I. Call To Order

II. Conflict Of Interest

III. Approval Of Minutes

   Documents:
   
   TAC MINUTES 6-7-2023.PDF

IV. Discussion Items

IV.I. Chapter 5. Development Standards

   Sec. 5-2. Roads, Rights-of-Way, and Parking

   Documents:
   
   LCO DEVELOPMENT CODE (2023.06.14) - ROADWAYS FOR TAC REVIEW.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
- Dan Carter
- Arturo Duran
- Sara Gonzales
- Scott Kaiser
- John Moscato
- George Pearson
- Paul Pompeo
- Abraham Sanchez
- Dawn Sanchez
- Sharon Thomas

MEMBERS ABSENT:
- Paul Dulin
- David G. Lynch
- Ken Odenheim

STAFF PRESENT:
- Sara Gonzales, Planner, Community Development
- David Sedillo, Director of Public Works
- Mark Miller, Planner, Community Development
- Mike Kinney, Plan Review Engineer, Community Development
- Rocio Nasir, Senior Engineer, Utilities
- John Castillo, Planner, Community Development
- James Zabrinskie, Community Forester, Parks & Rec
- Cathy Mathews, Landscape Architect, Parks & Rec

OTHERS PRESENT:
- Chad Sells

I. CALL TO ORDER: Meeting was called to order.

II. APPROVAL OF MINUTES - May 3, 2023: Motion by Board Member Brown, second by Board Member Thomas. Minutes approved.

III. CONFLICT OF INTEREST:
IV. DISCUSSION ITEMS:

1. Chapter 5 Design Standards

     The presentation included a suggestion to redesign existing roads as well
     as giving suggested regulations for new construction. Many of the currently
     existing subdivisions are not conducive to intermodal transportation and
     need to be revamped. The next draft will be more specific and will be
     available hopefully a few weeks before the next meeting so the Board
     Members will have time to review it thoroughly. Comments and suggestions
     after this meeting will go to the same e-mail as before. The consultants
     were provided with the Active Transportation Plan, Elevate Las Cruces, and
     the Complete Streets Ordinance before starting this draft so they can try to
     include all the policies here.

     Each of the sections of this draft includes both pedestrian and bicycle
     accommodations. After consulting the emergency services, many lane
     widths remained at 12 feet instead of being reduced as suggested by
     Complete Streets and City Ordinance, since the fire trucks are about ten
     feet wide and they need room to pass traffic without going into the oncoming
     lane, and also to turn safely. In some areas the widths could be reduced to
     ten and a half feet, but this has to be determined on a case-by-case basis
     through consultation with the emergency departments. There was much
     discussion and debate about lane widths, traffic calming, pedestrian safety,
     and emergency services’ ease of access. NACTO standards indicate that
     12 feet is the minimum for travel lanes that include traffic calming devices
     and ten feet is the minimum clearance between hard surfaces allowable at
     a hinge point. A suggestion was made to give a range of possible lane
     widths for each cross-section and then allow negotiation. A comment was
     made that the roads are used to move vehicular traffic and that the amount
     of pedestrian and bicycle traffic is much lower than motor vehicles. The
     rebuttal was that if the infrastructure was redesigned for pedestrian and
     bicycle traffic then there would be more of that and less motor vehicle traffic.
     European cities and Seattle and Portland were mentioned as examples of
     bicycle-oriented places that Las Cruces could model its traffic design on. A
     suggestion was made to begin working on bicycle and pedestrian
     infrastructure in the city center and gather data from that before trying to
     make changes further out. Board Members wish they had seen the
     previous drafts that were shown to the City departments earlier. The bare
     minimum goal of this redesigning is to slow traffic to increase pedestrian
     safety. If the posted speed is 25 miles per hour, the road should be
     designed such that a vehicle cannot go any faster. Multi-use trails are
     important to keep bicyclists and pedestrians safe, as well. It the bike lane
     is in the roadway; it should have physical barriers to keep the vehicles away
from the riders. Lane reduction is another traffic calming device on large roads. Board Members feel that there should be infrastructure for bicycles everywhere that there is infrastructure for motor vehicles. The consultant’s proposed resolution is “Develop cross-sections that are appropriate for surrounding land uses to provide the highest degree of adaptability to future density and land use changes; develop travel lane widths and roadside zones that reduce traffic speeds and promote increased pedestrian, bicycle, and mass transit usage; reorient parking and sidewalk to provide buffer between vehicles and pedestrians and to create a street tree and landscaping zone; develop standards for appropriate bicycle facilities including off-street trails, protected lanes, buffered bike lanes, and other facilities.” Bicyclists frequently do not use the multi-use trail due to pedestrians being present. There should be a separate bicycle-only facility either in the roadway or added to the multi-use path to reduce conflict between recreationalists and dedicated cyclists. When retrofitting existing roads, input from the neighbors must be considered.

Board Members wish to reduce vehicular travel lane width to ten and a half feet. The current usage of existing roads also has to be considered before retrofitting. The street trees need at least ten feet for growth. The planning has to be done carefully so the trees will not just die. Board Members would like to hear a presentation from the consultants to explain the various cross-sections. Developers feel that 120 feet of right-of-way is the maximum they will allow for. The Board was reminded that if it is safer for people to bicycle or walk, there will automatically be less motor vehicle traffic. Multi-use paths are different from sidewalks and the bikeways should be broken down into different classifications. A 12-foot bike lane would not be a good idea, as cars will use it instead of bicyclists. The cross-sections presented in this draft omitted the curb and gutter. This draft calls for sharrows. Sharrows do not help with bicyclists’ safety at all unless there are also other traffic calming designs included in the road. The draft includes standards for links and nodes using the Connectivity Index. The higher the index number, the better connectivity and more urban the area.

David Weir and Andy Hume were mentioned as people who can help Board Members understand the Connectivity Index. The number the consultants are aiming for is 1.4. The Fire Code requires a subdivision to have two entrances, remote from each other, if there are more than 30 lots. The entrances have to be farther apart than half of the overall diagonal distance across the subdivision. The basic idea is that the entrances will be opposite each other. Board Members continue to reiterate that the design standards must contain infrastructure for non-motorized transportation safety. In general, Parks & Rec will take over the maintenance of trails after they are built, except when the community wants to take care of it. A suggestion was made that developers could create extra trails and have them count towards the Connectivity Index, and then dedicate them to the City once
they are built. Board Members discussed the options for the alleys. They could include garage entrances, pedestrian infrastructure, and other things. The Board was requested, at the next roadways discussion, to start the discussion with the context as land uses and neighborhood types are going to be different. These unique considerations will change the design standards for each place. The order of discussion should be: Network, then layout, then street segments, then design standards specific to those segments. It was requested that the consultant begin the chapter with the context discussion. The comment was made that capacities should match with the street design. This section of the Plan will be coming back for review after revision.

V. NEXT MEETING: June 21, 2023

VI. PUBLIC PARTICIPATION: None.

VII. ADJOURNMENT (5:15)

____________________________________
Chairperson
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Chapter 5. Development Standards
Sec. 5-2. Roads, Rights-of-Way, and Parking

**A. Purpose**

The purpose of this section is to regulate various transportation-related issues associated with public and private development, such as street design criteria, street layout, access management, installation of streetlighting, and preparation of traffic impact studies. These regulations are intended to provide a transportation network that accommodates pedestrian, bicycle, mass transit, vehicular traffic, and emergency services. Development shall be supported by a connected street network having adequate capacity, ingress/egress, traffic circulation, low traffic speeds, safe pedestrian and bicycle facilities, and mitigation of urban heat impacts.

The applicant shall ensure that the subdivision plat is served by an adequate roadway network, including local streets, collectors, and arterials, and shall be responsible for the costs of rights-of-way and street improvements in accordance with the following requirements and standards. The location and design of the transportation network shall be guided by the Active Transportation Plan, the Comprehensive Plan, and requirements of this section.

**B. Applicability**

1. All new and reconstructed roadways shall meet the requirements contained herein. Other best practices resources that may be referenced and enforced by the City include, but are not limited to, publications developed by organizations such as AASHTO, FHWA, ITE, and NACTO. The most current version of these publications may be used along with engineering judgement to justify waivers from the criteria outlined in this document, if needed, in support of the vision and goals of the City of Las Cruces.

2. Designation of a particular street shall be determined by the following classification in accordance with the Comprehensive Plan Future Thoroughfare Map, Mesilla Valley MPO Future Thoroughfare Map, Active Transportation Plan, and Long-Range Transit Plan. In addition, street design criteria must comply with City Council adopted plans, such as Amador, Apodaca, Proximo, and Metro Verde.

   a) Principal Arterial: Principal arterials provide high levels of mobility with limited or restricted access to abutting properties. Because mobility is the primary function of arterials, access control is highly desirable. Consolidated driveways and access between parking lots/parcels shall be required to reduce frequency of decelerating/accelerating vehicles, reduce conflict points, and maintain efficient traffic, pedestrian, bicycle, and transit flow.

   b) Minor Arterial: Minor arterials provide high levels of mobility with limited or restricted access to abutting properties. Because mobility is the primary function of arterials, access control is highly desirable. Consolidated driveways and access between parking lots/parcels shall be required to reduce frequency of decelerating/accelerating vehicles, reduce conflict points, and maintain efficient traffic, pedestrian, bicycle, and transit flow.

   c) Collector: Collectors provide access from local streets through neighborhoods to arterials. Collectors are used for short trips within a small geographical area rather than across the region.

   d) Local Street: Local streets provide neighborhood traffic circulation and property access. Local streets are the majority of streets in a roadway network; however, they carry the least amount of traffic.

   e) Alley: Alleys provide access to the rear yards and can enhance pedestrian safety and traffic circulation. Rear service alleys can be used for solid waste collection services and/or additional off-street parking to accommodate expanded multimodal infrastructure or reduced right-of-way requirements along adjacent local streets, collectors, or arterial roadways.

3. These regulations are intended to promote a hierarchy of connected streets where arterials connect to collectors and collectors connect to local streets in order to provide a multimodal connectivity that is conducive to pedestrians and bicyclists.
C. Street Design Criteria

1. This section provides requirements for new construction along with possible infill alternatives to accommodate reconstruction within limited rights-of-way.
   a) The Development Review Committee shall have the authority to determine the appropriate configuration based on conditions including but not limited to available right-of-way, development patterns, bicycle and pedestrian infrastructure, transit routes, and local context.

2. The subdivider shall dedicate all rights-of-way in accordance with this section.
   a) Requirements for dedication of rights-of-way and improvement of approach roads, signalization, median breaks, additional lanes, and other traffic mitigation or safety improvements may be increased depending upon the size or density of the proposed development, if the need is demonstrated by a Traffic Impact Analysis, or to accommodate drainage and/or low-impact development infrastructure.

3. The roadway network for new subdivisions shall also meet the requirements of any required traffic impact analysis (see Sec. 5-2.G. Traffic Impact Analysis).

4. All arterial, collector, and local streets shall include curb and gutter drainage systems.

5. Where required by the City or proposed by the subdivider, any alleys shall be constructed based on the requirements of this section.

6. Facilities for pedestrians and bicyclists must consider urban heat mitigation measures, including but not limited to shade and cooling surfaces, in accordance with the City’s Urban Heat Study.

7. Green infrastructure and low-impact development is encouraged whenever possible. See Sec. 5-4. Low-Impact Development and Green Infrastructure for more information.

8. For intersection design, no fire apparatus shall encroach into oncoming traffic without specific approval of the Fire Marshal.

9. All sidewalks and multi-use paths shall maintain a minimum clear zone that will not be intruded on by streetside furniture in compliance with the Americans with Disabilities Act.

10. The roadway network shall incorporate any required ADA paratransit (Dial-a-Ride) improvements required by the City.

11. All streets, including curb and gutter improvements, sidewalks, and required infrastructure shall be provided by and at the expense of the subdivider. The subdivider shall dedicate all rights-of-way in accordance with this section and install all improvements in accordance with the standards required by this section.

12. If an arterial or collector is bordering subdivision boundaries with another property owner, the subdivider shall dedicate half the required rights-of-way in accordance with this section and install all required improvements within this area in accordance with the standards required by this section.
**Chapter 5. Development Standards**  
Sec. 5-2. Roads, Rights-of-Way, and Parking

**Figure 5-2-1. Roadway Cross-Sections**

<table>
<thead>
<tr>
<th>Element</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Travel Lane</td>
<td>Travel lane widths shall be at least 12 feet unless the width is modified by the DRC; the DRC may require narrower land widths based on character areas, neighborhood characteristics, adjacent land uses, and other factors. 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.</td>
</tr>
<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.</td>
</tr>
<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 path. 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 path. 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>
</tr>
<tr>
<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 and transit lanes as required by the DRC.</td>
</tr>
<tr>
<td>Travel Lane + 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. Appropriate markings and signage shall be utilized for transit lanes as required by the DRC.</td>
</tr>
<tr>
<td>Multi-Use Path</td>
<td>A multi-use path is a shared path that serves both pedestrians and bicyclists and is the default bicycle facility for new development. Multi-use paths 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 path 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>
</tr>
<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>
</tr>
<tr>
<td>Median/ Turn Lane</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 collectors with four travel lanes or less that have lower traffic speeds and volumes.</td>
</tr>
<tr>
<td>Center Lane</td>
<td>A two-way left turn lane may be installed in place of the median for collectors with four travel lanes or less that have lower traffic speeds and volumes. A two-way left turn lane must be approved by the DRC.</td>
</tr>
</tbody>
</table>
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### Principal Arterial

#### Urban Character Area

Note: Current draft proposes two acceptable ROW widths for new construction of some sections; consider whether only one ROW option for new construction would be preferable.

