Realize Las Cruces Ad Hoc Committee Agenda  
June 7, 2023, at 3:00 P.M. 
City Hall Lerdo Room (2007B), 700 N Main Street, Las Cruces NM, 88001

I. Call To Order

II. Approval Of Minutes May 3, 2023

   Documents:
   
   05-03-23 REALIZE TAC MINUTES.PDF

III. Conflict Of Interest

IV. Discussion Items

IV.I. Chapter 5 Design Standards

   o Sec. 5-2. Roads, Rights-of-Way, and Parking (Introduction)

   Documents:
   
   ROADWAY CROSS SECTIONS.PDF

V. Next Meeting

VI. Public Comments

VII. Adjournment
Following are the minutes from the City of Las Cruces Realize Las Cruces Ad Hoc Committee Meeting held Wednesday, May 3, 2023, at 3:00 p.m.

MEMBERS PRESENT:
- Christopher Brown
- Daniel G. Buck
- Paul Dulin
- Arturo Duran
- Sara Gonzales
- Scott Kaiser
- John Moscato
- Ken Odenheim
- George Pearson
- Paul Pompeo
- Luis Rios
- Dawn Sanchez

MEMBERS ABSENT:
- Dan Carter
- David G. Lynch
- Sharon Thomas

STAFF PRESENT:
- David Sedillo, Director of Public Works
- Tony Trevino, Deputy Director Public Works
- David Weir, Deputy Director Community Planning

I. CALL TO ORDER:

II. CONFLICT OF INTEREST:

III. DISCUSSION ITEMS:

The TSI PRC read the letter and did not really react much. Councilor Corran mentioned that she thought the Transportation Coordinator position had been advertised in the $60,000 to $90,000 range which she thought was adequate. Joining NACTO was mentioned and that El Paso, Albuquerque, and Tucson are all members and Las Cruces is not, and dues are only $7,500 per year, and there was also very little reaction to that. There was also little interest in AARP. There is no budget for green infrastructure at the moment, but it was mentioned at the meeting. There will be some
discussion of green neighborhoods at the next City Council work session. In the City budget for FY24, Community Development has proposed a Senior Planner position that will be discussed at the next City Council meeting. The Performance Management Implementation Section requested five or six positions that look like they will be filled. The budget will be presented for adoption on May 15, 2023. The public hearing for the City budget will be May 4, 2023 in Council chambers at noon. Members were encouraged to go. The Active Transportation Coordinator position closed about a month ago. Members expect the hiring process to take a while and admit that turnover is very high in City jobs. Members are thanked for signing the letter.

