



City of Las Cruces®

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



CITY OF LAS CRUCES

REALIZE LAS CRUCES AD HOC COMMITTEE COMMISSION

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 Directory 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

1 discussion of green neighborhoods at the next City Council work session.
2 In the City budget for FY24, Community Development has proposed a
3 Senior Planner position that will be discussed at the next City Council
4 meeting. The Performance Management Implementation Section
5 requested five or six positions that look like they will be filled. The budget
6 will be presented for adoption on May 15, 2023. The public hearing for the
7 City budget will be May 4, 2023 in Council chambers at noon. Members
8 were encouraged to go. The Active Transportation Coordinator position
9 closed about a month ago. Members expect the hiring process to take a
10 while and admit that turnover is very high in City jobs. Members are thanked
11 for signing the letter.
12

13 • **Realize Las Cruces Status Update**
14

15 David Weir presented the same update that was given in City Council last
16 week. The only things the Committee have not discussed formally are the
17 zoning and roads/right-of-way. Parking is included in both zoning and
18 roads. There was a little discussion about how the parking codes have
19 evolved, from dirt lots to now. It was noted that there are very few parking
20 requirements for Downtown. Phase I was the diagnostic report which came
21 from meetings with committees, public, and Council. Phase II is what is
22 going on now with various drafts of the Plan. Phase III will be bringing the
23 complete draft back to the TAC, then moving forward. Realize Las Cruces
24 will be one of the main implementation tools of Elevate Las Cruces. Over
25 200 actions in Elevate will be impacted by Realize Las Cruces. The zoning
26 districts will be coming to the TAC soon for review. It will include the
27 character zones of T5 which is rural, T4 which is suburban, and T3 which is
28 general urban. The County's Unified Development Code also used these
29 concepts. The existing overlays also will have to be incorporated carefully.
30 Place types include town centers, neighborhood centers, and corridors.
31 These types are less focused on the uses and more on structures and how
32 the properties are used. The town centers would include mixed use zones
33 and corridors are still being considered but are expected to be something
34 like the infill policy. The intent of the new code is to provide more flexibility
35 in how the land uses interact, with incentives to meet the goals of Elevate
36 Las Cruces. Incentives would include things like allowing more units if the
37 developer created more green space. The new code will clearly lay out
38 what the City wants developers to do and the developers will decide how
39 they want to meet those requirements. The current Building Code is
40 actually a hindrance to this type of development with its fire setbacks and
41 so on. With the town center and mixed use neighborhoods, everything one
42 needs will be within a mile of every apartment in the neighborhood. The
43 Committee hopes to tie the new zoning into affordable housing. The City
44 has identified two areas they want to create an MRA in so they can clean
45 them up and make them desirable. This is expected to work well with the
46 new zoning districts. Even the zone that is considered rural will be able to