<table>
<thead>
<tr>
<th>New Construction</th>
<th>142'</th>
<th>138'</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retrofitted Alternatives</td>
<td>120'</td>
<td>110'</td>
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<tr>
<td>10</td>
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</tbody>
</table>

Legend:
- Travel Lane
- Parking
- Bikeway
- Bike + Transit
- Travel Lane + Transit
- Multi-Use Path
- Parkway
- Median/ Turn Lane
- Center Lane
Chapter 5. Development Standards
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Principal Arterial

Suburban Character Area

```
New Construction
142'
10 10 8 12 12 12 12 14 12 12 12 8 10 10
138'
10 10 8 12 12 12 12 14 12 12 12 8 10 10

Rehabilitation Alternatives
120'
10 7 12 12 12 12 14 12 12 12 7 10
110'
10 7 12 12 12 12 14 12 12 12 7 10
100'
10 9 12 12 12 14 12 12 12 9 10
60'
10 9 12 12 12 14 12 12 12 9 10
50'
10 9 12 12 12 14 12 12 12 9 10
40'
10 9 12 12 12 14 12 12 12 9 10
```

Rural Character Area

```
New Construction
142'
10 10 8 12 12 12 12 14 12 12 12 8 10 10
138'
10 10 8 12 12 12 12 14 12 12 12 8 10 10

Rehabilitation Alternatives
120'
10 19 12 12 14 12 12 12 19 10
10 19 12 12 14 12 12 12 19 10
10 9 12 12 14 12 12 9 10
10 9 12 12 14 12 12 9 10
```

Legend:
- Travel Lane
- Parking
- Bikeway
- Bike + Transit
- Multi-Use Path
- Multi-Use Path
- Parkway
- Median/ Turn Lane
- Parkway
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Minor Arterial

Urban Character Area

Suburban Character Area

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Sec. 5-2. Roads, Rights-of-Way, and Parking

### Minor Arterial

#### Rural Character Area

<table>
<thead>
<tr>
<th>New Construction</th>
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<th>100'</th>
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- **Travel Lane**
- **Parking**
- **Bikeway**
- **Bike + Transit**
- **Multi-Use Path**
- **Multi-Use Path**
- **Parkway**
- **Median/ Turn Lane**
- **Parkway**
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Sec. 5-2. Roads, Rights-of-Way, and Parking

Collector

Urban Character Area

Suburban Character Area
Chapter 5. Development Standards
 Sec. 5-2. Roads, Rights-of-Way, and Parking

Local Street

Urban Character Area

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Suburban Character Area

<table>
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</tr>
</tbody>
</table>
**Rural Character Area**

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

* Width varies

**Urban/Suburban/Rural Character Areas**

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

* Width varies
D. Private Streets

1. Applicability and Approval
   a) No collectors or arterials as designated by the Comprehensive Plan Future Thoroughfare Map may be a private street.
   b) The City shall not be required to accept any private streets for public dedication and maintenance. The DRC shall review the request and make a recommendation to the Planning & Zoning Commission, who shall forward a recommendation to City Council. The City Council shall make their decision based on the public health, safety, and welfare considerations of the community.
      i) Such streets must meet the City’s current standards, or be brought up to the current standards prior to acceptance.
      ii) As a condition of accepting the dedication and maintenance of private streets, the City may impose a requirement for repairs and improvements at private expense prior to acceptance, enter into an agreement for an assessment or pro-rata sharing of costs for repairs or improvements prior to acceptance, or other legal or equitable options to ensure that the streets being accepted are not a liability to the City. The City shall be the sole judge of the nature and extent of repairs or improvements needed.
      iii) The City may also require, at the sole expense of the association’s or property owner’s expense, the removal of any guard houses, access control devices, landscaping, or other amenities located within the streets or common areas prior to City acceptance.
      iv) Sprinkler systems are required within all homes that are located on private streets.

2. Standards
   a) Construction and development of private streets shall meet the standards for right-of-way width and improvement as applied to public streets. All private streets shall be designed, constructed, and maintained to meet City standards. Property owners are responsible for ensuring ongoing maintenance for private streets, including streetlighting, traffic controls, and other related features.
   b) All traffic control devices and regulatory signs on private streets shall conform to those required on public streets.
   c) Streetlighting shall meet the requirements for public streets and shall be entirely at the expense of the subdivider and subsequent property owners.

3. Waiver of City Services
   The subdivider shall note any waiver of services on the subdivision plat. Certain City services may not be provided for private street subdivisions, including emergency services, street maintenance, law enforcement patrols, enforcement of traffic and parking regulations, preparation of accident reports, and payment of costs for street lighting.

4. Homeowners’ Association (HOA) Requirements
   a) The subdivider shall provide for the establishment of a homeowners’ association (HOA), in covenants, conditions, and restrictions (CCRs), to assume the obligation of perpetual maintenance of private streets and other improvements held privately, including a mandatory assessment for such private streets, drainage structures, and any other improvements to be placed on all property owners within the subdivision, allowance for City staff to inspect the streets to ensure they are being maintained to City standards, hold harmless provisions as required in this section, and providing for notice to the City of any amendments to these relevant sections.
      i) The City shall be a necessary party for the amendment of any portions of the CCRs dealing with these requirements. The proposed CCRs shall be submitted for review by the City Attorney at the time of the first plat submittal, as applicable. The City Attorney shall review the CCRs to ensure that the requirements of this section are met, and shall submit recommended changes to the developer, who shall incorporate such changes. Absence of City Attorney approval of the CCRs shall require the denial of the exception for private streets.
   b) The HOA shall clearly mark entrances to all private streets with a sign placed in a prominent and visible location indicating that the streets within the subdivision are private, and not maintained nor regularly patrolled by the City.
   c) All restricted access entrances shall be staffed 24 hours every day, or they shall provide a reliable, alternative means of ensuring access into the subdivision by the City, by emergency service providers, and by other utility or public service providers, such as postal carriers and utility companies, with appropriate identification.
d) Gates on fire apparatus access roads shall open not less than 20 feet of clear-width for two-way gates and 15 feet of clear-width for one-way gates. The method used to ensure City and emergency access into the subdivision shall be approved by the Fire Department and by any other applicable emergency service providers during the Final Platting process. Gates on private streets shall provide a traffic queue analysis and provide adequate on-street storage in advance of the gate.

i) If the HOA fails to maintain reliable access, the City may enter the private street subdivision and remove any gate or device that is a barrier to access and bill the expense to the association. If the bill is not paid, the City may file a lien for the expense against any property owned by the association.

e) The HOA, as owner of the private streets and appurtenances, shall release, indemnify, defend and hold harmless the City, any other governmental entity, and any public utility entity for damages to the private streets that may be occasioned by the reasonable use of the private streets by same, and for damages and injury or death arising from the condition of the private streets, out of any use of access gates or cross arms, damages arising from emergency response, or out of any use of the subdivision by the City or governmental or utility entity.

f) The HOA may petition the City to accept private streets and any associated property as public streets and right-of-way upon written notice to all association members, and the favorable vote of a majority of the membership, or as required in the CCRs. A plat shall also be submitted and shall be reviewed and approved by the City Attorney prior to submission of this request to the Planning & Zoning Commission and City Council.
E. Street Layout

1. Applicability

   New subdivisions shall be supported by a connected street layout that provides for enhanced traffic circulation, interconnectivity, and low traffic speeds. The roadway network for new subdivisions shall meet the International Fire Code and the following requirements in this section. Higher classification of roadways will connect to lower classification of roadways. For example, arterials will connect to arterials and collectors, collectors will connect to arterials, collectors, and local streets, and local streets will connect to collectors and local street. This hierarchy will promote lower traffic speeds and multimodal connectivity.

2. Roundabouts

   a) Roundabouts shall be the standard form of traffic control provided at all new and reconstructed intersections between collectors and other collectors. Roundabouts shall also be the preferred form of traffic control at any intersection that meets MUTCD warrants for the installation of all-way stop control.

   i) Exception: The City Traffic Engineer may determine that another configuration is preferable in certain situations.

   b) The design of all roundabouts shall be reviewed and approved by the City Traffic Engineer.
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3. Connectivity Index

a) New subdivisions with 50 or more lots must have a connectivity index of 1.4 or greater. If the subdivider phases the development into subdivisions of less than 50 lots, the subdivider shall still meet the connectivity index.

b) The connectivity index shall be calculated by dividing the total number of links by the total number of nodes.

i) Links: Roadway segments connecting nodes (includes street stubs intended to connect to future development; excludes arterials and alleys).

ii) Nodes: Terminus or intersection of streets (excludes arterials and alleys); includes any location where there is a street name change or a curve that exceeds 75 degrees (e.g., red #19 in the graphic below).

c) The requirement must be met by each phase and by the final development.

d) Administrative Modification: The Development Review Committee may modify (see Sec. 1-3.E. Administrative Modifications) these requirements only upon a finding that the development is constrained by topographic features, existing development, or other impassible features.

Figure 5-2-2. Connectivity Index Examples

CONNECTIVITY INDEX 34 Links 21 Nodes = 1.62
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CONNECTIVITY INDEX

\[
\text{Number of Links} = \frac{21 \text{ Links}}{19 \text{ Nodes}} = 1.11
\]

CONNECTIVITY INDEX

\[
\text{Number of Links} = \frac{39 \text{ Links}}{26 \text{ Nodes}} = 1.5
\]
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4. Cul-de-Sacs and Dead-End Streets
   a) Cul-de-sac streets are discouraged unless necessary to preserve natural features.
   b) No cul-de-sac shall exceed 600 feet in length or the length as in Figure 5-2-4, whichever is less.
   c) No cul-de-sac in any unsprinklered single-family subdivision shall be designed to serve more than 25 single-family dwelling units,
      i) Administrative Modification: The Development Review Committee may modify (see Sec. 1-3. E. Administrative Modifications) the maximum length, in which case the maximum number of dwelling units shall be increased in the same percentage as the maximum length has been increased.
      ii) For purposes of this paragraph, cul-de-sac length shall be measured along the centerline of the cul-de-sac from a point beginning at the intersection of the cul-de-sac street with the centerline of the street from which it extends to the center of the turnaround at the end of such cul-de-sac. For the purposes of measurement, either a full four-way intersection or a three-way intersection shall be considered an intersection.

Figure 5-2-4. Width for Cul-de-sac Streets for Certain Activities

<table>
<thead>
<tr>
<th>Activity Served</th>
<th>Cul-de-Sac Paving Width*</th>
<th>Cul-de-Sac Right-of-Way Width</th>
<th>Cul-de-Sac Maximum Length</th>
<th>Turnaround Paving Width*</th>
<th>Turnaround Right-of-Way Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>1—25 residential dwellings</td>
<td>36’</td>
<td>56’</td>
<td>600’</td>
<td>90’ diameter</td>
<td>110’ diameter or 100’ with 10’ utility and sidewalk easement**</td>
</tr>
<tr>
<td>Other Nonresidential Zoning Districts</td>
<td>36’</td>
<td>54’</td>
<td>300’</td>
<td>90’ diameter</td>
<td>110’ diameter or 100’ with 10’ utility and sidewalk easement**</td>
</tr>
<tr>
<td>Heavy Commercial District and Industrial Districts</td>
<td>40’</td>
<td>62’</td>
<td>300’</td>
<td>100’ diameter</td>
<td>120’ diameter ** Shall be a min. of 12’ of ROW or ROW/Easement Combination behind curb</td>
</tr>
</tbody>
</table>

* Measured to lip of curb.

** Shall be a min. of 12’ of ROW or ROW/Easement Combination behind curb
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5. Block Length and Perimeter

a) Measurements shall be calculated along the centerline of the street from the centerline or center point of one intersection to the centerline or center point of the next intersection to include knuckles and/or turns and curves, including a three- or four-way intersection, as shown in Figure 5-2-6.

b) The maximum length of any block or street segment shall be as shown in Figure 5-2-7, based on the location’s Place Classification as designated by the Comprehensive Plan. These requirements do not apply to frontages along arterial streets.

c) Administrative Modification: The Development Review Committee may modify (see Sec. 1-3.E. Administrative Modifications) the length to exceed the maximum by up to 50 percent. Examples of appropriate circumstances include:

i) Blocks containing retention or detention ponds,

ii) Blocks containing parks, or

iii) Development where the proposed development abuts the rear of an existing development and no rights of way have been provided.