- **Realize Las Cruces Status Update**

  David Weir presented the same update that was given in City Council last week. The only things the Committee have not discussed formally are the zoning and roads/right-of-way. Parking is included in both zoning and roads. There was a little discussion about how the parking codes have evolved, from dirt lots to now. It was noted that there are very few parking requirements for Downtown. Phase I was the diagnostic report which came from meetings with committees, public, and Council. Phase II is what is going on now with various drafts of the Plan. Phase III will be bringing the complete draft back to the TAC, then moving forward. Realize Las Cruces will be one of the main implementation tools of Elevate Las Cruces. Over 200 actions in Elevate will be impacted by Realize Las Cruces. The zoning districts will be coming to the TAC soon for review. It will include the character zones of T5 which is rural, T4 which is suburban, and T3 which is general urban. The County's Unified Development Code also used these concepts. The existing overlays also will have to be incorporated carefully. Place types include town centers, neighborhood centers, and corridors. These types are less focused on the uses and more on structures and how the properties are used. The town centers would include mixed use zones and corridors are still being considered but are expected to be something like the infill policy. The intent of the new code is to provide more flexibility in how the land uses interact, with incentives to meet the goals of Elevate Las Cruces. Incentives would include things like allowing more units if the developer created more green space. The new code will clearly lay out what the City wants developers to do and the developers will decide how they want to meet those requirements. The current Building Code is actually a hindrance to this type of development with its fire setbacks and so on. With the town center and mixed use neighborhoods, everything one needs will be within a mile of every apartment in the neighborhood. The Committee hopes to tie the new zoning into affordable housing. The City has identified two areas they want to create an MRA in so they can clean them up and make them desirable. This is expected to work well with the new zoning districts. Even the zone that is considered rural will be able to
have apartments and a store. The town centers will be mapped first and then the mixed-use corridors and neighborhood centers will be done according to what actually develops in those areas. Parcel owners and parcel shapes will have a big influence on this mapping, and the Assessor’s Office has all sorts of maps to help with finding out parcel shapes and owners. The Committee needs to be careful with zoning changes, as there are still occasional problems arising from the last zoning changes, and owners should be consulted before doing these changes. The overlays will be a useful tool for keeping the zoning changes compatible with what is already there. The streets will also be improved, rebuilt, and planned according to whether they are rural, suburban, or urban. The roads that need to be rebuilt will need to be studied to see what will work best first, as it may be difficult to fit new trees or parking in existing rights-of-way. Intersections will need special attention to improve safety. New developments will be giving more space in their rights-of-way. Park impact fees and park dedications in new developments are still under discussion. Infill projects are not happening because the park impact fees are too high right now, so incentives are also under discussion. There are empty tracts all over the city, in infill areas, and the Committee wondered why the City has not built anything there. Some areas of town do not even have parks nearby. Care must be taken when writing the new code that it does not make it more difficult to build a new park than it already is. The process will be streamlined, with more administrative approvals instead of having to go through a secondary approval process and other things. Improvement of existing parks has to be done with capital outlay funds and lobbying the State Legislature is necessary for that. The mixed use and neighborhood zoning categories will provide more opportunities to build duplexes for affordable housing. Neighborhood centers will allow for more convenience stores and services within neighborhoods rather than only on certain street corners. After the zoning code is finished, they will look at low-impact development and green infrastructure standards and incentives. Maintenance in perpetuity is very important, as once built it is easy to let things go. Parks and Rec will be the main department in charge of that. TAC is reviewing the Realize draft piecemeal. The goal is to have a complete draft around the end of November for presentation to City Council, then in January the public input activities can start. The website is still up and everyone can add comments. The consultants will return for feedback as well. They will do the revisions, give the new drafts to P&Z and City Council in February, and have the final draft ready for public hearings and adoption in March. A suggestion was made to look at other places’ green infrastructure for ideas on how to make it low-maintenance, with the caveat that the ideas must be region-appropriate, such as what Tucson has been doing. Rainwater harvesting and irrigation methods were mentioned, as even native plants do require regular watering when first planted until the roots are established. The consultants have another section of the Plan due today and it is expected to be available to Committee Members on the
17th. If it is not ready, there might not be a meeting on that day. Flagstaff's downtown area is impossible to use. Do not use them as an example. They have no parking. The Committee was reminded about the urban renewal project when the road was torn out of Downtown and trees planted, and now 35 years later the trees have been torn up and the road rebuilt. This is an example of the reason why good planning is important. A graduate student wrote a very good thesis on the construction of the Mesquite Historical District. It is in pdf form and will be emailed to anyone interested. There will be an event at KRWG at 7:00 p.m. on May 4, 2023 called "Border Storytellers." It is expected to be very interesting. Mr. Weir asked that anyone who wants to send comments to the consultants e-mail their comments to him to pass on. A suggestion was made to move the town centers closer to the corridors, combining them into one for the renewal and revitalization process, then the City can acquire the defunct buildings and level them to sell back to the private developers for redevelopment or parks. Redevelopment is preferred as it will create more taxes for more improvements.

