



## PROJECT IDENTIFICATION FORM (PIF)

**INSTRUCTIONS: Please complete all sections thoroughly.  
See the end of this document for required distribution.**

1. **Date of Submittal:** 5/28/13
2. **Initial or Revised PIF?** Initial PIF.
3. **Is this project phased?** No. **If phased:** Enter phase number and total # of phases.
4. **Sponsoring public entity:** SSCAFCA **5. Project Name:** Black Arroyo Open Space Commuter Trails  
*Note: per MAP-21, Non-Profit Organizations cannot be lead agencies, but they can contribute to projects.*

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6. **Is the project on the ICIP?** Yes. **If yes, year and priority #:** 2015, Priority #4
7. **Is the project in or consistent with a MPO/RPO/Local planning document?** Yes.  
**If yes, which document (MTP/SLRP/TTP/etc.):** Rio Rancho Bicycle and Pedestrian Transportation Master Plan, 2011
8. **Is the project in the STIP?** No. **If yes, year(s):** Enter year(s). **Control #:** Enter CN.
9. **Is the project on the MPO TIP/RPO RTIPR?** No. **If yes, which year(s):** Enter year(s).  
*Notes: Please contact your MPO/RPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.*

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10. **County:** Sandoval
11. **US Congressional District:** 3
12. **New Mexico House District:** 60
13. **New Mexico Senate District:** 10

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14. **Contact Person and/or PDE:** Charles Thomas
15. **Address:** 1041 Commercial Dr. SE, Rio Rancho, NM 87124
16. **Phone:** 505-892-7246
17. **Fax:** 505-892-7241
18. **E-mail:** cthomas@sscafca.com
19. **MPO or RPO:** Mid Region (Albuquerque area) MPO
20. **NMDOT District #:** 3

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### Project Description

**21. In the space below, please provide a narrative describing the Project, its Purpose and Need, i.e., the rationale behind the project. If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.**

This project will provide pedestrian/bicycle trails connecting surrounding neighborhoods to the larger regional trail system, commercial businesses, and schools. The project will also include pedestrian/bicycle bridges to cross arroyos and provide a safe means for crossing and vehicle parking/drop-off locations. The purpose is to expand pedestrian and bicycle opportunities in the region and enhance safety by providing an appropriate means for crossing arroyos. Project funding will cover PE, design, and construction for the commuter trail system. Project may be accomplished in one phase or broken into multiple phases depending on funding available.

**22. Select an Improvement Type for the project: 28 Facilities for Pedestrians, Bicycles**

Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: **Enter improvement type(s), including improvement type number.**

### Project Details (fill out where applicable)

23. **Route # or (Street) Name:** Southern Blvd to Under Blvd      24. **Length (mi.):** 1.25 mi.
25. **Begin mile post/intersection:** Unser Blvd. and Westside Blvd.      26. **End mile post/intersect.:** Southern Blvd. and Lisbon Ave.
27. **Directions from nearest major intersection or landmark:** From intersection of Unser Blvd. and Southern Blvd., proceed south approximately 3,000 feet to intersection of Unser Blvd. and Westside Blvd. This will be the southern terminus of trail. From intersection of Unser Blvd. and Southern Blvd., proceed approximately 2,300 feet to intersection of Southern Blvd and Lisbon Ave. This will be the northern terminus of the trail.
28. **Google Maps link (see tutorial for help):** <http://goo.gl/maps/4yR2N>
29. **Roadway FHWA Functional Classification(s):** Pedestrian/bicycle trails and bridges
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### Funding Information

30. **Has this project received Federal funding previously? No. If yes, which years?**  **Which program(s)?**

#### Please Itemize the Total Project Costs by Type

31. **Environmental/Planning:** \$16,100.00 (FFY14)      32. **Preliminary Engineering:** \$0.00
33. **Design:** \$60,000.00 (FFY14)      34. **Right-Of-Way:** \$0.00
35. **Construction:** \$745,300 (FFY14)      36. **Other (specify):**

### Funding Sources

List all sources and amounts of funding, both requested and committed, for the project.

37. **Total Project Cost Estimate:** \$821,400.00
38. **Local/County/Tribal Gov't Funds\*:**
39. **State Funds:** \$265,000
40. **Tribal Transportation Program (TTP):**
41. **Other Federal grants:**
42. **Federal Funds (STP/CMAQ/TAP funds requested):** \$556,400.00 (FFY14)

\* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

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### Project Readiness

**This is a list of certifications, clearances, and other processes that could apply to the project.** These steps may not be required at this time, but could be necessary at a later date. Identify the **date** that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

43. **Public Involvement:** Completed 5-19-2013 as part of the Black Arroyo Wildlife Park Master Plan

44. **Right of Way:** Completed, all needed ROW is owned by SSCAFCA.

45. **Design:** To be started upon award of grant. Preliminary design/planning has been completed.

46. **Environmental Certification\*\*:** Underway. Biological evaluation completed as part of 2013 master plan.

47. **Utility Clearances:** To be started upon award of grant, although, no utilities exist on site.

48. **ITS Clearances:** To be started upon award of grant, although, no ITS interface will exist.

49. **Railroad Clearances:** To be started upon award of grant, although, no history of railroad on site.

50. **Other Clearances:** Met with USACE regarding environmental mitigation area and have concurrence from them on usage of that property for project.

\*\* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Government Agreement Handbook.**

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## Project Planning Factors

**Below are the federally mandated planning factors for all transportation projects.** Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP funds, leave this section blank and complete the supplemental TAP application.**

51.  **Economic Vitality:** Type explanation.

52.  **Safety for Motorized and Non-motorized Users:** Type explanation.

53.  **Security for Motorized and Non-motorized Users:** Type explanation.

54.  **Accessibility and Mobility of People and Freight:** Type explanation.

55.  **Environment, Energy Conservation, Quality of Life:** Type explanation.

56.  **Integration and Connectivity:** Type explanation.

57.  **System Management and Operation:** Type explanation.

58.  **System Preservation:** Type explanation.

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## REQUIRED DISTRIBUTION

59. Send a completed electronic version to appropriate RPO/MPO, District staff, and NMDOT Planning liaison.



# **TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION**

**INSTRUCTIONS: Applicants are required to read through the FFY14/15 New Mexico TAP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, and then complete this TAP application form.**

## **Introduction**

As outlined in the FFY14/15 NM TAP Guide, this application will be used by all of the New Mexico RPOs and MPOs to score and rank projects submitted for TAP funding. The process is competitive and the highest scoring projects within each MPO/RPO will be the first priority for funding.

Please refer to the FFY14/15 New Mexico TAP Guide when filling out this application, as the Guide provides information on the application questions, the overall TAP process, eligible entities and eligible projects. *Before submitting an application, local agencies are required to consult with their MPO/RPO to ensure eligibility.*

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## **Basic Project Information**

A. Date of Submittal: 5/28/13

B. Sponsoring public entity: SSCAFCA

C. Project Name: Black Arroyo Open Space Commuter Trails

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## **Project Readiness and Planning**

Two of the most critical factors in project selection are Project Readiness and Planning. MPOs and RPOs will score these factors based upon information you provide on the PIF and your supporting documentation. NMDOT does not expect that most TAP projects will score highly on project readiness; however, preference will be given to those projects closer to “shovel ready.”

**Project Readiness:** Scorers will refer to the “Project Readiness” section of the PIF. *Applicants must provide documentation of all certifications/clearances/proofs of exemption received, in order to score points.* Applications will receive 5 points each for documented: Right-of-Way, Design, Environmental, Utility, Intelligent Transportation Systems (ITS), and Railroad.

**Planning:** Scorers will refer to the first page of the PIF, where applicants indicate if the project is part of the local Infrastructure and Capital Improvements Plan (ICIP) and/or other plans. Additionally, *applicants must provide documentation of all plans in which the project is identified.* Please include the cover sheet and the page(s) where the project is referenced. *Do not send entire plans.* If documentation is provided indicating that the project is in the ICIP, the application will receive 5 points. Two additional points will be awarded for each additional plan that includes the project, up to a maximum of 10 points. For a list of eligible planning documents, refer to page 14 of the NM TAP Guide.

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## **Additional Scoring Factors**

Beyond project readiness and planning, TAP projects are evaluated on the following factors, which are derived from the “planning factors” outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

5 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.