Table 5-2-7. Maximum Block Lengths and Perimeters

<table>
<thead>
<tr>
<th>Place Classification</th>
<th>Max. Block Length</th>
<th>Max. Block Length with Traffic Calming Measures approved by the DRC</th>
<th>Max. Block Perimeter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td>400’</td>
<td>600’</td>
<td>2,200’</td>
</tr>
<tr>
<td>Suburban</td>
<td>660’</td>
<td>800’</td>
<td>2,400’</td>
</tr>
<tr>
<td>Rural</td>
<td>900’</td>
<td>900’</td>
<td>N/A</td>
</tr>
</tbody>
</table>

The Development Review Committee may require additional traffic calming measures based on the design of the blocks and roadway network of the subdivision.
6. Traffic Calming

New development shall implement traffic calming measures as required in the Traffic Calming section of the Technical Manual. Arterial, collector, and local street traffic calming implementation, such as roundabouts, shall be installed at the time of roadway development and as approved by the City Traffic Engineer and Fire Marshal. All new development shall comply with the Speed Management Policy for Arterials and Non-Residential Collectors, including traffic calming measures.

7. Alleys and Lot Orientation

a) Alleys are permitted in all new development and redevelopment projects.

b) The following general requirements apply to alleys:

i) Alleys shall be as nearly parallel to the street frontage as reasonably possible.

ii) Alley intersections with streets shall be at right angles.

iii) Alleys should not be platted to intersect with arterial streets.

iv) Dead-end alleys shall not be permitted unless a permanent or temporary turnaround is provided.

v) Alleys forming the boundary of a subdivision, and adjacent to unplatted property, shall be dedicated and improved the same as if situated in the interior of a subdivision.

c) Where a subdivision abuts or contains an existing or proposed arterial or collector street, lots, including residential lots, shall front onto the arterial street with the following requirements:

i) Lots shall be accessed from an alley at the rear of the property.

ii) Lots shall not have driveway access to the arterial.

iii) The development shall provide street trees along the entire block face where lots face the arterial.

iv) The arterial shall provide for on-street parking.

v) There shall be a shared-use path along the entire face of the block with lots facing the arterial.

vi) The parkway along the entire face of the block with lots facing the arterial shall be a minimum of six feet.

vii) The building’s design, bulk, setback, and orientation shall enhance the pedestrian environment.

d) The Community Development Director may waive the requirement for frontage onto existing arterial streets where it is determined that, due to existing development or other unique situation, frontage onto an arterial would be overly burdensome to the landowner, result in double frontage lots, or jeopardize the public’s health, welfare, and safety.

e) Where the average lot width along a block face averages 40 feet or less, the lots shall be rear loaded with alley access.

8. Alignment, Offsets, and Spacing

a) Arterials and collectors shall be spaced and aligned in a continuous network that is in a rectilinear pattern. Intersections shall be square, both vertically and horizontally. Street approaches shall be at a 90-degree angle for a length = Intersection Sight Distance (see H. Clear Sight Triangle) * 1.5 measured from the center of the intersection.

b) Offsets for local streets shall be limited to a minimum spacing of 200 feet from centerline to centerline. Offsets between streets may be addressed by roundabouts if approved by the City Traffic Engineer.

c) Principal arterials shall be spaced at least two miles apart, minor arterials at least one mile apart, and collectors at least one-quarter mile apart.
F. Access Management

1. Applicability
   a) All new development shall comply with the access management provisions of this section, including roadway network connectivity and driveways. All driveways shall be installed on public and private streets in accordance with this section, which defines access widths, spacing and offsets. No person shall construct a driveway without first obtaining a permit from the City.
   b) Where multi-use paths are utilized, driveway access will be limited to minimize conflicts between vehicles and pedestrians/bicyclists.

2. Purpose
   This section provides controls for access management and driveways for residential and nonresidential areas. The purpose of access management controls is to ensure safe ingress/egress, promote convenient access between adjacent sites, and lessen congestion on roadways.

3. Generally
   a) Access point design should be compatible with the function of the roadway since the number, spacing, type and location of access points has a significant effect on capacity, speed, and safety. Consolidated access points, including the requirement of a dedicated access point via roadway (public or private) or alley to serve all subdivided lots, shall be required for large parcels (e.g., shopping centers or other multi-tenant developments) to reduce conflict points between pedestrians, cyclists, and vehicles. Construction of all access points, regardless of existing curbs or curb cuts, requires a site plan, which shall be provided to the Community Development Department and Traffic Engineering for approval prior to building permit issuance.
   b) The approval of access permits may be granted if both the design and the construction of driveways and median openings are compatible with the intended function of the roadway facility, as defined in this section.

4. Subdivision Access Points
   a) All subdivisions shall provide vehicular access to principal arterials, minor arterials, collectors, or local streets to provide safe and efficient operations for pedestrians and bicyclists, direct vehicle access from local streets to arterials is discouraged.
   b) The minimum number of access points shall be determined by a Traffic Impact Analysis and/or Fire Code from the residential subdivision to the arterial or collector streets. The maximum number of access points shall be the minimum number plus additional access points as identified in Figure 5-2-8.
   c) Street stubs shall be credited as access points when ingress or egress to a development is available only from a single road on which the subdivision has less than 250 feet of frontage.
   d) Administrative Modification: The Development Review Committee may modify (see Sec. 1-3.E. Administrative Modifications) the requirements to approve a subdivision with fewer or additional access points. Examples of appropriate circumstances include:
      i) The provision of additional access points is not possible due to existing lot configurations, the absence of connecting streets, or environmental or topographic constraints,
      ii) The New Mexico Department of Transportation will not authorize additional access points; or
      iii) Alternative access can be provided in a manner acceptable to the City that is supported by a traffic impact analysis.

<table>
<thead>
<tr>
<th>Development Type and Size</th>
<th>Max. Number of Access Points (in Addition to Required Access Points)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Primarily Residential Uses</td>
<td></td>
</tr>
<tr>
<td>Less than 30 units</td>
<td>1</td>
</tr>
<tr>
<td>Between 30 and 80 units</td>
<td>2</td>
</tr>
<tr>
<td>More than 80 units</td>
<td>3</td>
</tr>
<tr>
<td>All Other Uses</td>
<td></td>
</tr>
<tr>
<td>Less than 5 acres</td>
<td>1</td>
</tr>
<tr>
<td>Between 5 and 20 acres</td>
<td>2</td>
</tr>
<tr>
<td>More than 20 acres</td>
<td>3</td>
</tr>
</tbody>
</table>
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iv) All structures are equipped with fire sprinkler systems.

5. Connection to Adjoining Platted Right-of-Way

The arrangement of streets in a development shall provide for the alignment and continuation of existing or proposed streets into adjoining lands where the adjoining lands are developed and have right-of-way platted for such connections.

6. Connection to Adjoining Undeveloped Lands

The arrangement of streets in a development shall provide for the alignment and continuation of existing and proposed streets into adjoining lands where the adjoining lands are undeveloped and/or deemed appropriate for future development. Streets providing connection into such adjoining lands shall comply with the following:

a) The arrangement of streets and blocks on the periphery of the development shall reasonably accommodate future development on the adjoining lands that complies with the standards in E.5. Block Length,

b) Dead-end streets shall provide a temporary turnaround constructed to City standards (see Sec. 5-2.E.4.e)),

c) The platting of partial width rights-of-way is prohibited except where the remainder of the necessary right-of-way has already been platted, dedicated, or established by other means, and

d) The Final Plat shall identify all such streets (street stubs) and include a notation that all street stubs are intended for connection with future streets on adjoining lands.

7. Cross-Access Between Adjoining Multifamily, Nonresidential, and Mixed-Use Developments

a) General

i) New development shall be served by a system of sidewalks, paths, greenways, roadways, accessways, and other facilities designed to provide for multiple travel modes (motor vehicle, transit, bicycle, and pedestrian), based on the development’s size and character, zoning district, and relationship to development and development patterns in surrounding areas, and existing and planned community transportation systems.

ii) Motor vehicle, transit, bicycle, and pedestrian access and circulation systems shall be coordinated and integrated to provide the development’s occupants and visitors transportation options and to enhance safe and efficient mobility throughout the development and the community.

b) Pedestrian Cross-Access

i) Each internal pedestrian circulation system in new multifamily, mixed-use, or nonresidential development, shall be designed to allow for pedestrian walkway cross-access between the development’s buildings and parking areas and those on adjoining lots containing multifamily, nonresidential, or mixed-use development and to vacant lands.

ii) Easements allowing cross-access to and from properties served by a pedestrian cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded by the landowner with the Doña Ana County Recorder of Deeds.

iii) Administrative Modification: The Development Review Committee may modify (see Sec. 1-3.E. Administrative Modifications) the pedestrian cross-access requirements upon determining that such cross-access is impractical or infeasible due to the presence of topographic conditions or built or natural features.

c) Bicycle Cross-Access

i) Each internal bicycle circulation system in new development, shall be designed and constructed to provide bicycle cross-access between it and any internal bicycle circulation system on adjoining parcels containing multifamily, nonresidential, or mixed-use development.

ii) Easements allowing cross-access to and from properties served by a bicycle cross-access, along with agreements defining maintenance responsibilities of landowners, shall be recorded by the landowner with the Doña Ana County Recorder of Deeds.

iii) Administrative Modification: The Development Review Committee may modify (see Sec. 1-3.E. Administrative Modifications) the bicycle cross-access upon determining that such cross-access is impractical or undesirable for bicyclists’ use due to the presence of topographic conditions, natural features, or safety factors. Undesirable conditions shall be defined as those preventing mobility for bicycles as a form of transportation, such as steep grades, narrow connections bounded on both sides by walls or embankments, or limited visibility when straight-line connections are not achievable.
d) Parking Lots Cross-Access

i) Each internal vehicular circulation system in new nonresidential and mixed-use development shall be designed and constructed to provide vehicular cross-access between any parking lots within the development and any parking lots on adjoining parcels containing nonresidential or mixed-use development, and to the boundary of adjoining vacant land. The cross-access shall consist of a driveway or drive aisle that is at least 27 feet wide or two one-way driveways or aisles that are each at least 15 feet wide, or otherwise designed to accommodate a fire apparatus.

ii) Easements allowing cross-access to and from lands served by a vehicular cross-access, along with agreements defining maintenance responsibilities of landowners pertaining to the vehicular cross-access, shall be recorded by the landowner with the Doña Ana County Recorder of Deeds.

iii) Administrative Modification: The Development Review Committee may modify (see Sec. 1-3.E. Administrative Modifications) the parking lots cross-access requirements upon determining that such cross-access is impractical or undesirable due to the presence of topographic conditions, natural features, or vehicular safety factors.

8. Driveways

Driveways are classified as follows.

a) Residential (1-4 units) driveways. A residential driveway is an entrance to and/or exit from a residential dwelling or dwelling adjacent to a dedicated street, for the exclusive use and benefit of the residents. For driveways serving more than one dwelling on a lot (e.g., duplexes), a shared driveway is encouraged to minimize curb cuts.

b) Commercial and Multi-Family (5 or more units) driveways. A commercial driveway is an entrance to and/or exit from any commercial/industrial/institutional/office business, or similar type of establishment providing access by employees and/or the public adjacent to a dedicated street. For the purposes of this section, commercial driveways also apply to multifamily buildings.

