

Council Action and Executive Summary

Item # 17 Ordinance/Resolution# 2600 Council District: 5

For Meeting of February 7, 2011
(Adoption Date)

TITLE: AN ORDINANCE APPROVING A MAJOR AMENDMENT TO THE SIERRA NORTE MASTER PLAN; A ZONE CHANGE REQUEST FROM MULTIPLE ZONING DISTRICTS TO PUD (PLANNED UNIT DEVELOPMENT); AND A REQUEST FOR APPROVAL OF A CONCEPT PLAN FOR THE PUD TO BE KNOWN AS METRO VERDE SOUTH. THE INTENT OF THE CONCEPT PLAN IS TO DEVELOP A MIXED-USE DEVELOPMENT THAT ENTAILS RESIDENTIAL, COMMERCIAL, OFFICE, RETAIL, AND MANUFACTURING DEVELOPMENT COMBINED WITH OPEN SPACE AREAS. THE SUBJECT PROPERTIES ENCOMPASS 892 ± ACRES OF LAND AND ARE GENERALLY LOCATED SOUTH OF THE FUTURE EXTENSION OF ARROYO ROAD, NORTH OF THURMOND (ENGLER) ROAD, AND GENERALLY WEST OF THE FUTURE EXTENSION OF SONOMA RANCH BOULEVARD. SUBMITTED BY DVI ON BEHALF OF SIERRA NORTE LAND HOLDINGS LLC, UNITED LAND GROUP OF NEW MEXICO LLC. AND JAMES A. & JOSEPHINE A. PHILLIPS, PROPERTY OWNERS (PUD-10-04).

PURPOSE(S) OF ACTION: To amend the Sierra Norte Master Plan and a zone change request from multiple zoning districts to PUD (Planned Unit Development) for a proposed development known as Metro Verde South.

Name of Drafter: Adam Ochoa <i>AO</i>		Department: Community Development		Phone: 528-3204	
Department	Signature	Phone	Department	Signature	Phone
Department Director	<i>[Signature]</i>	528-3066	Budget	<i>[Signature]</i>	541-2107
Other			Assistant City Manager		541-2271
Legal	<i>[Signature]</i>	541-2128	City Manager	<i>[Signature]</i>	541-2076

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

In 2006, the City of Las Cruces approved an annexation known as Sierra Norte. The annexation consisted of 1964.488 ± acres and included a master plan that identified 57 planning parcels. Sierra Norte was also initially zoned with various zoning designations ranging from single-family residential, multi-family residential, commercial, and light manufacturing.

The applicant is seeking to amend 27 planning parcels within the Sierra Norte master plan as well as rezone 892 ± acres of the original master planned area from various initial zoning districts to PUD (Planned Unit Development). As part of the rezoning process, the applicant

has also submitted a concept plan for the PUD to be known as Metro Verde South. For specifics on what parcels and zoning districts of the original Sierra Norte master plan are being amended please refer to Attachment "A" of this CAES packet.

The applicant has previously amended the original Sierra Norte Master Plan to rezone 187 ± acres from multiple zoning districts to PUD and it is known as Metro Verde. The applicant also previously submitted a development application requesting to amend the original Sierra Norte Master plan and the Metro Verde concept plan as well as rezone the area from multiple zoning districts to PUD for a combined area of 700 ± acres. The latter application has been recommended for approval by the Planning & Zoning Commission but has not yet been forwarded to City Council for final approval per the applicant's request.

Metro Verde South Concept Plan

The Metro Verde South concept plan proposes a mixed-use development integrating residential (single-family/multi-family), office, commercial and light industrial land uses. The concept plan proposes urban centers, a civic area, a business park, a neighborhood mixed-use corridor, and open space with a network of parkway paths. The intent of the concept plan is to mix land uses, take advantage of compact building design, create a range of housing opportunities, create walkable neighborhoods, foster a strong sense of place, preserve open space, and provide a variety of transportation choices.

The proposed concept plan identifies nine "underlying zoning districts" in which each district specifies its allowed land uses as well as development standards, such as, setbacks, density, street frontage, building height and parking requirements. For both residential and non-residential uses, the concept plan proposes that there be no minimum lot size requirement. In addition, the concept plan proposes a neighborhood mixed-use corridor that is to be situated along a road known as Sierra de Luna. The mixed-use corridor includes its own development and design standards. Finally, the concept plan proposes sustainability concepts as part of the design standards. The nine "underlying zoning districts" include:

1. Sub-Urban (U3) encompassing 433 +/- acres;
2. General Urban (U4) encompassing 55 +/- acres;
3. Combined (U3/U4) encompassing 84 +/- acres;
4. Mixed-Use Center (U5a) encompassing 59 +/- acres;
5. Urban Center (U5b) encompassing 69 +/- acres;
6. Business Park (SUa) encompassing 101 +/- acres;
7. Civic (Sub) encompassing 4 +/- acres;
8. Drainage 53 +/- acres; and
9. Neighborhood Parks encompassing 29 +/- acres.

The concept plan incorporates a phasing plan in which the development may be built out in 26 phases. Each phase has the option to build out in any order and in conjunction with each other as long as access, secondary access, infrastructure, and fire flow issues are met in accordance with the applicable adopted codes of the City of Las Cruces. Individual phases may also have the option to be combined into larger phases or be reduced to smaller phases at the developer's discretion.

The concept plan identifies a dwelling unit range in which it is proposed that the development will create 5,704 to 25,443 units. The estimated population for the Metro Verde South area is 23,250 ± persons.

Within the proposed Metro Verde South boundary, there are several thoroughfares as identified by the MPO (Metropolitan Planning Organization). The northern boundary of Metro Verde South is the future extension of Arroyo Road, a Principal Arterial roadway. The southern boundary of Metro Verde South is Thurmond (Engler) Road, also a Principal Arterial roadway. Peachtree Hills Road is a Minor Arterial roadway that is proposed to traverse east/west the Metro Verde South development. Sonoma Ranch Boulevard is a Principal Arterial roadway that is also proposed to traverse north/south within the Metro Verde South development and is situated near the eastern boundary of the proposed development.

The concept plan identifies design standards for each of the thoroughfares as well as the local roadways that will be built within the proposed development. The design standards that are proposed do not meet CLC Design Standards. The concept plan also proposes traffic calming measures that may be integrated within the roadway network. The concept plan further proposes that street lights be installed along Collector or higher status roadways; street lights are not proposed along local roadways. Finally, the concept plan proposes the use of roundabouts along Sonoma Ranch Boulevard.

The concept plan also proposes bicycle lanes and shared-use paths throughout the development. The concept also specifies a network of trails and wide sidewalks that may provide for better pedestrian connectivity.

The concept identifies that gas and liquid/solid waste disposal will be provided by the City of Las Cruces. The applicant has not specified who will be the water provider for the proposed development.

Recommendation

On November 3, 2010, the Development Review Committee (DRC) reviewed the concept plan for the proposed Metro Verde South PUD. The DRC reviews PUDs from an infrastructure, utilities, and public improvement stand point. From a land use perspective the PUD is supported by the 1999 Comprehensive Plan. The DRC recommended approval with conditions for the concept plan. DRC required that the conditions be resolved prior to the Planning & Zoning Commission; all conditions were resolved:

- The Public Works Director shall review the Traffic Impact Analysis (TIA) and the request to go to a three-lane section on Sonoma Ranch Boulevard.
- The proposals for roundabouts on Sonoma Ranch Boulevard are only conceptual in design and location. Final determination of the appropriateness and design of the roundabouts shall be made during the final platting and construction drawings review process.

On December 28, 2010, the Planning and Zoning Commission (P&Z) recommended approval for the proposed zone change by a vote of 4-0-0 (three Commissioners absent). A discussion took place between the applicant and the P&Z on the possibility of the applicant requiring more sustainable guidelines and smart code requirements to the proposed case to make the proposed Metro Verde South PUD more environmentally friendly and convenient for possible future inhabitants of the area. No comments from the public were received.

SUPPORT INFORMATION:

1. Ordinance
2. Exhibit "A"- Metro Verde South Concept Plan
3. Exhibit "B"- Findings and Comprehensive Plan Analysis
4. Attachment "A"-Staff Report to the Planning and Zoning Commission for Case PUD-10-04
5. Attachment "B"- Draft minutes from the December 28, 2010 Planning and Zoning Commission
6. Attachment "C"- Vicinity Map

SOURCE OF FUNDING:

N/A	Is this action already budgeted?		
	Yes	<input type="checkbox"/>	See fund summary below
	No	<input type="checkbox"/>	If No, then check one below:
	<i>Budget Adjustment Attached</i>	<input type="checkbox"/>	Expense reallocated from: _____
		<input type="checkbox"/>	Proposed funding is from a new revenue source (i.e. grant; see details below)
<input type="checkbox"/>		Proposed funding is from fund balance in the _____ Fund.	
N/A	Does this action create any revenue?		
	Yes	<input type="checkbox"/>	Funds will be deposited into this fund: _____
	No	<input type="checkbox"/>	There is no new revenue generated by this action.

FUND SUMMARY:

Fund Name(s)	Account Number(s)	Expenditure Proposed	Available Budgeted Funds in Current FY	Remaining Funds	Purpose for Remaining Funds
N/A	N/A	N/A	N/A	N/A	N/A

OPTIONS / ALTERNATIVES:

1. Vote "Yes"; this affirms the Planning and Zoning Commission recommendation for approval. The original master plan of Sierra Norte will be amended to include the concept plan for Metro Verde South. In addition, numerous zoning districts will be rezoned to PUD (Planned Unit Development).
2. Vote "No"; this reverses the recommendation made by the Planning and Zoning Commission. The original master plan of Sierra Norte will not be amended. The initial zoning districts of the Sierra Norte annexation will remain. Any future development will comply with the Sierra Norte master plan.
3. Vote to "Amend" and vote "Yes"; this may allow Council to modify the Ordinance by adding conditions as determined appropriate.
4. Vote to "Table"; Council may table/postpone the Ordinance and direct staff accordingly.

REFERENCE INFORMATION

The resolution(s) and/or ordinance(s) listed below are only for reference and are not included as attachments or exhibits.

1. Ordinance #2282.
2. Ordinance #2330.

COUNCIL BILL NO. 11-020
ORDINANCE NO. 2600

AN ORDINANCE APPROVING A MAJOR AMENDMENT TO THE SIERRA NORTE MASTER PLAN; A ZONE CHANGE REQUEST FROM MULTIPLE ZONING DISTRICTS TO PUD (PLANNED UNIT DEVELOPMENT); AND A REQUEST FOR APPROVAL OF A CONCEPT PLAN FOR THE PUD TO BE KNOWN AS METRO VERDE SOUTH. THE INTENT OF THE CONCEPT PLAN IS TO DEVELOP A MIXED-USE DEVELOPMENT THAT ENTAILS RESIDENTIAL, COMMERCIAL, OFFICE, RETAIL, AND MANUFACTURING DEVELOPMENT COMBINED WITH OPEN SPACE AREAS. THE SUBJECT PROPERTIES ENCOMPASS 892 ± ACRES OF LAND AND ARE GENERALLY LOCATED SOUTH OF THE FUTURE EXTENSION OF ARROYO ROAD, NORTH OF THURMOND (ENGLER) ROAD, AND GENERALLY WEST OF THE FUTURE EXTENSION OF SONOMA RANCH BOULEVARD. SUBMITTED BY DVI ON BEHALF OF SIERRA NORTE LAND HOLDINGS LLC, UNITED LAND GROUP OF NEW MEXICO LLC. AND JAMES A. & JOSEPHINE A. PHILLIPS, PROPERTY OWNERS (PUD-10-04).

The City Council is informed that:

WHEREAS, Sierra Norte Land Holdings LLC, United Land Group of New Mexico LLC and James A. & Josephine A, Phillips, the property owners, have submitted a request for a major amendment to the Sierra Norte master plan; a request to rezone the property; and a request to approve a concept plan ; and

WHEREAS, the zone change request is for 892 ± acres of property from multiple zoning districts to PUD (Planned Unit Development) for a development to be known as Metro Verde South; and

WHEREAS, the concept plan consists of the development and design standards for the development known as Metro Verde South; and

WHEREAS, the Planning and Zoning Commission, after conducting a public hearing on December 28, 2010, recommended that said major amendment, zone change request, and concept plan request be approved by a vote of 4-0-0 (three Commissioners absent).

NOW, THEREFORE, Be it ordained by the governing body of the City of Las Cruces:

(I)

THAT the land more particularly described in Exhibit "A," attached hereto and made part of this Ordinance, is hereby zoned PUD (Planned Unit Development).

(II)

THAT the major amendment to the Sierra Norte master plan and concept plan for the land more particularly described in Exhibit "A," attached hereto and made part of this Ordinance, is hereby approved.

(III)

THAT the major amendment to the Sierra Norte master plan and the concept plan for Metro Verde South are based on the findings contained in Exhibit "B" (Findings and Comprehensive Plan Analysis), attached hereto and made part of this Ordinance.

(IV)

THAT the zoning of Planned Unit Development (PUD) for said property be shown accordingly on the City Zoning Atlas.

(V)

THAT City staff is hereby authorized to do all deeds necessary in the accomplishment of the herein above.

DONE AND APPROVED this _____ day of _____ 2011.

APPROVED:

(SEAL)

Mayor

ATTEST:

City Clerk

Moved by: _____

Seconded by: _____

APPROVED AS TO FORM:

VOTE:

Mayor Miyagishima: _____

Councillor Silva: _____

Councillor Connor: _____

Councillor Pedroza: _____

Councillor Small: _____

Councillor Sorg: _____

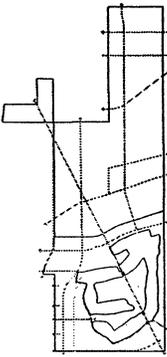
Councillor Thomas: _____



City Attorney

DESIGN:

1. Use high-density, clustered, mixed-use development that reduces energy consumption and encourages walking and biking.

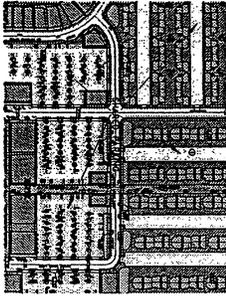


2. Work with the City to establish transit (bus) stops in the short-term and alternate connection for future mass transit.

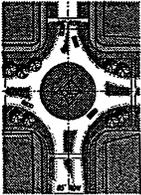


This will further reduce the use of vehicles and their emissions even when walking is not practical.

3. Reduce the impervious parking surfaces required through shared parking in mixed-use areas.

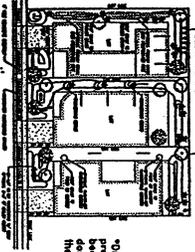


4. Use of permeable paving will improve traffic safety and capacity, as well as reduce pollution and fuel use.



Reduction of Green House gases (lower vehicle emissions) and the electric needs (solar water heating) is Landmark's center island services life is approximately 25 years

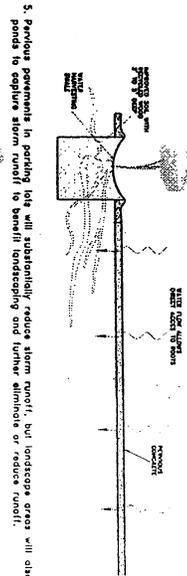
5. Water will be dealt with in an integrated manner that involves both reducing the use of potable water and assessing the impact of storm water on natural systems.



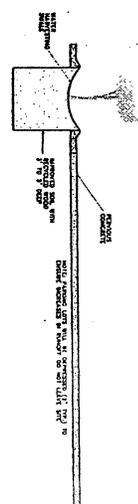
Options will help save as a water system to prevent the water-harvesting system from becoming obsolete. Future changes in technology will be included in help prevent the same.

SUSTAINABILITY CONCEPTS

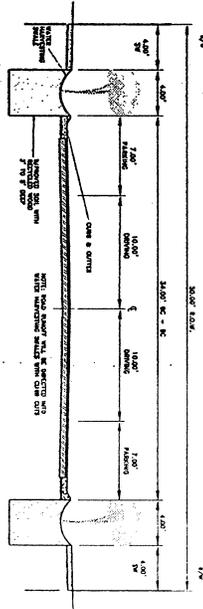
2. Reduce the use of potable water through water reuse. Use primarily native low-water-use plants. This will be accomplished by restricting the grade of usable plants through permeable and developer installation.
3. Use primarily sub-surface irrigation, and eliminate irrigation where possible, by using permeable pavements, micro-paving, and rain shut-off canals.
4. Permeable Park will use sub-surface irrigation from the recycled water collected from the roofs of the Village Phase structures. Landscaping in parking lots will be irrigated in part through the use of water harvesting and permeable pavements. Commercial buildings may install irrigation systems.
5. Permeable Park will use sub-surface irrigation from the recycled water collected from the roofs of the Village Phase structures. Landscaping in parking lots will be irrigated in part through the use of water harvesting and permeable pavements. Commercial buildings may install irrigation systems.
6. Permeable Park will use sub-surface irrigation from the recycled water collected from the roofs of the Village Phase structures. Landscaping in parking lots will be irrigated in part through the use of water harvesting and permeable pavements. Commercial buildings may install irrigation systems.



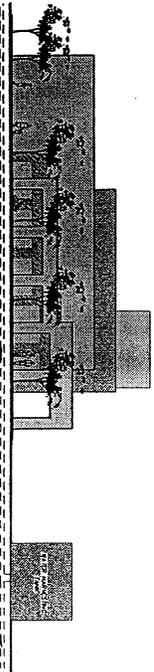
5. Permeable Park will use sub-surface irrigation from the recycled water collected from the roofs of the Village Phase structures. Landscaping in parking lots will be irrigated in part through the use of water harvesting and permeable pavements. Commercial buildings may install irrigation systems.



6. Local public streets will be designed with swales between the curb and sidewalk that will be landscaped. These micro-pavement will reduce and filter runoff, while excess major storm runoff will be collected and ponded in a traditional manner.



7. Weed barrier shall not be used with Metro Verde South. This will reduce the use of a hydrocarbon material and greatly increase the penetration of water into the soil.
8. Water will be harvested from building roofs to be used for irrigation. Roofs to be harvested will be of white, smooth, sheet-pile construction providing a clean collection surface. A pre-wash/flush will be incorporated and collection will be from roof drains.



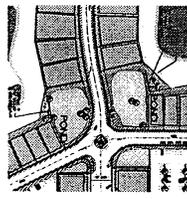
9. The developer will work with the City's water reclamation project and will install purple pipes for future connections between irrigation systems and the City wastewater treatment facility.

WASTE REDUCTION

1. The developer will ensure the availability of local on-site recycling services that will reduce waste material from construction. These recycled materials will be used in new construction where possible, providing significant environmental benefits. Contractors providing recycling services in Metro Verde will not be deemed to conflict with the City of Las Cruces solid waste collection services.
2. Recycling centers will be installed throughout Metro Verde South. They will be completed for residents to use. The developer will provide land and resources and the City will maintain and operate the centers.

PERFORMANCE

1. Create sustainable progress in Plaza and Permeable Park by showcasing water harvesting and renewable energy (possibly photovoltaic and wind). Also incorporate recycled materials for park benches and equipment. A sustainable museum/demonstration house may be built.
2. Connectivity of pedestrian and vehicular systems within Metro Verde and to adjacent development will help reduce travel distances.



Overall there are multiple points of connection to the adjacent properties

3. Main pedestrian circulation paths will be well lit for safety and will meet City High Sky Requirements.

4. Solar-access consideration will be required with design of individual structures including limiting west-facing windows and appropriate screening of south-facing windows.

GENERAL NOTES

South will encourage cost-effective and applicable building methods including conservation of fossil fuels, water, and other natural resources. Recycling of construction materials, reducing solid waste, and improved indoor air quality will also be encouraged. The following are elements that are required or recommended. All elements listed below are shown in Metro Verde South even if they are not depicted by City codes.

