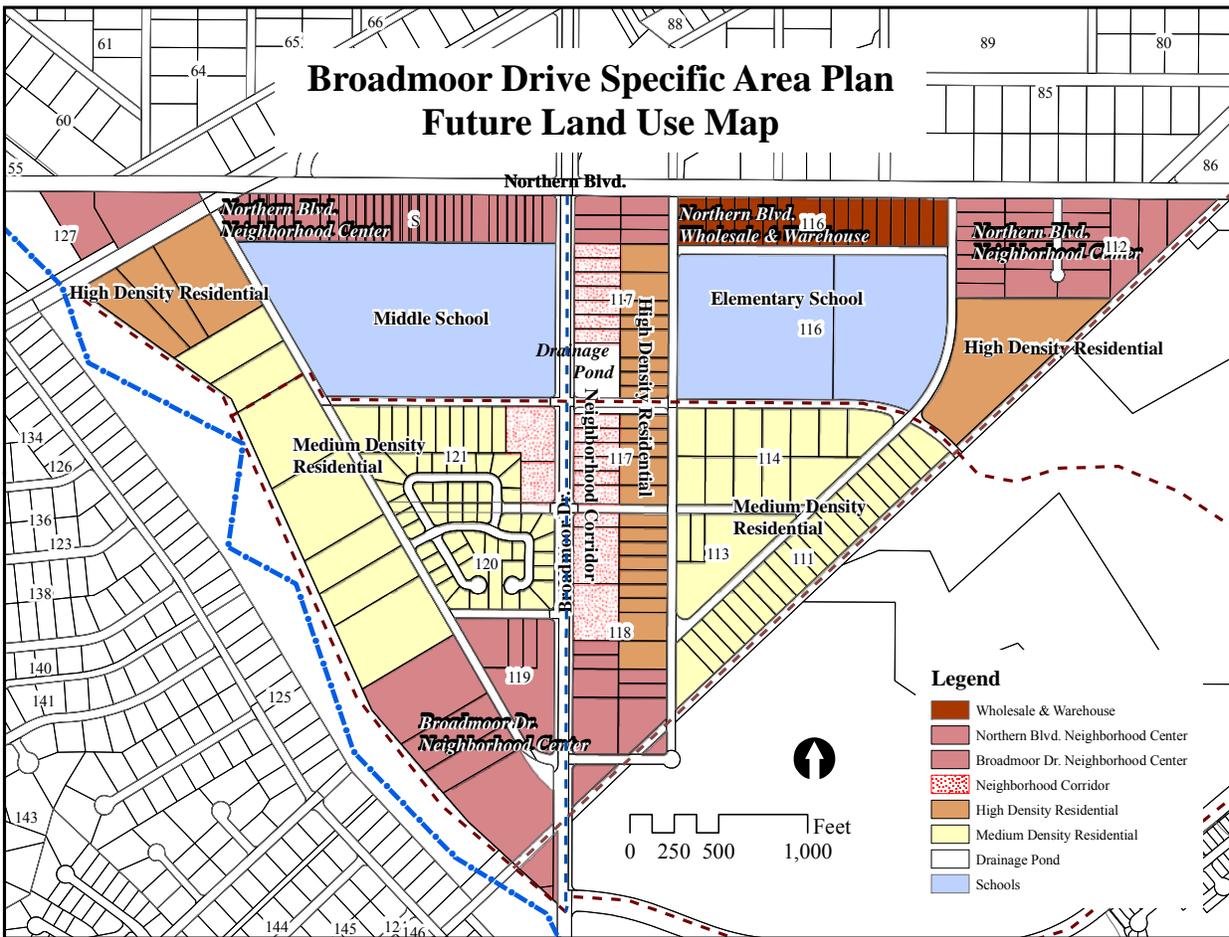
Conditional Uses

- Light manufacturing, research and development, salvage yards, and amusement enterprises.

### 4.3 Future Land Use Map

Future land use planned for the Plan area is shown in Exhibit 12 below and acreages in Exhibit 13. Land uses are distributed between Medium Density Residential (24.1%), High Density Residential (18.6%), Neighborhood Corridor (24.6%), Neighborhood Center (24.5%), and Wholesale and Warehouse (3.7%).