9. Driveway Design Elements

Required design criteria are presented in this section to define access widths, spacing, and offsets.

a) Residential Driveways

i) Applicable in all residential areas which shall include all dwelling units to include single-family homes and up to four attached dwelling units.

ii) Driveway widths shall be measured on the property line.

iii) The minimum width of driveway apron shall be 12 feet and the maximum width shall be 27 feet.

iv) A minimum of 22 feet of standing curb must remain between any two driveways located on the same lot or single parcel of land.

v) No double or circle driveways shall be installed.

vi) Corner property driveway apron shall be no closer than 35 feet from the property line at the intersecting local street, 50 feet to the property line along collector streets, and 75 feet to the property line along arterial streets. Under no condition shall driveways encroach on corner curb returns of intersections or within five feet from handicap access ramps.

vii) In residential areas, no driveway apron shall be closer than six feet from side property lines, except when serving adjacent properties.

viii) Driveways shall not be permitted in the taper area of any right-turn lane or any part of a right-turn lane.

ix) All driveways shall extend from any street, alley, or curbline to any garage, carport, or parking space. A minimum parking space length of 20 feet measured from the property line to a garage, carport or parking space shall be provided. The slope of a driveway from the face of the curb at the gutter to any garage, carport or parking space shall be no greater than 10 percent for the first 12 feet, and not greater than fourteen percent thereafter. The vertical transition of the driveway shall be designed to prevent contact of any vehicle undercarriage or bumper with the surface.
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b) Commercial Driveways

i) These requirements are applicable to all commercially and industrially zoned properties, which shall include commercial businesses, offices, and industrial areas.

ii) Driveway widths shall be measured on the property line.

iii) The width of two-way driveway aprons shall be based on the classification of roadway that is being accessed.

iv) A minimum of 45 feet, or other width determined by a swept path analysis of the largest vehicles entering and exiting development, of standing curb must remain between any two, two-way driveway aprons located on the same lot or single parcel of land.

v) The width of one-way driveway aprons shall be a minimum of 15 feet per access lane. Gates on fire apparatus access roads shall open not less than 20 feet of clear-width for two-way gates and 15 feet of clear-width for one-way gates.

vi) A minimum of five feet of standing curb must remain between one-way curb cuts.

vii) Driveway distances to adjacent intersections shall meet the minimum requirements, measured in feet, as shown in Figure 5-2-10 based on classification of both intersecting streets. The "influence area" is the distance measured from the center of the intersection to the edge of the driveway apron closest to that intersection. These should be considered minimum values whereby longer distances may be required if justified by an engineering study and queuing analysis. (Note that if access is along a highway under the authority of the New Mexico State Transportation Department, criteria in accordance with the State Access Management Manual, shall apply.) In addition, minimum driveway spacing shall meet corner clearances and Intersection Sight Distance (see H. Clear Sight Triangle).

viii) Distances shall be measured from the inside edge of the pavement of each driveway or the edge of the intersecting street travel lanes.

ix) No driveway shall be closer than ten feet from side property lines, except when serving adjacent properties.

x) When a property is at the corner of two streets, access shall be provided along the intersecting street with the lower arterial classification. For example, if the property is at the intersection of a principle arterial and local street, access shall be from the local street unless access is approved by the City Traffic Engineer on the street with the higher arterial classification.

xi) The location of driveways serving adjacent properties will be reviewed to ensure that they do not create conflicting traffic movements or pose sight distance problems for turning traffic. Where feasible, driveways that serve adjacent properties should be combined into one driveway. Developer must show, in plans, all existing or planned driveways on adjacent properties.

xii) The access turning radii shall accommodate the turning radius of the largest design vehicle to routinely use the access. Pedestrian safety across the curb cut also needs to be considered for significantly wide access points. Coordination shall occur with Dial-a-Ride vehicles and other transit related functions to ensure that there is sufficient turning radii to support transit vehicles.

xiii) A 50-foot minimum turning radius shall be used for an access when combination trucks or single unit vehicles exceeding 30 feet in length are intended to use the access on a daily basis.

xiv) Construction of all driveways shall comply with the Design Standards and Standard Specifications for Road Construction within the Technical Manual as well as accessibility standards in place at time of building permit issuance.

xv) The permittee is responsible for all costs associated with placement and/or removal of driveways accessing public right-of-way. This is to include restoration of existing landscaping, road surfacing, and sidewalk area.

xvi) Warrants for deceleration and acceleration lanes along with the associated design dimensions at driveway locations shall be in conformance with criteria from the New Mexico Department of Transportation's State Access Management Manual, current edition.

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**Figure 5-2-9. Driveway Width**

<table>
<thead>
<tr>
<th>Street Accessed</th>
<th>Minimum</th>
<th>Maximum</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arterials</td>
<td>30 feet</td>
<td>40 feet</td>
</tr>
<tr>
<td>Collectors</td>
<td>30 feet</td>
<td>40 feet</td>
</tr>
<tr>
<td>Local Streets</td>
<td>25 feet</td>
<td>35 feet</td>
</tr>
</tbody>
</table>
xvii) The location and dimensions of such shared driveways shall be approved by determined by the City Traffic Engineer. The City Traffic Engineer may require a shared mutual access easement for the driveway based on the location and dimension of the proposed shared driveway.

c) Administrative Modification: The Development Review Committee may modify (see Sec. 1-3.E. Administrative Modifications) any provision within this section upon determination that an alternative configuration would produce a more desirable outcome based on topographic conditions or other site-specific features.

Figure 5-2-10. Minimum Driveway Spacing by Intersection Type
10. Median Openings

The location of openings in a median, to allow left-turn ingress and egress movements at a driveway or local street, will be based on the type and operating speed of the roadway, the volume of traffic expected to make the left-turn movements, and the location relative to other intersecting streets, driveways, and median openings. All requests for median cuts or alterations shall be made at the time of request for a building permit, and shall be included on the construction plans.

a) Median Opening Priority

All median openings for city street intersections shall take priority over commercial access in determining location of median openings.

b) Traffic Analysis of Median Opening

To justify a new median opening, a traffic impact study that defines the ability of the roadway and the driveway to accommodate the opening shall be prepared by a professional engineer in the State of New Mexico, retained by the firm or individual requesting the median opening. The analysis shall include, but not be limited to, the following information:

i) The impact(s) to the operation of adjacent signalized and un-signalized intersections within 500 feet of the proposed opening shall be considered in the analysis.

ii) Adequate sight distance requirements for intersections, based on AASHTO criteria.

iii) Analysis of potential conflicting vehicular movements with recommendations for eliminating those conflicts.

Shared access points for two or more adjacent individual parcels are required. Future development of adjacent parcels must be considered in determining the opening location.

c) Minimum Median Opening Design Standards

i) Minimum spacing. A minimum median spacing of 300 feet from adjacent openings shall be required on all collector streets. On arterial streets, spacing shall be as shown in Figure 5-2-11 if approved by the City Traffic Engineer upon receipt of a Traffic Impact Analysis justifying the need. This distance shall be measured from face of curb to face to curb. Variance requests to the 500-foot requirement can be submitted to allow openings as close as 300 feet to arterial or collectors, if justified.

ii) Taper length. A minimum deceleration taper of 100 feet shall be required on all median openings.

iii) Storage length. A minimum storage length of 60 feet shall be required on all median openings on City streets, unless the City Traffic Engineer or findings from a prepared Traffic Impact Analysis require additional storage length.

iv) Commercial access requirements. For median openings to be considered for commercial access, the median opening must generate traffic, as demonstrated by a projected trip generation, of not less than 25 left-turn ingress or 25 egress vehicles during the peak hour.

d) Median Opening Approval

i) New median openings and associated left-turn storage may be approved by the City Traffic Engineer upon receipt of a traffic impact study justifying the need for the median opening.

ii) Widening, relocating, or other alterations proposed to change or modify an existing median opening, for any reason, must be approved by the City Traffic Engineer, and must meet the requirements outlined in this section. All future median installations shall conform to this policy and shall be approved by the City Traffic Engineer.

e) Construction Costs for Median Openings

i) The cost of constructing any of the following, for any reason, shall be paid by the party requesting the opening.

   a. Constructing a new median opening for private access.

   b. Widening, relocating or otherwise changing or altering an existing opening.

   c. Constructing a new median opening for access to dedicated public right-of-way.

---

**Figure 5-2-11. Median Opening Spacing**

<table>
<thead>
<tr>
<th>Street Type</th>
<th>Min. Spacing</th>
</tr>
</thead>
<tbody>
<tr>
<td>From Intersection with Arterial or Collector</td>
<td>500 feet</td>
</tr>
<tr>
<td>All Other Openings</td>
<td>300 feet</td>
</tr>
</tbody>
</table>
d. Constructing a new median opening for access to a new subdivision.

ii) All design and demolition and construction costs are the responsibility of the party requesting the median opening.

f) Landscaping Consideration for Median Openings

Medians shall be landscaped in accordance with in Sec. 5-7.D.2. Median and Public Area Landscaping.

g) Appeals

In the event any applicant is aggrieved by a decision of the City Traffic Engineer, said applicant, owner, or occupant may, within 30 calendar days after denial of said application or receipt of said notice, appeal the decision of the City Traffic Engineer in accordance with Sec. 1-3.F. Appeals by filing written notice of appeal with the City Clerk within said time period.

h) Abandoned Driveways and Median Openings

If any vehicular crossing, other sidewalk crossing, or median opening is clearly abandoned as a crossing, or is no longer used for its intended purpose, any permit previously or hereafter granted for said crossing or median opening as such shall be subject to revocation by the City Traffic Engineer, only after 30 calendar days written notice of such proposed revocation has been given to the owner of the property to which the crossing or median opening is appurtenant. The owner’s name and address will be determined from the Assessor’s Office of Doña Ana County. Written notice also will be given to the occupant of said premises, if any, if such occupant is other than the owner. It shall be sufficient notice under the provisions of this and the following section to mail said notices by certified mail with return receipt requested. In the event the name and address of the owner cannot be reasonably ascertained from the assessor’s office, and the premises are unoccupied, it shall be sufficient notice to publish said notice in a newspaper of general circulation in the City of Las Cruces, once a week for four consecutive weeks.

i) Removal and Restoration Requirements

In the event the City Traffic Engineer has revoked any permit for a driveway, use of a sidewalk crossing or median opening under the provisions of h) above, due to changes taking place within said property, crossing or median opening shall be removed at the expense of the owner of the property. The written notice of revocation shall also set forth requirements for the removal and proper restoration of the curb, sidewalk or median opening. The time allowed for removal and restoration by the owner or occupant shall be 30 days after notice in the cases provided for in h) above; provided, however, that upon resolution duly passed by the City Council, that a traffic hazard exists at a nonconforming driveway or median opening which causes imminent danger to life and safety of property, then conformance may be required within a lesser period of time as set by the city council, but in no event less than 30 days. Each day’s delay of the owner in complying with such notice, after the expiration of the time specified, shall constitute a separate violation of this article. If conformance is not attained within the time allotted, the city may make the necessary removal and restoration and the cost thereof shall constitute a lien on said property.

j) Construction Specifications

All construction of driveways or median openings permitted under this article shall be done in a manner as defined herein, and as per the Standard Specifications for Road Construction in the Technical Manual, as amended. All construction of driveways shall be at the expense of the owner of the abutting property, unless such construction is a part of a major city-funded capital improvement project and/or ADA/sidewalk maintenance program.
H. Clear Sight Triangle

1. Applicability
   Roadways, including intersections, site entrances, and driveways shall comply with AASHTO standards and have sufficient visibility to allow motorists to easily travel and enter or exit safely, as well as protect pedestrians and bicyclists. An intersecting street or driveway may not be appropriate along a vertical curve when required sight distance from a side street or driveway is not attainable. If the City Traffic Engineer determines that it is essential that a side street or driveway intersect an arterial or collector along a vertical curve, then it may be necessary to reduce the vertical curve so that the necessary sight distance is available.

2. Clear Sight Triangle Required
   At any intersection of two roadways, a clear sight triangle shall be provided for an unobstructed path of sight.

3. Prohibited and Permitted Objects
   a) This area shall be kept clear of any development, landscaping, signage, storage, fencing, or any other object that could impair a driver’s view based on AASHTO standards.
   b) Objects that may be located in the clear sight triangle include, but are not limited to, hydrants, utility poles, utility junction boxes, and traffic control devices, provided that these objects are located to minimize visual obstruction. Objects under eight inches wide may be permitted by the City Traffic Engineer.

4. Required Dimensions
   a) The sight distance triangle is measured by connecting a point that is along the minor street’s edge of pavement and 15 feet from the edge of pavement of the major street, with a point that is distance (D) along the major street’s edge of pavement as shown in Figure 5-2-12. The area begins at two feet from the ground and extends vertically to nine feet.
   b) Figure 5-2-13 summarizes the minimum required sight distance (D) along the major road for a stopped vehicle on the minor street to cross the major street. If a roadway is divided with a median width of 20 feet or more for passenger vehicle crossings or 40 feet or more for truck crossings, the required sight distance may be based on a two-stop crossing and consideration given to the width of each one-way section at a time.
   c) Driveways are required to maintain a smaller clear sight triangle as shown in Figure 5-2-14. This triangle starts at the sidewalk and measures 11 feet on a side. The driveway sight triangle sides shall be measured from edge of the driveway at the front property line and along the front property line. This measurement shall also be used when the property line is located elsewhere other than back of sidewalk.
   d) The City Traffic Engineer may require larger clear sight triangles based AASHTO Standards.
   e) Warrant: The Development Review Committee may grant a warrant (see Sec. 1-3.E. Administrative Modifications) to allow an alternative configuration that remains compliant with AASHTO Green Book requirements for sight triangles or other safety concerns.

5. Required Site Plan Note
   The following note is required on all site plans: “Landscaping, signage, walls, fences, trees, and shrubbery between two feet and ten feet tall (as measured from the gutter pan) are not allowed within the clear sight triangle. Unique street and lot grades may require additional limitations within the clear sight triangle.”

6. Any existing trees located within the clear sight triangle will be allowed to remain if all branches are trimmed to a height of nine feet above the point where the pavement meets the edge of the gutter pan on the street immediately adjacent to the tree(s) in question.