Required Elements:

1. Construction debris recycled
2. Solar or lantern hot water heater
3. Compact fluorescent bulbs installed where possible
4. Low-water consumption appliances or better
5. Double-glazed low-e windows or better
6. R-19 wall insulation and R-38 ceiling insulation or better
7. HVAC duct runs shall be constructed within the conditioned space or insulated as outlined by Energy Star
8. Programmable thermostat
9. Water harvesting from building roof and pavement areas for individual landscape irrigation

Recommended Elements:

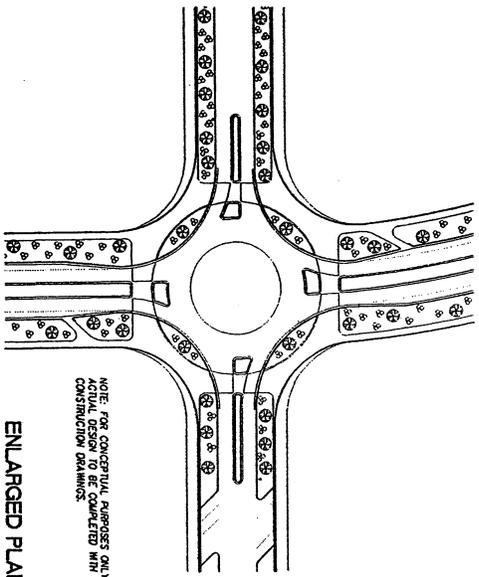
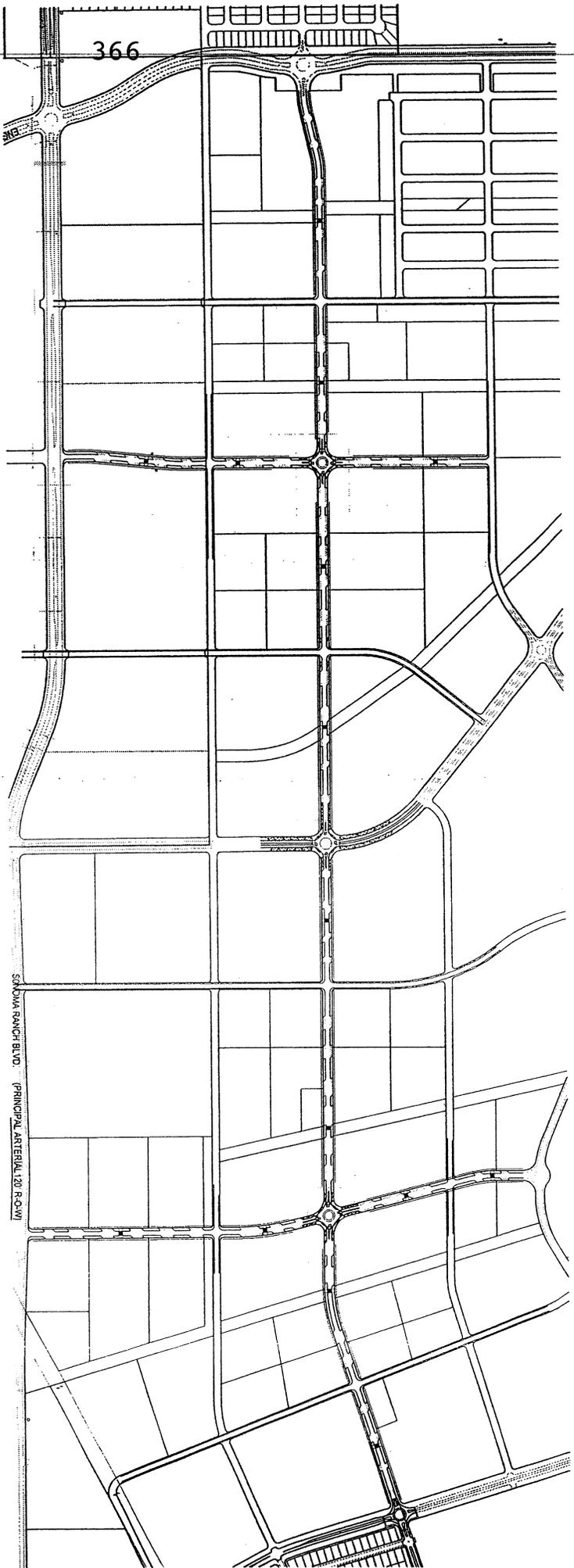
1. Recycled content building materials (i.e. recycled flooring)
2. Structural wood and framing alternatives
3. On-demand water valves
4. Recycled medical insulation
5. Energy-recovery ventilators
6. Solar-gained sterility (i.e. photovoltaic)
7. Low-volatile organic compounds (VOC) interior paint
8. Wind turbines in public spaces (See Steel CZ below Land Use Table)
9. Natural daylighting in commercial interiors

PREPARED FOR
SERRA NORTH LAND BUILDING, LLC
NEW CREEKS
METRO VERDE SOUTH

DATE PLOTTED:
4/2/06 SUBMITTAL #1
5/2/06 SUBMITTAL #2
10/06 SUBMITTAL #3

DESIGNER:
Denton Venturi, Inc.
1400 West University Ave.
Suite 100
Las Cruces, NM 88001
Tel: 505/647-1111
Fax: 505/647-1112
www.dentonventuri.com

PROJECT:
METRO VERDE SOUTH



NOTE: FOR CONCEPTUAL PURPOSES ONLY.
 NOT TO BE USED FOR CONSTRUCTION DRAWINGS.

ENLARGED PLAN
 PEACHTREE HILLS RD. AND GREENWAY ROUNDABOUT
 SCALE: 1"=50'

OVERALL NEIGHBORHOOD
 MIXED-USE CORRIDOR PLAN
 SCALE: 1"=200'

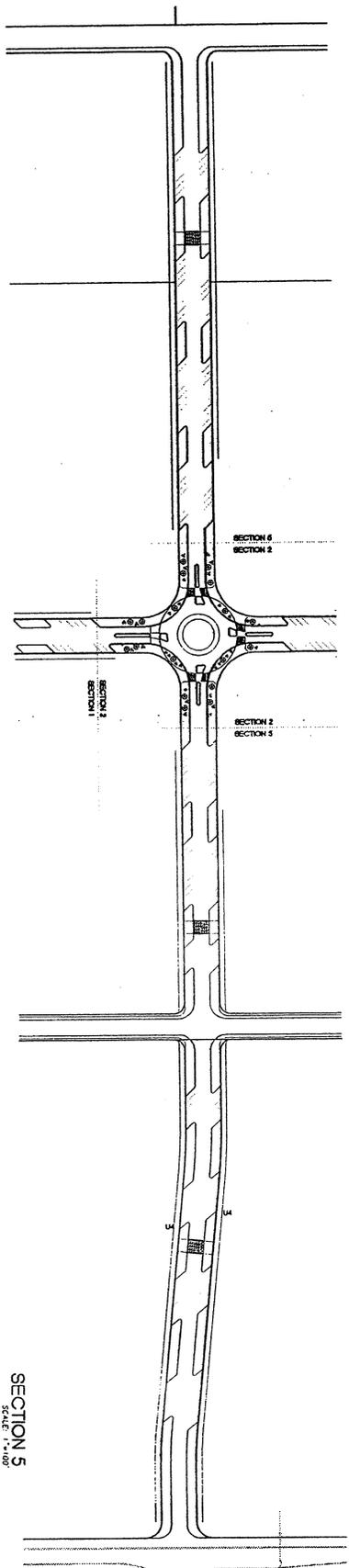


METRO VERDE SOUTH
 PREPARED FOR
 STEBA NORTH LAND BUILDING, LLC
 LAS CRUCES
 NEW MEXICO

DATE	PLANS
6/13/08	SUBMITTAL #1
8/6/08	SUBMITTAL #2
9/12/08	SUBMITTAL #3
1/16/09	SUBMITTAL #4

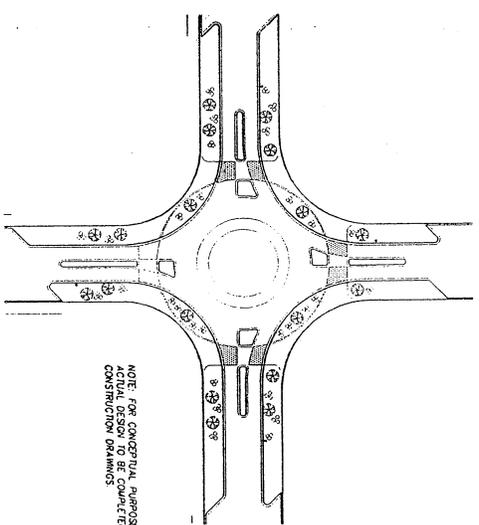
OV
 OGDEN VENTURES, INC.
 1400 WEST 10TH AVENUE, SUITE 100
 DENVER, CO 80202
 TEL: 303.733.8888
 FAX: 303.733.8888
 WWW.OVINC.COM





LAND USE TABLE

LAND USE	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15
Residential Single-Family															
Residential Medium-Density															
Residential High-Density															
Commercial Office															
Commercial Retail															
Industrial															
Public Use															
Open Space															
Transportation															
Utility															



NOTE: FOR CONCEPTUAL PURPOSES ONLY. CONSTRUCTION DIMENSIONS SHALL BE DETERMINED BY THE CITY ENGINEER.

ENLARGED PLAN
CENTRAL AVE AND GREENWAY NODE
SCALE 1"=50'



CENTRAL AVENUE NMUC PLAN

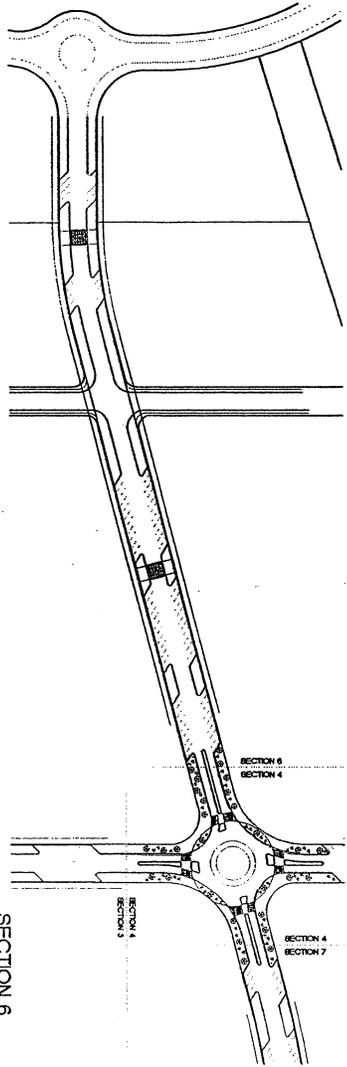
METRO VERDE SOUTH

PREPARED FOR
SERRA HUNT LAND BUILDERS, LP
LAS CRUCES
NEW MEXICO

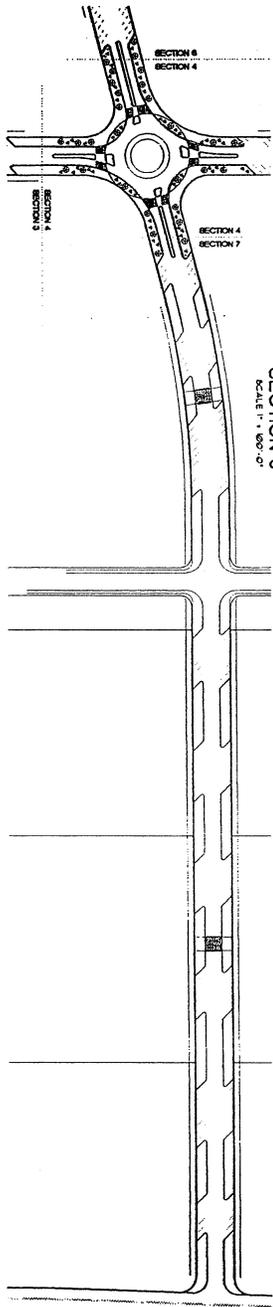
DATE: 08/14/2014
DRAWN BY: [Name]
CHECKED BY: [Name]
SCALE: AS SHOWN

C6
CONNELL

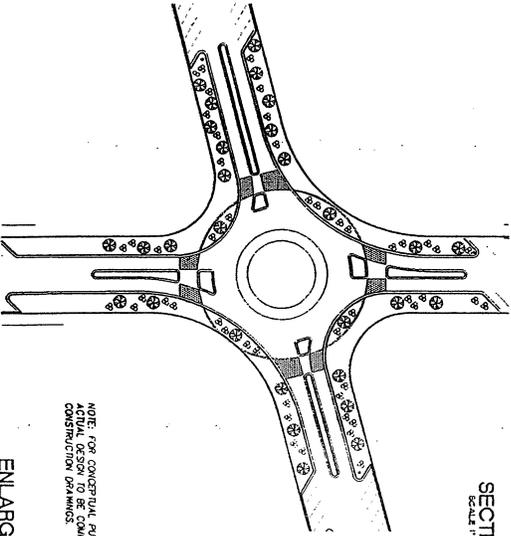
DESIGN: VENTURA, INC.
3000 S. GARDEN AVENUE, SUITE 100
LAS CRUCES, NM 87801
TEL: 505.988.8888
WWW.VENTURAINC.COM



SECTION 6
SCALE: 1" = 30'-0"



SECTION 7
SCALE: 1" = 30'-0"



ENLARGED PLAN
LISA LANE AND GREENWAY NODE
SCALE: 1" = 30'-0"

NOTE: FOR CONCEPTUAL PURPOSES ONLY.
ACTUAL DESIGN TO BE COMPLETED WITH
CONSTRUCTION DRAWINGS.

LAND USE TABLE

SECTION	01	02	03	04	05	06	07
Residential							
Office							
Industrial							
Commercial							
Public							
Open Space							
Other							

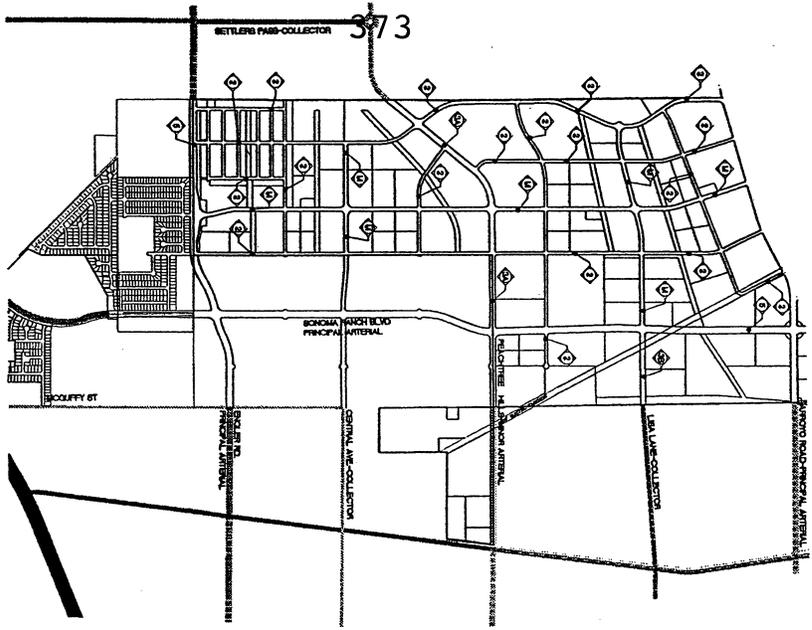
LISA LANE NMUC PLAN



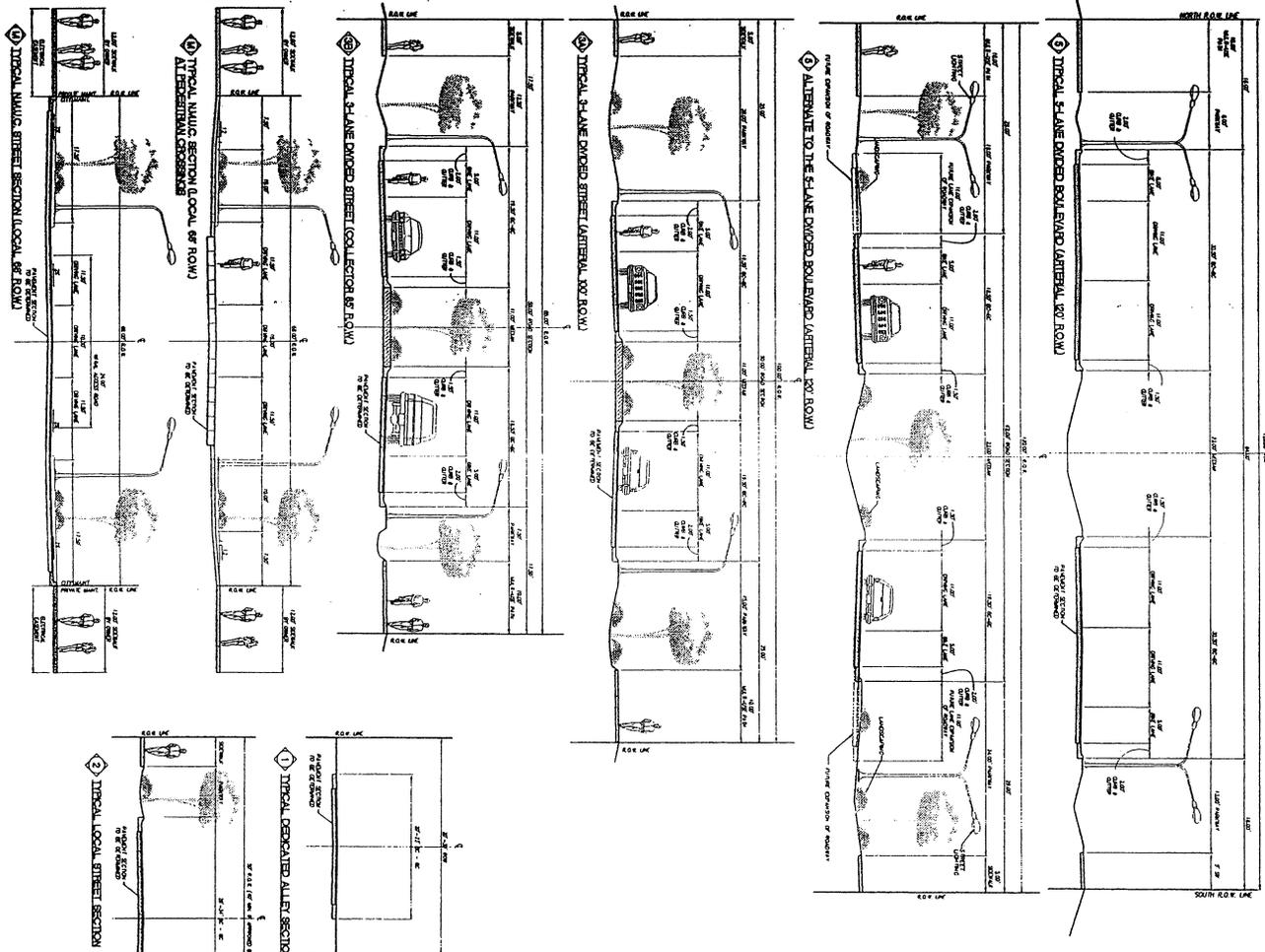
METRO VERDE SOUTH
 PREPARED FOR
 SERRA NORTH LANE BUILDING LLC
 LAS CRUCES
 NEW MEXICO

DATE PLOTTED: 6/13/16
 SUBMITTAL: 5
 6/16/16 SUBMITTAL: 5
 6/24/16 SUBMITTAL: 5
 7/14/16 SUBMITTAL: 4

design ventures, inc.
 1000 S. RIVER ST. SUITE 100
 LAS CRUCES, NM 87801
 TEL: 505.259.2222
 FAX: 505.259.2222
 WWW.DVINC.COM



STREET PLAN
SCALE: 1" = 100'



TYPE OF ROUNDABOUT	
5/5	5 LANES TO 5 LANES
5/3	5 LANES TO 3 LANES
5/M	5 LANES TO MIXED
3/M	3 LANES TO MIXED
M/M	MIXED TO MIXED

TYPE OF CROSS SECTION	
5	5 LANE DIVIDED BLVD.
3A	3 LANE DIVIDED ST. (100' R.O.W.)
3B	3 LANE DIVIDED ST. (60' R.O.W.)
M	NEIGHBORHOOD MIXED-USE CORRIDOR
2	LOCAL STREET
1	DEDICATED ALLEY

1. ALL ROAD CROSS-SECTION LAYOUTS, INCLUDING THE 5-LANE DIVIDED BLVD., MUST BE DESIGNED TO ACCOMMODATE THE DESIGN SPEED OF THE ROADWAY.
2. ALL ROAD CROSS-SECTION LAYOUTS, INCLUDING THE 5-LANE DIVIDED BLVD., MUST BE DESIGNED TO ACCOMMODATE THE DESIGN SPEED OF THE ROADWAY.
3. ALL ROAD CROSS-SECTION LAYOUTS, INCLUDING THE 5-LANE DIVIDED BLVD., MUST BE DESIGNED TO ACCOMMODATE THE DESIGN SPEED OF THE ROADWAY.
4. ALL ROAD CROSS-SECTION LAYOUTS, INCLUDING THE 5-LANE DIVIDED BLVD., MUST BE DESIGNED TO ACCOMMODATE THE DESIGN SPEED OF THE ROADWAY.
5. ALL ROAD CROSS-SECTION LAYOUTS, INCLUDING THE 5-LANE DIVIDED BLVD., MUST BE DESIGNED TO ACCOMMODATE THE DESIGN SPEED OF THE ROADWAY.