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- 4 points: The application demonstrates a thorough understanding of how this factor applies, and provides some documentation on how the project meets the factor.
- 3 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 2 points: The application demonstrates a basic understanding of this factor in general, but does not provide any documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

*In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.*

*Your responses are **limited to 250 words** for each question below.*

## **1. Economic Vitality**

*Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.*

The proposed project is a comprehensive package of improvements to meet pedestrian/bicycling needs in the vicinity of Southern Blvd. and Unser Blvd. in Rio Rancho, NM. This area of Rio Rancho has two active neighborhood associations, growing commercial activity (movie theater, Rust Medical Center, a major senior living facility and dining opportunities and two elementary schools (Maggie Cordova and Puesta del Sol Elementary). Increasing pedestrian access by bridging the Black Arroyo and providing commuter trails between these facilities will increase the ability of pedestrians to access these facilities from their residences and provide an off-throughfare path of travel. These alternative commuter pathways should also reduce traffic congestion by completing the bicycle commuter connection between Southern Blvd. and Golf Course Rd. Additionally, the City of Rio Rancho has identified in the 2010 City of Rio Rancho Comprehensive Plan (CoRR CP, 2010) a development node at the southern terminus of the project at the intersection of Westside Blvd. (aka 19th Avenue) and Unser Blvd (CoRR) (CoRR CP, 2010, Map VEI-1). Additionally, the Bicycle and Pedestrian Transportation Master Plan (CoRR BPTMP, 2011, Chapter 1, map Zone C) identifies this same development node. These proposed improvements will increase the desirability of the surrounding community and promote economic development. From a larger perspective, Parks & Recreation are integral to attracting business development (CoRR CP, 2010, Page V-8). This plan calls for the development of “an open space with walking trails, shade structures and trail heads within and adjacent to arroyos.” (CoRR CP, 2010, Page V-9).

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## **2. Safety and Security**

*Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.*

Recognizing that a significant number of pedestrians, many of them children travelling to the local elementary school, cross the Black Arroyo by entering the channel, SSCAFCA is proposing to provide one or more crossings over the arroyo via pedestrian bridges to encourage users to stay out of the arroyo channel and thereby out of the path of flooding. Additionally, a bridge structure above the arroyo will allow pedestrians to cross the arroyo without dropping out of sight, thereby maintaining a visual presence that can be observed, for example, by a parent watching their child walk to school. In October 2011, Rio Rancho Public Schools (RRPS) authored the Safe Routes to Schools (SRTS) Action Plan. Providing crossings at arroyos is supported within this plan (RRPS SRTS, 2011 Pages 22-23). Additionally, providing safe pedestrian access to Maggie Cordova Elementary School (adjacent to the site), RRPS' elementary school with the highest enrollment, may serve to reduce

traffic congestion around the school, thereby reducing the number of pedestrian and bike involved accidents (RRPS SRTS, 2011, Page 10).

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### **3. Accessibility and Mobility through Integration and Connectivity**

*Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.*

The proposed project will provide an off throughfare pedestrian link between neighborhoods to the west of the Black Arroyo and north of Southern Blvd. and the regional trail along Unser Blvd as well as access down to Golf Course Rd. using the regional trail along Westside Blvd. The proposed alignment will eliminate the bulk of pedestrian or bicycle/vehicle interaction as the pedestrians will be traversing northwest to southeast along an arroyo in order to obtain access to the Unser trail, a major north/south route for pedestrian/bicycle traffic. This project meets all three goals of the City of Rio Rancho (CoRR) Bicycle and Pedestrian Transportation Master Plan (CoRR BPTMP, 2011, Page 1-1). Goal number 2 of the plan specifically identifies the usage of arroyo corridor for trail alignments. The proposed project will also serve the proposed intermodal connection at the north terminus of the proposed trail (CoRR BPTMP, 2011, Page 2-10).

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### **4. Protection and Enhancement of the Environment**

*Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.*

SSCAFCA obtained much of the property in the Black Arroyo area to retain for flood control purposes and to hold the land in perpetuity as it contains vital habitat for wildlife, namely the bank swallow and the burrowing owl. Preservation of the habitat in the Black Arroyo was one of the objectives of the 404 permit (USACE, 2006, Page 3) which originally mandated the environmental mitigation site currently contained within the property owned by SSSCAFCA. Much of this habitat is contained in the vertical walls of the arroyo. Currently, numerous "volunteer" trails enter the arroyo bottom. This causes two issues related to the health of the land: 1) people entering the arroyo bottom have the potential for disturbing wildlife residing in the arroyo walls, diminishing the quality of the habitat; and 2) people entering the arroyo via unimproved or non-hardened pathways cause erosion issues that threaten the arroyo bank, destabilizing the bank, and causing surface water quality issues in the form of sediment erosion. This project will provide designated access routes through this area to avoid the most sensitive habitat areas as well as bridges across the arroyo, protecting the banks and wildlife habitat, and reducing sediment load in stormwater flows.

*Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.*

Currently, the Black Arroyo and surrounding land act as a barrier, isolating neighborhoods and fragmenting the local community. The proposed project will improve the quality of life by providing organized and facilitated usage of the existing drainage infrastructure by virtue of the improved trails which will create links between adjacent neighborhoods and commercial and education institutions, as identified in the Black Arroyo Wildlife Park Master Plan (SSCAFCA BAWPMP, 2013, Pages 10-11) which will promote a vital, connected community. This Master Plan has wide-ranging support from the local residents, Rio Rancho Public Schools, the Corps of Engineers, local developers, and the City of Rio Rancho as a quality of life improvement. Additionally, the proposed improvements will provide greater access to the larger City of Rio Rancho trail system to residents living west and north of the project site, acting as a link between residents and the trail system outlined in the Rio Rancho Long Range Bikeway System Map (CoRR BPTMP, 2011, Page 1-12 (Zone C map)) and as outlined in the the City of Rio Rancho (CoRR) Bicycle and Pedestrian Transportation Master Plan (CoRR BPTMP, 2011, Page 1-1)

goals. The development of the Black Arroyo Trail is specifically called for within the BPTMP (CoRR BPTMP, 2011, Pages 3-17- 3-18) in BPTMP Action 3.

*Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.*

SSCAFCA has been interested in the multi-use of its facilities as pedestrian/bicycle transportation and recreation facilities since 2006. In that year, the agency commissioned its Quality of Life Master Plan (SSCAFCA QLMP, 2006, Page 17) that identified all of its facilities for possible multiple use, including the Black Arroyo area. In 2012, SSSCAFCA commissioned a Master Plan specific to developing the multi-use element of this particular site, the Black Arroyo site. This plan has been accepted by SSSCAFCA's Board of Directors pending minor adjustments to text and will be final in June 2013.. The recommendations from this plan are to maintain the site primarily as an open space, but to also provide for main commuter trails, elevated arroyo crossings (pedestrian bridges), and lower level trails to serve the balance of the site (SSCAFCA BAWPMP, 2013, Page 11). During public meetings held during the development of this Plan, the local community strongly supported SSSCAFCA to create a usable Open Space area with a trail system. This area of Rio Rancho currently does not have pedestrian access to the City of Rio Rancho trail system. This project will satisfy two desired goals of the community, providing pedestrian access and maintaining Open Space.

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## **5. Efficient System Management and Operation**

*Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.*

SSCAFCA is proposing to perform all operations and maintenance needed for this facility as part of its routine arroyo maintenance, using the same skill sets that are currently being employed for drainage purposes. This level of maintenance includes trash removal, repair of minor damage to trail alignments, removal of blow sand from the trail surface, etc. In the event of larger trail or structural maintenance needs, SSSCAFCA is dedicated to providing the funds needed to ensure safe operation of the facility. SSSCAFCA currently reserves \$1 million annually as part of its operating budget for emergency repairs and maintenance needed in response to large flood events.

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## **6. System Preservation**

*Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.*

The proposed project will be an adaptive reuse (or additional use) of existing arroyo infrastructure. Currently, the property owned by SSSCAFCA is only serving the purpose of flood control. By adding a commuter trail system, we will be putting the portions of the property outside of the flood hazard zones to beneficial use for the community. The proposed trail and arroyo crossings will also meet goal 2 of the CoRR Bicycle and Pedestrian Transportation Master Plan (CoRR BPTMP, 2011, Page 1-1). By providing the arroyos as corridors for pedestrian and bicycle trails, we manage to save the public tax dollars that would need to be dedicated for right-of-way acquisition or preserve right-of-way currently in the public domain for use as streets for vehicles.

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## **Application Submission**

Please submit two copies of your entire application package to your MPO/RPO planner or contact. See page 21 of the NM TAP Guide for this information.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. TAP Application
3. Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front.
4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Any documentation—such as plans, certifications or studies—that are referenced and support the application.