1 have apartments and a store. The town centers will be mapped first and
2 then the mixed-use corridors and neighborhood centers will be done
3 according to what actually develops in those areas. Parcel owners and
4 parcel shapes will have a big influence on this mapping, and the Assessor's
5 Office has all sorts of maps to help with finding out parcel shapes and
6 owners. The Committee needs to be careful with zoning changes, as there
7 are still occasional problems arising from the last zoning changes, and
8 owners should be consulted before doing these changes. The overlays will
9 be a useful tool for keeping the zoning changes compatible with what is
10 already there. The streets will also be improved, rebuilt, and planned
11 according to whether they are rural, suburban, or urban. The roads that
12 need to be rebuilt will need to be studied to see what will work best first, as
13 it may be difficult to fit new trees or parking in existing rights-of-way.
14 Intersections will need special attention to improve safety. New
15 developments will be giving more space in their rights-of-way. Park impact
16 fees and park dedications in new developments are still under discussion.
17 Infill projects are not happening because the park impact fees are too high
18 right now, so incentives are also under discussion. There are empty tracts
19 all over the city, in infill areas, and the Committee wondered why the City
20 has not built anything there. Some areas of town do not even have parks
21 nearby. Care must be taken when writing the new code that it does not
22 make it more difficult to build a new park than it already is. The process will
23 be streamlined, with more administrative approvals instead of having to go
24 through a secondary approval process and other things. Improvement of
25 existing parks has to be done with capital outlay funds and lobbying the
26 State Legislature is necessary for that. The mixed use and neighborhood
27 zoning categories will provide more opportunities to build duplexes for
28 affordable housing. Neighborhood centers will allow for more convenience
29 stores and services within neighborhoods rather than only on certain street
30 corners. After the zoning code is finished, they will look at low-impact
31 development and green infrastructure standards and incentives.
32 Maintenance in perpetuity is very important, as once built it is easy to let
33 things go. Parks and Rec will be the main department in charge of that.
34 TAC is reviewing the Realize draft piecemeal. The goal is to have a
35 complete draft around the end of November for presentation to City Council,
36 then in January the public input activities can start. The website is still up
37 and everyone can add comments. The consultants will return for feedback
38 as well. They will do the revisions, give the new drafts to P&Z and City
39 Council in February, and have the final draft ready for public hearings and
40 adoption in March. A suggestion was made to look at other places' green
41 infrastructure for ideas on how to make it low-maintenance, with the caveat
42 that the ideas must be region-appropriate, such as what Tucson has been
43 doing. Rainwater harvesting and irrigation methods were mentioned, as
44 even native plants do require regular watering when first planted until the
45 roots are established. The consultants have another section of the Plan
46 due today and it is expected to be available to Committee Members on the

1 17th. If it is not ready, there might not be a meeting on that day. Flagstaff's
2 downtown area is impossible to use. Do not use them as an example. They
3 have no parking. The Committee was reminded about the urban renewal
4 project when the road was torn out of Downtown and trees planted, and
5 now 35 years later the trees have been torn up and the road rebuilt. This is
6 an example of the reason why good planning is important. A graduate
7 student wrote a very good thesis on the construction of the Mesquite
8 Historical District. It is in pdf form and will be emailed to anyone interested.
9 There will be an event at KRWG at 7:00 p.m. on May 4, 2023 called "Border
10 Storytellers." It is expected to be very interesting. Mr. Weir asked that
11 anyone who wants to send comments to the consultants e-mail their
12 comments to him to pass on. A suggestion was made to move the town
13 centers closer to the corridors, combining them into one for the renewal and
14 revitalization process, then the City can acquire the defunct buildings and
15 level them to sell back to the private developers for redevelopment or parks.
16 Redevelopment is preferred as it will create more taxes for more
17 improvements.