METRO VERDE SOUTH

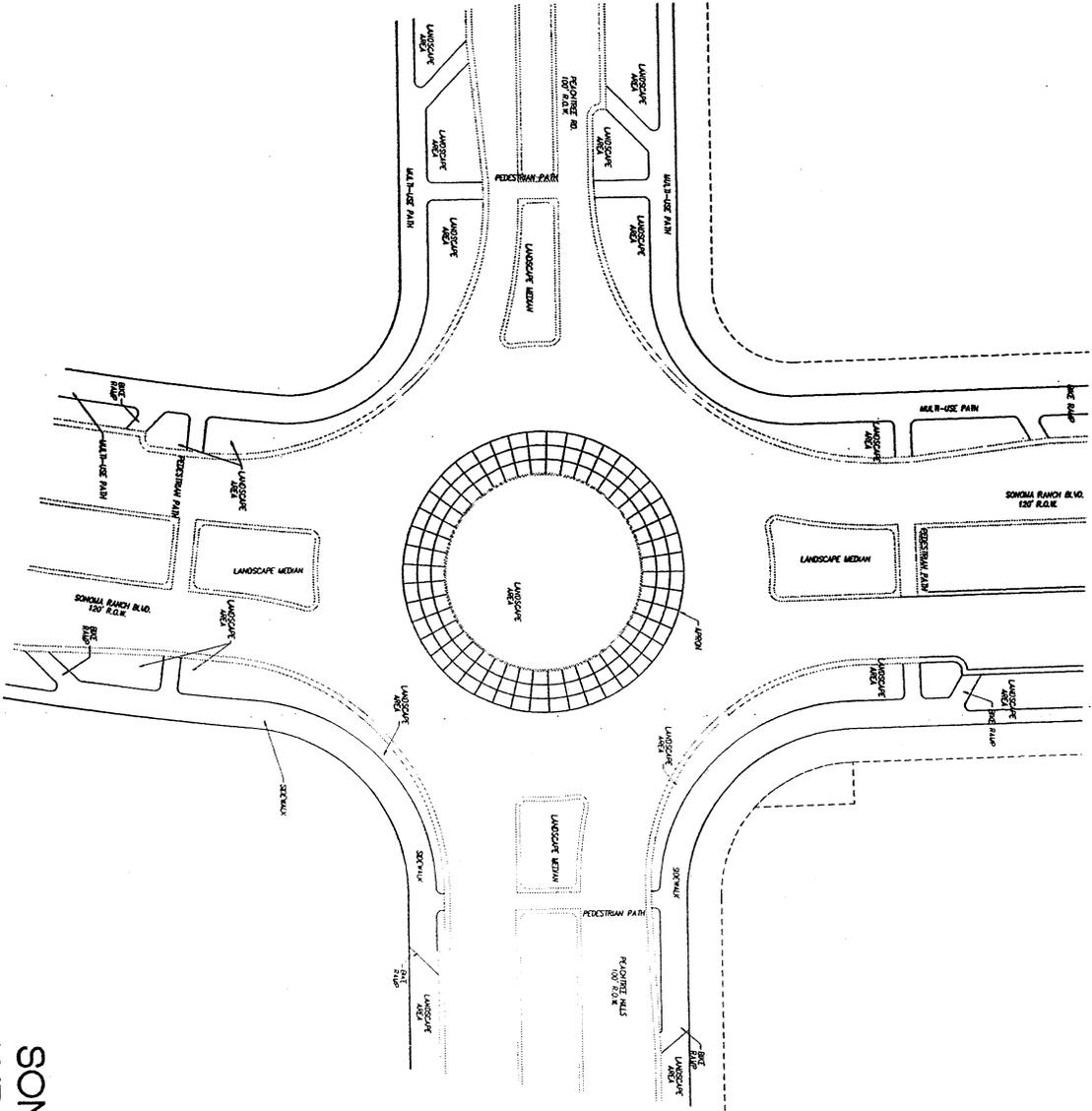
PREPARED FOR
SERRANO NORTH LAND BUILDING, LLC
LAS CRUCES
NEW MEXICO

DATE: 10/15/2014

DESIGNED BY: [Signature]

PROJECT: [Signature]

R1



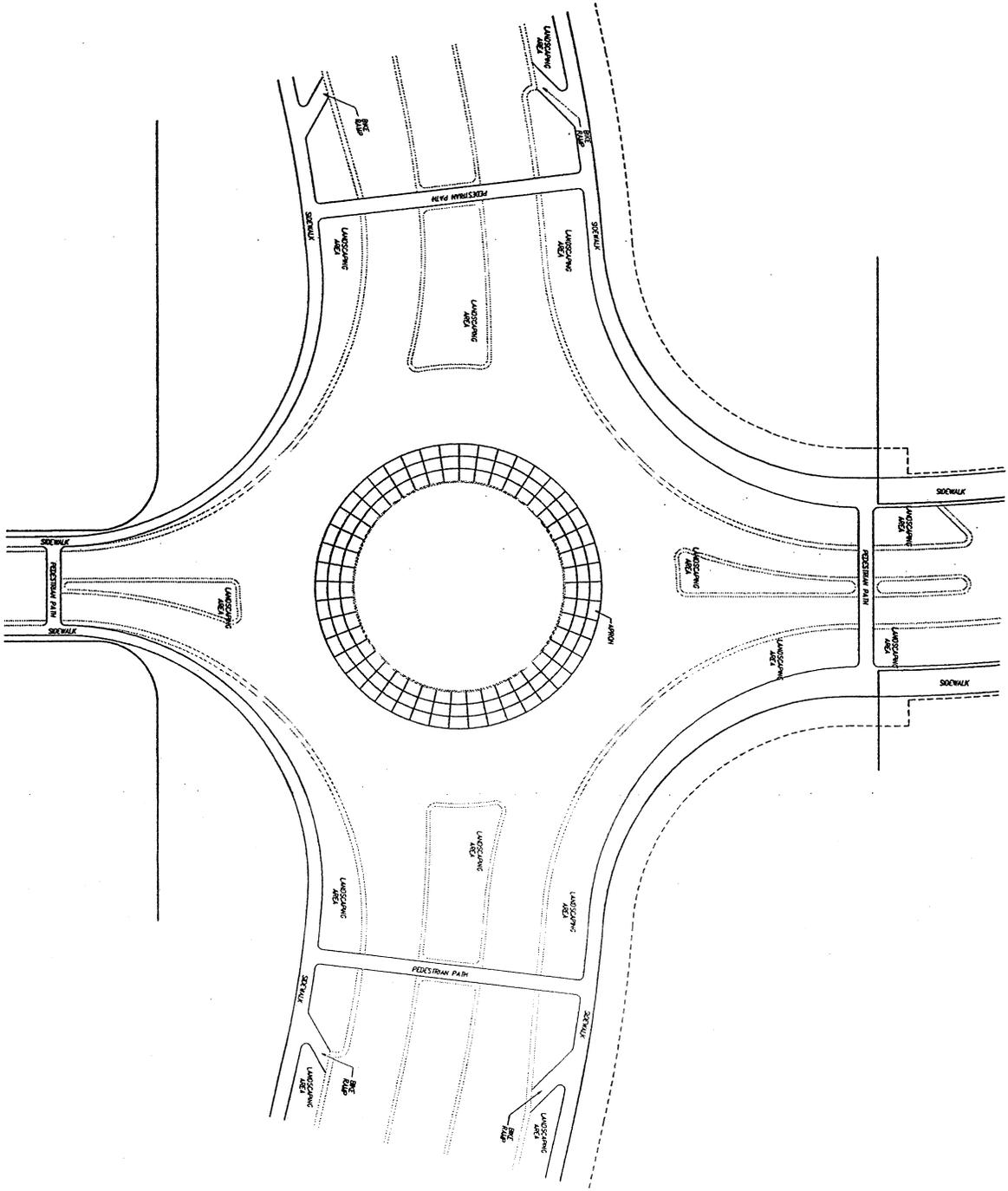
THE ROUNDABOUTS SHOWN HEREON ARE CONCEPTUAL. IN DESIGN AND LOCATION THESE ROUNDABOUTS SHALL BE REVIEWED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, 2003 EDITION, AND SOUND ENGINEERING PRACTICE.

SONOMA RANCH BLVD.
AND PEACHTREE HILLS
ROUNDAABOUT DETAIL
SCALE 1"=20'

METRO VERDE SOUTH
PREPARED FOR
SERRA NORTH LAND HOLDINGS, LLC
LAS CRUCES
NEW MEXICO

DATE/PAGE	DESCRIPTION
6/7/06	SUBMITTAL #1
6/9/06	SUBMITTAL #2
6/14/06	SUBMITTAL #3
6/14/06	SUBMITTAL #4
6/14/06	SUBMITTAL #5





THE ROUNDABOUTS SHOWN HEREON ARE CONCEPTUAL IN DESIGN AND LOCATION ONLY. THESE ROUNDABOUTS SHALL BE REVIEWED IN ACCORDANCE WITH THE CITY OF LAS CRUCES ENGINEERING AND SOUND ENGINEERING PRACTICE.

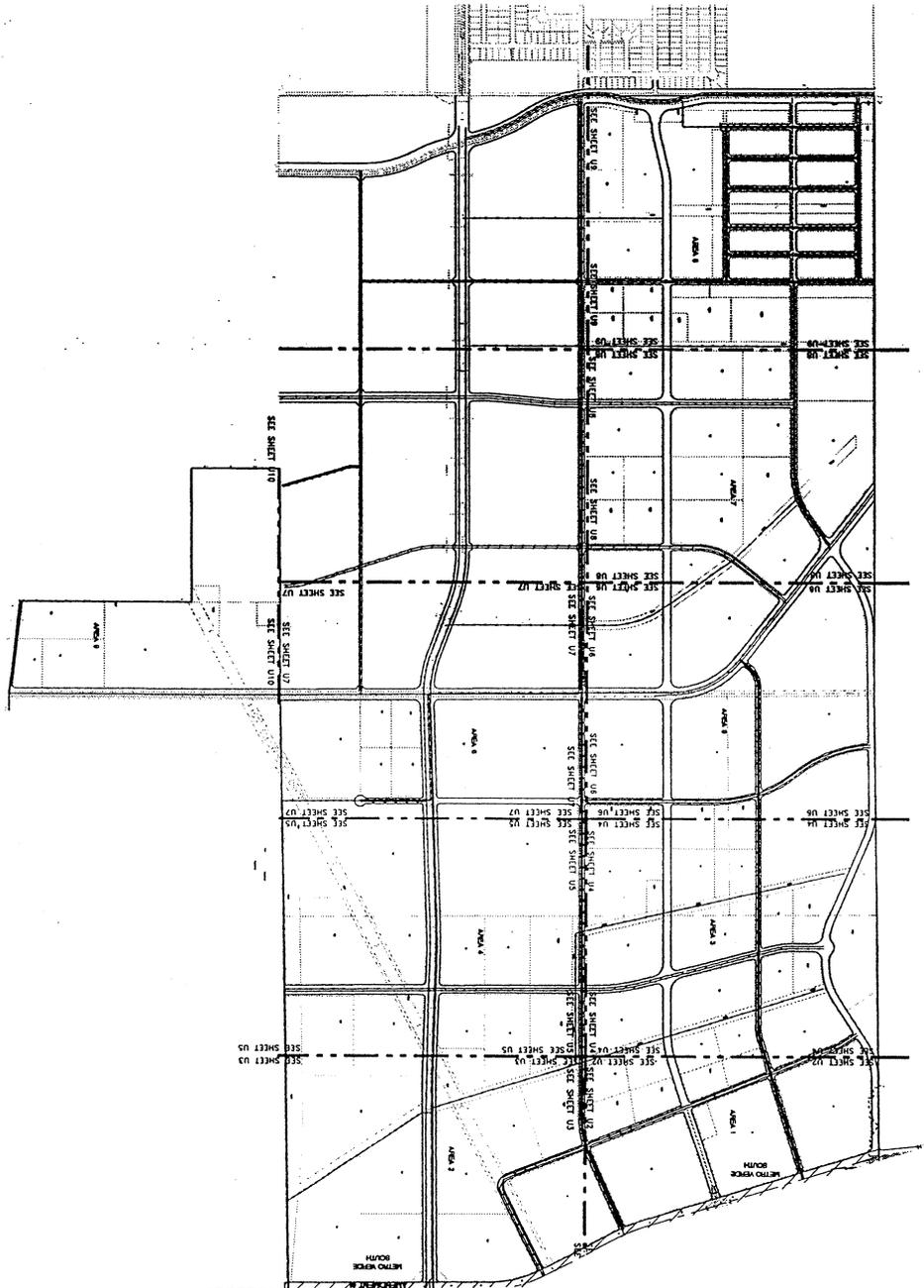
ENGLER ROAD
AND GREENWAY
ROUNDBOUT DETAIL
SCALE: 1"=20'

METRO VERDE SOUTH
PREPARED FOR
SERRA LINDA LUNAR
LAS CRUCES
NEW MEXICO

DATE	ISSUE
10/20/09	REVISION 1
10/26/09	REVISION 2
11/04/09	REVISION 3
11/09/09	REVISION 4
01/10/10	REVISION 5

GENIOT VENTURES, INC.
1000 W. UNIVERSITY AVENUE
SUITE 100
LAS CRUCES, NM 88001
TEL: 505.251.2222
WWW.GENIOT.COM





**METRO
VERDE
SOUTH**

PREPARED FOR
SUDA NORTH AND BUILDING, LLC
NEW MEXICO

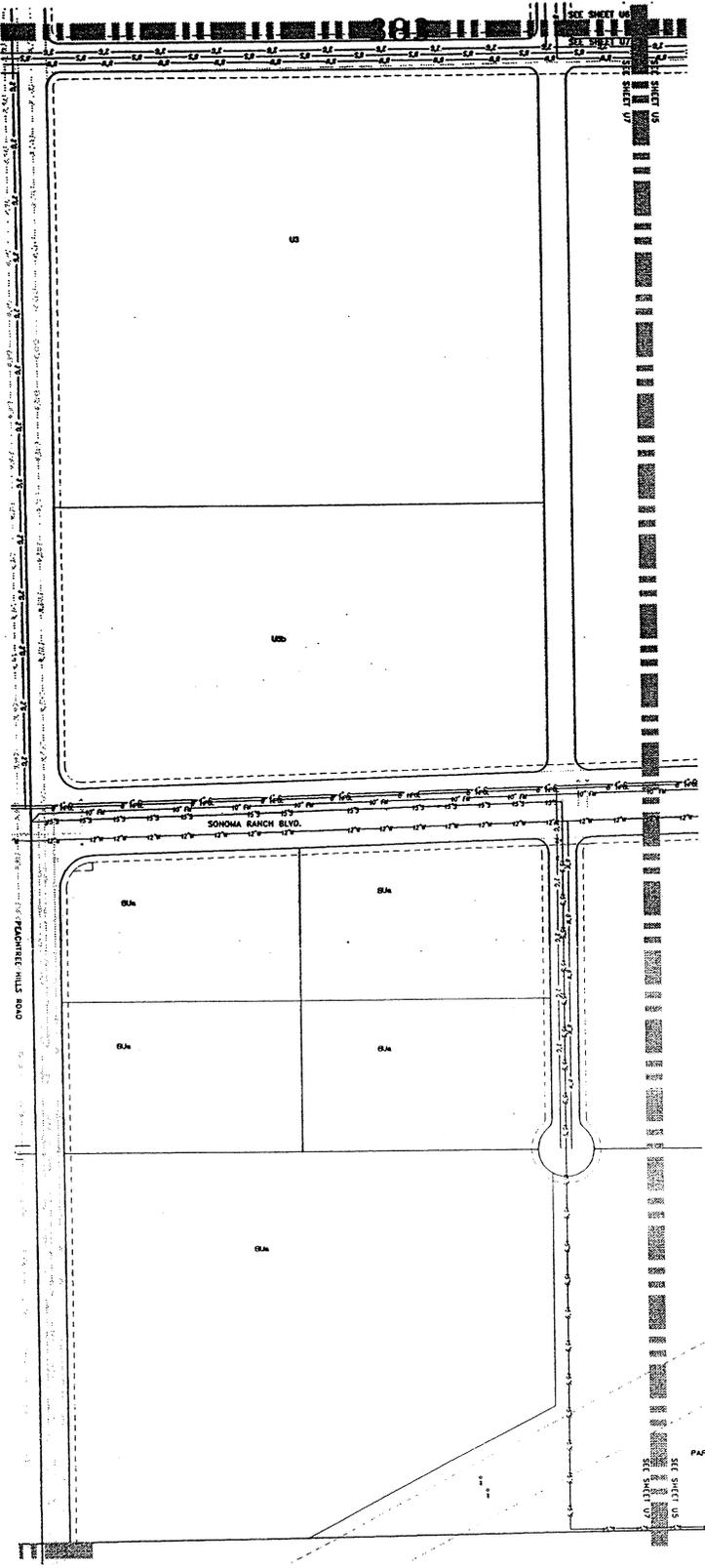
SITE NAME	62120/ RESIDENTIAL 3
OWNER	62120/ RESIDENTIAL 3
DESIGNER	62120/ RESIDENTIAL 3
DATE	RESIDENTIAL 3



MASTER UTILITY PLAN

SCALE: 1"=500'-0"





LEGEND

---	NEW 12" GAS LINE
---	NEW 6" GAS LINE
---	NEW 4" WATER PRESSURE
---	EXIST. 12" WATER LINE
---	NEW 12" WATER LINE
---	EXISTING 6" WATER LINE
---	NEW 6" WATER LINE
---	NEW 12" SEWER LINE
---	NEW 6" SEWER LINE
---	NEW 12" STORM LINE
---	NEW 6" STORM LINE
---	NEW 4" STORM DRAIN
---	NEW STREET LIGHT

FORM UTM 3/12/06 BY ORIGINATOR OR FINAL DESIGN

METRO VERDE SOUTH

PREPARED FOR
SIBBA NORTH LANE BUILDING, LLC
LAS CRUCES
NEW MEXICO

DATE: PHASE
DESIGN: SUBMITTAL 1
DATE: SUBMITTAL 2
DATE: SUBMITTAL 3
DATE: SUBMITTAL 4
DATE: SUBMITTAL 5

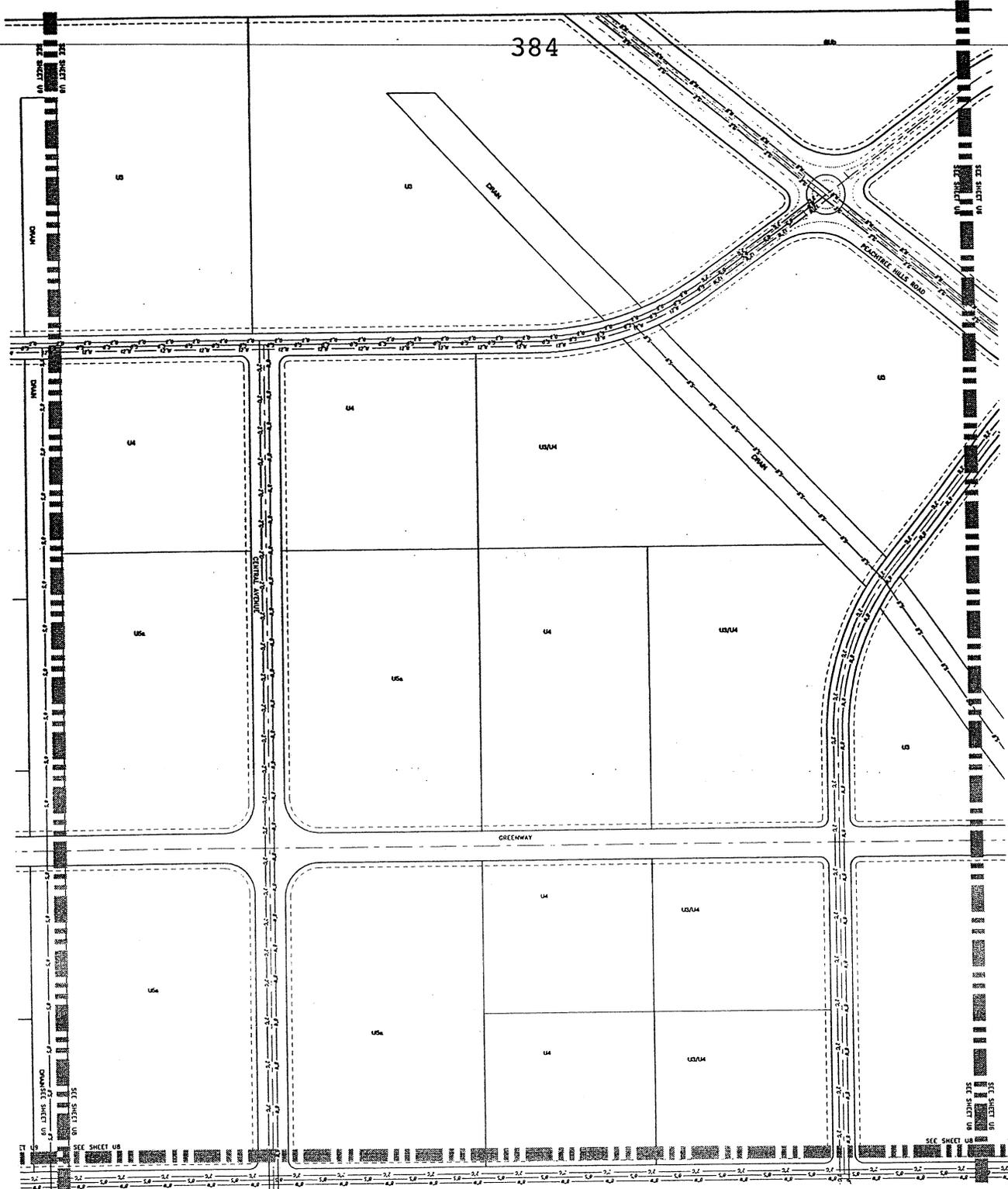
DESIGN: **OV** CONSULTANTS, INC.
3111 14th Street, Suite 100
Santa Fe, NM 87505
Tel: 505.825.1111
Fax: 505.825.1112
www.ovconsultants.com

AREA 6 MASTER UTILITY PLAN

SCALE: 1"=100'-0"

U7 DRAWING





LEGEND

—	NEW 1" GAS LINE
—	NEW 1" SDI LINE
—	NEW 6" GAS MAIN
—	NEW 6" WATER MAIN
—	NEW 12" WATER MAIN
—	EXISTING 6" WATER MAIN
—	EXISTING 12" WATER MAIN
—	NEW 6" STORM LINE
—	NEW 10" STORM LINE
—	NEW 12" STORM LINE
—	EXISTING 12" STORM LINE
—	NEW 6" STORM FORCE MAIN
—	NEW 10" STORM FORCE MAIN
—	NEW 12" STORM FORCE MAIN
—	NEW 18" STORM FORCE MAIN
—	NEW STREET LIGHT

EXISTING AND SIZ. TO BE DETERMINED BY FIELD DESIGN

NORTH

AREA 7

MASTER

UTILITY PLAN

SCALE: 1" = 50'-0"