7. No single post or column or combination of obstructions to view within the designated triangle shall exceed 12 inches in thickness at its greatest cross-section dimension.
Chapter 5. Development Standards
Sec. 5.2. Roads, Rights-of-Way, and Parking

Figure 5-2-12. Sight Triangle Diagram

Figure 5-2-13. Minimum Intersection Sight Distance

<table>
<thead>
<tr>
<th>Target Speed (MPH)</th>
<th>2 Lane Divided/Undivided*</th>
<th>3 Lane Undivided or 2 Lane Divided with 14 ft Median*</th>
<th>4 Lane Undivided*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Left Turn</td>
<td>Right Turn</td>
<td>Left Turn</td>
</tr>
<tr>
<td>20</td>
<td>230 ft</td>
<td>200 ft</td>
<td>240 ft</td>
</tr>
<tr>
<td>25</td>
<td>280 ft</td>
<td>240 ft</td>
<td>300 ft</td>
</tr>
<tr>
<td>30</td>
<td>340 ft</td>
<td>290 ft</td>
<td>360 ft</td>
</tr>
<tr>
<td>35</td>
<td>390 ft</td>
<td>340 ft</td>
<td>420 ft</td>
</tr>
<tr>
<td>40</td>
<td>450 ft</td>
<td>390 ft</td>
<td>480 ft</td>
</tr>
<tr>
<td>45</td>
<td>500 ft</td>
<td>430 ft</td>
<td>530 ft</td>
</tr>
<tr>
<td>50</td>
<td>560 ft</td>
<td>480 ft</td>
<td>590 ft</td>
</tr>
</tbody>
</table>

* The City Traffic Engineer may modify these requirements if grades exceed -3% to 3% as per AASHTO. The City Traffic Engineer may also modify clear sight triangles based on unique issues related driveways and intersections. Sight line restrictions shall be noted on the final plat.
Figure 5-2-14. Clear Sight Triangle for Driveways
Chapter 5. Development Standards
Sec. 5-2. Roads, Rights-of-Way, and Parking

I. Streetlighting

1. Applicability
   All subdivisions shall comply with the streetlighting provisions of this section. Streetlighting is necessary to provide illumination and other safety benefits for roadway users during nighttime hours. The City shall designate priority corridors and infill development areas to install streetlights in conformance with this section.

2. Purpose
   The purpose of streetlights is to provide drivers with quick, accurate, and comfortable visibility at night. Residents should realize that the streetlights are provided for traffic safety, not property or personal security. It is true that streetlights do provide some amount of security. This, however, is not their primary intent and streetlights shall not be installed for security reason alone. The following standards apply to all streetlighting to provide adequate illumination for development, minimize light pollution, and promote energy conservation.

3. General
   a) The subdivider/developer shall install streetlighting on all public and private streets.
   b) All new streetlighting or any modification to existing street lighting shall meet the most current version of IES RP-8 requirements, as amended. The following statement shall be added to all street lighting plans "This is to certify that the proposed street lighting system for (enter Project Name) complies with the street lighting standards and requirements set forth in the most current version of the Roadway Lighting ANSI/IES RP-8 standards as recommended by the Illuminating Engineering Society (IES)."
   c) Streetlighting shall be installed at the locations listed below. Meters shall also be installed to accommodate the streetlighting and to accommodate for any proposed future phases or development.
   d) The City will not maintain streetlighting for private development.
   e) All streetlighting fixtures, pole types, and hardware shall be selected from the City’s Traffic Signal and Street Lightings Approved Product List.
   f) All development should include an IES submittal to include digital submission of calculations including in the software format used.

4. Required Placement
   a) Spacing for streetlights shall be determined by the requirements of IES. Mounting heights shall be 25 feet on residential streets and 35 feet arterials and nonresidential streets.
   b) The subdivider/developer shall install streetlights at all intersections, including three- and four-way intersections. The streetlight shall be as close to the corner as possible. The location of streetlights shall be based on the geometry of the roadways to include pedestrian crosswalks and sidewalk locations. For roundabouts, lighting is required and shall be approved by the City Traffic Engineer.
   c) A streetlight shall also be required at the beginning of turnarounds of cul-de-sacs based on IES RP-8 requirements.
   d) City Council may waive or modify streetlight installation, placement, and spacing upon determination that an alternative configuration would be more desirable given the surrounding context (e.g., preservation areas, open spaces) or other site-specific features.

5. Installation and Maintenance Responsibility
   a) The subdivider/developer shall install all service connections and streetlight poles for a subdivision. All wiring for streetlights shall be underground unless overhead wiring is approved by the City. All streetlights shall be installed, powered, and operational prior to the issuance of any building permits.
   b) The subdivider/developer shall be responsible for the maintenance and cost of electricity to power the streetlights until such lights are accepted by the City.
   c) Easements shall be shown on the subdivision plat for all electrical service.
   d) Limited Access Facilities
      i) The City shall be responsible for lighting major streets going over or under a freeway that has been approved by the City. The City shall pay the monthly power bill for these lights.
ii) The City is not responsible for necessary lighting of structures or interchanges intersecting with local streets.

iii) The City may install streetlights at the intersection of local streets with frontage roads. The freeway frontage road is deemed to terminate at its approach to an off-ramp and begin at its connection to an on-ramp.

6. Streetlighting Requests

a) All streetlighting shall comply with IES RP-8 requirements.

b) Any request to relocate an existing City-owned streetlight must be pre-approved by the City Traffic Engineer prior to construction and will be relocated at the requesters’ expense. All electrical work shall be performed by an electrician licensed in the State of New Mexico working under a New Mexico licensed electrical contractor. All work shall comply with the City standards, NEC and MUTCD, and shall be coordinated with the City of Las Cruces Traffic Engineering section.

c) All lighting designs, pole designs, luminaire designs, and location of poles for all street lighting shall be approved by the City Traffic Engineer.

d) When considering streetlighting requests, the City Traffic Engineer will consider the following factors and thresholds:

i) Adjacent Land Uses
   a. Proximity to schools, parks, large community centers, places of worship, and other civic facilities;
   b. Upon petition of local residents and/or property owners; and
   c. Other locations where a study demonstrates a need.

ii) Arterial Streets
   a. Street lighting may be installed along arterial streets when traffic volumes, nighttime crashes, nighttime pedestrian use, and/or roadway hazards show a need for improved lighting.
   b. Minimum warrant considerations for arterial streets would be an average daily traffic in excess of 10,000 vehicles, and an 85th percentile speed of 40 miles per hour, or greater based on an engineering study.

iii) Collector Streets
   a. Street lighting may be installed along collector streets when traffic volumes, nighttime crashes, nighttime pedestrian use, and/or roadway hazards show a need for improved lighting.
   b. Minimum warrant considerations for collector streets would be an average daily traffic in excess of 5,000 vehicles, and an 85th percentile speed of 35 miles per hour or greater, based on an engineering study.

7. Underground Light Circuits for Subdivisions and Other Developments

a) In existing subdivisions/developments where all utilities are presently placed underground and no streetlights exist, the City is responsible for the installation of underground streetlight circuits.

b) In new subdivisions/developments, all street lighting shall be installed by the subdivider concurrently with other associated infrastructure improvements.

c) In subdivisions/developments where utilities exist overhead and the property owners choose to place these overhead utilities underground, the property owners will be responsible for underground streetlight circuit installation.

d) In new subdivisions/developments, all streetlight circuits are to be placed underground.

e) All new streetlights and associated components shall meet City lighting specifications.

f) Any existing street lighting systems annexed into the City shall be subject to review for compliance with applicable electrical standards. Failure to meet the requirements of those standards could result in possible condemnation; and lighting that does not meet the standards may be scheduled to be replaced with City standard streetlights as funds become available.

8. Street Lighting Location

a) Improved Streets

i) Consideration must be given to the effect pole placements have on abutting properties. In view of this, the City will make a reasonable concession in a lighting pattern, to avoid placing a pole at a point where it would have a detrimental effect on the abutting property. The City’s intent is to focus such concessions primarily on residential properties.
Streetlight Procedures for New Subdivisions

a) Preliminary Review

The developer, or a representative, shall submit to the Public Works Department section a master utility plan of a proposed subdivision, showing the electrical utility location runs and service points, either underground or above ground. Also, the master utility plan shall contain location of all utility lines (gas, water, sewer, fire hydrants, street lighting, etc.). Also, show location, botanical and common name, and mature size of trees and shrubs in the parkways and medians to be retained as part of the final parkway and median landscape plan. The transportation department will review the plan for streetlight locations, and connecting conduit runs to electrical service points. The plan shall be returned to the developer with any comments, for review by the developer’s registered New Mexico professional engineer. Upon satisfactory acceptance of the changes by City staff, said changes then shall be incorporated into the construction plans.

b) Developer Responsibility

The developer shall be required to construct the entire streetlight system within the local street system as well as on arterials and collectors associated with the development of the subdivision, complete in place. This includes, but is not limited to, all underground connecting conduits, wires, concrete foundations, poles, luminaries, fuses, fuse holders, ground rods, pull boxes, electrical service and controls, and lighting control systems. All streetlights and associated components shall comply with the City traffic standards and applicable electrical codes. All electrical work shall be performed by a journeyman electrician licensed in the State of New Mexico working under a New Mexico licensed electrical contractor. Energizing flat-rated street lighting systems will be the responsibility of the City as demand warrants based primarily on number of occupied homes within the subdivision.

c) City of Las Cruces Transportation/Street and Traffic Operations’ Responsibility

Upon request from the developer, the City Traffic Engineer shall provide the bolt circle template for streetlight foundations, as shown on the approved construction drawings.

d) Contractor/Developer Information Contact

For information concerning the below items, the contractor is to contact the designated Public Works project manager who will in turn consult with Transportation Department/Streets/Traffic Operations personnel, as needed:

i) Information concerning design specifications.

ii) Any conflict of streetlight locations, requiring relocation as a solution.

iii) Any changes or rerouting of conduit runs.
iv) Request for additional streetlights, within the scope of 6. Streetlighting Requests above.

v) Request to omit a streetlight, as shown on the plans.

vi) All other items concerning streetlights that are not shown above.

10. Modifications to Traffic Signals, Traffic Control Signs, Street Lights and/or Roadways

Any request to relocate an existing City-owned streetlight, traffic signal, or traffic control sign must be approved by the City Traffic Engineer prior to construction, and will be relocated, upon receipt of permission, at the requesters’ expense. All sign work shall be performed by a qualified signs and markings technician holding an International Municipal Signal Association (IMSA) level one or better certification or a pre-approved certification equivalent to IMSA. Signal work shall be performed by a qualified traffic signal technician holding an IMSA level two or better certification or a pre-approved certification equivalent to IMSA. All electrical work shall be performed by a journeyman electrician, licensed in the State of New Mexico, working under a New Mexico licensed electrical contractor. All work shall comply with the City standards and specifications, National Electrical Code and Manual on Uniform Traffic Control Devices and shall be coordinated with the Public Works Department.

a) When new development increases the traffic on an existing signalized or non-signalized intersection, the following actions may be required:

   i) A non-signalized intersection may have to be signalized.

   ii) An existing signalized intersection may have to be modified.

   iii) A signalized or non-signalized intersection's geometry may have to be modified.

   iv) The intersection may have to be reconstructed.

b) The signal maintenance shall be the responsibility of the City.

c) When traffic volumes increase on an existing roadway due to new development or increased land use density, the following actions may be required:

   i) The roadway may need to be reconstructed.

   ii) The roadway may need to be widened.

   iii) Additional turn-lanes may need to be constructed.

   iv) Additional roadways for ingress/egress may need to be constructed.

d) If a modification to an intersection or roadway is required, the permittee will be required to provide all or a portion of the funding for the improvements. The funding requirements shall be determined by the Public Works Director and will generally be a pro-rata share based on additional traffic loading being proposed.

e) Acceptable construction of all roadway or intersection modifications must be constructed before the development’s acceptance by the City.

f) A traffic signal warrant study per the Manual of Uniform Traffic Control Devices performed by a New Mexico registered professional engineer shall be required when the traffic impact analysis shows a drop in level of service below “B” on an intersection and/or intersections.

g) The City shall review the traffic impact analysis and the traffic signal warrant study to determine if a signal and/or modification to the roadway system is required.

11. Audible Pedestrian Traffic Signals

Audible pedestrian signals shall be installed based on MUTCD requirements, ADAAG, and FHWA as part of the traffic signal equipment.