18
19 **IV. NEXT MEETING:**

20
21 **V. PUBLIC PARTICIPATION**

22
23 **VI. ADJOURNMENT (4:20)**

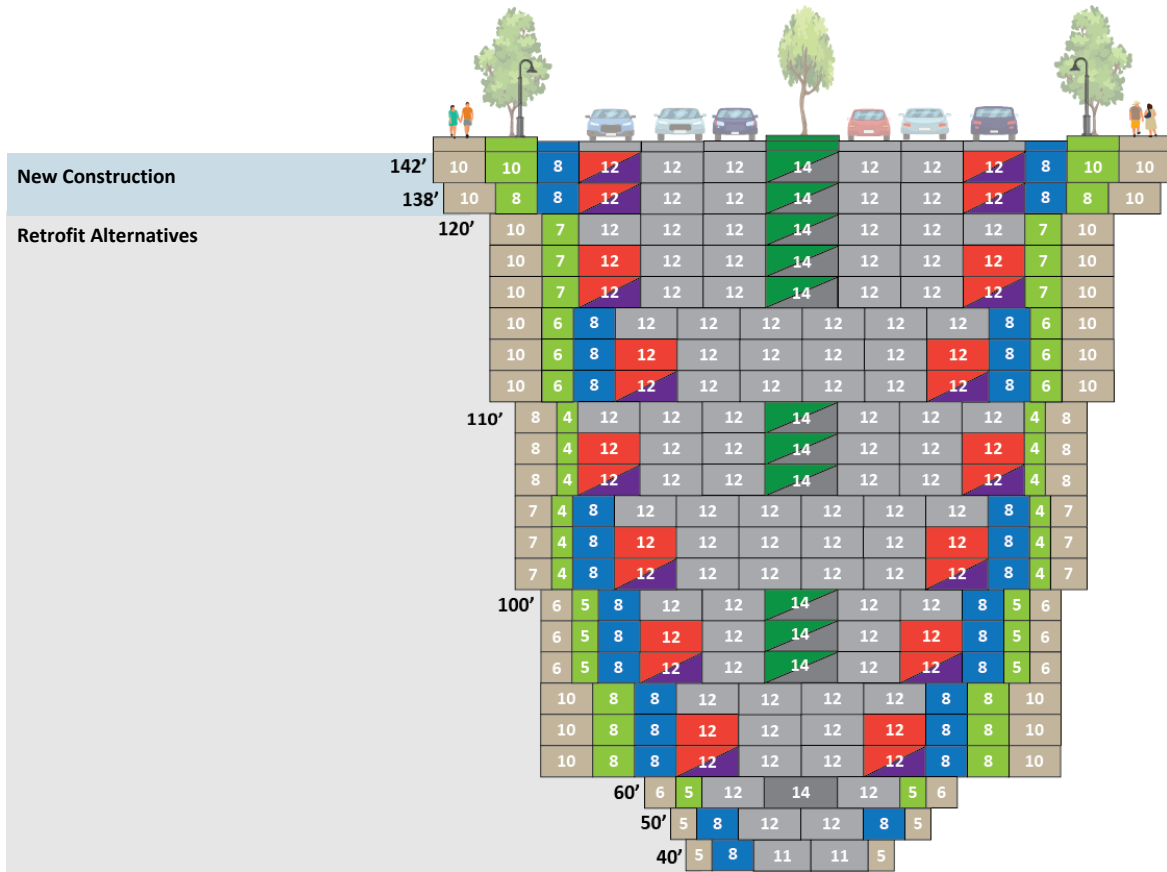
24
25
26
27
28
29
30 _____
31 Chairperson

Figure Error! No text of specified style in document.-1. Roadway Cross-

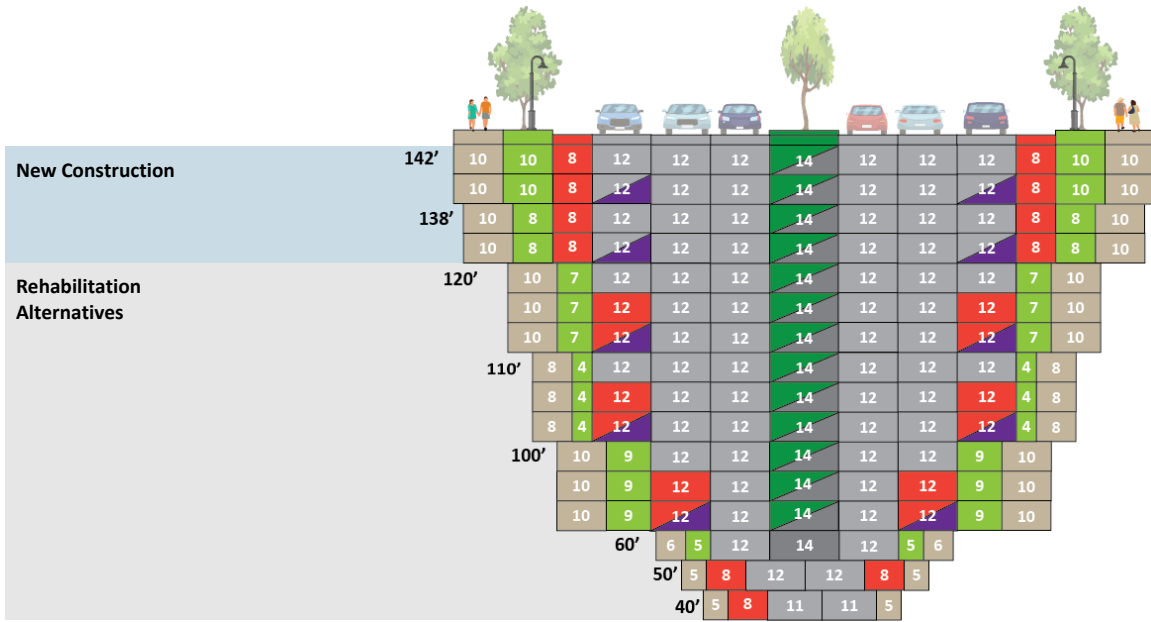
Element	Description
Travel Lane	Travel lane widths shall be at least 12 feet unless the width is modified by the DRC. For roadways with low travel speeds, a travel lane may also be used as a shared lane to allow bicyclists to share the lane with vehicles. Sharrow markings and appropriate signage shall 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.
Parking	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.
Bikeway	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.
Bike + Transit	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.
Multi-Use Path	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.
Parkway	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.
Median/ Turn Lane	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.