**Exhibit 12: Future Land Use Map**



<b>Exhibit 13: Plan Area Alternatives - Land Use and Population</b>				
	<b>2007</b>	<b>2015</b>	<b>2025</b>	<b>%</b>
<b>Rural Residential</b>	Density	3.6		0.0%
acreage	12.5	0	0	
population	45	0	0	
<b>Medium Density Residential</b>	Density	11.8		24.1%
acreage	12.8	30.6	61.2	
population	151	<u>1,051</u>	<u>1,950</u>	
<b>High Density Residential</b>	Density	31.5		18.6%
acreage	0	23.7	47.3	
population	0	<u>2,012</u>	<u>4,023</u>	
<b>Neighborhood Corridor</b>				24.6%
acreage	0	6.7	13.3	
population	-	-	-	
<b>Broadmoor Dr. Neighborhood Center</b>				11.3%
acreage	0	14.5	28.9	
population	-	-	-	
<b>Northern Blvd. Neighborhood Center</b>				13.2%
acreage	0	16.8	33.6	
population	-	-	-	
<b>Northern Blvd. Wholesale &amp; Warehouse</b>				3.7%
acreage	7.5	4.8	9.5	
population	-	-	-	
<b>Vacant</b>	160.9	96.7	0	0.0%
<b>Drainage</b>	1.75	1.75	1.75	0.7%
<b>Schools</b>	58.4	58.4	58.4	23.0%
<b>Total Acreage</b>	253.9	253.9	253.9	100.0%
<b>Total Population</b>	151	<u>3,062</u>	<u>5,973</u>	
Note: Acreage does not include public rights-of-way. Assumes full build-out by 2025 Population estimates administratively revised, 12/08				

## 5.0 Proposed Access

Obsolete platting along Broadmoor Drive and Northern Blvd. has created narrow lots 50 feet in width along Northern Blvd. and 80 feet wide and Broadmoor Dr. that are difficult to develop individually and present major access issues. Allowing every lot to have its own individual access off of arterial streets creates major traffic hazards. Vehicles turning in and out of businesses, and across lanes from the opposite direction, is unsafe and impedes traffic flow. Additionally, lots with individual driveways force traffic movement to use the arterial street which adds more local traffic to the roadway and takes away capacity that could be used by through traffic.

The City follows New Mexico Department of Transportation (NMDOT) access spacing standards. The standards (see table below) are based on the size of the roadway and its speed. Broadmoor Drive is classified as an urban minor arterial (UMA), non-traversable (divided) median with partial access (median turn outs at street intersections), and speeds of 35 to 40 miles per hour (mph). The recommended access standard for an UMA is no closer than 275 feet for partial access (right-in, right-out) and 660 for full access.

Northern Blvd. is an urban principal arterial (UPA) with partial access allowed no closer than 325 feet and full access at 1,320 feet. Access points meeting these standards are shown in Exhibit 15a and 15b below.

A 24 ft. wide north-south easement is proposed along the front or rear of properties on Broadmoor Dr. The access easement will be required at the front of the properties, unless the property owners within each block coordinate placing the access easement at the back of the lot, and must provide a 24 ft. wide connecting easement where adjoining properties have access on opposite sides of the lot. Alternate location of the access easement may be authorized, provided the goal of the access management plan for coordinated access is met.

A 24 ft. wide east-west easement is proposed along the front or rear of properties on Northern Blvd. The access easement will be required at the front of the properties, unless the property owners within each block coordinate placing the access easement at the back of the lot, and must provide a 24 ft. wide connecting easement where adjoining properties have access on opposite sides of the lot. Alternate location of the access easement may be authorized, provided the goal of the access management plan for coordinated access is met.

Access easements should be designed to work with area topography. Easements may be located within the building setbacks. Easements located on cross streets should be located a minimum of 92 ft. back from Broadmoor Drive (from centerline to centerline) to allow for vehicle stacking.