# *Southern Sandoval County Arroyo Flood Control Authority*



## **BOARD OF DIRECTORS**

John Chaney  
Mark Conkling  
James F. Fahey, Jr.  
Steven M. House  
Donald A. Rudy

David Stoliker, P.E.  
*Executive Engineer*

May 28, 2013

Dave Pennella  
Transportation Program Manager  
Mid-Region Council of Governments  
809 Copper Ave. NW  
Albuquerque, NM 87102

RE: TAP Grant Application and need for Resolution for Sponsorship

Dear Mr. Pennella,

Per the discussion at the TAP Workshop host by MRCOG on May 23, 2013, we would like to inform you that SCAFCA will be pursuing with our Board of Directors the required Resolution for Sponsorship for the TAP grant. SCAFCA is committing to ensure that a resolution to this effect will be completed by the NMDOT required date of October 1, 2013.

If you need any further information or clarification of our intent, please feel free to contact me at 505-892-7246 or at [cthomas@sscafca.com](mailto:cthomas@sscafca.com).

Sincerely,

Charles Thomas, PE  
Executive Engineer  
Southern Sandoval County Arroyo Flood Control Authority

# Comprehensive Plan

November 2010



WELCOME TO  
**RIO RANCHO**  
CITY OF VISION

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

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

### 2.3.2 CONSERVATION & THE NATURAL ENVIRONMENT

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

### 2.3.3 LAND USE, POPULATION & HOUSING

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

### 2.3.4 TRANSPORTATION

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

### 2.3.5 PUBLIC FACILITIES

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

### 2.3.6 PARKS & RECREATION

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

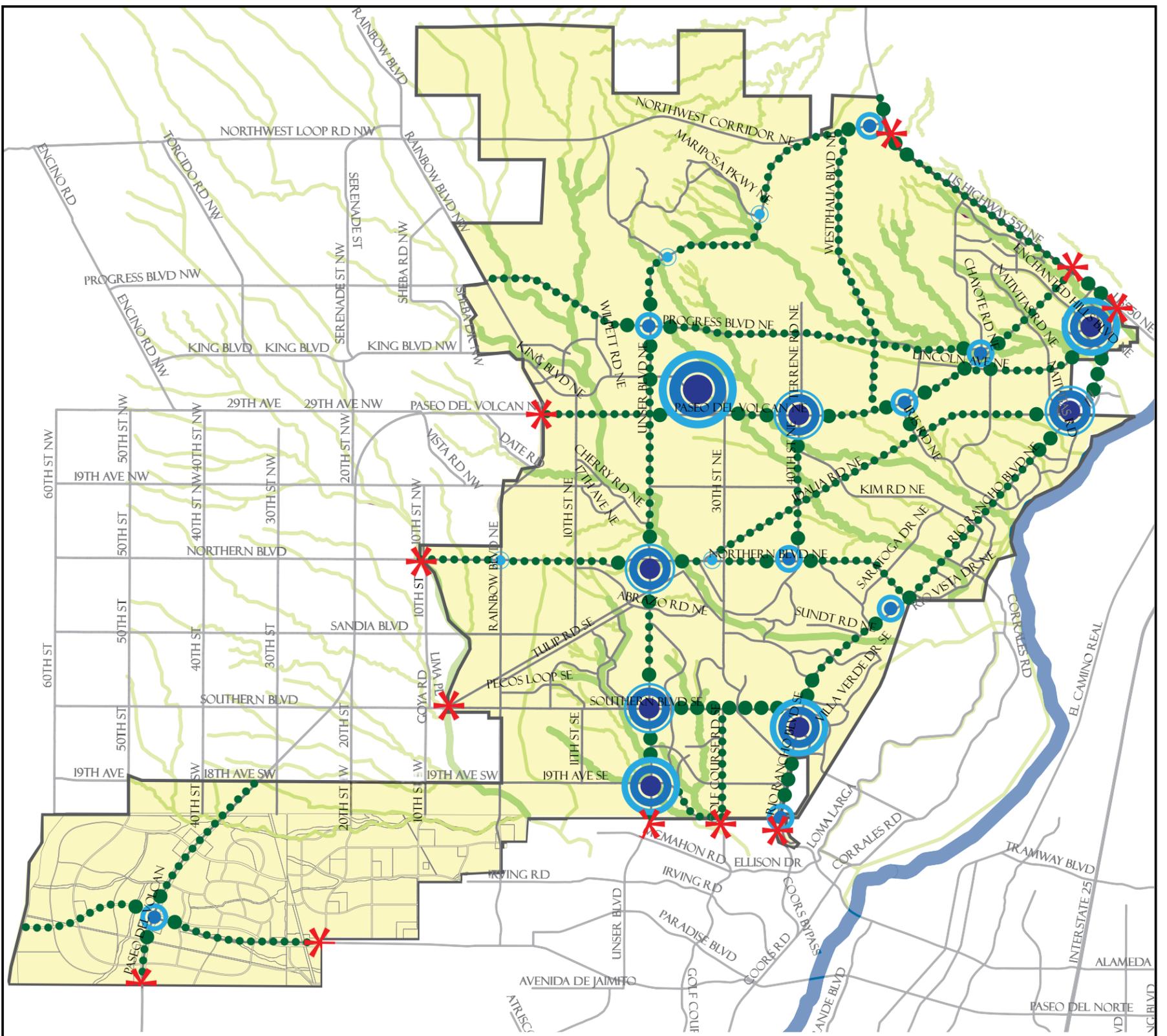
### 2.3.7 URBAN DESIGN

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

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

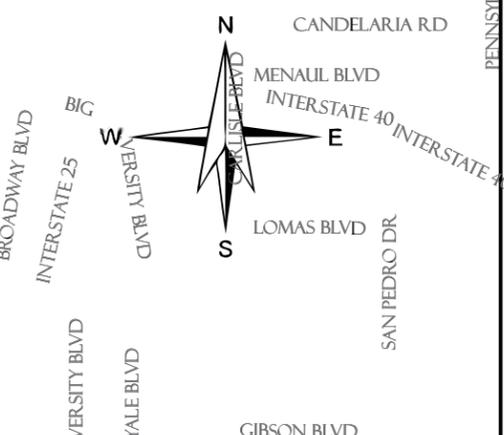
### 2.3.8 ECONOMIC DEVELOPMENT

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



**LEGEND**

-  DEVELOPMENT NODE WITHIN 0-5 YEARS
-  DEVELOPMENT NODE WITHIN 0-10 YEARS
-  DEVELOPMENT NODE WITHIN 0-20 YEARS
-  CORRIDORS (INTENSITY)
-  GATEWAY



# MAP VEI-1: CONCEPTUAL DEVELOPMENT VISION

ROADWAYS AND ARROYOS

1 0.5 0 1 2 3 4 Miles

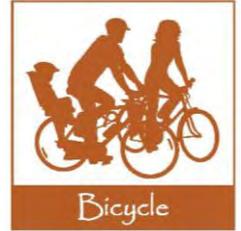
# Rio Rancho Bicycle and Pedestrian Transportation Master Plan



January 2011



# Chapter 1: Introduction



## 1. Introduction

### 1.1 PURPOSE AND NEED FOR A BICYCLE AND PEDESTRIAN TRANSPORTATION MASTER PLAN

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The purpose of the Rio Rancho Bicycle and Pedestrian Transportation Master Plan (BPTMP; Plan) is to ensure that Rio Rancho is a safe and fun place to walk and bike for residents and visitors alike. As the city's **development trends** toward high-intensity nodes with more concentrated residential and commercial land uses, opportunities will be created for walkable neighborhoods, safer streets, and increased use of public transit.

The Rio Rancho Bicycle and Pedestrian Transportation Master Plan provides the community with a blueprint for increasing bicycle and pedestrian safety, implementing bicycle and pedestrian improvements for **"complete streets,"** outlining community-specific benefits for bicycling and walking as alternative modes of transportation, and identifying trail and sidewalk connectivity issues and solutions. The Plan identifies funding opportunities and will be used together with the **City's Comprehensive Plan to further the City's** vision.

Communities across the United States are recognizing the growing need and multiple benefits of providing alternative transportation options for residents.

### 1.2 GOALS OF THE PLAN

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#### GOALS

This Plan establishes three goals for bicycle and pedestrian travel in Rio Rancho.

**BPTMP Goal 1.** An interconnected and continuous pedestrian and bicycle network that provides safe and attractive options for both local and regional trips and that provides **connections to Rio Rancho's** neighborhoods, schools, parks, employment centers, and retail centers and to surrounding cities.

**BPTMP Goal 2.** A trail network that integrates the **city's arroyos in a system** of off-street multi-use trails for bicycle and pedestrian travel and recreation.

**BPTMP Goal 3.** A reduction in the number of vehicle miles traveled (VMTs) in Rio Rancho by increasing trips made by biking and walking.

The goals are supported by the policies and actions outlined in Chapter 3. In addition, the recommended capital improvements and design guidelines (Chapter 2) seek to achieve each of these goals.