12. Placement of Traffic Control Devices

a) The most current edition of the Manual on Uniform Traffic Control Devices (MUTCD) shall govern the use and placement of traffic control devices, whether temporary or permanent, within right-of-way.

b) All traffic control devices shall be installed complete and in place before any street or road is opened to public access. All traffic control devices shall be installed by a qualified signs and markings technician holding an IMSA Sign Level I or better certification (or a pre-approved certification equivalent to IMSA).
c) An approved traffic control plan for establishing temporary traffic control is required for any agency or qualified persons working within or next to any driving lane, sidewalk, multi-use path or at any other place that would impede the movement of other pedestrians or vehicles within the right-of-way. This includes but not limited to, any work that requires the use of any kind of traffic control devices such as cones, barrels, channeling devices, barricades, etc., being placed within the right-of-way.

d) All temporary traffic control devices shall be furnished, erected and maintained by the contractor or qualified responsible party. All traffic control devices shall only be erected and maintained by a qualified person certified in work zone safety (or a pre-approved certification equivalent to IMSA).

e) A traffic control plan shall be submitted to the Public Works Department through the formal plan review process prior to placement on any street under City jurisdiction. All plans shall comply with the most current edition of the MUTCD indicating dates, times and duration of work, traffic devices to be used, placement of devices, and the order that devices are to be placed and removed. An approved traffic control plan is required before any part of the public right-of-way is blocked or any traffic control device is placed within the right-of-way (this includes all traffic, vehicular, pedestrian, bikes, etc.) The approved traffic control plan must remain on-site or be immediately available and presented to Public Works staff for review to ensure the work zone is set up per plan. An emergency contact number for the contractor must also be provided. Failure to comply with this requirement may result in work stoppage, removal of traffic devices at the violators' expense, and citations per Sec. 1-1.G. Violations and Fines and applicable Las Cruces Municipal Code.

f) Any request to install or relocate an existing City traffic control device must be pre-approved by the City streets and traffic operations section prior to construction and will be at the requesters’ expense. All sign work shall be performed by a qualified signs and markings technician holding an IMSA Level I certification or better (or a pre-approved certification equivalent to IMSA).

i) Temporary Traffic Control Devices: All traffic control plans for placement of temporary traffic control devices within City right-of-way are required to be submitted to the Public Works Department and Transportation Department for approval. Traffic control plans shall include, but not be limited to the following information:

a. Spacing of appropriate signage shown in feet.

b. Calculation of taper lengths per the MUTCD.

c. Sign code references per the MUTCD.

d. Phasing of traffic control placement, as necessary.

e. Dates and times of day for short duration lane closures of ten working days or less.

Contractor is required to adhere to the approved traffic control plan regarding setup and duration of lane closure(s).

ii) Permanent Traffic Control Devices: In private developments, placement of all new signing and/or markings shall be the responsibility of the developer or owner. Placement shall be in accordance with the submitted sign plan as approved by the City Traffic Engineer. Maintenance of signage in private developments open to the public shall be maintained by the property owner. Property owners are responsible for ensuring ongoing maintenance for private streets, including streetlighting, traffic controls, and other related features.
J. Sidewalks and Multi-Use Paths

1. Applicability

Sidewalks or multi-use paths shall be installed on all public and private streets for new development. Sidewalks or multi-use paths shall also be installed on property on which a Building Permit is being issued that requires a Certificate of Occupancy.

2. Purpose

The purpose of this section is to improve the safety of residents by providing a separation between vehicles and sidewalk users, such as pedestrians or people with disabilities. In addition, sidewalks and multi-use paths promote physical activity for residents, especially when constructed with a parkway that includes street trees.

3. General

The following standards and requirements shall apply to sidewalks in the City.

a) Sidewalks or multi-use paths shall be provided along all roadways in accordance with Figure 5-2-1. Roadway Cross-Sections and shall comply with the Construction Standards within the Technical Manual and ADDAG standards.

b) Sidewalks shall have a minimum clear path width of a minimum of 5 feet on all streets. For multi-use paths, there shall be a minimum clear path of 8 feet for all streets. For any transit or bus stops, there shall be a minimum clear path of 8 feet that is perpendicular to the curb to allow for ADA accessibility. If a bus shelter is located at a stop, there should be a minimum of 20 feet along the length of the sidewalk that is a minimum of 8 feet wide.

c) Multi-use paths shall be concrete for the portion where any driveways are located.

d) Sidewalks shall not abut the curb unless topographic constraints exist or if insufficient right-of-way exists that does not allow for a parkway to be installed. If a sidewalk abuts a curb, then the sidewalk shall be a minimum of 6 feet wide.

e) Curb ramps shall be provided within a street right-of-way wherever an accessible route for pedestrians (sidewalk or pedestrian way) is required. The design and construction of curb ramps shall be in accordance with New Mexico Accessibility Standards.

f) Directional curb ramps shall be required on collectors and arterials.

4. The Planning & Zoning Commission may require sidewalks or multi-use paths to be wider than required by Figure 5-2-1. Roadway Cross-Sections for developments with higher densities, pedestrian-oriented developments, or areas with high pedestrian traffic.

5. Administrative Modification: The Development Review Committee may modify (see Sec. 1-3.E. Administrative Modifications) the requirements for sidewalks on individual streets or within subdivisions based on the following criteria.

a) Limited, confined infill in existing, developed single-family residential neighborhoods where sidewalks are not present and have not historically been provided.

b) On local streets within an approved subdivision where all the lots provide a minimum one-half acre lot area, and the adjoining properties have no sidewalks.

c) On local streets where pedestrian access is provided within the approved subdivision through an alternative sidewalk design not installed within the street right-of-way; provided, however, that an easement may be required to provide for the installation of traffic signage and signalization, utility services, or other similar facilities.

6. Timing for Sidewalk Construction

The timing of sidewalk construction shall be as required by this section unless a development agreement between the property owner and the City provides for alternative timing for construction or security has been provided in accordance with this section and Sec. 4-4.C.1.a).

a) New Subdivisions

i) For new subdivisions, sidewalks, hike and bike trails, landscaping, and curb ramps shall be installed by the subdivider at the time of road construction on all arterials and collectors, except on individual lots fronting on or siding up to local streets.

ii) For local streets, the subdivider may choose to provide security in accordance with this chapter and to delegate the requirement to construct such sidewalks, landscape, and curb ramps to the purchaser of a lot or the purchaser’s builder as a part of the building permit for a period of three years from the date of acceptance of the adjacent street. However,
at the end of the three-year time period, the developer shall make arrangements to complete the missing sidewalks, landscape and curb ramps or in lieu of such arrangements, the City may utilize the security to complete the sidewalks, landscape and curb ramps. As sidewalks, landscape and curb ramps are completed during the three-year period, the developer may request the partial release of security for the completed portions in accordance with this title.

iii) A developer of a new subdivision may contribute the projected cost of the sidewalk construction into an escrow fund or through other form of financial guarantee to delay the time of construction of the sidewalk according to procedures within this section.

b) Existing Developments

i) For existing developments, sidewalks are required as part of a Building Permit that requires a Certificate of Occupancy. New sidewalks or multi-use paths must be installed if they do not currently exist on the property or if existing sidewalks are less than six feet in width. In addition, new sidewalks must be installed if existing sidewalks are in disrepair and no longer safe for usage by pedestrians or people with disabilities.

ii) During the approval of a Building Permit, deviations may only be granted if unique conditions exist that do not allow for the required sidewalk or multi-use path to be constructed. Such conditions should be documented and authorized by the Building Official in writing based on evaluation of the site.

7. Sidewalk Construction

a) Sidewalks or multi-use paths required within an approved subdivision or development shall be installed as soon as reasonably possible after the first Building Permit is issued for each lot, or portion thereof, within the subdivision or development.

b) The property owner (for local streets) or subdivider/developer (for arterials or collectors) of the lot, or portion thereof, for which a Building Permit has been issued shall be responsible for construction of the sidewalk or multi-use path.

c) No Certificate of Occupancy for the property shall be issued until the sidewalk or multi-use path has been inspected and approved by the City.
K. Off-Street Parking

1. Applicability
   a) General
      All new or modified traffic control devices within City right-of-way or any off-street parking areas shall meet MUTCD requirements and receive approval by the City Traffic Engineer.
   b) New Development
      All new development shall provide off-street vehicular parking, bicycle parking, and loading areas in accordance with the standards of this section.
   c) Addition or Expansion
      If an existing structure or use is expanded or enlarged (in terms of the number of dwelling units, floor area, number of employees, or seating capacity), any additional off-street vehicular parking, bicycle parking, and loading spaces that may be required shall be provided in accordance with the requirements of this section for the expanded or enlarged part of the structure or use, subject to Sec. 3-4.G. Nonconformities.
   d) Change in Use
      Any change in use of an existing structure or land shall be accompanied by provision of any additional off-street vehicular parking, bicycle parking, and loading spaces required for the new use unless accommodated by 4.c) Off-Street Parking Alternatives and Reductions below or another mechanism within this Development Code.

2. Purpose
   The purpose of this section is to:
   a) Ensure that off-street vehicle parking, bicycle parking, loading, and access demands associated with new development are met within the context of surrounding land uses and neighborhoods;
   b) Allow flexibility in addressing vehicle parking, loading, and access issues by presenting a menu of strategies to address parking issues rather than only parking space requirements;
   c) Ensure that off-street parking, loading, and access demands associated with new development are met without adversely impacting surrounding land uses and neighborhoods;
   d) Accommodate safe and convenient movement of vehicles, bicycles, pedestrians, and transit.

3. Parking Plan Required
   a) Applications for development subject to this section shall include a parking plan, which shall accurately designate the number and location of required parking spaces, access aisles, and driveways, and the relation of the vehicular off-street parking facilities and bicycle parking facilities (if applicable) to the development they are designed to serve, including how the parking facilities coordinate with the vehicular, pedestrian, and bicycle circulation systems for the development.
      i) The Community Development Director may waive this requirement if the Director determines that a parking plan is not necessary to demonstrate the proposed development’s compliance with the standards in this section based on the size and configuration of proposed and existing parking and loading areas on the site.
   b) Site plans shall specify the proposed land uses before a building permit will be issued. In any space on a property that does not have the land use specified, the number of parking spaces allowed will be based on an average of the allowed land uses requiring the least and the greatest number of motor vehicle parking spaces.

4. Minimum and Maximum Off-Street Vehicular Parking Requirements
   a) Required Off-Street Parking Spaces
      Development shall provide at least the number of off-street vehicular parking spaces required by Figure 3-3-1. Permitted Use Chart, based on the proposed use(s), subject to c) Off-Street Parking Alternatives and Reductions.
b) Calculation of Requirements

i) Fractions

When calculation of the number of required spaces results in a fractional number, any fraction of 0.5 or greater shall be rounded up to the next higher whole number and any fraction of less than 0.5 shall be rounded down to the lower whole number.

ii) Maximum Requirements

New development shall not provide more than 125 percent of the minimum number of off-street vehicular parking spaces in Figure 3-3-1. Permitted Use Chart based on the proposed uses(s).

a. Administrative Modification: The Development Review Committee may modify (see Sec. 1-3.E. Administrative Modifications) the requirements to allow more parking than the maximum established by ii) above to up to 150 percent of the minimum required spaces. Such modification shall require the submittal of a parking demand study prepared by a professional transportation engineer demonstrating the need for the additional parking and outlining any low-impact development techniques that will be employed to accommodate the increased stormwater runoff.

iii) Area Measurements

All square-footage-based parking and loading requirements shall be computed on the basis of gross floor area of the subject use. For the purposes of parking calculations, the gross area of any parking garage within a building shall not be included within the gross floor area of the building.

iv) Determining Number of Seats

When seating consists of benches, pews, or other similar types of seating, each 20 linear inches of seating space shall be counted as one seat. Where parking requirements relate to movable seating in auditoriums and other assembly rooms, each 15 square feet of net floor area shall be considered equal to one seat.

v) Parking and Loading for Multiple Uses

Lots containing more than one use shall provide parking and loading in an amount equal to the total of the requirements for all uses unless reduced through a shared parking agreement or other provision within this Code.

vi) Parking and Loading for Unlisted Uses

For uses not expressly listed in Figure 3-3-1. Permitted Use Chart, the Community Development Director is authorized to:

a. Apply the off-street parking space requirement specified for the listed use that is deemed most similar to the proposed use (based on operating characteristics, the most similar related occupancy classification, or other factors determined by the Director); or

b. Establish the off-street parking space requirement by reference to parking resources published by the Institute of Traffic Engineers (ITE) or other acceptable source of parking demand data; or

c. Establish the off-street parking space and loading requirements based on a parking and loading demand study prepared by the applicant according to vii) below.

vii) Discretionary Requirement Based on Demand Study

Uses that reference this subsection in Figure 3-3-1. Permitted Use Chart have widely varying parking and loading demand characteristics, making it difficult to specify a single off-street parking or loading standard. Upon receiving an application for a use subject to this subsection, the Community Development Director shall apply the off-street parking and loading standards on the basis of a parking and loading demand study prepared by the applicant. Such a study shall estimate parking demand for the proposed use based on the recommendations of the Institute of Traffic Engineers (ITE), Urban Land Institute, the International Council of Shopping Centers, the American Planning Association, or other acceptable source of parking demand data for uses and/or combinations of uses of comparable activities, scale, bulk, area, and location.