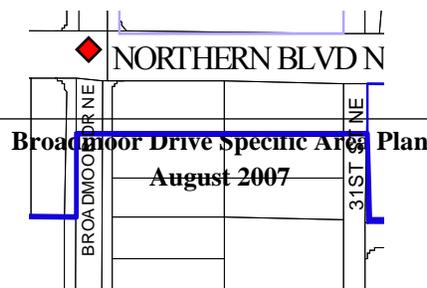
In addition, the City is proposing a new access policy as part of this Plan. Before an applicant may rezone property or receive a building permit, he/she must meet the following access requirements:

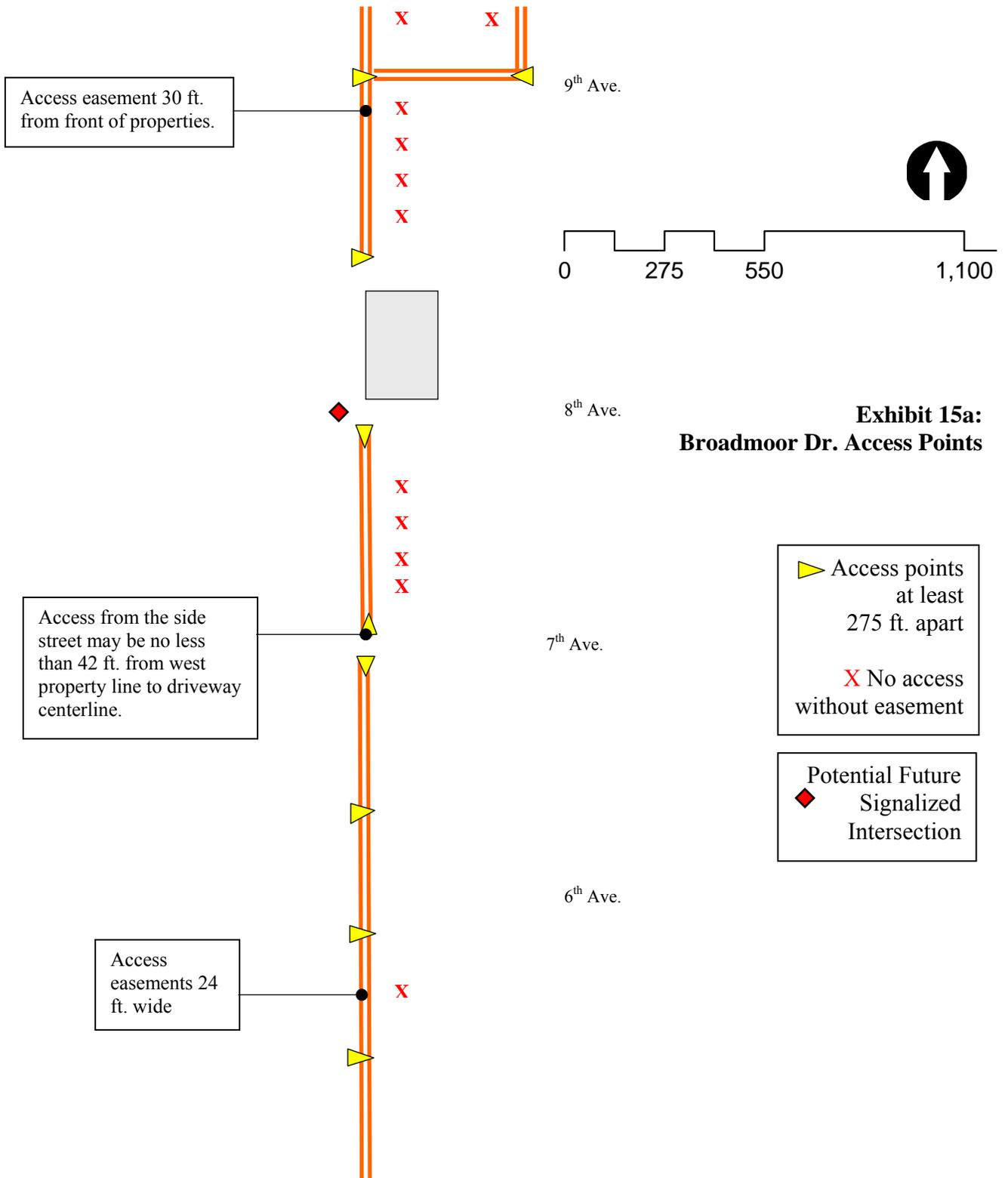
1. Replat multiple narrow lots into a single piece of property,
2. Plat property showing access easement and reciprocal agreements regarding improvement and notice, or otherwise provide such easements or agreements; and,
3. Provide shared access driveways.