Principal Arterial

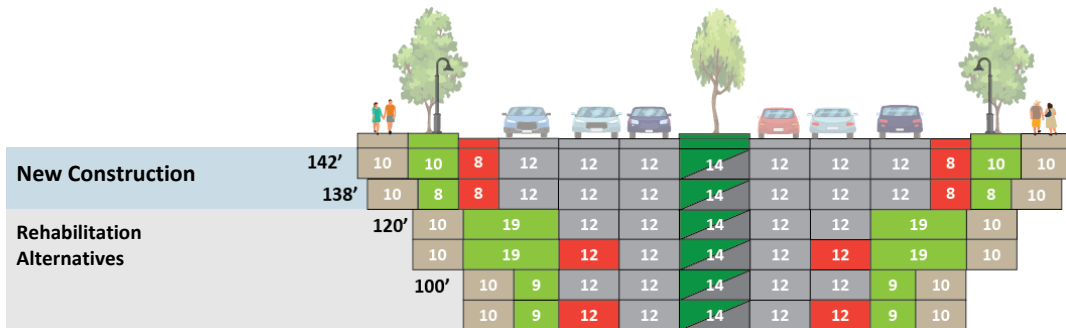
Urban Character Area



Suburban Character Area

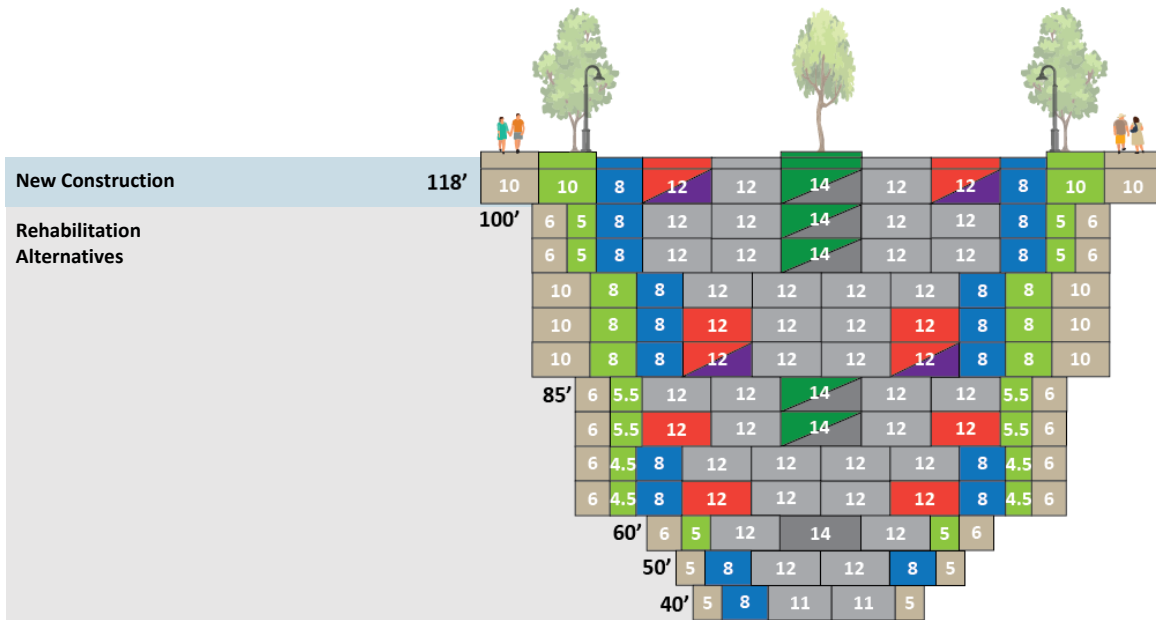


Rural Character Area