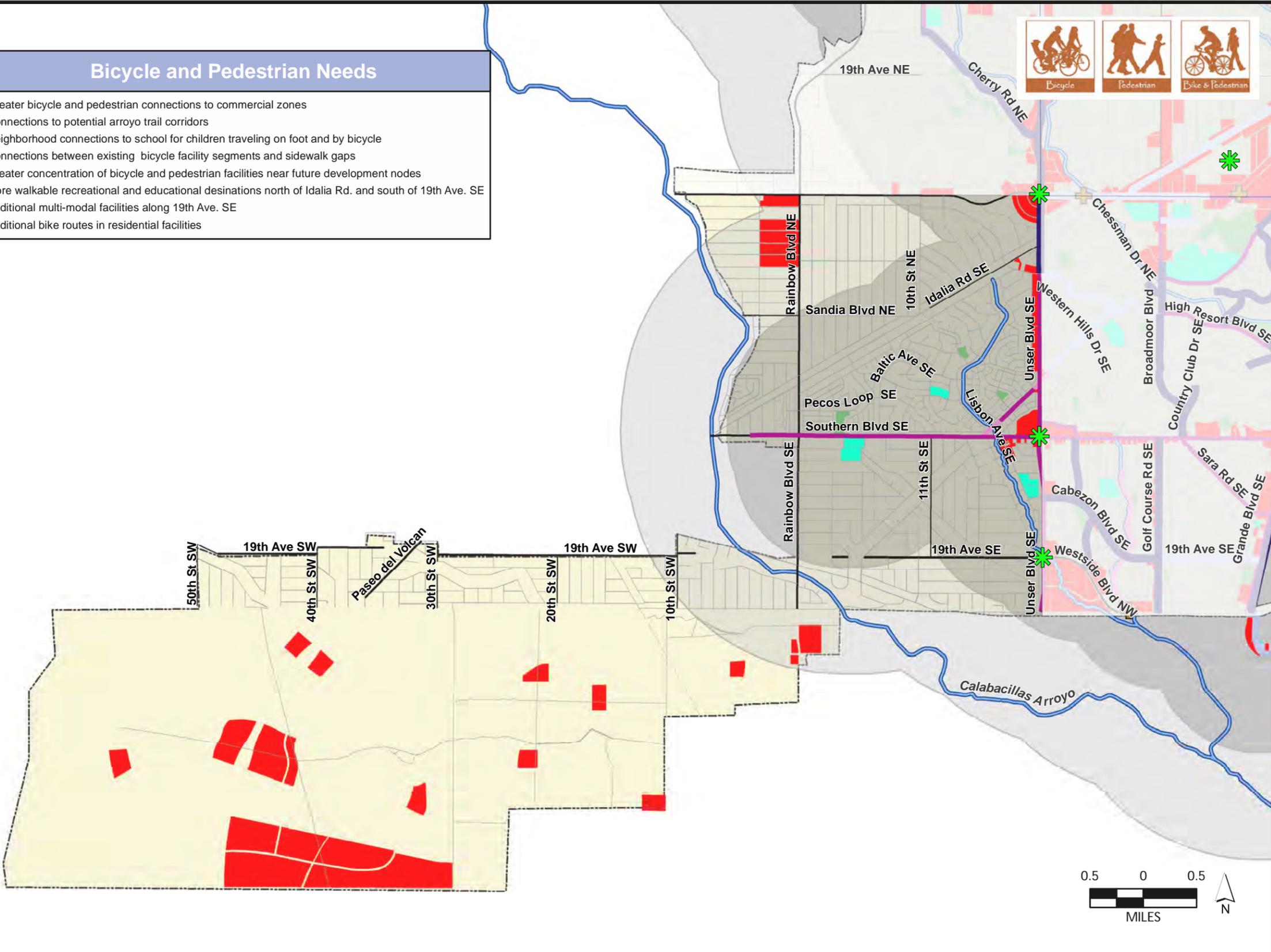
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# Southwest Rio Rancho Zone C

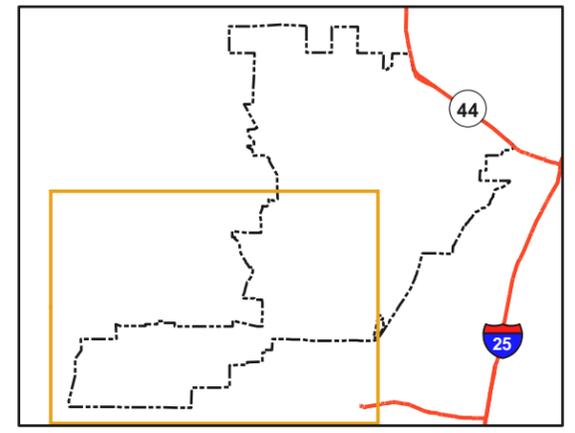


### Bicycle and Pedestrian Needs

- Greater bicycle and pedestrian connections to commercial zones
- Connections to potential arroyo trail corridors
- Neighborhood connections to school for children traveling on foot and by bicycle
- Connections between existing bicycle facility segments and sidewalk gaps
- Greater concentration of bicycle and pedestrian facilities near future development nodes
- More walkable recreational and educational destinations north of Idalia Rd. and south of 19th Ave. SE
- Additional multi-modal facilities along 19th Ave. SE
- Additional bike routes in residential facilities



- ### Legend
- Development Nodes
  - Grade Separation Crossings
  - Principal Arterial
  - Minor Arterial
  - Collector/Private
  - Bike Lane
  - Bike Route
  - Bike Path
  - Bike Trail
  - Unpaved Trail
  - Arroyo (with 75' buffer Impact Area)
  - School
  - Parks and Rec Properties
  - Commercial
  - Walkshed
  - Bikeshed
  - City Limits



# Southeast Rio Rancho Zone B



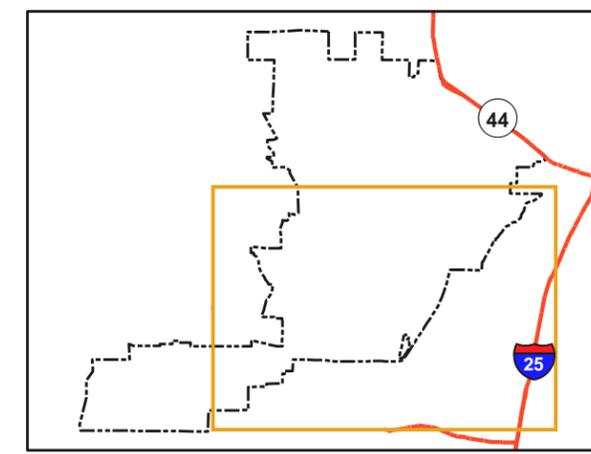
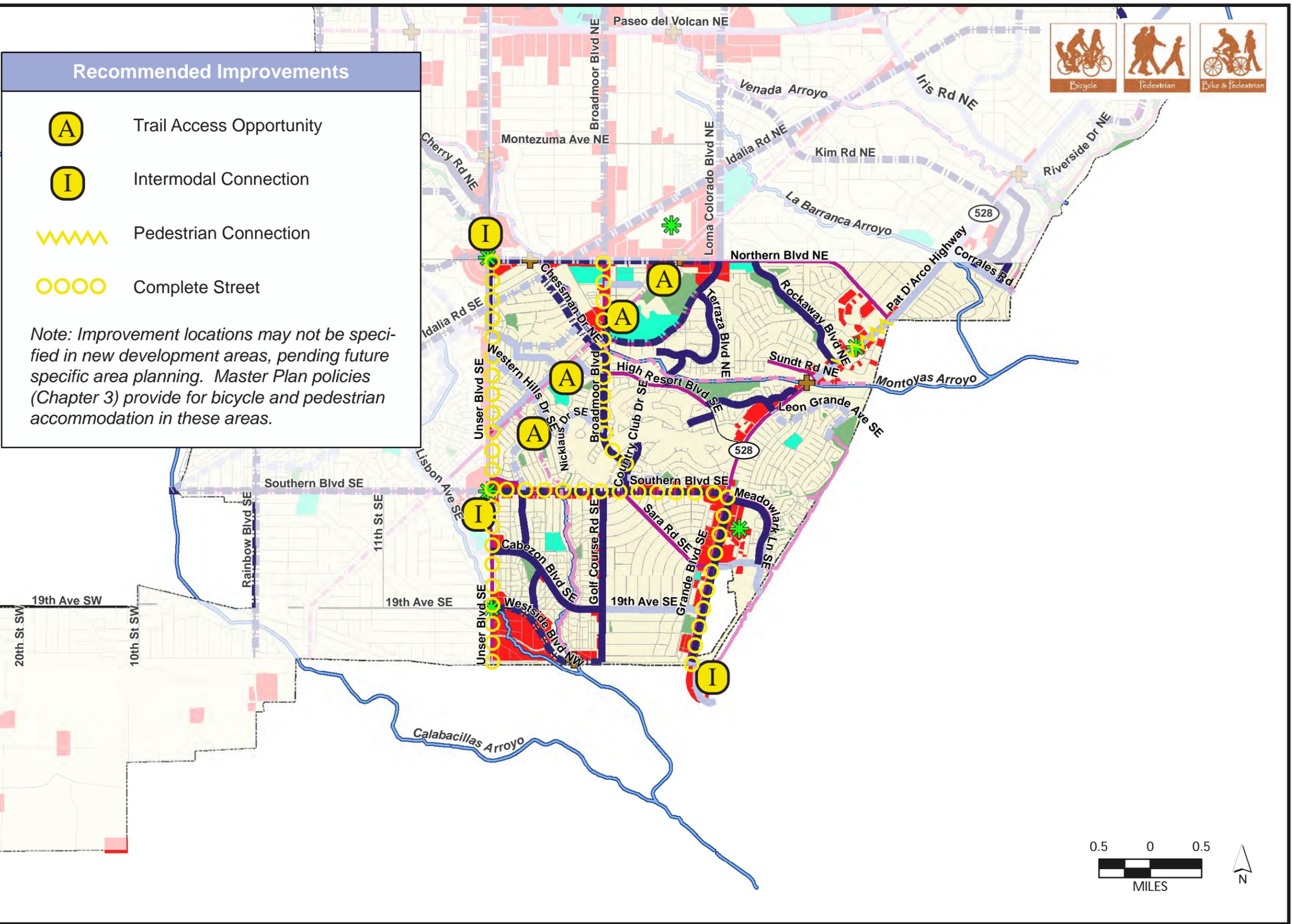
### Recommended Improvements