IV. NEXT MEETING:

V. PUBLIC PARTICIPATION

VI. ADJOURNMENT (4:20)

____________________________________

Chairperson
<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
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<tbody>
<tr>
<td>Travel Lane</td>
<td>Travel lane widths shall be at least 12 feet unless the width is modified by the DRC. For roadways with low travel speeds, a travel lane may also be used as a shared lane to allow bicyclists to share the lane with vehicles. Sharrow markings and appropriate signage shall be utilized for shared lanes. The DRC may require lane widths of less than 12 feet based on character zones, neighborhood characteristics, adjacent land uses, and other factors.</td>
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<tr>
<td>Parking</td>
<td>A parking lane may be required for new development in urban and suburban character zones. When parking is placed adjacent to a bikeway, the bikeway shall be placed on the street side of the parking lane unless an alternative design is approved by the DRC. For rehabilitation projects, the DRC may modify or remove existing parking based on right-of-way constraints.</td>
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<tr>
<td>Bikeway</td>
<td>A principal arterial shall contain a bikeway facility within the pavement area unless waived by the DRC. This is in addition to the multi-use trail. For minor arterials, the DRC may require a bikeway on a minor arterial to encourage bicycle commuting. This is in addition to the multi-use trail. A bikeway facility shall be a buffered or protected bike lane with at least a three-foot buffer and six-foot lane for principal and minor arterials unless modified by the DRC. The DRC may also require physical barriers within the buffer, such as delineators or curbing to provide further protection to bicyclists.</td>
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<td>Bike + Transit</td>
<td>For urban and suburban character zones, the DRC may determine that a dedicated transit lane is required for new development to provide continuous use for transit vehicles. Since bus usage is typically infrequent, the lane can also provide access to bicyclists. Appropriate markings and signage shall be utilized for shared lanes as required by the DRC.</td>
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<td>Multi-Use Path</td>
<td>A multi-use path is a shared-use path that serves both pedestrians and bicyclists and is the default bicycle facility for new development. Multi-use trails shall have a minimum width of 10 feet, unless modified by the DRC to accommodate infill constraints. At the DRC's discretion, a multi-use trail and parkway may be modified in urban character areas to create a wide sidewalk with tree wells exclusively for pedestrian use where the mixing of pedestrian and bicycle traffic may not be appropriate.</td>
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<tr>
<td>Parkway</td>
<td>Parkways are an important street design element that provides a buffer between pedestrians/bicyclists and vehicles and supports a zone for street tree installation. At the DRC's discretion, parkway widths may be reduced to accommodate infill constraints. In urban character areas, the DRC may also require tree wells within the parkway to increase the width of the sidewalk zone.</td>
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<tr>
<td>Median/</td>
<td>A 14-foot median shall be the default for all arterial cross sections to serve as a vertical barrier between directions of vehicular travel. The median can also accommodate a left turn lane in certain locations while maintaining an area for a pedestrian refuge. A continuous median is required with no median openings at the time of development unless median opening criteria is met. At the DRC's discretion, a two-way left turn lane may be installed in place of the median for roadways with four travel lanes or less that have lower traffic speeds and volumes.</td>
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<td>Turn Lane</td>
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### Principal Arterial

**Urban Character Area**

<table>
<thead>
<tr>
<th>New Construction</th>
<th>Retrofit Alternatives</th>
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<tbody>
<tr>
<td>142'</td>
<td>120'</td>
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<td>110'</td>
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#### Retrofits

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- **120'**
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- **110'**
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- **100'**
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- **40'**
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The table above lists the various retrofit alternatives for different widths of urban character areas, including detailed specifications for new construction and retrofit types.
Minor Arterial

Urban Character Area

Suburban Character Area
## Rural Character Area

<table>
<thead>
<tr>
<th></th>
<th>118'</th>
<th>102'</th>
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<td><strong>Rehabilitation Alternatives</strong></td>
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Local Street

Urban Character Area

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<th>New Construction</th>
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Suburban Character Area

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Any structures that have alley-only access shall have a 20' clear paved with alley and be fully fire sprinklered

* Width varies