U8

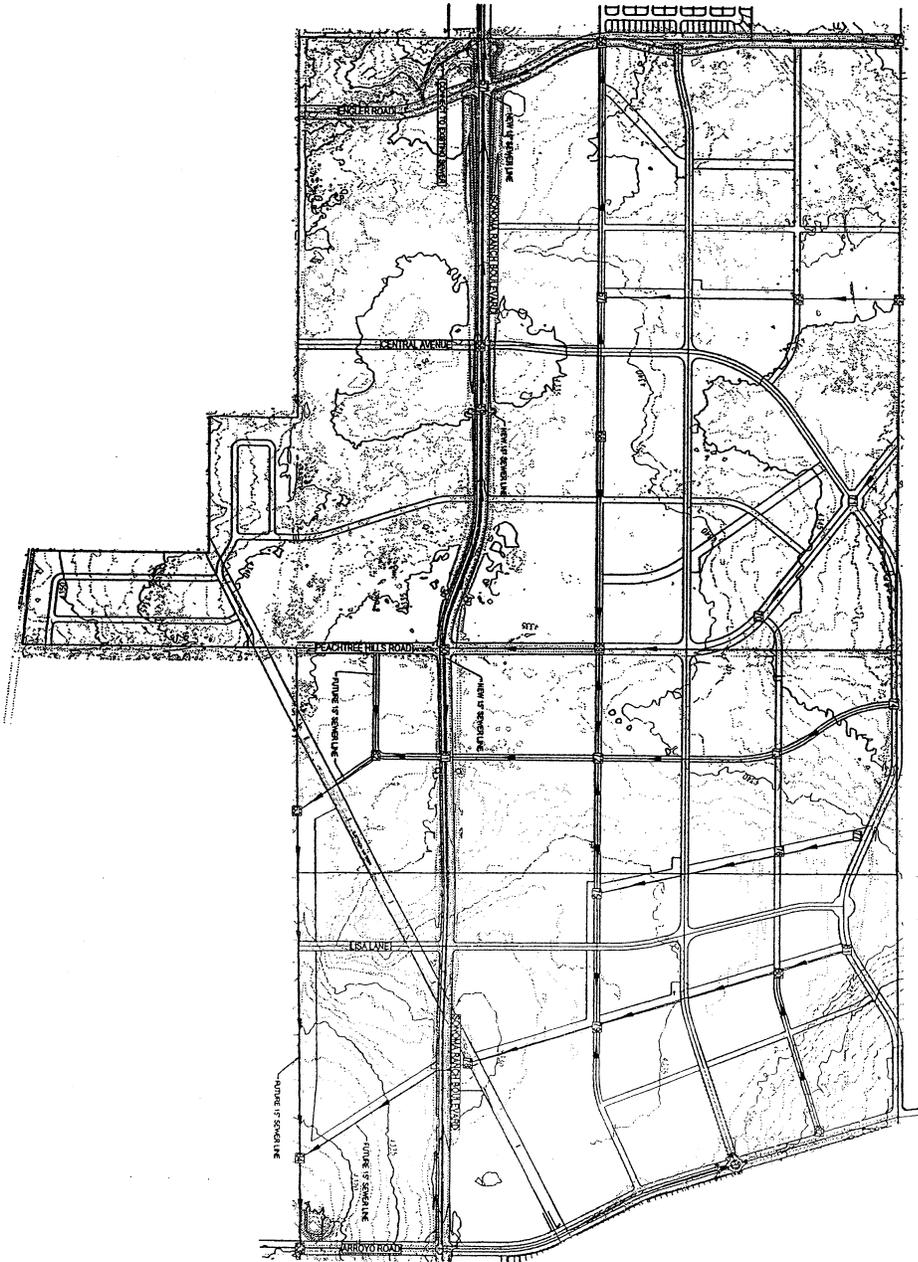
CONCRETE

METRO VERDE SOUTH

PREPARED FOR
SERRA NORTH AND BROWN, LLC
NEW MEXICO

DATE	ISSUE
12/01/2011	ISSUE NO. 1
12/01/2011	ISSUE NO. 2
12/01/2011	ISSUE NO. 3
12/01/2011	ISSUE NO. 4

DANION VENTURES, INC.
1400 UNIVERSITY AVENUE, SUITE 100
ALBUQUERQUE, NEW MEXICO 87102
TEL: 505.261.1111
WWW.DANIONVENTURES.COM



SHAFT #	RISE ELEVATION INV. IN.	INV. OUT.	SHAFT DEPTH.	PIPE COVER
1	281.54	284.74	3.20	4.00
2	281.18	284.37	3.19	3.43
3	280.82	284.00	3.18	3.20
4	280.46	283.63	3.17	3.00
5	280.10	283.26	3.16	2.80
6	279.74	282.89	3.15	2.60
7	279.38	282.52	3.14	2.40
8	279.02	282.15	3.13	2.20
9	278.66	281.78	3.12	2.00
10	278.30	281.41	3.11	1.80
11	277.94	281.04	3.10	1.60
12	277.58	280.67	3.09	1.40
13	277.22	280.30	3.08	1.20
14	276.86	279.93	3.07	1.00
15	276.50	279.56	3.06	0.80
16	276.14	279.19	3.05	0.60
17	275.78	278.82	3.04	0.40
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79	253.46	255.88	2.42	0.00
80	253.10	255.51	2.41	0.00
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MASTER SEWER PLAN
SCALE: 1" = 600'

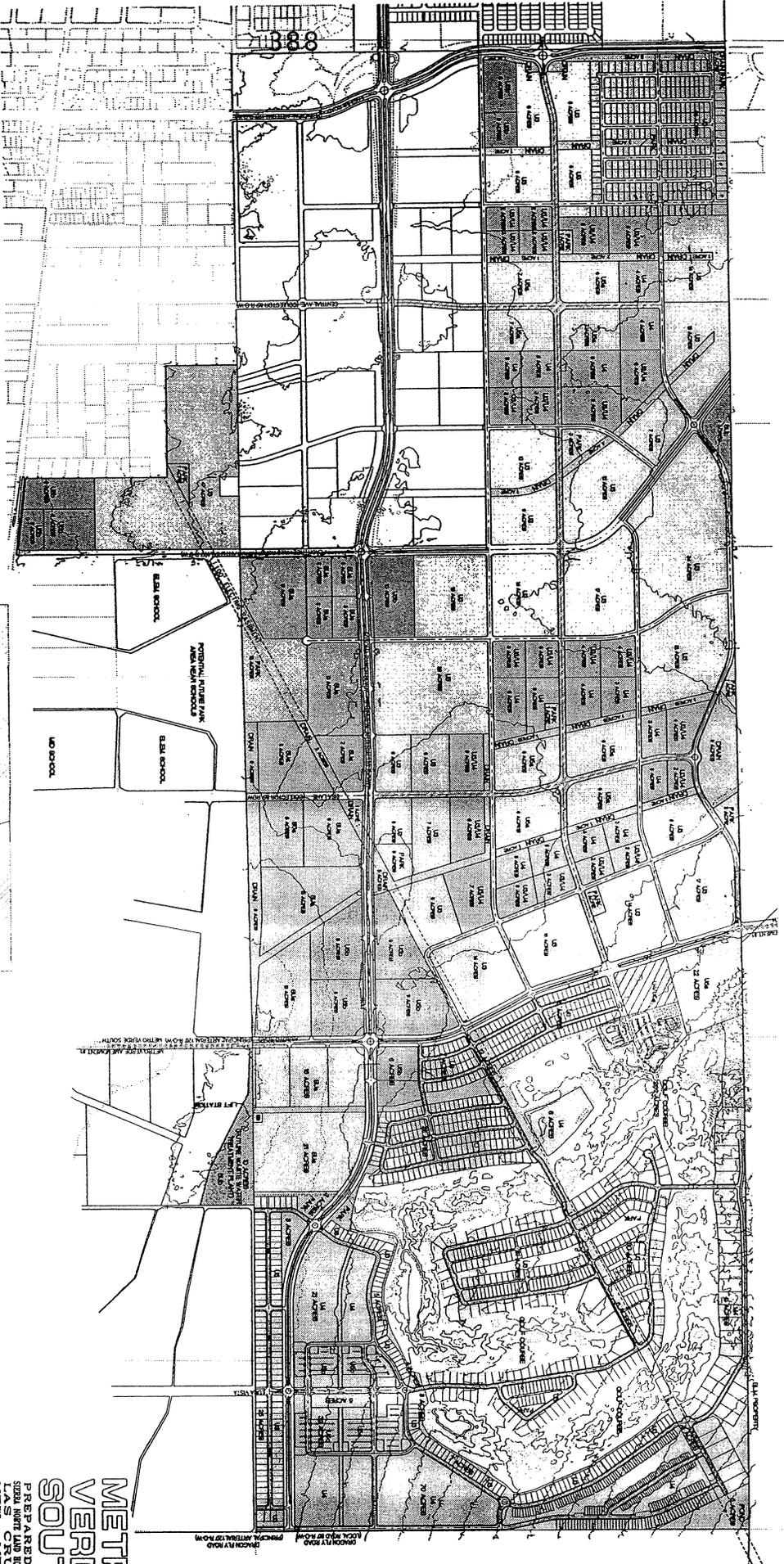
U11
OUTLINE

denon ventura, inc.
1440 S. GARDEN AVENUE
SUITE 100
DANA POINT, CA 92629
TEL: 949.261.1111
FAX: 949.261.1112
WWW.DENONVENTURA.COM

METRO VERDE SOUTH

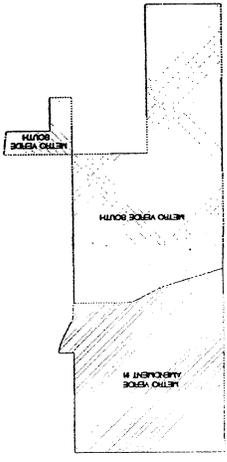
PREPARED FOR
SERRA HUNT LAND BUILDING LLC
LAS CRUCES
NEW MEXICO

DATE: 1/15/10
DRAWN BY: [Name]
CHECKED BY: [Name]
APPROVED BY: [Name]



LAND USE TABULATION		
COLOR	LAND USE	APPROXIMATE TOTAL ACRES
[Light Blue]	RESIDENTIAL - SINGLE-FAMILY	114.00
[Light Green]	RESIDENTIAL - MEDIUM-DENSITY	114.00
[Light Yellow]	RESIDENTIAL - HIGH-DENSITY	114.00
[Light Purple]	COMMERCIAL - GENERAL	114.00
[Light Orange]	COMMERCIAL - OFFICE	114.00
[Light Red]	COMMERCIAL - RETAIL	114.00
[Light Pink]	COMMERCIAL - MIXED-USE	114.00
[Light Cyan]	INDUSTRIAL - GENERAL	114.00
[Light Magenta]	INDUSTRIAL - MANUFACTURING	114.00
[Light Brown]	INDUSTRIAL - WAREHOUSE	114.00
[Light Grey]	UTILITY	114.00
[Light Olive]	RECREATION	114.00
[Light Teal]	OPEN SPACE	114.00
[Light Blue-Gray]	TRANSPORTATION	114.00
[Light Yellow-Gray]	UNDEVELOPED	114.00
[Light Green-Gray]	TOTAL	114.00

1. THE COLOR OF THE LAND USE DESIGNATION IS INDICATED BY THE COLOR OF THE LOT. 2. THE COLOR OF THE LOT IS INDICATED BY THE COLOR OF THE LOT. 3. THE COLOR OF THE LOT IS INDICATED BY THE COLOR OF THE LOT.



THE OVERALL CONCEPT PLAN HEREON IS A NOT INTENDED FOR REVIEW AS A PART OF THIS PUD. IT IS MEANT TO SHOW THE OVERALL PICTURE BEING LOOKED AT FOR THIS AREA.

METRO VERDE SOUTH

OVERALL DEVELOPMENT PLAN

SCALE: 1" = 100'-0"



DATE PREPARED: 11/11/09
 DRAWN BY: [Name]
 CHECKED BY: [Name]
 APPROVED BY: [Name]
 PROJECT: METRO VERDE SOUTH
 SHEET: S1 OF S1

METRO VERDE SOUTH
 PREPARED FOR
 SUBSIDIARY LAND BUILDERS, LP
 LAS CRUCES
 NEW MEXICO

FINDINGS & COMPREHENSIVE PLAN ANALYSIS

1. The subject properties are located within the Sierra Norte master planned area south of the future extension of Arroyo Road, south of the future extension of Engler Road, and generally west of the future expansion of Sonoma Ranch Boulevard.
2. The Metropolitan Planning Organization (MPO) has classified Arroyo Road, Engler Road and Sonoma Ranch Boulevard as Principal Arterial roadways and Peachtree Hills Road is classified as a Minor Arterial roadway.
3. Gas and sewer services will be provided by City of Las Cruces and the provider of water services is still to be determined.
4. The subject properties encompass 892 +/- acres
5. The proposed Metro Verde South PUD is a modification of 27 planning parcels and part of two planning parcels of the Sierra Norte master plan.
6. The proposed Metro Verde South PUD contains nine (9) different land use designations, each with its own development standards and allowed land uses.
7. The proposed residential density range will be from 5,704 to 25,443 dwelling units (DU) in the entire Metro Verde South PUD.
8. There is no minimum lot size requirement in the Metro Verde South PUD.
9. Adjacent land use and zoning include:

	<u>Zoning</u>	<u>Land Use</u>
North	OS-R, R-1b, R-1a, R-2, C-3	Vacant
South	OS-R, R-1b, R-4, C-3C	Vacant/Residential
East	H, OS-R, R-1a, R-1b, R-3, R-4, O-2	Vacant/Residential
West	City Limits	BLM/ETZ

10. The request is consistent with the following sections of the City of Las Cruces Comprehensive Plan:

Land Use Element, Goal 1 (Land Uses)

Policies:

- 1.3.1 An urban residential use shall be so designated where these uses occur at a density of greater than two dwelling units per acre. A rural residential use shall be so designated where these uses occur at a density of less than or equal to two dwelling units per acre.

- 1.3.3. An assortment of lot sizes should be provided for single-family residential developments to promote a variety of lifestyles within the community. With small urbanized lots (such as 3,500 square feet parcels) to large tracts of land (five acres in size), the City shall address all segments of the population.
- 1.3.4 High density residential uses shall be encouraged to concentrate in and around transportation and communication corridors, thereby supporting a mixed distribution of uses. Lower and rural density residential uses shall be located away from such corridors.
- 1.3.5 All residential development shall address the following urban design criteria: compatibility to the adjacent neighborhood in terms of architectural design, height/density, and the provision of landscaping. Architectural and landscaping design standards for residential uses shall be established in the Comprehensive Plan Urban Design Element.
- 1.7.1 Light industrial uses shall be defined as those industrial uses which generate research, development, warehousing and manufacturing activities with minimal impact to the surrounding environment. Light industrial uses and parks shall be established according to the following criteria:
- a. Uses shall be located on, or have direct access to, collector and arterial streets.
 - b. The City shall pursue multi modal access standards (auto, bicycle, pedestrian, transit where available) for light industrial uses and centers.
 - c. Light industrial use and park development shall address the following urban design criteria: compatibility to adjacent uses in terms of architectural design, height/density, and provision of landscaping for site screening, parking and loading areas. Architectural and landscaping design standards shall be established in the Comprehensive Plan Urban Design Element.
 - d. Adequate space for functional circulation shall be provided for loading areas.
 - e. The City shall encourage the development of light industrial parks to allow for minimal traffic and encroachment-related conflicts to adjacent uses.
 - f. The City shall encourage the development of light industrial uses and parks in the West Mesa Industrial Park and East Mesa areas.

Land Use Element, Goal 2 (Growth Management)

Policies:

- 2.5.1 The Planned Unit Development process shall observe growth management policy as established in the Land Use Element, other applicable elements and all companion documents.

- 2.5.2 Planned Unit Developments will only be used for those developments which can be created to benefit both the community and the developer.
- 2.5.3 The PUDs process shall be required for those subdivided, multi-phased developments which generally request more than two (2) planning-related variances.
- 2.5.4 Those developments which request variances to engineering standards (non-planning-related issues) will be considered and acted upon by the Development Review Committee (DRC).
- 2.5.6 The City realizes that there must be an advantage and genuine interest for developers to initiate the PUD process. The City also realizes that it must make some inducements to motivate the developer to use the PUDs flexibility to create a unique, quality development. In return, a developer should provide a meaningful benefit to the community by providing specific types of development. Consequently, standard housing developments (typical R-1, single family zoning) shall not use the PUD process. In order to accomplish this, only particular types of development may utilize PUDs as a means to an end.
- a. The types of developments or areas in which development may occur (or combinations of) which may utilize the PUD process are as follows:
 - High density residential development
 - Low density residential development
 - Affordable housing development
 - Environmentally sensitive area development
 - Redevelopment
 - Infill development
 - Historic District development
 - Clustering development
 - Social (quasi-public) development
 - Commercial/Business development
 - Industrial development
 - b. Incentives which may be used through the PUD
 - Setbacks
 - Building height
 - Density
 - Lot width
 - Lot size
 - Street width
 - Development-related fees
 - Signage
 - Parking
 - c. A developer may not be granted a variation in design elements without providing a benefit to the City/community which, in turn, may only be

accomplished with quality design principles. Such benefits to the City/community include:

- Distinctiveness and excellence in design and landscaping per the Urban Design Element
- Placement of structures on most suitable sites with consideration of topography, soils, vegetation, slope, etc.
- Preservation of major arroyos as per the Storm Water Management Policy Plan
- Preservation of important cultural resources such as known or potential archaeological sites
- Provision of affordable housing and/or subsidized housing
- Provide architectural variety
- Clustering of buildings
- Provide alternative transportation facilities
- Increased park fees
- Increased landscaping, including higher quality landscaping deeper vegetative buffers; or increased planting along roadways, in open spaces and recreational areas, and along the perimeter of the project
- Use of greenways or landscaped corridors linking various uses.
- Screening of or rear placement of parking areas
- Use of sidewalks/footpaths or pedestrian bicycle circulation networks
- Segregation of vehicular and pedestrian/bicycle circulation networks
- Traffic mitigation measures
- Other public benefits such as provision of a community center or day care center
- Development of active or passive recreational areas
- Public access to community facilities in PUD
- Supply recreational facilities for owners/residents
- Advancement of City policy or plan

2.5.7 The applicant shall clearly state that any deviations from required zoning and development standards are deserving of such waivers. The City shall not experience a decrease in level-of-service, increase tax burden or maintenance burden beyond typical development. Justification for waivers shall be in the form of traffic analysis, land use assumptions, or any other source which clearly demonstrates that such variations would not adversely impact the health, safety, and welfare of residents. Impacts resulting from code deviations must be thoroughly addressed and mitigation strategies provided before the City may grant any waivers.

2.5.8 A developer will not be granted a waiver to the City's design standards that may pose a threat to public health, safety, and welfare. Waivers must also be consistent with City policies found in all City documents and plans.

Urban Design Goal 1 (Image)

Policies:

- 1.1.6. Parks and multi-use activity/recreational fields (functional open space) should be encouraged to develop in conveniently located areas.
- 1.1.7. Encourage a balance of land uses as a means of providing convenience and functionality to those who may live and/or work in one area of the community.

Urban Design Goal 2 (Conservation/Preservation)

Policies:

- 2.5.1. Advocate an appropriate balance between physical development and open space that will provide a desirable environment and quality of life in the urban area as well as perpetuating the unique natural and rural environments of the region.
- 2.5.2. Encourage new development to provide networks of open space. Open space should be linked with parks and recreational trails so that any open space areas may be considered "usable" space. Development waivers, such as density bonuses, shall be used as incentives to developers to create and/or maintain open space.

Urban Design Goal 3 (Design)

Policies:

- 3.10.5 Support a policy of mixed land uses as discussed in the Land Use Element. Land uses which are not traditionally considered compatible may be located next to one another depending upon design features and compatibility with the adjacent area as a result of a mixed land use policy. Those uses with lower intensities must be protected from any negative impacts from adjacent uses with higher intensities in order to protect a desirable quality of life within the City.

**City of Las Cruces**®

TO: Planning and Zoning Commission

FROM: Development Review Committee (DRC)

PREPARED BY: Adam Ochoa, Planner *AO*

DATE: December 14, 2010

SUBJECT: Metro Verde South (Major Amendment & Concept Plan)

RECOMMENDATION: Approval – with conditions (Case PUD-10-04)

Case PUD-10-04: A request for approval for a major amendment to the Sierra Norte master plan and a request for approval for a concept plan of a proposed Planned Unit Development (PUD) known as Metro Verde South. As part of the major amendment there is a zone change request from multiple zoning districts to PUD (Planned Unit Development). The purpose of the concept plan is to develop a mixed-use development that will entail residential, commercial, office, retail, and manufacturing land uses with open space areas. The plan shall be developed in twenty-six (26) phases with the number of dwelling units ranging from 5,704 to 25,443 units. The subject properties encompass 892 +/- acres of land and are located in the Sierra Norte area south of the future extension of Arroyo Road and north of the future extension of Engler Road. Submitted by DVI on behalf of Sierra Norte Land Holdings LLC, United Land Group of New Mexico LLC and James A. & Josephine A. Phillips, property owners.

BACKGROUND

The Sierra Norte annexation and master plan were approved in March of 2006, which annexed 1964.488 +/- acres into the City of Las Cruces with 57 planning parcels. At that time all planning parcels received various zoning designations. The proposed Metro Verde South Planned Unit Development (PUD) will encompass 892 +/- acres of the lower portion of the original Sierra Norte master planned area south of the future extension of Arroyo Road and north of the future extension of Engler Road. The proposed Metro Verde South PUD does not include the 320 +/- acre parcel of land owned by the State of Mexico where the future extension of Sonoma Ranch Boulevard is planned.

MAJOR AMENDMENT/CONCEPT PLAN

The proposed concept plan for the Planned Unit Development (PUD) known as Metro Verde South is a major amendment to the Sierra Norte master plan as well as a rezoning of some of the planning parcels in the original master plan to PUD (Planned Unit Development). The subject properties are located within the Sierra Norte mater planned area south of the future extension of Arroyo Road, north of the future extension of Engler Road, and generally west of the future expansion of Sonoma Ranch Boulevard.