- A** Trail Access Opportunity
- I** Intermodal Connection
- Pedestrian Connection
- Complete Street

*Note: Improvement locations may not be specified in new development areas, pending future specific area planning. Master Plan policies (Chapter 3) provide for bicycle and pedestrian accommodation in these areas.*

### Legend

- Development Nodes
- Grade Separation Crossings
- Principal Arterial
- Minor Arterial
- Collector/Private
- Bike Lane
- Bike Route
- Bike Path
- Bike Trail
- Unpaved Trail
- Proposed Lane
- Proposed Route
- Proposed Path
- Proposed Trail
- Arroyo (with 75' buffer Impact Area)
- School
- Parks and Rec Properties
- Commercial
- City Limits





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

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

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

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

## 3.4 ACTIONS

Actions are specific steps that the City will take to implement the goals, policies, and objectives of this Bicycle and Pedestrian Transportation Master Plan. The following lists show actions adopted as part of this Master Plan, actions included in the Rio Rancho Comprehensive Plan, and actions from the City's various Specific Area Plans.

### BICYCLE AND PEDESTRIAN TRANSPORTATION MASTER PLAN ACTIONS

**BPTMP Action 1:** Implement the Bicycle and Pedestrian Transportation Master Plan through a variety of methods as appropriate, including:

- Repaving;
- Restriping;

- Providing additional paving for bicycle lanes;
- The development and implementation of programs;
- The phased development of recommended bicycle/pedestrian trails and bicycle lane links;
- Development of a ten-year capital funding plan;
- Repaving and/or restriping of existing facilities to provide for new or improved bicycle lanes; and
- Cooperative agreements with other agencies (such as the Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA)).

**BPTMP Action 2:** Provide ongoing maintenance and other services to keep the bicycle/pedestrian transportation system in a clean and safe condition.

**BPTMP Action 3:** On an ongoing basis, work to implement this Bicycle and Pedestrian Transportation Master Plan and work with SSCAFCA to complete the network of linear parks along the arroyos, including the following:<sup>2</sup>

- Bosque Trail along the Rio Grande;
- La Barranca Trail;
- Lomas Negras Arroyo Trail;

<sup>2</sup> For a map and description of these facilities, please see the SSCAFCA Quality of Life Master Plan.



## Chapter 3: Goals, Policies, and Actions

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- Montoyas Arroyo Trail;
- Black Arroyo Trail; and
- Calabacillas Arroyo Trail.

**BPTMP Action 4:** Facilitate the creation of a community-based local bicycle advocacy group through the donation of meeting locations, event sharing, and other collaborative efforts.

**BPTMP Action 5:** Create programs for “bicycle sharing,” bicycle giveaways, and similar programs in support of BPTMP Policy 20.

**BPTMP Action 6:** Update the City’s standards and specifications to include the items in BPTMP Policy 10 (features to maintain bicycle and pedestrian safety) and to conform to the latest AASHTO standards. These items include:

- Median islands;
- Pedestrian refuges;
- Countdown timers and other such mechanisms and equipment;
- Restrooms;
- Lockers;
- Drinking fountains;
- Park benches;
- Bike racks/boxes;
- Shade cover; and
- Places for vendors to sell food and rent bicycles.

**BPTMP Action 7:** Create, update as needed, and distribute a map of bicycle and pedestrian facilities in Rio Rancho for use by bicyclists and walkers. Make the map available at City Hall, local stores, schools, and other locations throughout the city. The map should include:

- Pedestrian- and bicycle-friendly sidewalks and streets;
- Schools;
- Bike lanes;
- Recreational and commuting trails;
- City parks;
- Pools;
- Community centers;
- Libraries;
- Public transit; and
- Safety information (including laws and regulations related to bicycling and walking).

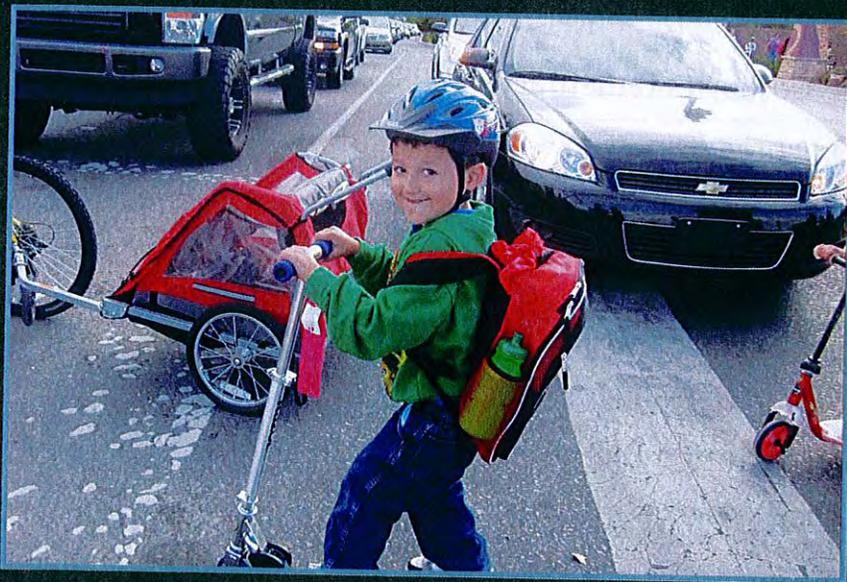
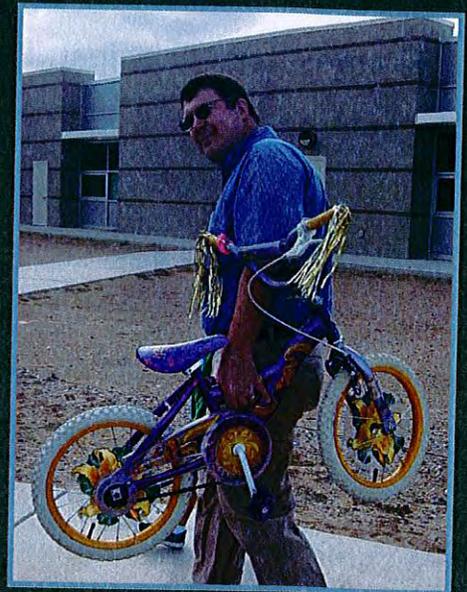
**BPTMP Action 8:** Establish a cooperative program with local bicycle shops to distribute safety information and a reduced price coupon (given at safety classes) for bicycle helmets at participating shops.

**BPTMP Action 9:** Review and update as necessary the City’s ordinances, including the City Traffic Code, regarding bicycling and pedestrian travel.

**BPTMP Action 10:** Work with local health providers to implement a Prescription Trails system (as provided in BPTMP Policy 18).

## SRTS in Rio Rancho: Safer for Students

Rio Rancho Public Schools  
500 Laser Road NE  
Rio Rancho, NM 87124  
Phone: 505.896.0667  
Fax: 505.896.4276  
E-Mail: [ekayak@rrps.net](mailto:ekayak@rrps.net)  
Web: [rrps.net](http://rrps.net)



SRTS  
ACTION  
PLAN RRPS

October 2011

- Weather: 18.6%
- Crime danger 11.7 %
- Opposing school policy 6.0%
- Other reasons (not identified) 15.0%

\*Following is the 2007 to 2009 crash data within a 2-mile radius of each school.