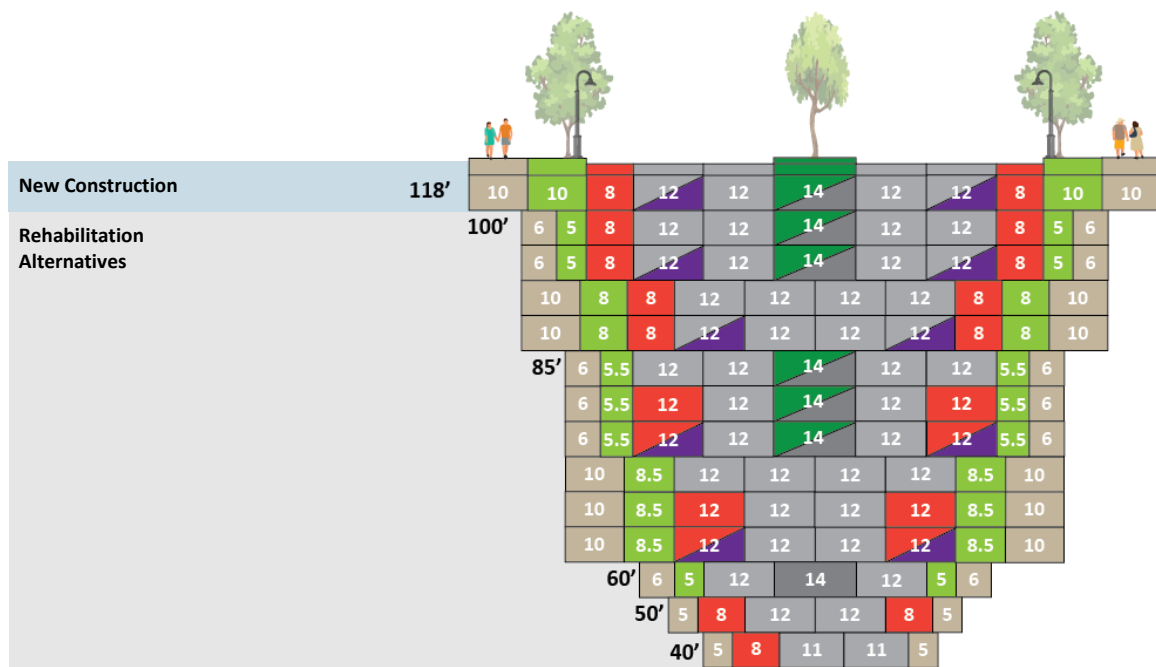


Minor Arterial

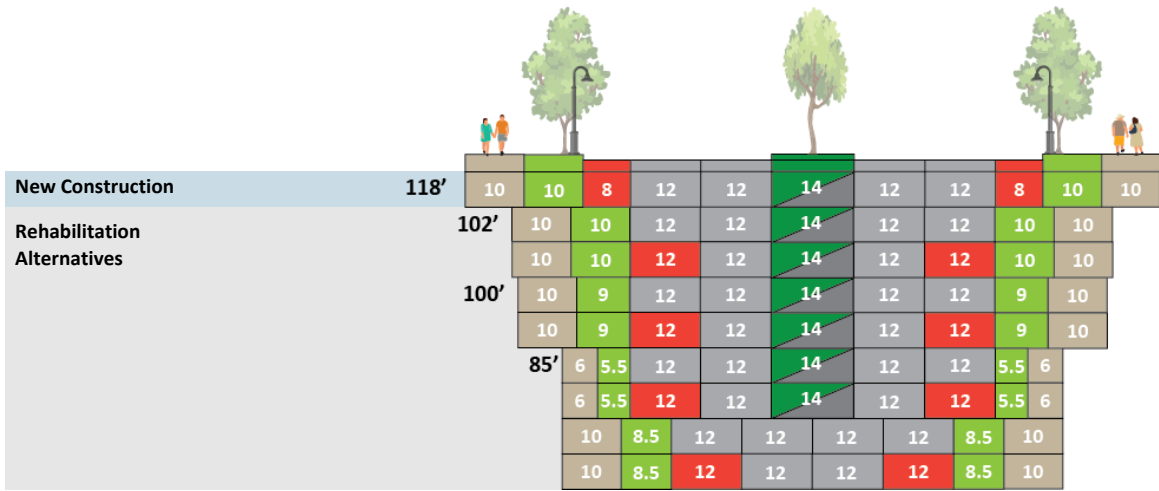
Urban Character Area



Suburban Character Area

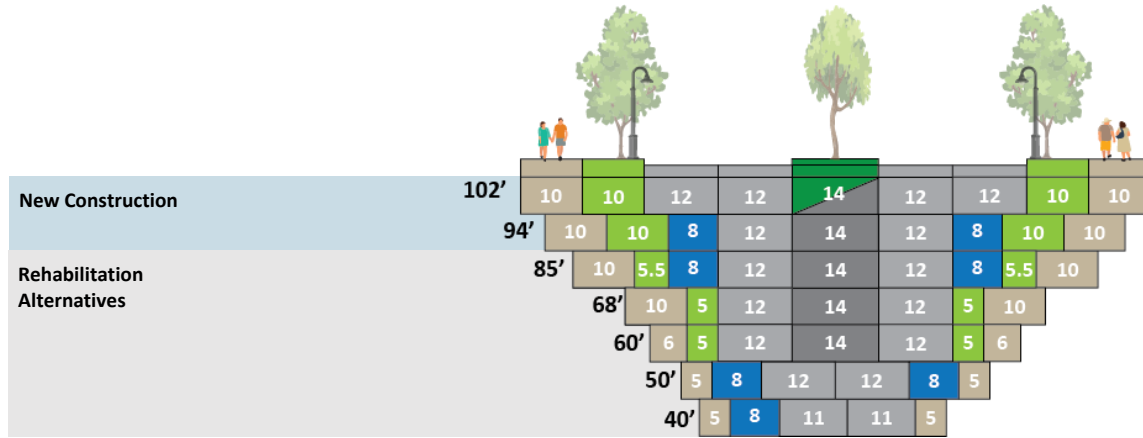


Rural Character Area