**Exhibit 14:  
Access Spacing Standards for Intersections and Driveways**  
(centerline to centerline spacing in feet)

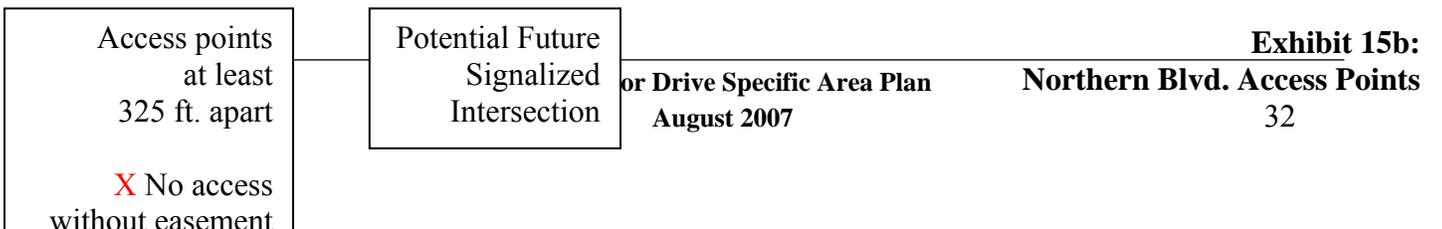
Access Category	Posted Speed (mph)	Intersection Spacing (feet) <sup>1</sup>		Driveway Spacing (feet) <sup>2</sup>		
		Signalized	Unsignalized <sup>3</sup>	Non-Traversable Median		Traversable Median <sup>4</sup>
				Full Access	Partial Access	
Controlled-Access, Non-Interstate Highways	All Speeds	5,280	2,640	2,640	2,640	-NA-
UPA	≤ 30 mph	2,640	1,320	1,320	200	200
	35 to 40 mph	2,640	1,320	1,320	325	325
	45 to 50 mph	2,640	1,320	1,320	450	450
	≥ 55 mph	5,280	1,320	1,320	625	625
UMA	≤ 30 mph	1,760	660	660	175	175
	35 to 40 mph	1,760	660	660	275	275
	45 to 50 mph	2,640	660	660	400	400
	≥ 55 mph	5,280	1,320	1,320	600	600
UCOL	≤ 30 mph	1,100	330	330	150	150
	35 to 40 mph	1,320	330	330	225	225
	45 to 55 mph	1,760	660	660	350	350
RPA	≤ 30 mph	2,640	1,320	1,320	225	225
	35 to 40 mph	2,640	1,320	1,320	350	350
	45 to 50 mph	5,280	2,640	2,640	500	500
	≥ 55 mph	5,280	2,640	2,640	775	775
RMA	≤ 30 mph	1,760	660	660	200	200
	35 to 40 mph	2,640	660	660	325	325
	45 to 50 mph	2,640	1,320	1,320	450	450
	≥ 55 mph	5,280	2,640	2,640	725	725
RCOL	≤ 30 mph	1,320	330	330	200	200
	35 to 40 mph	1,760	660	660	300	300
	45 to 50 mph	2,640	1,320	1,320	425	425
	≥ 55 mph	2,640	1,320	1,320	550	550

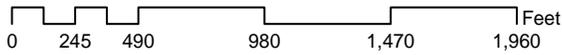
- Notes:
1. Intersection - Public street or other access serving a large area or a major traffic generator(s) where full access is typically provided.
  2. Driveway - Public or private access serving a limited area where traffic signal control is not required.
  3. In urban areas, spacing should be consistent with the established street spacing along the state highway facility.
  4. Includes highways with no median or a painted median. The type of access, full or partial, is determined at the discretion of the Department. See Sub-Sections 7.AO and 7.BP.