2009						
	Fatal Crashes	Injury Crashes	Property Damage	Total	Pedestrians Involved	Bikes Involved
Puesta Del Sol	0	45	111	156	1	0
Cielo Azul	0	6	9	15	0	0
Sandia Vista	0	40	71	111	0	0
Maggie Cordova	1	101	228	330	2	4
Lincoln	3	196	355	554	3	3

2008						
	Fatal Crashes	Injury Crashes	Property Damage	Total	Pedestrians Involved	Bikes Involved
Puesta Del Sol	0	28	67	95	1	0
Cielo Azul	0	2	5	7	0	0
Sandia Vista	0	18	32	50	0	0
Maggie Cordova	0	74	163	237	2	3
Lincoln	0	119	240	359	3	5

2007						
	Fatal Crashes	Injury Crashes	Property Damage	Total	Pedestrians Involved	Bikes Involved
Puesta Del Sol	0	31	54	85	1	0
Cielo Azul	0	3	7	10	0	0
Sandia Vista	0	17	39	56	0	0
Maggie Cordova	0	81	172	253	5	0
Lincoln	0	129	301	430	6	2

## Benefits to the Rio Rancho Community

RRPS recognizes the many improvements the SRTS program can support in the community. A comprehensive Safe Routes to School program addresses many of the reasons for reductions in walking and bicycling. Using a multi-faceted approach: education, encouragement, engineering and enforcement efforts we can, together, develop attitudes, behaviors and physical infrastructure that improve the walking and bicycling environment.

## **School Facilities Planning: School Siting & Coordination With Local, State & Federal Agencies**

State and local-level decisions regarding school siting, construction, and design have significant impacts on whether homes are located within walking and bicycling distance of schools. The design and location of our schools affect transportation options, physical activity and health. RRPS Transportation and Facilities will 1) initiate opportunities for more collaboration and 2) look for opportunities for school leaders and local government elected officials to interact at events/meetings to build potential for future collaboration. For example, if a school District is holding an event (particularly related to school planning), we will continue to invite local government leaders to attend. If the City or Sandoval County is holding an event (particularly related to community planning), we will arrange for school leadership to attend.

### **Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA)**

On September 15, 2006, the SSCAFCA Board of Directors accepted The SSCAFCA Quality of Life Master Plan for Watershed Park. This document sets as its highest priority the establishment of Watershed Park connections. Because many of these parks are located adjacent to our schools, we have the opportunity to partner with SSCAFCA to delineate these corridors as part of a larger network connecting schools with residential areas, recreational fields, playgrounds, libraries and other public spaces. RRPS has begun discussions of appropriate corridors for students to access their campuses, sometime avoiding vehicular traffic and congestion. We are in the nascent stages of developing a coordinated effort to not only provide safer access to schools using "LEE" (Lateral Erosion Envelope) lands, but also to provide open space proximate to schools that students could access without getting into a motorized vehicle. SSCAFCA has been a strong supporter of outdoor recreational use of their facilities and has coordinated well with RRPS on a number of projects, especially in the last three years.

Two potential concept projects that indicate ways that SSCAFCA may support the SRTS program, in addition to its general Quality of Life commitment to provide trail access along the arroyos controlled by SSCAFCA:

1. **Cabazon Channel Connection:** This project proposes to connect a short length of the unimproved portion of the east branch black arroyo just below Southern Boulevard to the improved section of flood control channel passing through the Cabazon development. This channel is adjacent to Martin Luther King, Jr. Elementary and includes asphalt paths on either side of the channel that do not currently continue all the way to Southern. Conceptually this project could extend the channel and the appurtenant paths to Southern and provide a grade separated crossing beneath Southern to the north, allowing unhindered travel from neighborhoods north of Southern Boulevard to Martin Luther King.
2. **West Branch Black Arroyo Preserve:** SSCAFCA has acquired more than 70 acres of land within and adjacent to the west branch of the Black Arroyo for the purpose preserving the arroyo and the associated habitat in its natural state, precluding development within a buffer space around the arroyo. A potential future project will be to install

educational opportunities to study this area with educational signage, overlooks, and trails. Also possible is a pedestrian bridge that would serve the dual purpose of observation and passage directly from the residential neighborhood on the west side of the arroyo to Maggie Cordova Elementary located adjacent to this area on the east side. This pedestrian bridge would provide access between the neighborhood and the school away from street traffic.

## Working With Legislators & the Federal Government



With New Mexico legislators on the Congressional Bike Caucus, we can advocate for continued progressive, pro-intermodal legislation that includes Complete Streets, an extension of SAFETEA-LU, Safe Routes to School program inclusion and appropriate funding for education. Ray LaHood, U.S. Secretary of Transportation, has made it clear in several public speeches and in regular postings, that a monumental shift of federal policy will demonstrate that pedestrians and cyclists will no longer be ignored when evaluating federally funded infrastructure projects.



## City/RRPS Joint Use Agreement

**Joint Use Background:** Historically, schools have had a variety of recreational facilities such as gymnasiums, playgrounds, fields, courts, and tracks on their campuses. However, many of these schools close their property to the public after school hours because of concerns about costs, vandalism, security, maintenance, and liability in the event of injury. The City and RRPS have a JUA for interior use of classrooms and gymnasiums and some fields, but have yet to coordinate a District-wide effort to share the exterior school playground spaces with the municipality. RRPS, by sharing more of these exterior spaces, would be joining a growing movement across the nation to address and reduce obesity of our citizens.

## The Health Community at Large

During the Phase 1 grant period, our teams discovered that the goals of the SRTS program closely align with those of the health community in Rio Rancho. Not only were our “in-house” physical education teachers and health nurses working on reducing childhood obesity and diabetes, but the pediatric and family practices, health maintenance organizations (HMOs), several martial arts programs, Zumba classes, dance programs and City sports programs were invested in our students’ health.

As a local physician said, “As pediatricians, we are in the forefront of preventative care. The SRTS program helps educate children and their families on how to prevent head injuries by using a helmet every time they ride. It also encourages students to make daily exercise a fun and productive part of a life-long commitment to physical

# Master Plan for Black Arroyo Wildlife Park

## *An Environmental Mitigation Area and Multi-Use Open Space*



Prepared for:



Prepared by:



In association with:



# 4. The Master Plan

The Master Plan for Black Arroyo Wildlife Park proposes four key zones into which the site will be organized: the Environmental Mitigation Zone, Open Space, Education-oriented Open Space, and the future Dam Pool. Each zone has specific characteristics such as described below:

## Environmental Mitigation Zone (EMZ)

- This zone of the site is to be protected from disturbance by site visitor activity so as to encourage the health of native flora, fauna, and natural processes relating to water and soil. Where circulation routes are required through this zone, access control devices will be used along trail edges.

## Open Space

- The goal of the Open Space zone designation is to preserve the existing site character as a resource to the greatest extent possible, including the protection and maintenance of existing site conditions. Restoration / revegetation efforts will likely be minimal. All drainage control is planned as naturalistically as possible. New plant materials will be added only at key locations, such as at trailheads or buffers at site boundaries or where needed due to past disturbance. This zone will include some interventions that are intended to improve site visibility.

## Education-oriented Open Space

- The proximity of Maggie M. Cordova Elementary school provides the opportunity to engage children and educators in the natural processes occurring throughout the site but within this zone dedicated to students. Natural play areas are encouraged, as are elements to facilitate interaction with the site, such as outdoor classrooms, an amphitheater, interpretive signage, etc. Structures and equipment, where necessary, will be designed to blend naturalistically with site character.

## Future Dam Pool

- At the southeastern corner of the site, the channel is planned to be widened and dammed to create a holding structure that will allow for the regulated release of stormwater. This area will host unique infrastructural and educational opportunities associated with local hydrological and geomorphological processes, and suggested design elements within this zone are intended to capitalize on their presence. This zone will also be the home to more functional uses such as a small tree farm.