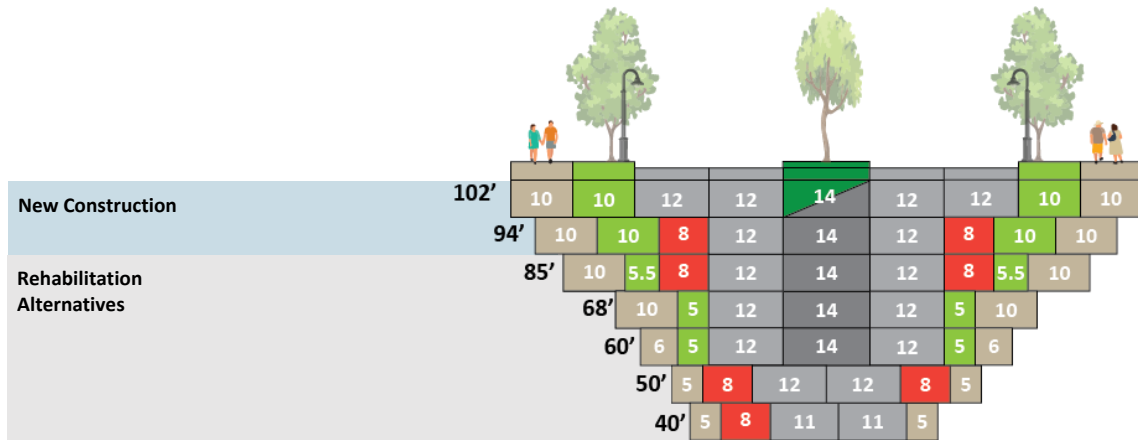


Collector

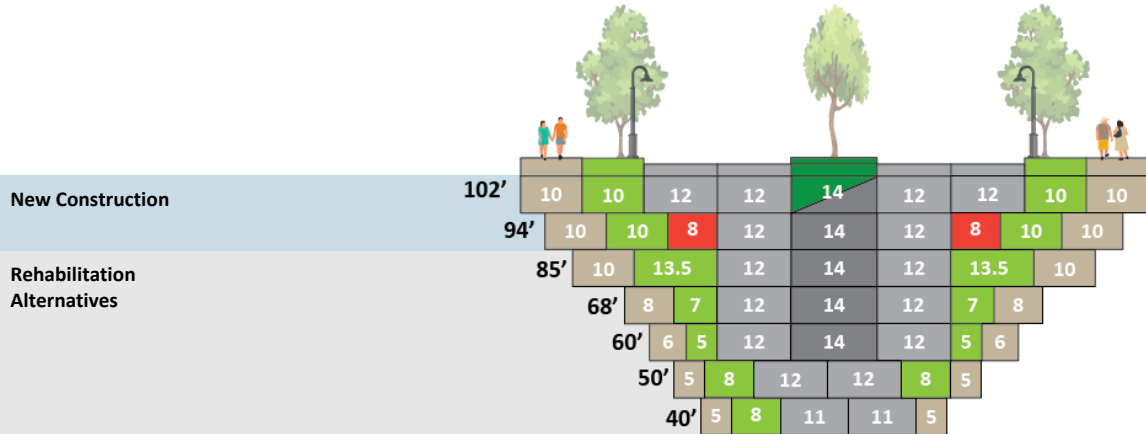
Urban Character Area



Suburban Character Area

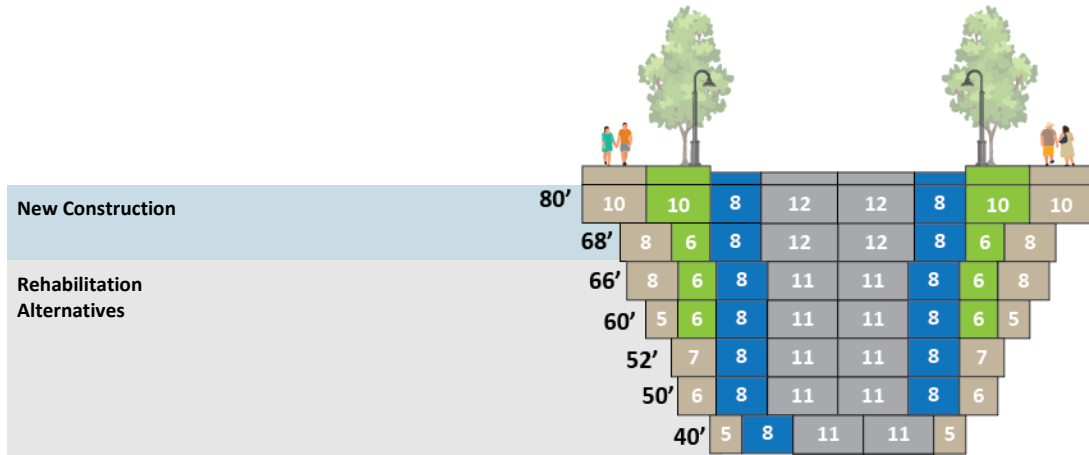