The proposed zone changes includes to 27 of the original planning parcels that make up Sierra Norte plus portions of two other planning parcels. The zone changes are as follows:

Parcel	Size	Existing Zoning	Proposed Zoning
1	5.153 +/- acres	C-3 (Commercial High Intensity)	PUD (Planned Unit Development)
2	16.098 +/- acres	R-3/O-2 (Multi-Dwelling Medium Density/Office, Professional-Limited Retail Service)	PUD (Planned Unit Development)
3	44.075 +/- acres	R-1a (Single-Family Medium Density)	PUD (Planned Unit Development)
4	5.135 +/- acres	R-4 (Multi-Dwelling High Density & Limited Retail and Office)	PUD (Planned Unit Development)
5	242.971 +/- acres	R-1b (Single -Family High Density)	PUD (Planned Unit Development)
6	5.034 +/- acres	C-3 (Commercial High Intensity)	PUD (Planned Unit Development)
7	4.252 +/- acres	C-3 (Commercial High Intensity)	PUD (Planned Unit Development)
14	1.165 +/- acres	R-1b (Single -Family High Density)	PUD (Planned Unit Development)
15	2.206 +/- acres	OS-R (Open Space-Recreational)	PUD (Planned Unit Development)
16	23.409 +/- acres	R-1b/OS-R (Single -Family High Density/Open Space-Recreational)	PUD (Planned Unit Development)
17	9.472 +/- acres	R-2/C-3 (Multi-Dwelling Low Density/Commercial High Intensity)	PUD (Planned Unit Development)
21	3.595 +/- acres	R-4 (Multi-Dwelling High Density & Limited Retail and Office)	PUD (Planned Unit Development)
22	3.666 +/- acres	R-4 (Multi-Dwelling High Density & Limited Retail and Office)	PUD (Planned Unit Development)

23	2.596 +/- acres	OS-R (Open Space-Recreational)	PUD (Planned Unit Development)
24	17.678 +/- acres	R-2/C-3 (Multi-Dwelling Low Density/Commercial High Intensity)	PUD (Planned Unit Development)
25	11.914 +/- acres	R-3/O-2 (Multi-Dwelling Medium Density/Office, Professional-Limited Retail Service)	PUD (Planned Unit Development)
26	4.863 +/- acres	C-3 (Commercial High Intensity)	PUD (Planned Unit Development)
27	15.710 +/- acres	R-3 (Multi-Dwelling Medium Density)	PUD (Planned Unit Development)
28	93.424 +/- acres	R-1a (Single-Family Medium Density)	PUD (Planned Unit Development)
29	Part of 299.128 +/- acres	R-1b/OS-R (Single-Family High Density/Open Space-Recreational)	
30	30.113 +/- acres	R-3/R-4/C-3 (Multi-Dwelling Medium Density/ Multi-Dwelling High Density & Limited Retail and Office/ Commercial High Intensity)	PUD (Planned Unit Development)
31	2.992 +/- acres	OS-R (Open Space-Recreational)	PUD (Planned Unit Development)
32	6.908 +/- acres	R-4 (Multi-Dwelling High Density & Limited Retail and Office)	PUD (Planned Unit Development)
33	70.920 +/- acres	R-1b/OS-R (Single -Family High Density/ Open Space-Recreational)	PUD (Planned Unit Development)
34	8.895 +/- acres	R-3 (Multi-Dwelling Medium Density)	PUD (Planned Unit Development)
35	7.263 +/- acres	R-4/O-2 (Multi-Dwelling High Density & Limited Retail and Office/ Office, Professional-Limited Retail Service)	PUD (Planned Unit Development)
36	17.367 +/- acres	R-2/C-3 (Multi-Dwelling Low Density/Commercial High Intensity)	PUD (Planned Unit Development)
37	Part of 33.239 +/- acres	C-3 (Commercial High Intensity)	PUD (Planned Unit Development)
38	2.793 +/- acres	R-4 (Multi-Dwelling High Density & Limited Retail and Office)	PUD (Planned Unit Development)

The proposed PUD known as Metro Verde South encompasses 892 +/- acres and is a mixed-use development that provides residential, office, commercial and industrial land uses with areas of open space. The PUD also includes urban centers, a civic area, a business park, a neighborhood mixed-use corridor and open space with a network of

parkway paths. The Metro Verde South PUD is an attempt to mix land uses, take advantage of compact building design, create a range of housing opportunities and choices, create walkable neighborhoods, foster a strong sense of place, preserve open space, and provide a variety of transportation choices.

The proposed PUD will be comprised of nine different land use districts that offer a wide variety of development standards and land uses. Metro Verde South also includes a separate neighborhood mixed-use corridor that runs along the length of the future road known as Sierra de Luna with additional guidelines. The nine districts include the following:

- Sub-Urban (U3) encompassing 433 +/- acres,
- General Urban (U4) encompassing 55 +/- acres,
- Combined (U3/U4) encompassing 84 +/- acres,
- Mixed-Use Center (U5a) encompassing 59 +/- acres,
- Urban Center (U5b) encompassing 69 +/- acres,
- Business Park (SUa) encompassing 101 +/- acres,
- Civic (Sub) encompassing 4 +/- acres,
- Drainage 53 +/- acres; and
- Neighborhood Parks encompassing 29 +/- acres.

Each land use designation proposes its own setbacks, density, street frontage, building height, parking standards, etc. Each land use designation also proposes allowed land uses that range from open space to manufacturing. The concept plan proposes no minimum lot size requirements for either residential or non-residential uses within the Metro Verde South PUD. The Metro Verde South PUD also introduces sustainability concepts to help make the new proposed development more self-sustainable.

ACCESS & TRANSPORTATION

The Metro Verde South PUD will have direct access from the future expansions of Arroyo Road, Engler Road, Peachtree Hills Road and Sonoma Ranch Boulevard, respectively. The Metropolitan Planning Organization (MPO) has classified Arroyo Road, Engler Road and Sonoma Ranch Boulevard as Principal Arterial roadways. Peachtree Hills Road is classified by the Metropolitan Planning Organization (MPO) as a Minor Arterial roadway.

The proposed Metro Verde PUD will also have a road known as Sierra de Luna run from the future extension of Engler Road north up to the future country club and golf course. This will be where the proposed neighborhood mixed-use corridor will be located at. The corridor will allow a mixed-use development that will help promote a pedestrian-friendly and bicycle-friendly corridor. The corridor will have on-street parking, multiple pedestrian crossings, and buildings built right up to the edge of the sidewalk.

The remainder of the future dedicated roads in the Metro Verde South PUD will be classified as Local roadways. Traffic calming measures may be incorporated into the build out of roadways at the discretion of the developer and City Staff. Street lights will be installed only along Collector and Arterial roadways throughout the proposed PUD.

The proposed Metro Verde South PUD calls out for bicycle lanes and shared-use paths throughout the development. There is also a network of trails and wide sidewalks that will provide for better pedestrian connectivity.

PHASING PLAN

The proposed Metro Verde South PUD has a phasing plan that outlines the build out of the PUD in 26 possible phases. These phases will have the option to build out in any order and in conjunction with each other as long as access, secondary access, infrastructure, and fire flow issues are met in accordance with the applicable adopted codes of the City of Las Cruces. Individual phases may also have the option to be combined into larger phases or reduced to smaller phases at the developer's discretion. The developer has determined a total number of dwelling units allowed in the PUD ranging from 5,704 to 25,443 units. The estimated population for the proposed Metro Verde South PUD is approximately 23,250 +/-.

UTILITIES

Gas and sewer services will be provided by City of Las Cruces. The provider of water services is still to be determined for the proposed Metro Verde South PUD.

FINDINGS

1. The subject properties are located within the Sierra Norte master planned area south of the future extension of Arroyo Road, south of the future extension of Engler Road, and generally west of the future expansion of Sonoma Ranch Boulevard.
2. The Metropolitan Planning Organization (MPO) has classified Arroyo Road, Engler Road and Sonoma Ranch Boulevard as Principal Arterial roadways and Peachtree Hills Road is classified as a Minor Arterial roadway.
3. Gas and sewer services will be provided by City of Las Cruces and the provider of water services is still to be determined.
4. The subject properties encompass 892 +/- acres
5. The proposed Metro Verde South PUD is a modification of 27 planning parcels and part of two planning parcels of the Sierra Norte master plan.

6. The proposed Metro Verde South PUD contains nine (9) different land use designations, each with its own development standards and allowed land uses.
7. The proposed residential density range will be from 5,704 to 25,443 dwelling units (DU) in the entire Metro Verde South PUD.
8. There is no minimum lot size requirement in the Metro Verde South PUD.
9. Adjacent land use and zoning include:

	<u>Zoning</u>	<u>Land Use</u>
North	OS-R, R-1b, R-1a, R-2, C-3	Vacant
South	OS-R, R-1b, R-4, C-3C	Vacant/Residential
East	H, OS-R, R-1a, R-1b, R-3, R-4, O-2	Vacant/Residential
West	City Limits	BLM/ETZ

10. The request is consistent with the following sections of the City of Las Cruces Comprehensive Plan:

Land Use Element, Goal 1 (Land Uses)

Policies:

- 1.3.1 An urban residential use shall be so designated where these uses occur at a density of greater than two dwelling units per acre. A rural residential use shall be so designated where these uses occur at a density of less than or equal to two dwelling units per acre.
- 1.3.3. An assortment of lot sizes should be provided for single-family residential developments to promote a variety of lifestyles within the community. With small urbanized lots (such as 3,500 square feet parcels) to large tracts of land (five acres in size), the City shall address all segments of the population.
- 1.3.4 High density residential uses shall be encouraged to concentrate in and around transportation and communication corridors, thereby supporting a mixed distribution of uses. Lower and rural density residential uses shall be located away from such corridors.
- 1.3.5 All residential development shall address the following urban design criteria: compatibility to the adjacent neighborhood in terms of architectural design, height/density, and the provision of landscaping. Architectural and landscaping design standards for residential uses shall be established in the Comprehensive Plan Urban Design Element.
- 1.7.1 Light industrial uses shall be defined as those industrial uses which generate research, development, warehousing and manufacturing activities with minimal impact to the surrounding environment. Light industrial uses and parks shall be established according to the following criteria:

- a. Uses shall be located on, or have direct access to, collector and arterial streets.
- b. The City shall pursue multi modal access standards (auto, bicycle, pedestrian, transit where available) for light industrial uses and centers.
- c. Light industrial use and park development shall address the following urban design criteria: compatibility to adjacent uses in terms of architectural design, height/density, and provision of landscaping for site screening, parking and loading areas. Architectural and landscaping design standards shall be established in the Comprehensive Plan Urban Design Element.
- d. Adequate space for functional circulation shall be provided for loading areas.
- e. The City shall encourage the development of light industrial parks to allow for minimal traffic and encroachment-related conflicts to adjacent uses.
- f. The City shall encourage the development of light industrial uses and parks in the West Mesa Industrial Park and East Mesa areas.

Land Use Element, Goal 2 (Growth Management)

Policies:

- 2.5.1 The Planned Unit Development process shall observe growth management policy as established in the Land Use Element, other applicable elements and all companion documents.
- 2.5.2 Planned Unit Developments will only be used for those developments which can be created to benefit both the community and the developer.
- 2.5.3 The PUDs process shall be required for those subdivided, multi-phased developments which generally request more than two (2) planning-related variances.
- 2.5.4 Those developments which request variances to engineering standards (non-planning-related issues) will be considered and acted upon by the Development Review Committee (DRC).
- 2.5.6 The City realizes that there must be an advantage and genuine interest for developers to initiate the PUD process. The City also realizes that it must make some inducements to motivate the developer to use the PUDs flexibility to create a unique, quality development. In return, a developer should provide a meaningful benefit to the community by providing specific types of development. Consequently, standard housing developments (typical R-1, single family zoning) shall not use the PUD process. In order to accomplish this, only particular types of development may utilize PUDs as a means to an end.

- a. The types of developments or areas in which development may occur (or combinations of) which may utilize the PUD process are as follows:
- High density residential development
 - Low density residential development
 - Affordable housing development
 - Environmentally sensitive area development
 - Redevelopment
 - Infill development
 - Historic District development
 - Clustering development
 - Social (quasi-public) development
 - Commercial/Business development
 - Industrial development
- b. Incentives which may be used through the PUD
- Setbacks
 - Building height
 - Density
 - Lot width
 - Lot size
 - Street width
 - Development-related fees
 - Signage
 - Parking
- c. A developer may not be granted a variation in design elements without providing a benefit to the City/community which, in turn, may only be accomplished with quality design principles. Such benefits to the City/community include:
- Distinctiveness and excellence in design and landscaping per the Urban Design Element
 - Placement of structures on most suitable sites with consideration of topography, soils, vegetation, slope, etc.
 - Preservation of major arroyos as per the Storm Water Management Policy Plan
 - Preservation of important cultural resources such as known or potential archaeological sites
 - Provision of affordable housing and/or subsidized housing
 - Provide architectural variety
 - Clustering of buildings
 - Provide alternative transportation facilities
 - Increased park fees
 - Increased landscaping, including higher quality landscaping deeper vegetative buffers; or increased planting along roadways, in open spaces and recreational areas, and along the perimeter of the project
 - Use of greenways or landscaped corridors linking various uses.
 - Screening of or rear placement of parking areas
 - Use of sidewalks/footpaths or pedestrian bicycle circulation networks

- Segregation of vehicular and pedestrian/bicycle circulation networks
- Traffic mitigation measures
- Other public benefits such as provision of a community center or day care center
- Development of active or passive recreational areas
- Public access to community facilities in PUD
- Supply recreational facilities for owners/residents
- Advancement of City policy or plan

2.5.7 The applicant shall clearly state that any deviations from required zoning and development standards are deserving of such waivers. The City shall not experience a decrease in level-of-service, increase tax burden or maintenance burden beyond typical development. Justification for waivers shall be in the form of traffic analysis, land use assumptions, or any other source which clearly demonstrates that such variations would not adversely impact the health, safety, and welfare of residents. Impacts resulting from code deviations must be thoroughly addressed and mitigation strategies provided before the City may grant any waivers.

2.5.8 A developer will not be granted a waiver to the City's design standards that may pose a threat to public health, safety, and welfare. Waivers must also be consistent with City policies found in all City documents and plans.

Urban Design Goal 1 (Image)

Policies:

- 1.1.6. Parks and multi-use activity/recreational fields (functional open space) should be encouraged to develop in conveniently located areas.
- 1.1.7. Encourage a balance of land uses as a means of providing convenience and functionality to those who may live and/or work in one area of the community.

Urban Design Goal 2 (Conservation/Preservation)

Policies:

- 2.5.1. Advocate an appropriate balance between physical development and open space that will provide a desirable environment and quality of life in the urban area as well as perpetuating the unique natural and rural environments of the region.
- 2.5.2. Encourage new development to provide networks of open space. Open space should be linked with parks and recreational trails so that any open space areas may be considered "usable" space. Development waivers, such as density bonuses, shall be used as incentives to developers to create and/or maintain open space.

Urban Design Goal 3 (Design)**Policies:**

3.10.5 Support a policy of mixed land uses as discussed in the Land Use Element. Land uses which are not traditionally considered compatible may be located next to one another depending upon design features and compatibility with the adjacent area as a result of a mixed land use policy. Those uses with lower intensities must be protected from any negative impacts from adjacent uses with higher intensities in order to protect a desirable quality of life within the City.

DRC RECOMMENDATION

On November 3, 2010, the Development Review Committee (DRC) reviewed the concept plan for the proposed Metro Verde South PUD. The DRC reviews PUDs from an infrastructure, utilities, and public improvement stand point. From a land use perspective the PUD is supported by the 1999 Comprehensive Plan. The DRC recommends approval with conditions for the concept plan for the PUD known as Metro Verde South:

- The Public Works Director shall review the Traffic Impact Analysis (TIA) and the request to go to a three-lane section on Sonoma Ranch Boulevard.
- The proposals for roundabouts on Sonoma Ranch Boulevard are only conceptual in design and location. Final determination of the appropriateness and design of the roundabouts shall be made during the final platting and construction drawings review process.

All outstanding comments have been resolved.

The recommendation of the Planning and Zoning Commission for both the concept plan and final site plan will be forwarded to City Council for final consideration.

OPTIONS

1. Approve the request as recommended by DRC for cases PUD-10-04.
2. Approve the request with additional conditions as determined appropriate by the Planning and Zoning Commission.
3. Deny the request.
4. Table/Postpone.

ATTACHMENTS

1. Development Statement
2. Development Review Committee minutes for November 3, 2010
3. Vicinity Map
4. Metro Verde South major amendment concept plan

DEVELOPMENT STATEMENT for City Subdivision Applications

Please note: The following information is provided by the applicant for information purposes only. The applicant is not bound to the details contained in the development statement, nor is the City responsible for requiring the applicant to abide by the statement. The Planning and Zoning Commission may condition approval of the proposal at a public hearing where the public will be provided an opportunity to comment.

Applicant Information

Name of Applicant: SIERRA NORTE LAND HOLDINGS, LLC
Contact Person: DREW DENTON
Contact Phone Number: 525-0241
Contact e-mail Address: drew@dvi-lascrucis.com
Web site address (if applicable): _____

Proposal Information

Name of Proposal: METRO VERDE SOUTH
Type of Proposal (single-family subdivision, townhouse, apartments, commercial/industrial)
MIXED-USE
Location of Subject Property NORTH OF ENGLER, SOUTH OF ARROYO
(In addition to description, attach map. Map must be at least 8 1/2" x 11" in size and clearly show the relation of the subject property to the surrounding area)
Acreage of Subject Property: 976 ACRES
Zoning of Subject Property: ALL
Proposed number of lots 34, to be developed in 26 phase (s).
Proposed square footage range of homes to be built TBD to _____
Anticipated traffic generation TBD trips per day.
Anticipated development schedule: work will commence on or about TBD
and will take _____ to complete.
How will stormwater be retained on site (detention facility, on-lot ponding, etc.)?
OFF SITE & ON SITE PONDING

Will any special landscaping, architectural or site design features be implemented into the proposal (for example, rock walls, landscaped medians or entryways, entrance signage, architectural themes, decorative lighting)? If so, please describe and attach rendering (rendering optional).

Landscaped Medians, Arch. themes,
ENTRY SIGNS, ROCK WALLS

Attachments

Please attach the following: (* indicates optional item)

- Location map
- Subdivision Plat
- Proposed house elevations
- *renderings of architectural or site design features
- *other pertinent information

SUPPLEMENTAL SUBDIVISION APPLICATION INFORMATION

To be placed on an agenda for a Planning and Zoning Commission meeting, all review comments must be addressed. THE APPLICANT(S) OR THEIR REPRESENTATIVE MUST ATTEND THE PLANNING AND ZONING COMMISSION MEETING.

Submitted herewith is the following material for: METRO VERDE - ~~SCOUT A~~ ^{SCOUT A}
Name of Subdivision

Gross Area of Subdivision 976 Acres Property located within ALL Zone(s)

Number of Lots TBD (if Replat list existing and proposed number of lots)

Dwelling Units / Acre TBD Acres for Residential 803

Acres for Streets 169 Acres for Other 108

Request for Waiver(s) (Written justification is required): N/A - It's a PUD

The legal description for the total area in this plat is as shown in Deed Book _____, Page(s) _____, filed on the _____ day of _____.

Applicant's Surveyor: BRG
Name Address Phone No.

Applicant's Engineer: _____
Name Address Phone No.

DEVELOPMENT REVIEW COMMITTEE

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Following are the verbatim minutes of the City of Las Cruces Development Review Committee meeting held on Wednesday, November 3, 2010 at 9:00 a.m. at City Hall, 700 North Main Street, Room 2148, Las Cruces, New Mexico.

DRC PRESENT: Cheryl Rodriguez, Community Development
Tom Murphy, MPO
Meei Montoya, Utilities
Mark Johnston, Facilities
Mark Dubbin for the Fire Marshal
Loretta Reyes, Public Works

STAFF PRESENT: Adam Ochoa, Community Development
Catherine Duarte, Land Management
Jaime Rodriguez, Public Works
Claudia Diaz, Public Works
Dan Soriano, Public Works
Scott Farnham, CLC Surveyor
Lora Dunlap, Recording Secretary

OTHERS PRESENT: John Moscato, Sierra Norte Land Holdings
Barb Denton, DVI
Drew Denton, DVI
Marty Pillar, DVI

I. CALL TO ORDER (9:05 am)

C. Rodriguez: Go ahead and call this meeting to order for Wednesday, November 3rd; it's approximately 9:05 in the morning.

II. APPROVAL OF MINUTES – September 29, 2010

C. Rodriguez: The first item on the agenda is the approval of the minutes from the September 29th meeting; are there any changes? Seeing none, a motion to approve?

Reyes: So moved. Loretta Reyes.

C. Rodriguez: Second?

Murphy: Second. Tom Murphy.

C. Rodriguez: All those in favor?

1 Members: Aye.

2

3 C. Rodriguez: Minutes are passed.

4

5 III. OLD BUSINESS – NONE

6

7 IV. NEW BUSINESS

8

9

1. PUD-10-04 Metro Verde South PUD Concept Plan:

- 10 • A request for approval of a Concept Plan for a Planned Unit Development
- 11 (PUD) known as Metro Verde South.
- 12 • The proposed PUD encompasses 892 +/- acres and is located in the
- 13 Sierra Norte master-planned area south of the future expansion of Arroyo
- 14 Road and north of the future expansion of Engler Road
- 15 • Submitted by Denton Ventures, Inc. on behalf of Sierra Norte Land
- 16 Holdings LLC, United Land Group of New Mexico LLC and James A. &
- 17 Josephine A. Phillips, property owners.

18

19

20 C. Rodriguez: We have one item on the agenda today; it is the Metro Verde South
 21 PUD Concept Plan. What I'll do is Adam if you can present the basics
 22 of the concept plan location, acreage and what they're intending to do
 23 and then what I'll do is I'll turn it over to the applicant so you can
 24 discuss your development proposal. I know that there are a lot of
 25 components to this concept plan from planning perspective,
 26 engineering, utilities so what we'll do is we'll take each, kind of each
 27 perspective as we go so Adam?

28

29

30 Ochoa: Just to start off property is essentially about 976 acres in size, located
 31 in the Sierra Norte area. It's located... it's general area located south
 32 of the proposed extension of Arroyo Road and north of the proposed
 33 extension of Engler. Proposes about 34 lots but... planning parcels I
 34 guess if you will to be developed in 26 phases. It's basically a mixed
 35 use development that covers everything from single family and multi-
 36 family to light industrial and so forth like that. Essentially that's
 37 basically it.

38

39

C. Rodriguez: Okay, what are the major thoroughfares that are identified within?

40

41

Ochoa: Within it is...

42

43

C. Rodriguez: In or adjacent.

44

45

Ochoa: In or adjacent around there is Sonoma Ranch, the extension of, future
 extension of Sonoma Ranch, Arroyo Road runs through there.
 Peachtree Hills runs through the actual center of it and Engler is like I

1 said the boundary to the south. There is also Lisa Lane that runs
2 through there as well.

3
4 Rodriquez: DVI?

5
6 B. Denton: Well I think everybody's had an opportunity to review this pretty
7 thoroughly. We've come down to the final comments and we made
8 the final changes this week and turned these drawings in so you know
9 be happy to answer any questions you have. I think (*inaudible*)
10 reviewed it pretty well. As Adam said you know we've got some light
11 industrial, some commercial uses, quite a bit of mixed residential type
12 of uses and drainage facilities, parks that are all separated.

13
14 C. Rodriguez: Could you elaborate on how (*inaudible*) how the mixed use concept is
15 laid out because I'm not sure everybody has looked at it from that
16 perspective on how thoroughfares, where thoroughfares are located
17 and how you're proposing centers and moving out from...

18
19 B. Denton: Okay. I'll have Drew Denton do that.