**Exhibit 15a:  
Broadmoor Dr. Access Points**





## 6.0 Proposed Design Standards

This section identifies design standards for all new commercial development within the Plan area, including along Broadmoor Drive. Standards for landscaping, signs, materials and

architecture, parking, fences and walls, transportation and infrastructure, and lighting are described.

### **Neighborhood Center and Corridor:**

- Center Size and Land Use: Typically 10 to 20 acres serving neighborhood scale mixed uses; retail, office, commercial and public
- Residential Areas: Multi-family residential development on perimeter
- Scale and design: Consists of one- to two-story buildings with variable heights and façades
- Parking: Landscaped shared parking lots preferably at the side or rear of buildings
- Pedestrian Orientation: Pedestrian scale façades with wide sidewalks, no steep berms, or grades, well lit public areas, landscaping, and no blank walls
- Signage: Encourage small distinctive signs, avoid glaring, excessive or roof mounted signs.

### **6.1 Landscaping/ Buffer**

- Gross total – 10%
- Frontage – 25%
- Frontage Planter Strip – 10 ft. wide, 5 ft. may be in the public right-of-way
- Shade tree spacing – 1 every 33 ft. along street frontage
- Parking Spaces – 1 shade tree per 10 spaces
- Parking Island – 6 ft. wide along length of aisle ends and between rows
- Tree caliper —Commercial: 3” or 30” boxed and 12 ft. high
- Shrubs – 5 gallons
- Live plants – 75% of landscaped area at maturity
- Refer to City’s xeric plant list
- Irrigation system required with backflow prevention device
- Bufferyard –10 ft. wide
- Screening Wall –6 ft. masonry minimum
- Screen outdoor storage horizontally and vertically with wall or hedge
- Screen mechanical equipment from view to the maximum extent possible.

### **6.2 Signs**

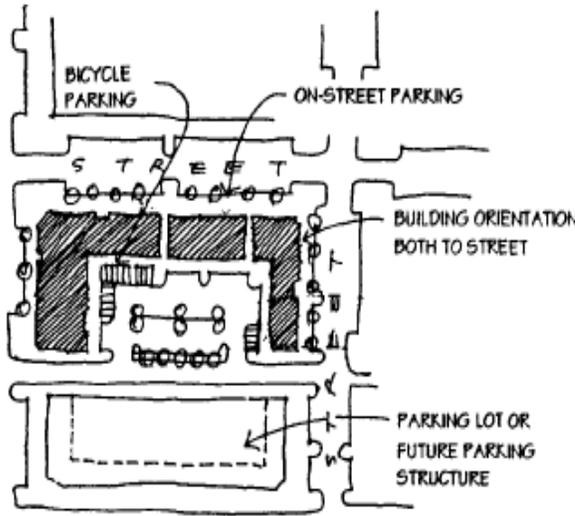
- Freestanding – monument signs (Max. 2, 3 if intersection, 75 ft. apart)
- Maximum Size –7 ft. x 8 ft. x 24 in.
- Building – 1 sign facing each street; 12% building face.

### **6.3 Materials/ Architecture**

- No metal buildings (except for metal roofs), wood siding, or prefabricated panels, unless treated no to appear as these materials
- Use elements of Southwestern architecture (Pueblo-Spanish Revival, Territorial, Northern New Mexico, etc.) such as: materials (stucco, stone, brick, and tile), color and texture, shade (portales, overhangs, and recesses), outdoor spaces and courtyards, and solar orientation.

### **6.4 Parking**

- Parking shall be provided as per the Zoning Ordinance requirements for the planned use of the property
- Place behind building or on side unless accessed by shared easement at the front of the property; landscaping should be located within the front setback area.
- Break parking up into smaller areas – 30 spaces or less
- Bike racks required for all multi-family, office, and commercial development (10% of total parking requirement).