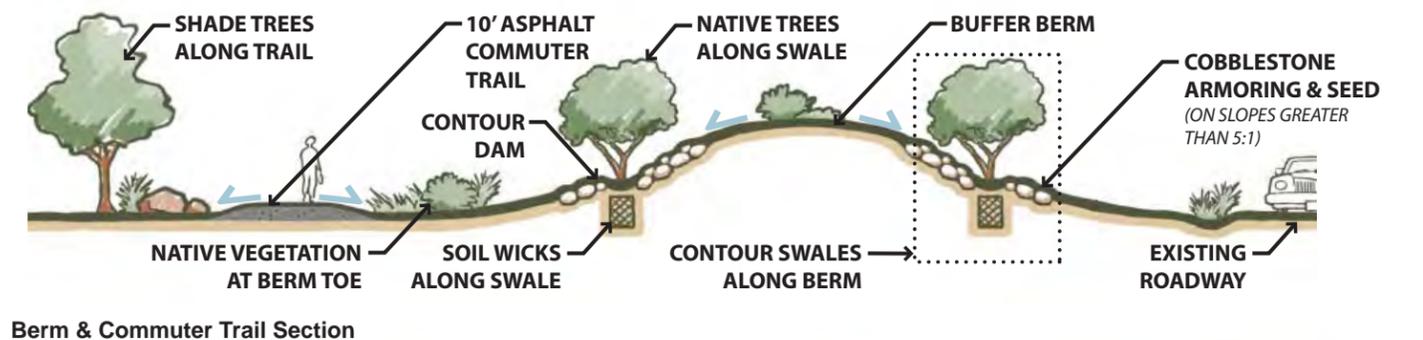
Specific plan elements have been developed to respond to the site's processes and character, public input, and SSCAFCA's maintenance and program goals, and have been grouped into the following categories: Trail System & Access Control, Educational & Interpretive Strategies, Habitat Restoration & Water Quality, & Site Furniture and Amenities.



## 4.1. Trail System and Access Control

Existing trails will be integrated into a comprehensive site-wide network of connective paths organized around a central "commuter trail" spine (Photo 14). This wider trail (8-10' wide) will be paved with a firm walking surface to accommodate bicycles, strollers, wheelchairs, etc. It will run north to south, connecting to existing paths at Southern Blvd., on the north end of the site, and at Unser/Westside Blvd. at the southern end. Smaller, natural trails will branch off from the commuter trail, winding through the site to allow more intimate access to specific site features and viewsheds throughout. Where possible, these smaller trails should be ADA accessible and may feature interpretive signage (Photo 15) (see Section 4.2), but should otherwise blend materially and aesthetically into the natural landscape (Photo 15). Where trails must cross the arroyo in order to maintain connectivity throughout the site, steel bridges may span the channel with minimal environmental impact or cost (Photo 16). Smaller site drainages may require wooden footbridges for access (Photo 17).

Access control around the site perimeter will be implemented in order to protect the open space and environmental mitigation efforts along the arroyo. Current recreational use of the site by ATVs and other off-road vehicles exacerbates existing erosion and compaction issues, disrupts vegetative and wildlife habitat, and poses a potential liability for the Flood Control Authority. Restricting this type of use is therefore desirable, and may be achieved through a variety of measures, including tensile fencing and strategic placement of boulders (Photo 18 and Photo 19), plant materials, and landforms. Fencing is recommended to be of the high-tension wire type, installed with signs warning of physical dangers of cutting the fence to gain unauthorized access. Vehicular access to the site will be limited to a small number of parking facilities dispersed along the site edge, while pedestrian, bicycle, and ADA access will be allowed at other points through either bollards, chicane/hiker gates (Photo 20), horse stiles, or some combination of the three (Photo 21). To discourage vehicles coming onto the site from further up the arroyo, a concrete drop structure (or similar construction) should be located where the upstream arroyo meets the site boundary access control (Photo 22).



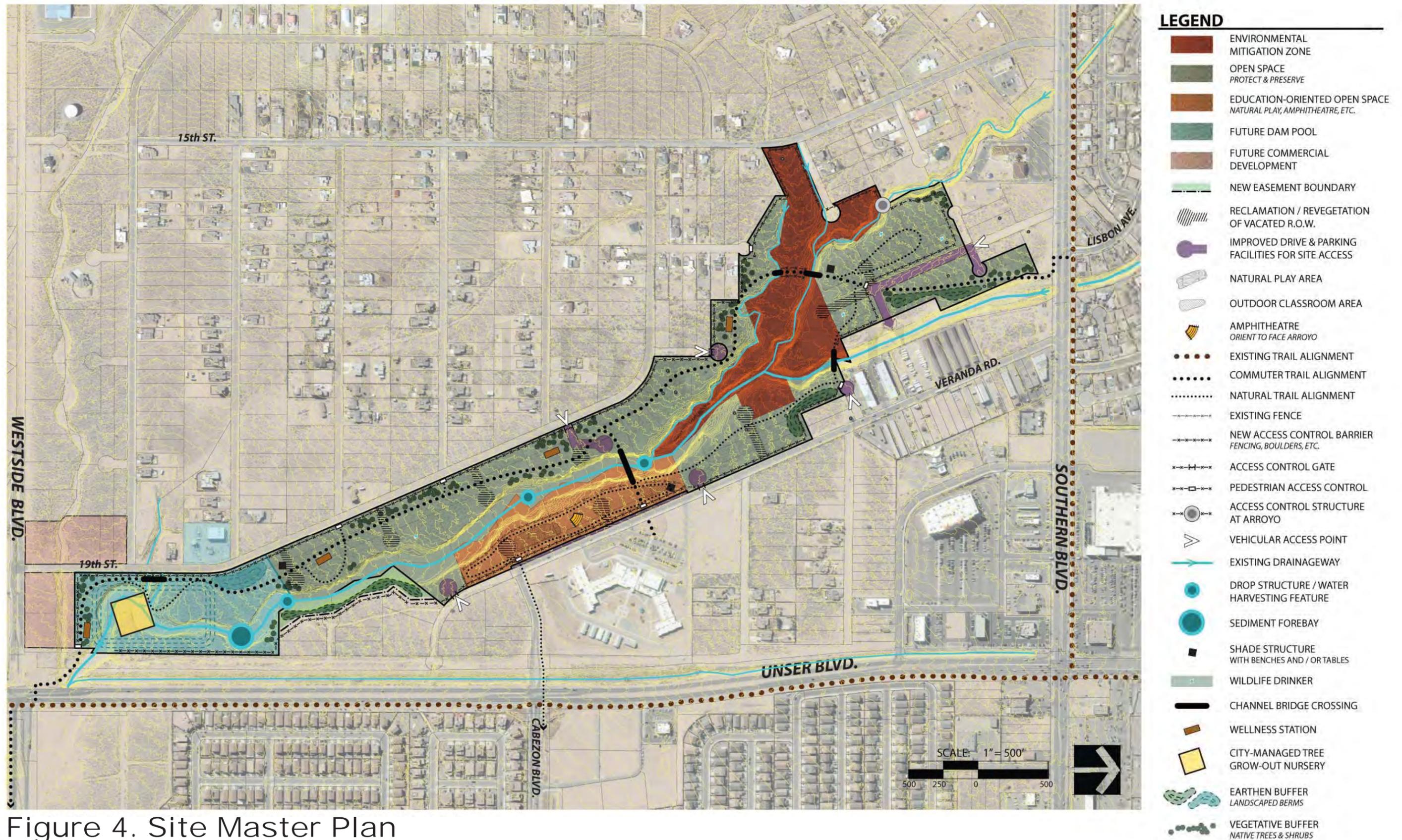


Figure 4. Site Master Plan



# Southern Sandoval County Arroyo Flood Control Authority

## Quality of Life Master Plan for Watershed Park



Prepared for SSCAFCA by:  
**CSC** community sciences corporation  
3900 East Camelback Road  
Suite 403  
Phoenix, AZ 85018

with technical assistance from:

**ASCG**  
INCORPORATED

ENGINEERS • ARCHITECTS • SURVEYORS • PLANNERS  
4501 ANSELAS PARKWAY NE, SUITE 403  
ALBUQUERQUE, NEW MEXICO 87110-5372  
PHONE 505.247.0294 • FAX 505.242.4845

# BLACK WATERSHED PROFILE

Black Arroyo's East and West Branches drain approximately ten square miles of southeast Rio Rancho, flowing into the AMAFCA Black Dam at the Sandoval/Bernalillo County line. The NMSR528 Diversion Channel system is combined with this Watershed's outfall which is diverted into the Calabacillas Arroyo to be conveyed into the Rio Grande.

## A. Flood Potential

Black's West Branch 100-year (Q100) discharge into the Black Dam is calculated at 2,986 cubic feet per second under existing conditions; 5,934-cfs, fully developed. East Branch flows will be accommodated by Cabazon developers' construction of a concrete channel and enlargement of the Black Dam from its present, approved capacity of 504 acre feet.

## B. Existing or Planned Development

The watershed encompasses much of the City of Rio Rancho's early development, with such residential areas as: Broadmoor, Granada Hills, Panorama Heights, Rolling Hills, Siesta Hills, Southern Park, Sugar Ridge, Star Heights South, Oakmount, Unser Place, Valley Ridge, Unit 16, Western Hills and other sporadic residential development occurring in Units 10 and 11.