20
21 D. Denton: It's basically laid out, we have Sonoma Ranch Boulevard coming up
22 on the east side and so you're gonna see a lot of your business park,
23 light industrial along the east side of Sonoma Ranch so located off of
24 that Major Arterial and then the dark red area is labeled as U5BR,
25 more considered your big box commercial areas; your Wal-Marts, your
26 Targets which are also located off mostly Sonoma Ranch Boulevard.
27 You do get a little section off of Peachtree Hills Road and then a little
28 off of Engler down on the southern portion. If we work west of
29 Sonoma Ranch we do start to see as we get further away from the
30 Major Arterials you get some of your lighter green U3 areas that are
31 more your detached single family housing, lighter density and then
32 you'll notice the pink areas which are neighborhood mixed use
33 corridors and that's what the hatched road coming up the center is so
34 it's working with the form if you start at the south of more separated
35 single family detached into more attached multi-family. A little bit of
36 business and then more into retail little neighborhood centers to where
37 you have retail on the bottom and then you're allowed residential uses
38 on the second floor and up and then you see the wave come back
39 down to less intense in the middle and work back up to the node and
40 these are all of your Major Arterials but we do have Lisa Lane,
41 Peachtree and Engler working down to where I guess more of a
42 gridded network into the PUD area to provide a better connectivity
43 between all of them.

44 We show the drainage tracts coming through that work more or
45 less with what the water's currently doing through the property. There
46 are sidewalks and all the roads so the connectivity, we do have 10-foot

1 wide multi-use paths along Arroyo, Sonoma Ranch, Engler Road.
2 Twelve-foot sidewalks on both sides of this neighborhood mixed-use
3 corridor that is currently the extension of Sierra de Luna and then off
4 parts of Central and Lisa Lane so the connectivity will be there through
5 trails on the easements; overall pretty good pedestrian connectivity to
6 all of the park areas and different areas throughout. We do have park
7 areas located within a third of a mile of basically every residential use
8 in the property.
9

10 C. Rodriguez: Can you identify where the park areas are?

11
12 D. Denton: On C9 with this new submittal we highlighted all of the little park areas
13 and put circles around them to show that since we do say in the PUD
14 that you'll have little develop pocket parks within a third of a mile of all
15 residential land uses. We're showing that but are saying the little one
16 acre parks we understand based on final platting might be able to
17 move around with the approval of Facilities Director on there but we
18 are showing a 15-acre park on the west hand side, another three-acre
19 park along the trail, another three-acre park down here along that
20 neighborhood mixed-use corridor and then working a couple in on the
21 site of the Goat Mountain pond over here.
22

23 C. Rodriguez: How does the integration of the park areas for a third mile of the
24 residential land uses, how does that... how is that integrated into the
25 overall phasing plan so when as development occurs with residential
26 development, how will park development occur?
27

28 D. Denton: Well I think a lot of these park areas you're gonna find that the phasing
29 is broken up in a way and I guess you can't see the parks on the
30 phasing plan... but I think it would be worked with Facilities at the time
31 of final platting to make sure that we're working in those developed
32 parks to also work with the wording we have on the cover sheet to
33 assure that we have developed parks within a third of a mile of all
34 development that's happening but I think right now at the conceptual
35 phase we're showing the parks there saying they can be moved
36 around and I think the exact time of developing the parks and exact
37 location would be worked out more towards the final platting and
38 subdividing of lots.
39

40 C. Rodriguez: We'll come back to Facilities on that issue but the next one as part of
41 the concept plan you're writing your development standards for
42 basically your, you've created your own zoning districts within the
43 PUD, the U5, the...
44

45 D. Denton: More or less.
46

1 C. Rodriguez: You've written your development standards but also as part of the
2 concept plan you've also identified deviations to City Design
3 Standards for cross section for your Thoroughfares and your Minor
4 Local roadways? Could you elaborate on that?
5

6 D. Denton: What we've done with the road cross sections, is every road cross
7 section is being shown as the design standard right-of-ways. There is
8 wording written into the local street section that's saying 50-foot right-
9 of-way, a 40-foot minimum if approved by staff but currently within the
10 PUD, the full right-of-way will be given. The main areas that we
11 deviate from the standards I think would be taking a five-lane Arterial
12 road and working... the road diet on it to take it down to a three-lane
13 road and then we've come up with our cross section for what I've been
14 referring to as a neighborhood use mixed corridor, that hatched street
15 that you saw on the concept plan coming up.

16 Other than that I think most things work with the Design Standards;
17 just take variations of it to try and fit in 10-foot wide multi-use paths
18 instead of just five-foot sidewalks on each side to try and
19 accommodate for pedestrians a little bit better.
20

21 C. Rodriguez: The next question I have also is what based off of the total acreage for
22 this is 900 acres?
23

24 D. Denton: Yeah.
25

26 Montoya: Eight hundred ninety-two.
27

28 C. Rodriguez: Eight hundred and ninety-two acres. What is the anticipated dwelling
29 unit count and population growth for this area?
30

31 D. Denton: Well, as far as the units, on the phasing plan we are... as you stated
32 earlier we were taking a different approach as far as zoning and one of
33 the areas that was key in looking at that was the use of density and
34 trying to pull away from saying you have a U3 and you need to be
35 between four and eight dwelling units an acre so we do have a wide
36 range of units here and if you look at the phasing plan although some
37 of them are extremely high I think it leaves it open for the market to
38 kind of say what happens here but we're showing basically a range
39 between 6,000 and 26,000 for units. I know when we sit down and
40 look at it a little bit more as far as how the population growth will
41 happen and if I turn back to the park plan here (*inaudible*) Facilities
42 had brought up the population growth here and we did take the
43 estimated population realistically to be more around 23,000 people
44 and that took into account differences for the multi-family acreages
45 and tried to split between the U4 areas that could be some single
46 family attached units but could also be some multi-family; tried to work

1 in there that your business park industrial you might get some multi-
2 family in those areas but probably not a lot and worked with some
3 percentages to break it down a little further than the phasing plan and
4 came up with a population of about 23,000 at full build-out and I think
5 when we were looking at that we were also looking at about a three
6 percent population growth rate.

7
8 C. Rodriguez: The next question I have is if you can elaborate on what your master
9 utility plan proposal is for this area?

10
11 D. Denton: Well I will start out and say the utility plan is very conceptual at this
12 point in time. Right now on the overall sheet here we do have sheets
13 that break it down further but we're basically just showing sewer,
14 water, gas and all the side... basically to connect to each parcel of
15 land that we see but it will have to be developed much further. I mean
16 once a subdivision comes in.

17
18 C. Rodriguez: What are the major utilities that you'll have to extend to the area?

19
20 B. Denton: Well, we're gonna have a high pressure gas line coming up Sonoma
21 Ranch Boulevard; an eight inch high pressure gas line and we've been
22 working with the City Utilities Department on that. We're gonna have a
23 lift station up in the north of Arroyo Road that we're also working with
24 the City on that. All of the sewer connections are gonna be east-west
25 instead of north-south; especially along the Sierra de Luna Corridor so
26 we can avoid having utilities in there so that as we develop that we
27 won't have to tear up the street a lot since we already have a you
28 know private driveway along there. Water you know we've always
29 been hoping we're gonna work with the City but this first subdivision
30 we're doing, we're working with Moongate.

31
32 C. Rodriguez: So in terms for the extension of the utilities, they're gonna be primarily
33 in, located within your major thoroughfares; the major lines?

34
35 B. Denton: Yes.

36
37 C. Rodriguez: With the deviation to the cross sections that you're proposing, how
38 does that protect the utility lines underneath there? Will the utility lines
39 be under pavement or will they be located within parkways or...?

40
41 B. Denton: I think they should pretty much all be under the pavement and we'll be
42 working with the City as we go forward on specific proposals but even
43 you know we're proposing a deviation to the Sonoma Ranch
44 Boulevard cross section and you know we're trying to address the
45 utilities and make sure that they all stay under the pavement; the
46 pavement that's built now, not future pavement.

- 1
2 C. Rodriguez: Okay.
3
4 Montoya: Cheryl, could I ask one question?
5
6 C. Rodriguez: Yes.
7
8 Montoya: Just one question. I understand that the developer has control of the
9 892 acres but I'm not sure about this half section that is showing the
10 utilities crossing this half section. Do you have the easement or the
11 right-of-way that you can... that I mean we will need the utility
12 easement or putting the right-of-way so is this already in the process of
13 acquiring those?
14
15 B. Denton: Yes, some of them exist but we have I believe it's, it's either five or six
16 different easements through this property that are already of record
17 and some of them align with the right-of-way and then some of them
18 were more aligned with where we thought, where they thought future
19 drainage would be and so like I said there's at least five different...
20 easements across this here; either right-of-ways or easements, across
21 this property. Mr. Moscato could elaborate on that if...
22
23 Montoya: I don't think so we need that much detail right now but only way that
24 we will be able to approve the plan that if you need the drainage to go
25 from this parc... I mean not drainage, the utility to go from one parcel
26 through a parcel that you don't have the right-of-way or easement that
27 we cannot approve that until that we know that you already have either
28 a dedicated right-of-way or and easement for those utilities.
29
30 B. Denton: Right and we can provide you with documents that show.
31
32 C. Rodriguez: Are there anything else that you want to add to your development
33 proposal before we go around the table? No? Okay. Since Meei, I'll
34 start it off with you since we just finished Utilities.
35
36 Montoya: We already approve this concept plan in the third review and I believe
37 all our comments have been addressed and like Drew had said this
38 utility plan is only conceptual. It's very conceptual so what was the
39 developer to fine tune this utilities and... the utilities going to be placed
40 not in the right-of-way then we would need the easement in hand at
41 the time when we approve the construction plan. That's all.
42
43 C. Rodriguez: Mark with Facilities.
44
45 Johnston: Mark Johnston, Facilities. The developer and representatives met with
46 Brian Denmark and myself. They did make amendments to the

1 acreage as we requested based on the 23-odd thousand. We do want
 2 to put in for the record, that if in fact that residential population
 3 increases then acreage will need to increase to match with our current
 4 policy. They did... I will note that the developer did go beyond our
 5 requirement for parks on the half-acre excuse me, half-mile radius and
 6 went to the one-third mile radius and we were pleased with that. We'd
 7 also agree that the placement, exact placement of the parks may have
 8 to vary a bit but we want to try and achieve that balance the best that
 9 we can. Also, there was some extra notes placed on the plans; we are
 10 in agreement with that and at this stage of the planning process,
 11 Facilities is good.

12
 13 C. Rodriguez: Is it the expectation then that the developer will build parks as
 14 development occurs and not pay park impact fees or has that been...?

15
 16 Johnston: That has not been totally nailed out. I do understand that the
 17 developer you know, it's a marketing tool for development and the
 18 developer would like to have parks in place as would Facilities but as
 19 each individual phase comes in we will have to negotiate that through.

20
 21 C. Rodriguez: MPO?

22
 23 Murphy: Tom Murphy; MPO. We had no adverse comments on this. We did
 24 meet with the engineer concerning the numbers on the traffic impact
 25 analysis. The numbers they provided within the analysis were
 26 consistent with our future travel demand model. We are comfortable
 27 with the reduced cross sections, particularly on the north-south street,
 28 thoroughfares through there. Of note though, certainly would like to
 29 reserve judgment on Arroyo whether that could you know we have to
 30 say five lanes or not as that'll ultimately connect into the Dona Ana
 31 interchange and we expect that to be a high-traffic facility in the future.

32
 33 C. Rodriguez: Since we've talked about the traffic then I'd like to move over to Public
 34 Works, if you can, I know that there are two components for Public
 35 Works; one (*inaudible*) drainage perspective and the one is the
 36 deviations to the cross sections an the TIA so let's focus in on the TIA
 37 first; Dan, did you have any comments?

38
 39 Soriano: Dan Soriano with Public Works. I met with Marty Pillar a couple of
 40 times to go over the TIA and made some modifications and I think
 41 we're all comfortable with the Peachtree analysis that basically
 42 supports the three-lane segment. (*Inaudible*) don't want their
 43 (*inaudible*) as far trip generation even in a conservative sense it should
 44 operate and accept the level of service well even beyond 20 years.

45 The real concern of ours has been Sonoma Ranch and the
 46 proposal to reduce that to three lanes so we've had a couple of

1 meetings. I met with Marty Pillar and John Moscato as recently as
2 yesterday; talked a little more about the Sonoma Ranch issue.
3 They've basically I was emailed a final report basically I was given a
4 hard copy this morning (*inaudible*) kind of looked through it and it
5 basically says that you know I think we all agree that in the initial
6 stages of development, Sonoma Ranch should operate pretty well as
7 a three-lane segment probably up to about year ten. Then when you
8 get beyond year ten and of course there's a lot of intangibles here;
9 how fast things will grow and whether other development will come
10 along side this. About that point starts getting a little fuzzy as far as
11 what, how much traffic load will be apposed on Sonoma Ranch and
12 whether the three-lane will support that so in the report there's a little
13 bit of a narrative and I don't know if Marty wants to elaborate on any at
14 all but basically there's a narrative that says... and I'm not even sure if
15 our you know our Public Works Director really hasn't looked at this
16 either; it may be something he might have to look at and give final
17 approval to but basically at year ten any future development from that
18 point within this particular development area would have to be
19 reviewing Sonoma Ranch continually to make sure that we're still
20 operating at acceptable level of service and being that MPO does
21 regular traffic counts (*inaudible*) every three years that's gonna help
22 keep an eye on how things are progressing through here because
23 right now you know of course we're at year zero; there's just a lot of
24 assumptions ahead of us as far as what traffic may or may not do
25 through here. I think we all agree that up to probably about year ten
26 we're gonna probably be fine but once we get beyond that point we
27 may have to start looking at Sonoma Ranch a little closer and make
28 sure that we're not moving into an unacceptable level of service. It's
29 at that time if they should find that we're starting to load the Arterial to
30 say a level of service C or worse it's going to be at that time the
31 mechanism has to kick in to actually have the remaining two lanes built
32 and a full section be provided. Now, how that actually happens, there
33 is narrative in the TIA that talks about that; I may just defer that to
34 either John Moscato or Marty to talk about that. Again I don't know
35 Mike Johnson has not had the opportunity to look it as far I know so I
36 don't know if he's 100% behind... just some of the preliminary
37 discussions I've had with him, I think he was eluding to the idea that
38 there's a point in time where Sonoma Ranch may fail and then we may
39 have to (*inaudible*) full four-lane segment but how that actually gets
40 built is kind of a question at this point. There is narrative in here that
41 basically talks about the impact fees that the City would possibly have
42 onboard at that time to help pay for that remaining or a self-imposed
43 impact fee by the developer and maybe that's a point where either
44 John or Marty might want to elaborate on that a little bit.
45

1 Pillar:

2 Marty Pillar. What we've looked at proposing with the Metro Verde
3 South PUD is that Sonoma Ranch at this time be built as a three-lane
4 Arterial and that as development occurs within Metro Verde that each
5 time a development come in they are going to be providing the most
6 current MPO traffic count so that we can be watching with what
7 happens with Sonoma Ranch Boulevard. When we get a traffic count
8 that's gonna be approaching Level Service C or worse or at a time
9 when the City feels a more detailed traffic study is required then one
10 will be provided and what we're looking at is that as the development
11 occurs that's what's going to bring the traffic and what we've looked is
12 that if the road improvement fund the City has going before Council
13 now is approved, then we're looking at that fund will be used to build
14 the two additional lanes for Sonoma Ranch Boulevard. If that road
15 improvement fund for some reason does not pass City Council, what
16 Metro Verde South is proposing is to have a self-imposed fee and that
17 that would be collected on vertical construction after four years from
18 the date of construction of Sonoma Ranch Boulevard so that as
19 development occurs, traffic will increase with the development.
20 There's also a collection of money that would be used to construct the
21 additional lanes at such time when Sonoma Ranch reaches the level
22 of service D and you know when Dan is looking that we need the two
23 additional lanes and that's what we're proposing with Sonoma Ranch
24 Boulevard.

25 C. Rodriguez: Okay, I have a few questions. Has... if the scenario... scenario one
26 doesn't pan out that the City of Las Cruces does not adopt impact fees
27 for road construction and then you have to go to scenario number two,
28 the self-imposed fee, has there been any discussion on what the
29 nominal value of that fee would be or is that going to be determined
30 because my concern is, is that language would have to be written into
31 the concept plan or it's going to warrant an amendment to the concept
32 plan later.

33
34 Moscato: John Moscato. What we anticipated was that the TIA would be an
35 exhibit to and a part of the concept plan so going forward it would be
36 an on-going requirement. There's going to be a number eventually
37 attached to the construction costs for the additional lanes if and when
38 they are required. I think it would be appropriate at the four-year
39 bench mark that Marty referred to that the costing estimate be done at
40 that time. Looking at as well the anticipated density vertical
41 construction that will occur to generate the fees and then just work
42 backwards from there to determine what the number should be. In the
43 end it's going to be driven by traffic. Traffic will be driven by activity
44 and construction and population so I think there's a built-in check that
45 we're never going to get behind because if there's not enough vertical
46 construction happening to generate the fees then there won't be

1 enough population and traffic happening to require the road widening
2 so they're always going to work hand-in-hand. If we have the right
3 formula set up we're never going to have the danger of falling behind
4 or falling short on the amount of money that will be needed for the
5 widening.
6

7 C. Rodriguez: I have a couple of questions and when you state vertical construction
8 and you do mean both residential and commercial?
9

10 Moscato: Yes.
11

12 C. Rodriguez: Okay and then on scenario number two, if you have an existing three-
13 lane cross section and it's determined at some point of time, let's say
14 year 15 that a five-lane is... five lanes is warranted for Sonoma Ranch
15 then those fees, what would... how would Sonoma Ranch change?
16 Would it just be five lanes that's adjacent to whatever development or
17 are you gonna use those fees and extend it back out to... I mean how
18 would Sonoma Ranch change? If we're at the far northern end of
19 Sonoma Ranch and it's determined you know we need to be a five-
20 lane, how do you envision then Sonoma Ranch in it's entirety that
21 what three mile segment, two mile segment would be rebuilt?
22

23 Pillar: What we're looking at is from Arroyo north is the one-mile section and
24 from Arroyo south to Engler is a two-mile section. Right now, Arroyo
25 north is approved as a three-lane Arterial to be built that way. What
26 we're discussing with this portion is from Arroyo to Engler, the two-mile
27 section and in this one mile runs through the property of Metro Verde
28 South and then there's the one-mile section which is in the state land.
29

30 Moscato: Right, but I would anticipate that at the time we sit down and do the
31 calculation to determine what the fee is that the amount of the fee will
32 be tied to how much more traffic will push us to needing to widen the
33 road and that the fee will be set to widen the entire two-mile length; not
34 do it on a piecemeal basis.
35

36 C. Rodriguez: Are there any questions on that from anybody?
37

38 Reyes: I do, I have some. You say that one option is that Development will
39 provide traffic counts and it'll be decided from that whether those
40 sections of roadway will be built or will need to be built. I'm wondering
41 who's going to monitor all of this, who's going to tell... if option number
42 one is the option, if somebody's developing away from Sonoma Ranch
43 Boulevard and they're development puts the counts over the top,
44 who's going to be telling them you have to do this; you're gonna have
45 to build this road, because I don't want to be in a position to have my
46 staff having to tell them yes because we decided on Nov. 3 that you

1 have to do this and they're like I'm not building that road so I... and
 2 then you know so I'm... and then if you... and then the self-imposed
 3 fees you know who monitors all of this? Who's going to be in charge
 4 of doing all of this, of monitoring all of this and after four years and
 5 doing a cost estimate and all of that kind of stuff? Is that all on the
 6 City; is that the burden of the City to have to do that?

7
 8 Moscato: To answer one question at a time. As far who's going to monitor it, it
 9 will be an on-going requirement associated with the PUD; it's a long-
 10 term project. As future development happens, individual projects,
 11 they'll have to go through an approval process. As Dan pointed out,
 12 MPO does traffic counts every three years; those are available.
 13 They're easy to track; I don't see how the tracking should be a
 14 problem. As far as the burden on individual projects, we're not looking
 15 at individual projects being burdened with building the road; we're
 16 looking at one City construction project just like we've been talking
 17 about proposing an S.A.D. which would be a City construction project
 18 to build the initial part of Sonoma Ranch Boulevard. We would be
 19 looking at the cumulative impact fees to be collected to be the source
 20 of funding for a single City construction project to widen the entire two-
 21 mile length of Sonoma Ranch Boulevard from Engler to Arroyo so
 22 there's no question about you know this project or that project; building
 23 this piece of road of that piece of road. The idea is for it to be built as
 24 one seamless project at the time that traffic counts warrant the
 25 widening of the road.

26
 27 Reyes: Right, but when you sell that property are you going to be telling that
 28 particular developer whenever... I mean if you own the property you
 29 know that this concept here would be in place but if you sell it to me
 30 and I don't know, I come in and I'm a developer, another developer
 31 and I don't know that somebody in Planning's going to tell me oh by
 32 the way there's this PUD and you're gonna have to follow these
 33 guidelines and perhaps build or put in money to build that road. I
 34 guess I'm just concerned are they gonna know that because it seems
 35 like its future development's going to have to know that that they are
 36 under this requirement.

37
 38 Moscato: Well, it's a concept plan that's an umbrella requirement for the whole
 39 area and it doesn't matter when it's developed or who develops it. If
 40 there's no change to the concept plan and I presume if the City wants
 41 this requirement to continue, the City would be sure that the
 42 requirement doesn't change or go away unless the City wants it to
 43 change. It's going to apply to whom ever does the development.