c) Off-Street Parking Alternatives and Reductions

i) Approval of Parking Alternatives
The following provisions are methods to reduce the number, size, and/or square footage of area required for on-site parking. These methods cannot be applied to any provision regarding parking for persons with disabilities. The Community Development Director may approve parking alternatives to the off-street parking spaces required by Figure 3-3-1. Permitted Use Chart in accordance with one or more of the standards in this section.

ii) Shared and Joint Use of Parking Areas
   a. Shared Parking Areas
   When a mix of uses are located on one site or adjacent properties, applicants are encouraged to seek shared parking agreements to reduce the amount of required parking.
      i. These agreements shall be approved as to form and content by the City Attorney and Community Development Director and must be referenced on the Final Plat, Site Plan, and/or Certificate of Occupancy.
      ii. Agreements may be made with adjoining property owners regardless of the hours of operation of the adjoining uses.
      iii. In combining parking requirements, a minimum of 75 percent of the required off-street parking for all uses shall be met. At least 60 percent of a use’s required parking must be on-site.
      iv. Adequate and safe pedestrian access by a walkway protected by a landscape buffer or a curb separation and elevation from the street grade shall be provided between the shared parking areas and the primary pedestrian entrances to the uses served by the shared parking.
      v. Signage shall be provided to direct the public to the shared parking spaces.
      vi. An agreement for shared and joint use of parking areas shall become null and void if there is a change in the specific land uses that are covered by the agreement, platting, or re-platting of the land. In these instances, a new agreement shall be required.
   b. Shared Driving Aisles and Curb-Cuts
   Abutting properties shall share driving aisles to the extent practicable. A written agreement shall establish the conditions of joint use, of maintenance requirements and of ingress/egress requirements. The joint use of a driving aisle does not exclude the minimum parking requirements for the abutting lots. The agreement shall be properly executed by the owners of all affected properties and approved as to content and form by the City Attorney and Community Development Director.

iii) Walkable, Mixed-Use, and Infill Development
   For pedestrian-oriented, mixed-use development, the total requirement for off-street vehicular parking facilities shall be subject to this section, with modifications set forth below.
   a. To reflect the reduced automobile use associated with pedestrian-oriented, mixed-use developments, uses within a zoning district that are part of a mixed-use development shall be eligible for the following reductions from the minimum off-street parking requirements:
      i. DDC, Downtown Development Code: 100 percent parking reduction;
      ii. TCO, Town Center Overlay or MXCO, Mixed Use Corridor Overlay: 30 percent parking reduction; and
      iii. Urban Character Area district: 15 percent parking reduction.
   b. The total number of parking spaces required of a use or uses may be further reduced by the Director if the applicant prepares a parking demand study that demonstrates a reduction is appropriate based on the expected parking needs of the development, availability of mass transit, and similar factors. The parking and loading demand study shall be prepared pursuant to b)vii) Discretionary Requirement Based on Demand Study.

iv) Off-Site Parking
   a. Up to 40 percent of the required parking spaces may be provided on property separate from the property served, provided all of the separate parking is within 500 feet from the property served. Required accessible spaces must be provided off-street and on-site.
   b. Adequate, safe, and well-lit pedestrian access shall be provided between the off-site vehicular parking area and the primary pedestrian entrances to the use served by the off-site parking.
c. A parking agreement assuring that the allowed off-street parking is required for the life of the land use shall be properly executed by all the separate property owners, approved as to content and form by the City Attorney and the Community Development Director, referenced on the Final Plat, Site Plan, and/or Certificate of Occupancy, and submitted to the Community Development Director.

v) On-Street Parking

In areas where on-street parking is permissible and verified by the City Traffic Engineer, this parking can be used for up to 25 percent of the required parking of a use provided that the on-street parking is within the area of the property on which the use is located. Required accessible spaces must be provided off-street and on-site.

vi) Bicycle Parking Spaces

a. One motor vehicle parking space can be replaced with four short-term bicycle spaces or two long-term bicycle spaces.
   i. If only short-term bicycle parking is used, this option can be used for not more than five vehicle spaces or not more than ten percent of the vehicular parking spaces, whichever is less.
   ii. If long-term bicycle parking is used for all or part of the bicycle parking, this option can be used for up to seven vehicle spaces or not more than 15 percent of the vehicular parking spaces, whichever is less. See 8.d) Long-Term Bicycle Parking Standards for requirements.

b. Bicycle parking facilities shall meet the design standards found in the Technical Manual.

vii) Parking Structure

A 20 percent reduction in the total number of required parking spaces will be granted if the required parking is provided in a parking structure that is two stories or more.

viii) Administrative Modification: The Development Review Committee may modify (see Sec. 1-3.E. Administrative Modifications) the requirements to reduce the amount of parking required by this Code (including any reductions provided for herein) by up to 25 percent based on the following criteria:

a. Unique nature of development anticipated to result in more pedestrian, bicycle, rideshare, or transit trips than a typical development; or

b. Reuse of an existing site where the change in use triggers a requirement for increased parking, but such parking is not anticipated to create parking issues in adjacent areas or neighborhoods.

5. Parking Layout

a) Requirements for Lots with More than 50 Parking Spaces

i) Parking Location

No more than 50 percent of off-street parking may be located between the front façade and a public street unless outlots are present.

ii) Sub-Lots and Pedestrianways

a. Large surface parking lots shall be visually and functionally segmented into several smaller sub-lots by landscaped areas. Each sub-lot shall contain a maximum of 50 parking spaces. An additional 50 parking spaces are allowed per sub-lot if the landscaped area exceeds the minimum established in Sec. 5-7.D.5. Parking Lot Landscaping by at least 20 percent.

b. For every parking sub-lot, a landscaped median/divider at least 15 feet wide shall be installed to break up the sub-lots. These medians shall contain pedestrian accessways to offer safe, marked routes between parking spaces and building entries.

iii) Pedestrian Circulation

An internal pedestrian accessway, at least six feet in width and ADA accessible, must be provided from the perimeter sidewalk to the primary public entrance. Internal pedestrian walkways must be distinguished from driving surfaces by textured, painted, and/or raised surface.

iv) Additional Landscaping
Up to a ten percent reduction in the required number of parking spaces will be allowed if additional shade trees are provided beyond the requirements of Sec. 5-7.D.5 Parking Lot Landscaping. Each parking space eliminated through this option shall be replaced with a minimum of two trees.

a. Trees, two-inch caliper minimum, located within the parking area shall maintain a minimum of six feet before the first lateral branch and shall reach a canopy diameter at maturity of 20 feet.

b. Trees shall be located in an island or planter in which the tree trunks shall be protected from motor vehicles.
   i. A barrier such as a curb, wheel stop, or bollard shall be used as protection.
   ii. Islands shall be a minimum of five feet wide, have a minimum area of 34 square feet and a raised border of at least four inches in height.

b) Tandem Parking Spaces

Tandem parking provides for two or more parking spaces, one behind the other, where access to one parked vehicle can only be gained through the abutting space. Tandem parking can be utilized for no more than 50 percent of all required parking spaces to reduce the amount of driving aisle required. Tandem parking shall only be utilized for specific, property owner/manager controlled cases such as:

i) Residential parking, when both spaces are designated for a single dwelling unit;

ii) Employee parking;

iii) Company owned vehicles; or

iv) Controlled parking situations (funeral homes, sporting events, car rental or truck agencies).

6. Off-Street Parking in the Historic Districts

In particular circumstances, it is possible to allow exceptions to certain parking requirements for small businesses within [Update: R-4, O-1, O-2, C-1 and C-2] zones located within the Alameda-Depot or the Original Townsite/Mesquite Street Historic Districts in exchange for the improvement or maintenance of the subject property in terms of building improvements and/or landscaping. The intent of these provisions is to provide a tool to help facilitate the use of older buildings in these districts in addition to maintaining and improving their overall appearance.

a) Qualified Businesses

i) An attempt must first be made to meet parking, landscaping, and drainage requirements. If the subject property cannot physically meet the requirements in either of these sections or can demonstrate aesthetic concerns due to parking lot requirements, is in one of the City’s historic districts, is located in an appropriate zoning district, and meets the established criteria listed in this section, a property/business owner may apply for a parking exception in a historic district.

ii) An exception for off-street parking in historic districts may not be granted to a property requiring nine or more parking spaces. All uses, whether residential, office or retail, situated on a particular parcel, are considered when calculating parking requirements. However, when there is available off-street parking that complies with current zoning code requirements for any residential units located on a property, those parking spaces will not be counted as a part of that business’ requirement).

iii) Only those businesses that are located adjacent to streets that have a minimum clear width of 26 feet will be considered for these exceptions.

b) Permitted Exceptions

i) Applicants may request one or more exceptions to the typical parking requirements, found elsewhere in this section, for the business. Under these parking exceptions, a business will be able to utilize on-street parking for a maximum of eight parking spaces in lieu of the off-street parking area requirement. If a business is able to provide off-street parking, but cannot meet back-up and/or driving aisle requirements, exceptions to the length of required back-up and/or driving aisles may also be requested.

ii) Every effort to provide as many off-street parking spaces as possible for the business should be attempted and may become a condition of any exception granted at the discretion of the Community Development Director. Additionally, all ADA provisions must be met.
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iii) Businesses that are granted an exception(s) are expected to provide a landscaped area of 15 percent as well as any needed building improvements, e.g., new roofing, repairing cracks in walls, chimney repair, repairing fencing, patching and painting walls, as a benefit to the neighborhood and general community. All landscaping and building improvement information will be provided as a part of the application/letter of intent. The Community Development Director may forego the entire or a portion of the landscaped area if an applicant can demonstrate that the subject property cannot physically support this requirement).

c) Application Procedure

i) Applicants shall submit to the Community Development Department a letter of intent that describes the nature of the business, location, the number of employees working at the business at any one time, expected number of customers on a typical weekday and weekend, what exceptions are being requested, why allowing these exceptions will not create a negative impact to the surrounding area, what benefit to the City/neighborhood will result from this request in terms of building and landscaping improvements, and any other information deemed necessary by the Community Development Director. Those applying for back up and/or driving aisle exceptions only must also demonstrate that exceptions to these requirements will not create a hazard to the surrounding area.

ii) With the information included in the letter of intent, the Community Development Director will determine whether the proposal will create a negligible impact to the surrounding area and if property improvements can be considered as a benefit to the neighborhood/community. Should the Community Development Director determine that the proposal is unacceptable, applicants may apply for the appropriate variances with the Planning & Zoning Commission. If an exception is issued, the Community Development Director will issue a certificate of parking exception. These provisions shall only pertain to the specific type and size of business that applies for and is granted an exception(s) and not for any future business that differs in any way from the original application request. The certificate of parking exception must be filed with the County Clerk’s Office and kept as a record of the property.
7. General Standards for Off-Street Vehicular Parking and Loading Areas

a) Size of Parking Spaces and Driving Aisles

The minimum dimensional requirements for parking stalls and driving aisles are shown in Figure 5-2-15. Twenty-four feet is the minimum two-way driving aisle width, including non-dedicated streets or private drives, when there is no parking on both sides of the driving aisle. Twelve feet is the minimum width for a one-way driving aisle. The City Fire Department may require wider driving aisles whenever necessary to address fire and safety concerns as addressed in the International Fire Code, as amended.