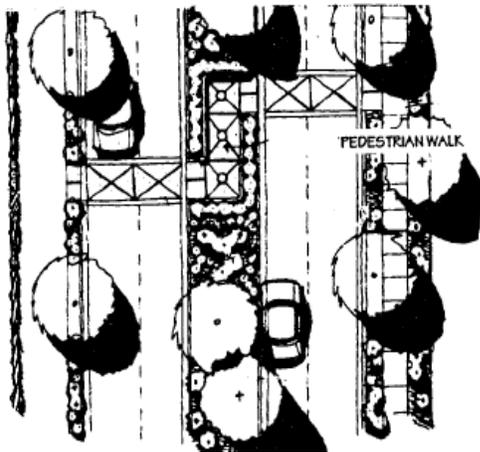


### 6.5 Fences/ Walls

- More than 10 ft. long, broken up by trees and shrubs; or indented, or offset, or serpentine
- Low wall or hedge (3 ft min. – 4ft. max.) in front setback area to screen parking
- Wall materials:
  - Textured, ribbed or concrete stucco over CMU
  - Interlock block or split block
  - Adobe, brick or tan masonry
  - No grey CMU.

### 6.6 Transportation and Infrastructure

- Street medians shall be planted as follows:
  - 1 canopy tree, 2 ornamental trees, and 3 shrubs every 1000 square ft. located in the 18 ft. wide median



- Traffic signals shall be installed where warranted
- Bus shelters shall be placed at the signalized intersections (when transit service is established)
- All underground utilities
- Community water and sewer system (no well or septic, except on a temporary basis)
- 6 ft. wide sidewalks and 8 ft. wide bike paths along arterial streets where there is sufficient right-of-way.

### 6.6 Lighting

- Low level, hooded or shielded
- Shine away from residences
- 20 ft. high maximum

- Meet Night Sky Protection Act.