44
 45 Reyes: Okay I just don't want what happened to us on Sonoma Ranch in front
 46 of a four acre plot over there by the South Fork Arroyo where someone

- 1 else bought the property and they're saying well I don't have to build it
2 and now we had to but you know that's what I don't want to have
3 happen.
4
- 5 Moscato: But the fee's not going to apply to the developer anyway, the fee's
6 going to apply to the vertical construction because the vertical
7 construction is what will drive the traffic to push the widening of the
8 road.
9
- 10 Reyes: *(Inaudible)*
11
- 12 Moscato: I'm sorry?
13
- 14 Reyes: I guess what I'm getting is that it's the City. The City's gonna have
15 to... the City Planner is gonna have to tell somebody you're gonna
16 have to do this and then the City at the time of building permit.
17
- 18 Moscato: No, it's just... if it's deci... if the impact fee proposal that City Council
19 has been considering for years now, if that doesn't come to pass then
20 there is going to be an impact fee applied to all vertical construction
21 within this PUD from that point forward. That's going to be an ongoing
22 impact fee just as water rights or waste water or water impact fees
23 would apply, that impact fee would apply.
24
- 25 Reyes: And who do they pay that to; who's gonna collect this?
26
- 27 Moscato: It'd be paid to the City just as all the other impact fees are.
28
- 29 Reyes: *(Inaudible)*
30
- 31 C. Rodriguez: Well, I think...
32
- 33 Pillar: We would have to have an agreement between the City and the
34 developer, current developer.
35
- 36 C. Rodriguez: I think at the concept plan stage right now, what you're proposing
37 John, has merit and I think conceptually we can get that language
38 integrated into the concept plan probably maybe on the cross section,
39 the you know scenario one or scenario two.
40
- 41 Moscato: Having it in the TIA is not...?
42
- 43 C. Rodriguez: And I understand that today, right now because Council has not
44 adopted any impact fees and hasn't made that final decision but we
45 can't get anymore specific on language for either scenario one or
46 scenario two but when that time comes we can always render an

1 amendment to the concept plan to get more concrete and specific
2 details, language that Loretta's asking for, at a later date. The one
3 thing...I just lost my train of thought. The concept plan right now
4 shows how the whole development is gonna play out so and as a
5 planned unit development you also have the next component which is
6 you've have the concept plan that starts it off and then you have a final
7 site plan. Traditionally we're used to seeing both the concept plan and
8 a final site plan together. This is not the case so as you got all these
9 planning parcels identified, as a planning parcel comes in to be
10 developed we're going to see a final site plan which may function as a
11 preliminary plat if it's a residential subdivision. If it's a commercial
12 development it'll function as just as a site plan and then that
13 mechanism right there will warrant a reanalysis of the TIA so the due
14 diligences I see back on both the developer and the City of Las Cruces
15 because we're gonna have that language integrated onto the concept
16 plan. Is that... am I on the right track with that, John?

17
18 Moscato: I think that's fine, that's the way we see it as well. The traffic analysis
19 has a somewhat full discussion of the options so one way to proceed I
20 suppose would be simply to add a note referencing the traffic analysis
21 as the fullest discussion we have at this point.

22
23 C. Rodriguez: I think that would be a good checks and balances right there, if you
24 could get that on there?

25
26 Johnston: Cheryl, if I may?

27
28 C. Rodriguez: Yes.

29
30 Johnston: Mark Johnston, Facilities. With a graduated road process we also
31 have the landscaping requirement, the parkways and the median
32 landscape requirement and it's telling me that it's gonna have to be
33 done twice depending on that road construction methodology so I just
34 want to put that on record as a note.

35
36 Moscato: And we've talked with Brian about that and the landscape architect
37 and I met with Cathy Mathews last week for a couple of hours and
38 discussed how the transitioning, the long range transitioning from
39 three-lane road to five-lane road, how to adjust irrigation lines and
40 planting plants to accommodate that in the future and I guess she and
41 Brian were missing each other the last several days but she told me
42 day before yesterday that she hoped to get together with Brian by the
43 end of this week and fill him in on what our discussions were. She
44 seemed comfortable with what we were proposing.
45

- 1 C. Rodriguez: Dan, I heard you and Marty talk about Sonoma Ranch and Peachtree
2 Hills Road. Did Lisa Lane, is a Collector, did that factor into an
3 equation, into an analysis at all?
4
- 5 Soriano: We did talk briefly about Lisa Lane. From what... it's a Collector
6 status; it is shown in the report as far as the number of trips that are
7 proposed to be on it. I think it's gonna take on no more than 8,000
8 trips if I remember from the report. It's at the tail-end of a Collector.
9 They're proposing a, and this is something that we have talked about.
10 They are proposing a I guess a business district type cross section so
11 as far as that goes there is going to be left turn facilities but there is
12 also going to be... there's also going to be angle parking to it. I don't
13 know if I've seen it in the report but if there's been any kind of review
14 of capacity on (*inaudible*) have you had a chance to look at all Marty
15 because we have talked about that one as far as capacity issues
16 around angle parking on those type of roadways?
17
- 18 Pillar: No, as far as Lisa Lane, looking at the capacity with angle parking,
19 anything like that, no I have not looked at that yet, anything on that yet.
20
- 21 Soriano: It's gonna be a typical business district type cross section; angle
22 parking, there will be left-turn facility which we definitely would need to
23 have and one driving lane in each direction. Based on the proposed
24 trips through that area, it's at the very tail-end of the Collector before it
25 actually hits whatever that north side greenway or whatever is up
26 there. It's not going to be anticipated to carry a lot of traffic so it
27 should work well. I mean it's not foreign, it's just basically a business
28 type cross section that they're wanting to build through that segment
29 and that's basically from Sonoma Ranch to the west, is that right?
30
- 31 Pillar: Yes, that's correct.
32
- 33 C. Rodriguez: And the other thoroughfare that's there is Engler Road. Are there any
34 deviations proposed to Engler Road or is that going to meet City
35 Design Standards?
36
- 37 B. Denton: That's going to meet City Design Standards.
38
- 39 Soriano: It's not on the report. The only discussion is Peachtree and Sonoma
40 Ranch so Arroyo's staying the same, Engler stays the same. Lisa
41 Lane is basically a business district type cross section.
42
- 43 B. Denton: You know one other thing on Engler, Barb Denton with DVI, is over
44 where... to the far west we're only going to be building half of the, of
45 Engler okay, I just wanted to make sure.
46

- 1 C. Rodriguez: And then Engler realigns...
2
- 3 B. Denton: And then Engler comes up onto, completely onto this property and so
4 it will be built to the City Design Standards.
5
- 6 C. Rodriguez: Okay, any other questions regarding the deviation to the cross section
7 and TIA? Mark with Fire?
8
- 9 Dubbin: Mark Dubbin, Las Cruces Fire Department. I'm caught a little off guard
10 about the reference of a three-lane Sonoma Ranch Boulevard, this is
11 actually the first I've heard of it. The traffic study is here, it's the first
12 time I've seen it. It's dated November 2nd which would be yesterday; I
13 haven't had adequate time to review it. What I've seen so far I'm not
14 comfortable with. There are references to roundabouts being
15 constructed on Sonoma Ranch which we've expressed previously that
16 I feel that that the roundabouts at this time are not acceptable, they will
17 result in a reduced response time along a major Arterial road. There's
18 a reference to an 11-foot wide turn lane, we've expressed numerous
19 times to the developer that 11 feet is not acceptable for a turn lane for
20 a fire apparatus and it is not in accordance with the guidelines that
21 have been provided by the developer or with FHWA roundabout
22 design standards. We have accepted a note regarding the
23 roundabouts on the plans; we've told developer that we're acceptable
24 to that however in looking at the notes. They differ from page to page
25 so I've proposed my own note to clarify. Arterial and Collector
26 roundabouts are shown in concept only. These roundabouts shall be
27 reviewed in accordance with FHWA design standards, NFPA
28 standards and sound engineering practice. That's where I propose a
29 change on the note to.
30
- 31 C. Rodriguez: Where's that note? What page are you referencing on the concept...
32 is it a change of note on the concept plan?
33
- 34 Dubbin: Yes ma'am. I've notice it on sheet R2 and most of the sheets referring
35 to the roundabouts . There's another note shown on sheet C1, that's
36 different. They're kind of stating similar things but not real clear. We
37 mentioned in the previous DRC that it was gonna require a computer
38 generated traffic analysis that addressed the consecutive roundabouts
39 put on a major Arterial in comparison to standard City Design
40 Standards so in short I just want to clarify that the roundabouts are not
41 being considered at this time; they are in concept only.
42
- 43 B. Denton: And we're in agreement that other, you know additional studies will be
44 done prior to construction.
45

- 1 Dubbin: I understand but once again I got a report here dated yesterday that
2 doesn't really address that and it doesn't really provide for the
3 appropriateness of the roundabouts I feel and the fact that the whole
4 Sonoma Ranch cross section being changed to three-lane. I mean
5 this is, we've been talking about a five-lane road since June so I'm
6 pretty blindsided by that proposal.
7
- 8 B. Denton: Well, we weren't trying to blindside you. We had a meeting about two
9 months ago with Robert Garza and Councillor Connor and it was
10 actually Mr. Garza's suggestion that we look at the possibility because
11 a five-lane road at you know probably for at least ten years is going to
12 be overbuilt. It was his suggestion because it saves the City
13 hundreds of thousands of dollars in maintenance costs and so that's
14 where it came from...
- 15 Dubbin: Well, I'm in agreement.
- 16
17
- 18 B. Denton: And we've been dealing with Dan and Mike Johnson. I'm not sure
19 why...
- 20
- 21 Moscato: And we have shown, and we have shown the three-lane cross section
22 as an option in our submittal since the last two submittals?
23
- 24 D. Denton: Yes.
- 25
- 26 B. Denton: Yes.
- 27
- 28 Moscato: So it's been subject to review comments for the last couple of months.
- 29
- 30 Dubbin: Okay, well and that's fine you know obviously a five-lane road is not
31 appropriate at this time and my point is neither are the roundabouts.
32
- 33 C. Rodriguez: On that note, for the discussion of the roundabouts that are proposed
34 conceptually on the cross section for Sonoma Ranch, what is Traffic
35 Engineering's, I mean... the roundabouts is a new approach to roads
36 here in Las Cruces so let's talk about this because I know it's going to
37 come up later on.
38
- 39 Soriano: From what I understand the roundabout designs were... they have
40 been reviewed by our dept... Public Works staff, our specifically our
41 Project Development people and Mike Johnson has looked at those
42 and he has approved some of, I guess not more of the conceptual
43 designs but some of the more hard real designs that have come
44 through I guess on some of the other roadways we've had designs
45 come through. I do know and Mark and I've had discussions on the
46 phone about their, some of their hesitations of roundabouts as far as

1 moving larger vehicles through. I know most recently we just looked at
2 one where we actually designed, we had them design in a truck apron
3 to kind of satisfy some of your concerns for trying to get a larger
4 vehicle through there. Was that satisfactory or was that something
5 that worked because I know we've had discussions about this and it
6 was my understanding that you were okay with that type of design.

7
8 Dubbin: The navigation of roundabouts is not a problem. It's the design speed
9 of the Arterial is 45 miles an hour, this area is... it's pretty far from our
10 closest station so putting three roundabouts consecutively placed on
11 Arterial road leaves a lot to consider as far how that response time is
12 gonna be affected. NFPA standard guideline is a four minute
13 response time. At this time we don't really know how they would affect
14 as opposed to a traditional signalized intersection.

15
16 Soriano: Yeah, I guess that'd be the question how that would compare to just a
17 typical signalized intersection. I mean because it would all really be
18 indicative of the amount of delay or amount of congestion you have at
19 the node at the time you try to get through. You'll see, I mean you
20 would have delays at a signalized intersection so I don't know if that's
21 been addressed at all but I know we've had discussions about... it was
22 my understanding it was more of a design feature and that's why we
23 looked at the truck apron for that one particular design we're looking
24 at.

25
26 Dubbin: We've also looked at them in detail and the last discussions we've had
27 was widening the approaches to 15 feet minimum. I know the
28 guidelines I've seen say 14 to 18 feet width but the traffic analysis here
29 says there's still only 11-foot lanes which we can't navigate those.

30
31 Soriano: That's on your cross section though isn't it? Because if you kind of
32 look at... and again they're conceptual design. They do open the
33 throats up at the roundabouts because I was looking at those too but
34 you're right Cheryl, I mean roundabouts are pretty foreign to all of us.
35 There are a couple of designers here at Public Works that have design
36 training experience in roundabout design so kind of rely on them to
37 guide us along and I know they have looked at these and I guess
38 talked to the Director. The Director has approved the designs.

39
40 C. Rodriguez: So if the concept plan as it is a concept that engages that roundabouts
41 you know are proposed but is not going to be the you know it doesn't
42 mean we're gonna put them in. At the final site plan or a later stage,
43 what mechanism can the City of Las Cruces use to ensure that
44 roundabouts for Sonoma Ranch would be a safe traffic feature?
45

1 Soriano: I think the note that Mark proposes is absolutely correct. I mean they
2 have to comply with a design standard and I think what Mark is
3 proposing as far as a note for the plans would certainly bind the
4 designer to abiding by those. They can't just throw anything out there,
5 they do have to adhere to some... and I guess (*inaudible*) does a
6 pretty extensive design guide on roundabouts.
7

8 C. Rodriguez: Marty, John do you want to comment on that at all?
9

10 Moscato: Well, this is a concept plan. We're not proposing construction
11 drawings, we're not asking for permission to go out there and build
12 something, would like to take the concept plan to City Council. If there
13 are differences of opinion that need to be aired before City Council for
14 City Council to make a decision one way or the other, my position has
15 always been would like to have the roundabouts. If we're told
16 absolutely, positively we can't build them then we'll build a traditional
17 straight road right through. Would like the opportunity to put the idea
18 forward and have a hearing on it.
19

20 C. Rodriguez: Okay.
21

22 Dubbin: And on that note, we're not opposed to them. We just want them
23 designed properly.
24

25 Moscato: Right, and we're not designing them now in terms of construction
26 drawings. It's a concept plan and there'll be plenty of time to go
27 through design discussions between approval of a concept plan and
28 actually building something.
29

30 Soriano: Well that's where I think Mark's note is appropriate. I mean it just
31 basically just lays out how when we get to a point of design that's how
32 they should be addressed and I think for standpoint of the concept
33 plan that it would seem like that would suffice.
34

35 Moscato: And I think since there's a lot of uncertainty about how roundabouts
36 should be integrated into the Major Thoroughfare Plan and
37 incorporated concerns of emergency response, I think it would be
38 appropriate to discuss before Council if not discussions may be
39 preceding that with Public Works about who's responsibility it is since
40 this is an issue that's not site specific. This is an issue that's going to
41 come up with other projects. Whose responsibility it is to conduct the
42 analysis to determine just what variations to response time might be.
43 We don't know what they are, it's all speculative at this point. I think
44 we have to be concerned about as Mark said but I'm not sure that it
45 should fall on the developer to conduct an analysis that's essentially
46 going to apply to this type of facility anywhere else in the City.

- 1
2 C. Rodriguez: Okay, any other discussion on cross sections and traffic, TIA, things of
3 that nature? Okay, Public Works, the other half; drainage.
4
- 5 Reyes: Well, I think we've conditionally approved the concept plan but we did
6 have some, we still had some comments. We did receive the email
7 from you Drew with regard to that note and we'd probably like to
8 continue to work with you on that particular note.
9
- 10 D. Denton: On the wording.
11
- 12 Reyes: On the wording of the note placement and as far as just the overall I
13 think the discussion on the TIA and everything, I think these were
14 some specific questions that Mike Johnson had asked for that
15 information from Dan as he looked at it and worked with you to, Marty,
16 to resolve any issues on that TIA and I do think that it would be
17 appropriate to at least for us to be able to provide that information to
18 Mike and for him to weigh in on the TIA and all the other issues that
19 were discussed.
20
- 21 Soriano: Well I think more so the issue of the impact fees and how the road
22 actually gets built. That's really something I think we really need to
23 have our Director's input on and then really at this point we really
24 haven't had a lot of that so you know we certainly will get with him as
25 soon as he's back to the office.
26
- 27 C. Rodriguez: I see we have Land Management and Surveying here. As a reviewing
28 party do you have any comments?
29
- 30 J. Rodriguez: No comments, not at this time.
31
- 32 C. Rodriguez: Planning, we're good?
33
- 34 Ochoa? Yeah, Adam Ochoa, Community Development. Basically I have been
35 working with Drew. We had the meeting I believe about a week, two
36 weeks ago or so forth. Comments that were put into the concept plan
37 for the development standards so forth like that looks like it should
38 work just fine. Limiting numbers on ends and so forth like that and the
39 whole off-street parking and everything like that, looks like everything
40 should work out just fine and really don't have any other issues with it.
41
- 42 C. Rodriguez: Okay, Fire Department do you have any other comments?
43
- 44 Dubbin: Not at this time.
45
- 46 C. Rodriguez: Loretta?

- 1
2 Reyes: I do have to say with regard to drainage, I understand that both of the
3 cross sections have been presented in the concept plan for an Arterial;
4 the five-lane and the three-lane concept and we went through review
5 of the what was proposed for the S.A.D. you know what had been
6 submitted prior and we had concerns about drainage and you know
7 you mentioned water harvesting in the variance and everything and I
8 just want to know that if in your concept plan when you're looking at
9 the drainage conceptually, if you're going back to square one and
10 considering what was initially proposed on the S.A.D. When you had
11 the curb cuts and all of that stuff and trying to harvest the water into
12 the medians, which didn't work?
13
- 14 B. Denton: No, we're not doing that. We're gonna be you know having a crown in
15 the middle basically the water will drain to the sides and that's what we
16 reflected here. We're not going to try to use water harvesting in the
17 medians.
18
- 19 Reyes: So would like... but whatever falls there just falls there I guess, right
20 whenever it rains?
21
- 22 B. Denton: Right.
23
- 24 Reyes: Okay I just wanted to get that clarified.
25
- 26 D. Denton: I think the PUD's pretty clear on differentiating between what we're
27 considering ponding and anywhere where water harvesting is taking
28 water that's landing on the spot and using it but there is no ponding
29 areas within those medians of trying to collect water running down the
30 roads.
31
- 32 Reyes: Okay, I just wanted to make sure; okay, thank you.
33
- 34 C. Rodriguez: And then from Community Development's perspective as this is a
35 Planned Unit Deveopment, can you identify what you're public
36 benefits are for the proposal?
37
- 38 Denton: Well, I think if you look at the concept plan, one; if we can start with the
39 neighborhood mixed use corridor as we're calling it, the idea of
40 bringing retail closer to homes, works, jobs, closer to the residential. I
41 think the park areas provided reducing that down as Mark stated
42 earlier, to a third of a mile of each home instead of a half a mile, the
43 pedestrian connectivity with the multi-use paths on the roads. We are
44 providing a site that, I know this goes back to something Mr. Dubbin
45 said earlier, I know we're providing a civic site over on the west border
46 which I know we have talked to in the past about possibly the Fire

- 1 Department going there which does provide something that works with
2 our current layout in the City which would provide something closer to
3 this area so that they would have better response times in the area.
4
- 5 C. Rodriguez: On the civic site, it's a land use designation but in terms of the overall
6 public benefit is it intended that that civic site, that that land will be
7 provided to the City of Las Cruces or is that land that will have to be,
8 the City would have to purchase?
9
- 10 Moscato: That would be provided to the City.
11
- 12 C. Rodriguez: Okay thank you, and what's the acreage of that?
13
- 14 D. Denton: Four acres. Let's see what benefits that we might... I think the list was
15 in here. I guess looking at overall we're looking at more sustainable
16 approaches, requirements that I think benefit the City. As far as the
17 City itself, maintenance costs on roads with reducing the cross
18 sections were approved. Again the neighborhood mixed-use corridor.
19 I think overall the connectivity is providing something that isn't typical
20 right now which I do see as a benefit and again the park areas.
21
- 22 C. Rodriguez: Okay, are there any other questions from any other reviewing
23 department, applicant? Oh, Claudia?
24
- 25 Diaz: I have a comment; Claudia Diaz, Public Works, Engineering Services.
26 I just want to make sure it's in the record, we have talked and talked
27 about it before in previous review and everything. For the drainage,
28 the agreement is that it will be looked at as if it was full build-out and it
29 will be designed although you have a different cross section so that we
30 can use that as worse case scenario and if the City were to go in have
31 to do a different cross section for the 54 right-of-way and Y number
32 whatever it may be, that that impervious area is taken account... care
33 of and accounted for so I just want to make sure that's on the record
34 but I think we've always been in agreement on that that it would be
35 looked as the worse case scenario for all the roads for all the
36 drainage.
37
- 38 C. Rodriguez: What I'd like to do then is entertain a motion to approve the Metro
39 Verde South Concept Plan. Mark, I know you had a condition you
40 would like to enter into the record so if you are a reviewing department
41 that has rendered a conditional approval and you'd like a condition
42 entered into the record, when we do the motion to approve, if you can
43 please state your condition into the record. So on that note I'd like to
44 entertain a motion to approve the Metro Verde South Concept Plan.
45
- 46 Johnston: Mark Johnston, Facilities; so moved.

- 1
2 Murphy: Tom Murphy, MPO; second.
3
4 C. Rodriguez: Are there any conditions?
5
6 Reyes: We are conditioning it that the Public Works Director will need to
7 review the TIA and the request to go to a three-lane section on
8 Sonoma Ranch Boulevard; all of that we need too and as well as the
9 concepts brought up about the impact fee, self-imposed impact fee or
10 impact fees that the City are proposing as well as the concept of
11 having the development as it occurs, build the road.
12
13 C. Rodriguez: And when you say the Public Works Director weighing in, will they be
14 weighed in by the Planning and Zoning Commission date of December
15 14th?
16
17 Reyes: They should.
18
19 C. Rodriguez: Mark, do you have anything you want to add? The condition, do you
20 want to read that back into the record?
21
22 Dubbin: Yes ma'am, sure. There was a list of conditions actually concerned
23 with connectivity, vehicle access that I'm trying to find right now. But
24 the note that I read earlier was that to be replaced with Arterial and
25 Collector roundabouts are shown in concept only. These roundabouts
26 shall be reviewed in accordance with FHWA Design Standards and
27 FPA standards and sound engineering practice.
28
29 C. Rodriguez: And then you want to also add the conditions that were rendered on
30 your latest review or no or is that condition...?
31
32 Dubbin: Yes ma'am, I'll share it also.
33
34 C. Rodriguez: We can just basically loosely state that the conditions rendered on
35 your last review, that way. Does that suffice for you?
36
37 Dubbin: That's fine.
38
39 C. Rodriguez: Okay, Utilities anything?
40
41 Montoya: No.
42
43 C. Rodriguez: No? Facilities anything, MPO anything? Okay so I have a motion to
44 approve with the stated conditions. All those in favor say aye.
45
46 Members: Aye.

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C. Rodriguez: Those opposed? None and this will go forward with a recommendation of conditional approval to the Planning and Zoning Commission December 14th.