**Figure 5-2-15. Minimum Dimensional Requirements for Parking Stalls and Driving Aisles**

<table>
<thead>
<tr>
<th>Parking Angle</th>
<th>Stall Width</th>
<th>Stall Length</th>
<th>Stall Base</th>
<th>Stall Depth</th>
<th>Width of One-Way Aisle</th>
<th>Width of Two-Way Aisle</th>
</tr>
</thead>
<tbody>
<tr>
<td>30 degrees</td>
<td>9'</td>
<td>19'</td>
<td>18'</td>
<td>17.3'</td>
<td>12'</td>
<td>27'</td>
</tr>
<tr>
<td>45 degrees</td>
<td>9'</td>
<td>19'</td>
<td>12.7'</td>
<td>19.8'</td>
<td>13'</td>
<td>27'</td>
</tr>
<tr>
<td>60 degrees</td>
<td>9'</td>
<td>19'</td>
<td>10.4'</td>
<td>21'</td>
<td>18'</td>
<td>27'</td>
</tr>
<tr>
<td>90 degrees</td>
<td>9'</td>
<td>19'</td>
<td>9'</td>
<td>19'</td>
<td>27'</td>
<td>27'</td>
</tr>
<tr>
<td>0 degrees (parallel)</td>
<td>9'</td>
<td>22'</td>
<td>22'</td>
<td>9'</td>
<td>12'</td>
<td>27'</td>
</tr>
</tbody>
</table>

**NOTES:**
- Driving/back-up aisles are not required for one single-family dwelling per lot or one duplex per lot. All other land uses shall provide driving aisles when parking stalls are required.
- All angle parking, except 90 degree and parallel parking shall have aisles designed for one-way traffic flow only, except that two-way traffic is permitted in designs approved by the Community Development Director.
- All parking lot designs shall have primary ingress and egress to a public street or access easement. Secondary access only may be to an alley. However, access to or from an alley and parking lot is permitted if single-family or duplex dwelling units are located on property that abuts the alley. Primary ingress/egress to an alley is permitted for single-family and duplex dwelling units.
- Except for single-family or two-family dwelling units, parking and loading areas shall be arranged so that vehicles will not be required to back out of parking or loading spaces directly into a public way. Circulation within a parking lot shall be designed to minimize aisles with one inlet/outlet. Aisles with only one inlet/outlet shall provide “back outs” for end spaces.
- Land uses that involve the servicing of motor vehicles shall not service vehicles in the required parking stalls.
- Driving aisle widths for gas stations shall comply with the Technical Manual.

i) Compact Vehicle Parking

a. Up to 10 percent of the total number of required parking spaces may be used for compact vehicle parking; provided, that the total number of required off-street parking spaces is provided on site.

b. Compact parking spaces shall be eight feet wide by 18 feet long for 90-degree parking or the equivalent dimensions required for an angle space to maintain the 8-foot by 18-foot rectangle.

c. A total of 15 percent compact spaces may be permitted if an additional five percent of the total on-site parking spaces are provided as off-site shared parking, as approved by the Community Development Director or City Traffic Engineer.

d. Compact spaces shall be clearly signed and marked “Compact Only.”

ii) Gas pump islands designed to accommodate two or more vehicles on each side: A minimum of 24 feet (perpendicular) shall be provided between gas pump islands, islands and buildings, curbs, other types of driving aisle obstructions, and between the back of parking spaces and the end of the gas pump vehicle space. (Distance may be reduced to 18 feet between parking spaces and pump vehicle spaces if one-way and angle parking.)
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iii) Gas pump islands designed for one vehicle on each side: A minimum of 18 feet (perpendicular) shall be provided. (24 feet required between parking spaces and pump vehicle spaces unless one-way and angle parking.)

iv) Diesel pump islands for tractor-trailer trucks only; no automobiles or recreational vehicles will use these pumps. A site plan shall show diesel pumps spaced at least 17 feet, center-to-center distance, with a minimum of 14 feet of one-way driving clearance between pump islands.

b) Parking and Storage of Large Motor Vehicles

Subsections i) through v) below apply to all areas other than the Rural Character Area.

i) Parking and storage areas for any motor vehicle or its appurtenances, including the necessary driveways to get to and from the parking and storage areas, shall not cover more than one-half of any open area between the front, including the secondary front, of the main dwelling and the front property line in a single-family or duplex property, except in the case of a lot on a cul-de-sac, up to two-thirds of any open area between the front of the main dwelling and the front property line may be used. Townhouse lots may use up to three-fourths of any open area between the front, including the secondary front, of a building or structure and the front property line.

ii) No motor vehicle or its appurtenances shall be parked or stored on any sidewalk within any public right-of-way or protrude onto any public right-of-way.

iii) Recreational vehicles and motor vehicle appurtenances, e.g., RVs, camper shells, boats, trailers, boat on trailer, camper shell on truck, shall be limited to a maximum of one per main dwelling unit within any open area between the front and side of the main dwelling and the front and side property lines with no limit in the rear open areas.

iv) The land area in front of or to the side of the main dwelling on which the recreational vehicle or motor vehicle appurtenance is parked or stored shall be graveled or paved. No parking or storage of recreational vehicles and motor vehicle appurtenances shall be permitted on graveled areas considered to be part of the property’s landscaping.

v) No parking or storage of recreational vehicles and motor vehicle appurtenances shall be located within a ten foot (side property line) by 20 foot (front property line) clear sight triangle at the front property line on interior lots and within the clear sight triangle on corner lots.

c) Parking Spaces for Persons with Disabilities

Parking spaces for persons with physical disabilities shall comply with federal law, Americans with Disabilities Act, and the Technical Manual. Such a place shall be designated by a conspicuously posted sign bearing the international sign of accessibility.

d) Wheelstop Provisions

i) Size Requirements: Six feet in length, six inches in height.

ii) Horizontal in Placement: Two feet from base of parking space, securely anchored to parking surface.

iii) Materials: Wheel stop material shall be compatible and appropriate to the site. Materials such as concrete, railroad ties, landscape timbers, or molded steel may be used.

iv) Alternative Wheel Stop Methods:

a. Adjacent to sidewalk: When the parking space base is adjacent to a six-foot required sidewalk, the sidewalk may be widened to six feet, essentially making two feet of the sidewalk the wheel stop.

b. Adjacent to building, structure, wall or fence: When a parking space base is adjacent to a building structure or wall, a two-foot pad or landing may be constructed adjacent to the structure or wall. The pad or landing’s construction must be of a minimum asphalt standard. The pad or landing cannot take the place of a required sidewalk.

c. Adjacent to landscaping/aggregate: Low lying (no taller than three inches and below the top of the curbing) landscape may be placed within the two-foot area where the pad or landing would be present. The landscaping shall be enclosed by a six-inch curb and be properly irrigated.

v) Parking Space Measurement: When utilizing one of the alternative wheel stop methods, the parking space length will be measured two feet less or 17 feet.

vi) Exceptions: One and two-family dwellings are not required to provide wheel stops.
Alternatives

a) adjacent to sidewalk  
b) adjacent to building, structure, wall or fence

e) Construction and Maintenance of Parking Areas

i) Single-Family Homes, Townhouses, and Duplex, Triplex, or Quadplex Developments

Crushed stone or crusher fines is the minimum surface that may be used for driveways or parking areas for Single-Family Homes, Townhouses, and Duplex, Triplex, or Quadplex developments.

ii) All Other Developments

a. Surfacing Requirements

All vehicular use areas must be surfaced with one of the following materials:

i. Pervious and impervious asphaltic concrete;

ii. Pervious and impervious cement concrete;

iii. A penetration treatment of bituminous material and seal coat of bituminous binder and mineral aggregate; or,

iv. Alternative surfacing as determined appropriate by the Fire Marshal and Public Works Director.

The surface must be maintained in a smooth, durable, and well-drained condition and be kept clear of debris or other accumulated refuse.

b. Striping

Parking spaces, back-up aisle, loading areas, entrances, exits, and clear sight triangles shall be appropriately marked to indicate their location.
c. Landscaping and Irrigation
   Landscaping and an irrigation system in compliance with Sec. 5-7. Landscaping will be required with the installation of a parking area.

d. Drainage
   Drainage shall comply with Sec. 5-3. Drainage, Flood Control, and Erosion Mitigation and all other City regulations. Excess flow and volume shall be detained or retained on site. The installation of a parking area may require a drainage facility.

8. Bicycle Parking Standards
   a) Minimum Required Bicycle Parking
      Bicycle parking spaces (short-term and long-term) are required in accordance with Figure 3-3-1. Permitted Use Chart, based on the development’s principal use(s):
         i) New development; and
         ii) Any individual expansion or alteration of a building existing prior to the effective date of this ordinance if the expansion increases the building’s gross floor area by 50 percent or more, or the alteration involves 50 percent or more of the building’s gross floor area (including interior alterations), provided no long-term bicycle parking is required if the building has a gross floor area of less than 2,500 square feet after the expansion or alteration.

   b) Bicycle Parking Reduction
      The Community Development Director may reduce the number of bicycle parking spaces required due to building site characteristics.

   c) General Bicycle Parking Standards
      Required off-street bicycle parking spaces shall be provided with bike racks, bike lockers, or similar parking facilities that comply with the following standards:
         i) Located on the property in a way that provides the optimum security for the bicycles;
         ii) Located on a paved or similar hard, all-weather surface, having a slope not greater than three percent;
         iii) Well-lit and accessible to the public or bicyclists after dark;
         iv) Does not interfere with pedestrian or bicycle traffic;
         v) Identified with adequate signs and striping;
         vi) Protected from conflicts with vehicular traffic;
         vii) Located as near as practicable to the main entrance of the building they are intended to serve; however, directional signage shall be provided where a bicycle parking space is not visible from a main entrance to the building for which the bicycle parking space is required; and
         viii) Designed in accordance with the Technical Manual.

   d) Long-Term Bicycle Parking Standards
      In addition to the General Bicycle Parking Standards above, long-term bicycle parking spaces shall comply with the following standards:
         i) Long term bicycle parking space shall be provided as indicated in Figure 3-3-1. Permitted Use Chart.
         ii) Long term bicycle parking shall include one of the following features:
             a. A bicycle locker or similar structure manufactured for the sole purpose of securing and protecting a standard size bicycle from rain, theft, and tampering by fully securing the bicycle in a temporary enclosure; or
             b. A secured and dedicated bicycle parking area provided either inside the principal building on the lot, within a parking structure, or in a building located elsewhere on the lot. The secured and dedicated bicycle parking area shall be designed to protect each bicycle from weather, theft, and vandalism.
iii) Long term bicycle parking shall be located within 600 feet of a public entrance to the building for which the space is required, measured along the most direct pedestrian access route; a long-term bicycle parking space located in a bicycle parking area serving more than one use shall be located within 900 feet of a public entrance to the building for which the space is required, measured along the most direct pedestrian access route.

iv) Bicycle Parking Design Standards

The bicycle parking design standards included in the Technical Manual define the types of bicycle lockers and racks that shall be used for bicycle parking in commercial, office, and multi-family apartment land uses and their placement on the site. The spacing from walls and other racks, as well as two-point design, shall be approved by the Community Development Director. The Community Development Director shall have final approval on all provided bicycle parking facilities.

9. Loading and Stacking

New development involving routine vehicular delivery or shipping of goods, supplies, or equipment to or from the development shall provide a sufficient number of off-street loading berths to accommodate the delivery and shipping operations of the development’s uses in a safe and convenient manner.

a) Number and Size of Loading Berths Required

i) Each loading berth shall be of sufficient size to accommodate the types of vehicles likely to use the loading area, at the discretion of the Community Development Director.

ii) A minimum stacking distance of 40 feet shall be provided at all ingress/egress access drives intersecting with a street. Other distances may be approved by the Director if warranted by lot size and configuration.

iii) Figure 5-2-17 sets forth the minimum number of loading berths.

   a. Administrative Modification: The Development Review Committee may modify (see Sec. 1-3.E. Administrative Modifications) the requirements to reduce the required loading space if warranted by the building’s use.

b) Location, Screening, and Arrangement of Loading Areas

i) Off-street loading berths shall be located and arranged so that vehicles can maneuver for loading and unloading entirely within the property lines of the site and are not required to back onto or from a public street.

ii) Required off-street loading spaces shall not be permitted in any front setback area or in any required street side setback area.

iii) Off-street loading spaces may occupy all or any part of a required rear setback area where visibility from public streets and windows of neighboring buildings will be minimized.

iv) Loading areas shall not interfere with parking lot maneuvering areas.

v) State and City streets or rights-of-way shall not be used for loading and unloading purposes.

vi) Off-street loading berths shall be located and/or screened so they are not visible from any thoroughfare or collector street right-of-way or from adjacent lands that are classified in a residential zoning district or developed with a residential use.

<table>
<thead>
<tr>
<th>Gross Floor Area (sf)</th>
<th>Number of Loading Berths</th>
<th>Size of Each Loading Berth</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 10,000</td>
<td>None</td>
<td>N/A</td>
</tr>
<tr>
<td>10,000 to 29,999</td>
<td>1</td>
<td>10 feet x 25 feet</td>
</tr>
<tr>
<td>30,000 to 100,000</td>
<td>2</td>
<td>12 feet x 50 feet</td>
</tr>
<tr>
<td>More than 100,000</td>
<td>2, plus 1 additional loading berth for every 100,000 square feet beyond the first 100,000 square feet</td>
<td>14 feet wide x 50 feet long x 14 feet high</td>
</tr>
</tbody>
</table>
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c) Vehicle Stacking Areas

The minimum stacking lane requirements are as follows:

i) Length required: 60 feet for non-drive-thru situations. The minimum length for drive-thru shall be determined by a Traffic Impact Analysis or other type of analysis approved by the City Traffic Engineer.

ii) Width required: Ten feet, except nine feet of drivable area at the point of service.

iii) The measurement of the length of the stacking lane begins at the middle of the last point of service and ends at the point of entry of the lane.

iv) A stacking lane shall be designed in a manner that permits appropriate traffic circulation and avoids congestion in the parking area.

v) The minimum radius of a stacking lane shall be 25 feet.

d) Where traffic flow is controlled by an entry gate, guard house, or drive-through service facility, an adequate stacking lane, approved by the City Traffic Engineer, shall be provided in a manner that does not interfere with maneuvering into parking spaces or traffic flow of aisles, streets, bike paths, or sidewalks.