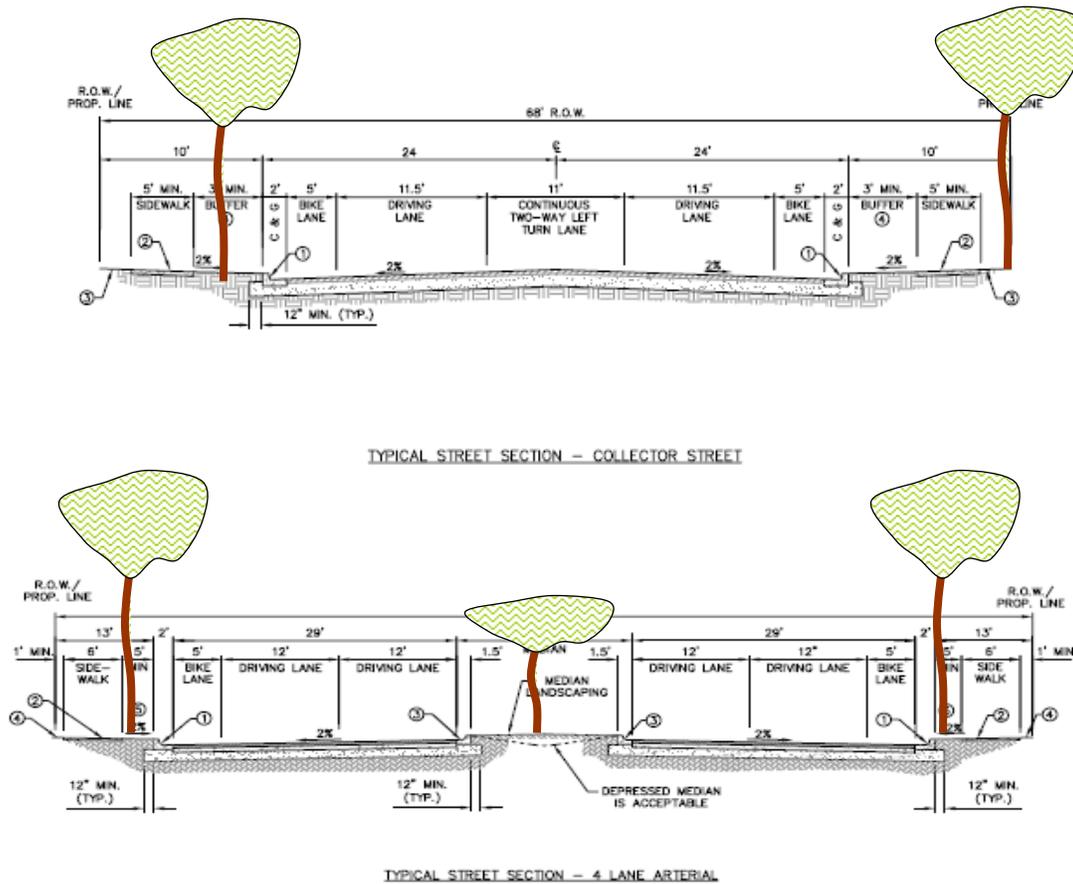


Exhibit 16: Street Sections

## 7.0 Implementation Actions

This section presents those actions that can be taken by departmental staff, Planning and Zoning Board, and the Governing Body to implement the recommendations in this Plan. Actions include

those involving zone map amendments, development review process, capital improvements program, and special assessment districts.

### **7.1 Zoning**

- Adopt an Overlay Zone for commercial districts within the Plan area with design and access standards specified in Section 5.0 and 6.0.
- Commercial Bonuses:
  - Provide: parking behind building; Receive: reduced front setback by 10 ft. in C-1 and CMU districts
  - Provide: parking broken into smaller areas; Receive: reduced front setback by 10 ft. in C-1 and CMU districts
  - Provide: courtyards, plazas, and public spaces count towards landscaping requirement
- Development Services Department shall initiate strategic zone map amendments to follow the Plan.

### **7.2 Development Review Process**

- Development Services staff will evaluate new development projects in the Plan area in terms of their connectivity to roads, bikeways, sidewalks and trails.
  - New cul-de-sac streets must provide pedestrian easements.
  - New blocks shall not be longer than 600 ft.
- Before a building permit is approved by Development Services Department the applicant must demonstrate compliance with access management plan by providing an access easement agreement with adjacent property owners as provided in Section 5.0
- New construction permits and site plan approvals by Development Services Department will be subject to the design standards required in Section 6.0:
  - Landscaping/ Buffers
  - Signs
  - Materials/ Architecture
  - Parking
  - Fences/ Walls
  - Transportation
  - Infrastructure
  - Lighting
  - Bikeways/ Sidewalks

### **7.3 ICIP**

- Department of Public Infrastructure will program roadway, bikeway, and pedestrian trail projects in the ICIP to be built to City standards as funds become available
- Departments of Cultural Enrichment and Public Infrastructure will program a Broadmoor Dr. and Northern Blvd. median landscaping projects as funds become available
- The City will program and fund future recreational and other community facilities to serve the Plan area through its ICIP process.

- The City will program and fund utility infrastructure improvements to serve the Plan area.

#### **7.4 Special Assessment Districts**

- The City may initiate redevelopment of obsolete or premature platting in the Plan area through formation of Special Assessment Districts (SADs).

#### **References:**

- A. *Montoyas Arroyo Watershed Management Plan*, Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA), 2002

- B. *Rio Rancho Parks and Recreation Master Plan*, City of Rio Rancho Cultural Enrichment, 2004
- C. *2020 Integrated Comprehensive Plan*, City of Rio Rancho Development Services, 2001
- D. *Northern Boulevard Area Plan*, City of Rio Rancho Development Services, 1996
- E. *School Profiles*, Rio Rancho Public Schools Website, [www.rrps.net](http://www.rrps.net)
- F. *State Highway Access Manual*, New Mexico Department of Transportation (NMDOT), 2002
- G. *North Central Area Plan (Draft)*, City of Rio Rancho Development Services, 2006
- H. *Community Profile*, Rio Rancho Economic Development Corporation, 2007
- I. *Standard Street Profiles*, City of Rio Rancho Public Infrastructure, 2006
- J. *2030 Metropolitan Transportation Plan*, Mid Region Council of Governments, 2007