Rio Rancho Boulevard (NMSR528), Southern Boulevard, and Unser Boulevard are lined with commercial, office and industrial employment uses including hotel, numerous hospitality uses and shopping centers.

Existing recreational and amenity features associated with SSCAFCA flood management in these older parts of the community range from Chamisa Hills Golf Course and Roskos Field to Urban Pond 4. Cabazon parks and pathways exemplify Watershed Park features added through infill development. Unit 10 redevelopment, too, will contribute to Black Arroyo buildout.

## C. Policy Issues

Adjustments to LEE Line open space boundaries are currently being incorporated into the Cabazon (Curb, Inc.) development. This will entail updating the Black Watershed Management Plan. Stormwater quality issues must be addressed in construction/enlargement of the Black Dam, other retention and conveyance facilities.

The Black Watershed has been previously developed with a series of concrete channels (e.g., Sugar, Arkansas, Lisbon Channels). Where possible, more natural solutions for stormwater conveyance should be considered. Acquiring land and/or constructing safety barriers along channel edges ought to be evaluated as means to retrofit pathway connections into the Black Watershed Park.

SSCAFCA's policy of cooperation with the Albuquerque Metropolitan Area Flood Control Authority is essential for flood management, and, also, may contribute to joint-use possibilities as well as regional trail linkages. The expanded AMAFCA facility just south of the County Line (Black Arroyo Flood Control Dam) presents design opportunities for open space enhancements.

## D. Recommendations

Watershed Management Plan suggestions for flood control improvements have been revisited and adapted to accommodate Cabazon development currently in progress. Updated considerations include:

- **Regional Improvements** -- implementing several new, proposed dam facilities with integrated Stormwater Quality features (e.g., Lisbon Road/Sunset Road; Unit 10 at 11th Street; Park Dam at the confluence of Lisbon/Ivory; Unser Channel). Pond upgrades are recommended; land acquisition and early development for stormwater quality and controlled release: west of Unser Boulevard and north of 19th Avenue is paramount; encourage other locations within Unit 10 for land consolidation, arroyo improvements and joint-use connectivity for trails and open space as warranted; maintaining capacity within Unit 16 to the NMSR528 channel, Rosko's field, and ultimate conveyance to AMAFCA facilities should be evaluated with every proposal that contributes to a change in quantity or quality of stormwater.
  - **Road Crossings** -- upgrading Southern Boulevard crossing has occurred in conjunction with new commercial development and Cabazon site improvements. The alignment of Westside Boulevard and the physical improvements at the intersection with Unser Boulevard will be critical in determining Black Arroyo upstream control requirements for both volume as well as sediment transport. Existing culverts may require replacement or additional upstream control of the volume of discharge water. Solutions will require studies, land acquisition and facilities construction. Westside Boulevard design plans should include erosion prevention, possible access points for multi-use purposes as well as connections to the Cabazon planned trail systems and recreation amenities.
  - **Channel Improvements** -- constructing lined channels along West Branch (sand bottom, riprap, grade control structures), Ivory and Lisbon from Southern Avenue to Park Dam. Locations for facilities that have potential for capture and controlled release should continually be explored in portions of Unit 10. Channel improvements west of Unser Boulevard should match or approximate the Cabazon community improvements where trails potentials exist.
  - **Watershed Park Amenity Prospects** -- The Black Arroyo Watershed and nearby neighborhoods contain many of SSCAFCA's existing Quality of Life enhancements. Additional projects might include integrating Cabazon Park improvements with extended bikepath/urban trails systems; including linkages along Meadowlark to the Village of Corrales' Loma Larga path connection. Pathways are proposed adjacent to new or upgraded conveyance facilities such as along West Branch between Park and Unser Dams.
- Opportunities exist north of AMAFCA's Black Arroyo Dam, together with areas west of Unser Boulevard, south of Southern Boulevard for "nodes" of mixed use activities. These could include moderately-scaled recreational venues such as athletic fields and disc golf courses. Commercial joint-use (e.g., outdoor dining areas or amphitheaters and other places of public assembly) can add to the Black Watershed Park experience near major street shopping/office developments.

DEPARTMENT OF THE ARMY PERMIT

Permittee Profile Properties, LLC

Permit No. SPA-2007-66-ABQ

Issuing Office Albuquerque District Corps of Engineers

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description: To abandon and fill a 4,647' reach, or 4.4 acres, of the West Branch of Black Arroyo in Rio Rancho, Sandoval County, New Mexico. The project will realign and replace this reach of the arroyo with a 5,800' concrete-lined channel. The project will include approximately 123,512 cu. yds. of earthen fill to be placed in the abandoned arroyo reach to create a uniform elevation with the surrounding topography. Realigned flow will be conveyed via a 5,800' concrete-lined channel with a 10' wide bed, 50' wide from tops of bank, and 2:1 side slopes. The proposed channel will have an area of 6.65 acres measured from top of banks and 1.33 acres across toe of banks. The upstream end of the concrete channel will connect with four 8' by 10' concrete box culverts (CBC). The project will include a 77' long by 42' wide by 8" thick concrete and riprap outfall structure discharging flow into the Black Arroyo Dam. There are three proposed road crossings of the channel, each crossing with 4 - 8' high by 10' wide by 42' long CBCs. Several 18" corrugated metal pipes (CMP) will discharge drainage from Westside Boulevard into the channel. Wet and dry utilities will cross the proposed channel at the road crossing locations. Approximately 128,286 cu. yds. of earthen fill, riprap, and concrete will be placed as permanent fill. The project is proposed in Rio Rancho, Sandoval County, New Mexico.

The project will be constructed in accordance with the attached drawings, entitled, "Arroyo Fills for Cabazon South Development, West Branch of Black Arroyo, Rio Rancho, Sandoval Co., NM; Application by Profile Properties, LLC; Application No. SPA-2007-66-ABQ; sheets 1 through 13", dated 22 November 2006, and "Location Map; Permanent 14.04-Acre Mitigation Site/Conservation Easement; Permit No. SPA-2007-66-ALB; Rio Rancho, Sandoval County, New Mexico."

Project Location: West Branch of Black Arroyo, in Rio Rancho, Sandoval County, New Mexico

Permit Conditions:

conditions.

1. The permittee shall, within 60 days of the date of the issuance of this permit, provide 14.04 acres of habitat replacement to mitigate for habitat lost to project development. The 14.04 acres of habitat replacement is defined as follows: an 8.69 acre parcel of land, located in Block 33, as shown and described on the plat (the "Plat") entitled "Northeastly Portion, Unit 10, Rio Rancho Estates, Town of Alameda Grant, Sandoval County, New Mexico," filed in the office of the county clerk for Sandoval County, New Mexico, on May 13, 1968, in Plat Book 1, at Page 73, and the 2.79 acre parcel of land, located in Block 33, as shown and described on the Plat, lying adjacent to and north of the 8.69 acre parcel of land described above; Lot Numbers 60 and 114, containing approximately 2.56 acres of land, as said lots are shown and described on the plat entitled "Northeastly Portion, Unit 10, Rio Rancho Estates, Town of Alameda Grant, Sandoval County, New Mexico," filed in the office of the county clerk for Sandoval County, New Mexico, on May 13, 1968, in Plat Book 1, at Page 73. Location map of the easement property is attached. The acreage shall be placed in a permanent conservation easement and filed with the appropriate County and/or State authority. The easement shall be provided to this office for review and comment prior to filing. Stewardship of the easement property shall be assigned to the Southern Sandoval County Arroyo Flood Control Authority. Future transfers of the easement property shall not be authorized without approval of this office.

2. The permittee shall ensure that all required approvals are obtained for the construction of a 44 acre-foot water quality retention facility to be located immediately upstream of the Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA) Black Arroyo Dam. The required approvals shall be obtained prior to initiating construction activities within the West Branch of Black Arroyo (the Arroyo). Construction activities include, but are not limited to, the placement of fill or dredge material, culverts, rock, or concrete. Construction of the water quality feature shall be conducted concurrent with construction activities within the Arroyo. Construction of the 44 acre-foot water quality facility shall be completed within 12 months of final approvals. Approvals shall include, but not be limited to, those required from the New Mexico Office of the State Engineer.

3. The permittee shall not place fill material or conduct other construction activities within the Arroyo during the migratory bird breeding season (between March 1 and October 1). The permittee shall further establish and maintain a 100 yard buffer in any direction from occupied owl burrows and/or bank swallow colonies.

4. The applicant shall create four (4) artificial burrowing owl habitats within the easement property described in Condition 1 above. The artificial habitats shall be constructed prior to destruction of existing habitat in the Arroyo and shall be constructed pursuant to New Mexico Department of Game and Fish (the Department) specifications.