Rural Character Area

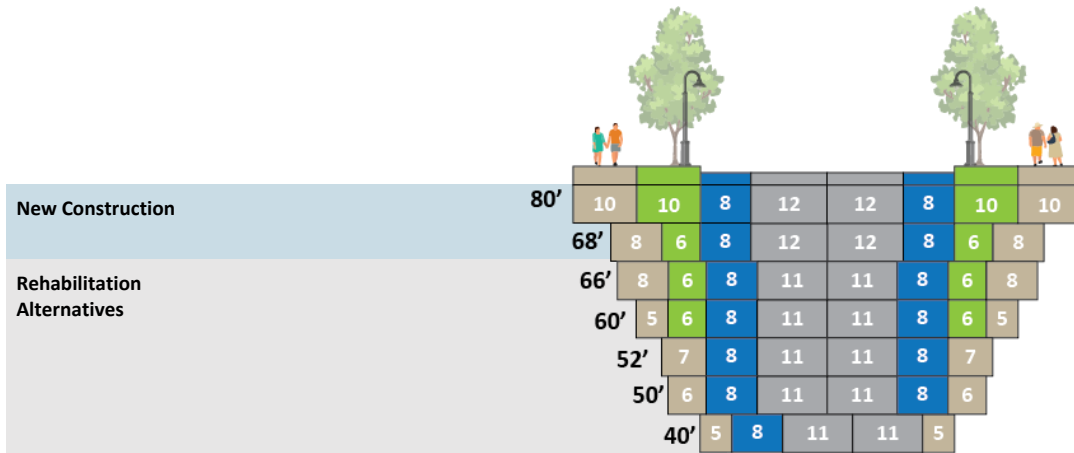


Local Street

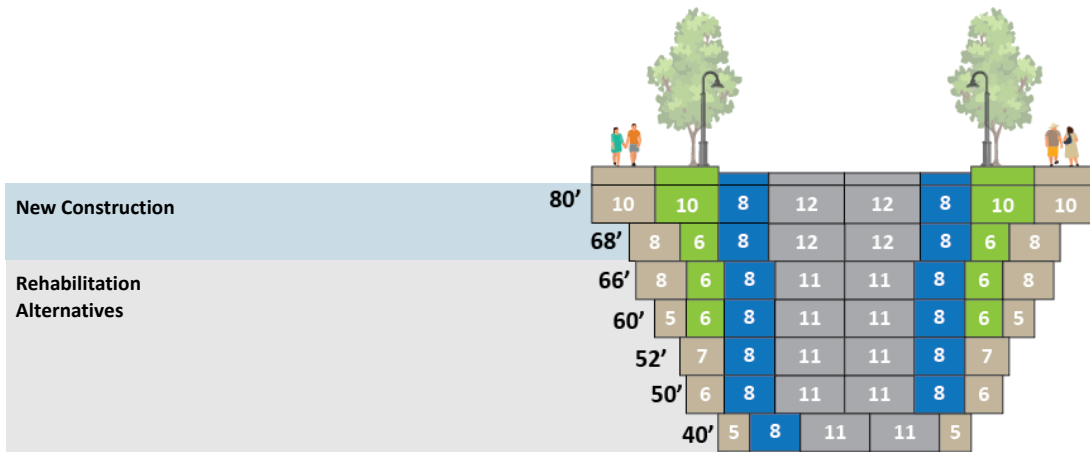
Urban Character Area



Suburban Character Area



Rural Character Area



Alley

Urban/Suburban/Rural Character Areas

Category	Alley Width	1	2	3
New Construction	20'	4	12	4
Rehabilitation Alternative		*	11	*

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

* Width varies