V. ADJOURNMENT (10:08 am)

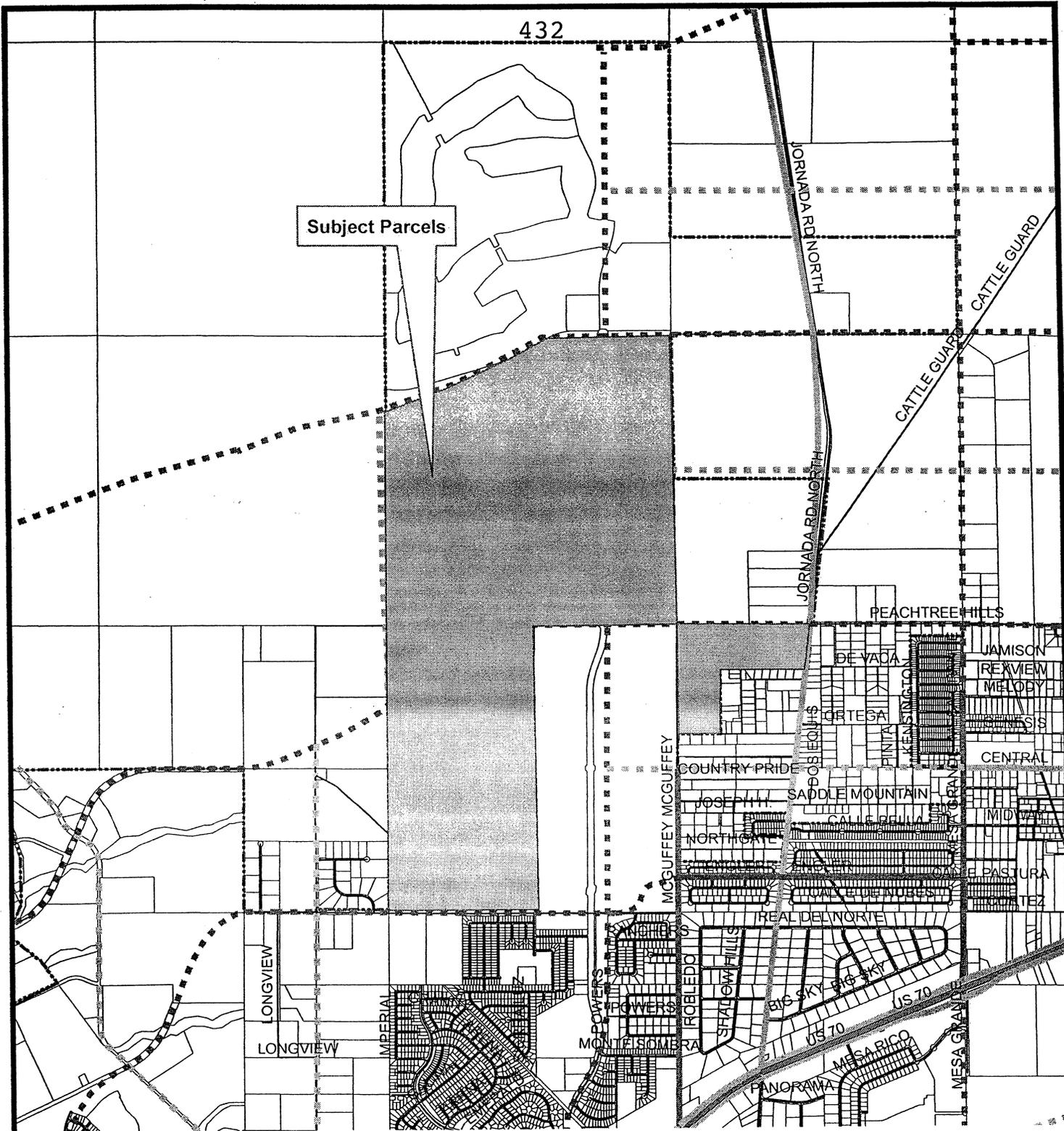
C. Rodriguez: Do I have a motion to adjourn?

Murphy: So moved.

Dubbin: Second.

Chairperson

DRAFT



VICINITY MAP

CASE NO. PUD-10-04

PARCEL: 02-36408, 02-36413, 02-36414, 02-36415, 02-36416,
02-36427, 02-36428, 02-36429, 02-36430, 02-39584

OWNER: SIERRA NORTE LAND HOLDINGS, JAMES & JOSEPHINE

ZONING: MULTIPLE 0 750 1,500 3,000 4,500 6,000



Feet

This map was created by Community Development to assist in the administration of local zoning regulations. Neither the City of Las Cruces or the Community Development Department assumes any legal responsibility for the information contained in this map. Users noting errors or omissions are encouraged to contact the Community Development Department at (505) 528-3043.

Community Development Department
575 S Alameda Blvd.
Las Cruces, NM 88001
(505) 528-3222

PLANNING OBJECTIVES

The Metro Verde South Planned Unit Development (PUD) is a mixed-use development that incorporates neighborhood commercial areas in a unique community with a sense of place. The PUD provides opportunities for single-family detached units, single-family attached townhomes, and multi-family units.

PERESTRAN CONNECTIVITY

Metro Verde South is a paradigm shift that creates a community where the pedestrian is considered and that provides an atmosphere of safety. Pedestrians are encouraged to walk, jog, and people closer to their needs (work, shopping, entertainment, etc.).

VEHICULAR CONNECTIVITY

A portion of the major thoroughfares that will be constructed within the PUD, including portions of Arroyo Road will be constructed as two-lane divided medians with roundabouts and turn lanes of major intersections. Roundabouts will be used at major intersections with roundabouts and turn lanes.

WORK PLACE

There will be a concentration of vehicular traffic up Sycamore Street, including the Metro Verde South PUD. This area will be a high density of business, research and development offices, government facilities, and other office buildings.

LAND USE

Revised plans for Metro Verde South, a highly walkable community, is planned to ensure that residents have a variety of choices in housing, shopping, and recreation. Housing types will include detached, attached single-family townhomes, and multi-family units.

PLANNING PLACE

Planning place means a vibrant, vibrant community, that attracts and creates neighborhood centers. This area will be a high density of business, research and development offices, government facilities, and other office buildings.

PROBABILITY

The PUD presents as described in the City's zoning codes provides for flexibility in land use, density, placement of buildings, and form. The PUD is a design that is a more compact and walkable urban form. There shall be no arbitrary limit to the number of dwelling units constructed.

TRAVEL

The PUD presents as described in the City's zoning codes provides for flexibility in land use, density, placement of buildings, and form. The PUD is a design that is a more compact and walkable urban form.

UTILITIES

The PUD presents as described in the City's zoning codes provides for flexibility in land use, density, placement of buildings, and form. The PUD is a design that is a more compact and walkable urban form.

ZONING

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PERESTRAN

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LAND USE

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PLANNING PLACE

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PROBABILITY

The PUD presents as described in the City's zoning codes provides for flexibility in land use, density, placement of buildings, and form. The PUD is a design that is a more compact and walkable urban form.

34-14(1) Freeway signs are allowed on the right side of the freeway and the sign face shall not exceed 35 square feet. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide.

34-14(2) Freeway signs are allowed on the left side of the freeway and the sign face shall not exceed 35 square feet. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide.

34-14(3) Freeway signs are allowed on the right side of the freeway and the sign face shall not exceed 35 square feet. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide.

34-14(4) Freeway signs are allowed on the left side of the freeway and the sign face shall not exceed 35 square feet. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide.

34-14(5) Freeway signs are allowed on the right side of the freeway and the sign face shall not exceed 35 square feet. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide.

34-14(6) Freeway signs are allowed on the left side of the freeway and the sign face shall not exceed 35 square feet. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide.

34-14(7) Freeway signs are allowed on the right side of the freeway and the sign face shall not exceed 35 square feet. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide. Freeway signs shall be 12 feet in height and the sign face shall be 12 feet wide.

TEMPORARY SIGNS

Temporary signs refer to City of Los Cruces sign code Appendix 1 - 5011

APPENDIX

Appendix 1 - 5011

CONCEPT PLAN DRAWING INDEX

- 0 COVER SHEET
- C1 CONCEPT PLAN
- C2 SUSTAINABILITY
- C3 NEIGHBORHOOD MIXED-USE CORRIDOR PLAN
- C4 SIERRA DE LUNA NMAC PLAN
- C5 CENTRAL AVENUE NMAC PLAN
- C6 LISA LANE NMAC PLAN
- C7 NMAC DETAILS
- C8 PARKING AND TRAIL PLAN
- C9 STREET PLAN
- C10 ROUNDABOUT PLAN 1
- C11 ROUNDABOUT PLAN 2
- C12 PRELIMINARY GRADING PLAN (LID CONCEPTS)
- C13 MASTER UTILITY PLAN
- C14 UTILITY PLAN AREA 1
- C15 UTILITY PLAN AREA 2
- C16 UTILITY PLAN AREA 3
- C17 UTILITY PLAN AREA 4
- C18 UTILITY PLAN AREA 5
- C19 UTILITY PLAN AREA 6
- C20 UTILITY PLAN AREA 7
- C21 UTILITY PLAN AREA 8
- C22 UTILITY PLAN AREA 9
- C23 MASTER SEWAGE PLAN
- C24 LANDSCAPING PLANS
- C25 OVERALL DEVELOPMENT PLAN

PREPARED FOR

SIERRA NORTE LAND HOLDINGS, LLC
NEW MEXICO

PREPARED BY

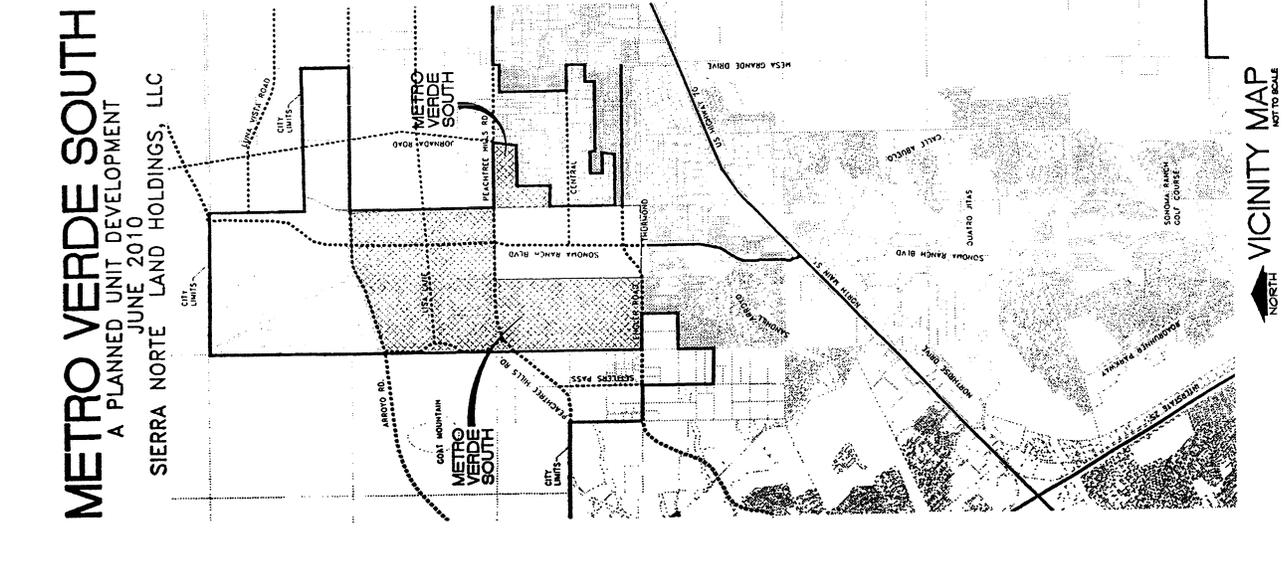
VERDE SOUTH
NEW MEXICO

DATE	DESCRIPTION
01/15/2010	INITIAL DESIGN
02/15/2010	REVISIONS
03/15/2010	REVISIONS
04/15/2010	REVISIONS
05/15/2010	REVISIONS
06/15/2010	REVISIONS
07/15/2010	REVISIONS
08/15/2010	REVISIONS
09/15/2010	REVISIONS
10/15/2010	REVISIONS
11/15/2010	REVISIONS
12/15/2010	REVISIONS

VERDE SOUTH
NEW MEXICO

MEET

VERDE SOUTH
NEW MEXICO

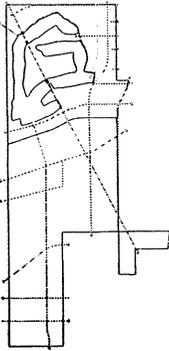


VERDE SOUTH
NEW MEXICO

SUSTAINABILITY CONCEPTS

ENERGY
1. Use high-density, clustered, mixed-use development that reduces energy consumption and encourages walking and biking.

TRANSPORTATION
1. Incorporate within Metro Verde South a network of walking systems that includes the Promenade Park, the multi-use trail, and sidewalks that encourage walking the lot or block.

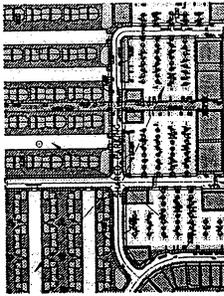


2. Work with the City to establish transit (bus) stops in the short-term and alternate locations for future needs transit.

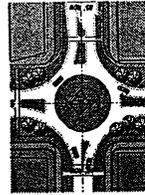


*This will further reduce the use of vehicles and their emissions even when walking is not practical.

3. Reduce the impervious parking surface required through shared parking in mixed-use areas.

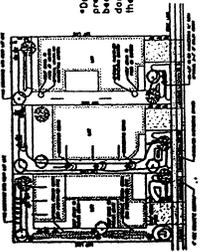


4. Use of roundabouts will improve traffic safety and capacity, as well as reduce pollution and fuel use.



*Reduction of Green House gases (lower vehicle emissions and fuel consumption (stop light))
*Ability to Landscaping the center island
*Service life is approximately 25 years

WATER CONSERVATION
1. Water will be dealt with in an integrated manner that involves both reducing the use of potable water and lessening the impact of storm water on natural systems.

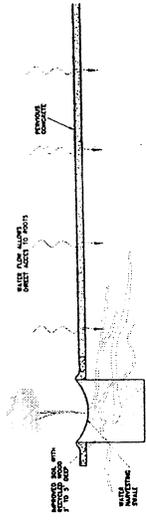


*Stormwater will help serve as a water system to prevent the water-harvesting swales from becoming drainage ditches. Where driveways don't exist, swales will be installed to help prevent the same.

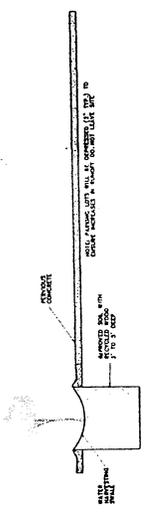
2. Reduce the use of potable water through xeriscapes. Use primarily native low-water-use plants. This will be accomplished by restricting the grade of usable plants through covenants and developer installation.
3. Use primarily sub-surface irrigation, and eliminate irrigation where possible, by using pervious pavements, micro ponding, and rain shut-off controls.

*Promenade Park will use sub-surface irrigation from the recycled water collected from the roofs of the Village Plaza structures.
*Landscaping of parkways will include water harvesting for irrigation.
*Landscaping of parking lots will be irrigated in part through the use of water harvesting and pervious pavement.
*Commercial buildings may install irrigation systems.

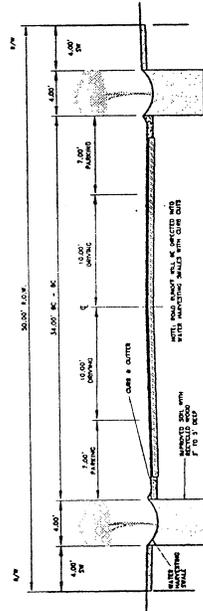
4. Pervious pavements in parking lots and adjacent lot areas excluding single-family lots will be encouraged. This pavement will permit water to pass through where it will irrigate trees in parking lots on its way to the water table.



5. Pervious pavements in parking lots will substantially reduce storm runoff, but landscaped areas will also act as micro ponds to capture storm runoff to benefit landscaping and further eliminate or reduce runoff.

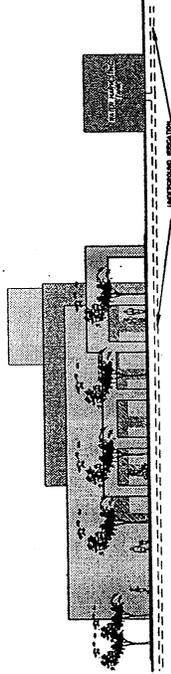


6. Local public streets will be designed with curbs and sidewalks that will be landscaped. These micro ponds will reduce and filter runoff, while access major storm runoff will be collected and ponded in a traditional manner.



7. Weed barrier shall not be used within Metro Verde South. This will reduce the use of a hydrocarbon material and greatly increase the permeation of water into the soil.

8. Water will be harvested from building rooftops to be used for irrigation. Rainfall will be harvested will be of white, smooth, single-ply construction providing a clean collection surface. A pre-wash/flush will be incorporated and collection will be from roof drains.



9. The developer will work with the City's water reclamation project one will install purple pipe for future connections between irrigation systems and the City wastewater treatment facility.

WASTE REDUCTION

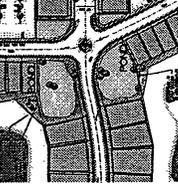
1. The developer will ensure the availability of local on-site recycling services that will reduce waste material from construction. These recycled materials will be used in new construction where possible, providing significant environmental benefits. Construction recycling services in Metro Verde will not be deemed to conflict with the City of Los Angeles solid waste collection services.

2. Recycling centers will be installed throughout Metro Verde South that will be convenient for residents to use. The developer will provide land and receptacles and the City will maintain and operate the centers.

URBAN DESIGN

1. Create sustainable presence in Plaza and Promenade Park by showcasing water harvesting and renewable energies (possibly photovoltaic and wind). Also incorporate recycled materials for park benches and equipment. A sustainable museum/demonstration house may be built.

2. Connectivity of pedestrian and vehicular systems within Metro Verde and to adjacent development will help reduce travel distances.



*Overall there are multiple points of connection to the adjacent properties

3. Main pedestrian circulation paths will be well lit for safety and will meet City Night Sky Requirements.
4. Solar-access consideration will be required with design of individual structures including limiting west-facing windows and appropriate screening of south-facing windows.

GREENBUILDING

Metro Verde South will encourage cost-effective and sustainable building methods including conservation of fossil fuels, water, and other natural resources. Recycling of construction materials and other green building practices will be encouraged. The following are elements that are required or recommended. All elements listed below are allowed in Metro Verde South even if they are not addressed by City codes.

Required Elements:

1. Construction debris recycled
2. Xeriscapes landscaping with no weed barrier; rain-sensitive timers
3. Solar or fanless hot water tanking where possible
4. 90% Energy-efficient appliances or better
5. Low-water consumption fixtures or better
6. R-19 wall insulation and R-38 ceiling insulation or better
7. Energy-efficient HVAC (14 SEER or Energy Star rating)
8. HVAC duct runs shall be constructed within the conditioned space or Programmable thermostats
9. Single-ply white reflective roofs for all flat roofs
10. Water harvesting from building roof and pavement areas for individual landscape irrigation

Recommended Elements:

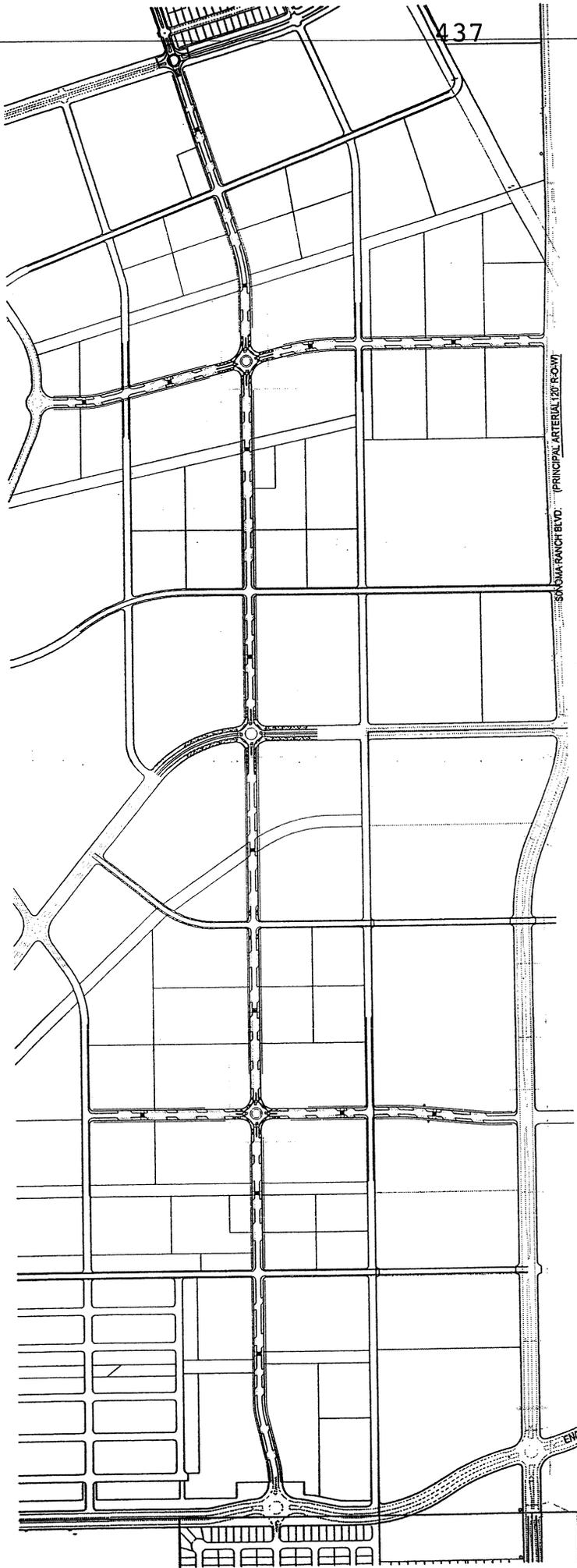
1. Recycled content building materials (i.e. recycled flooring)
2. "On-demand" water fixtures
3. Wood or vinyl windows
4. Energy-efficient ventilation
5. Energy recovery ventilators
6. Passive or active solar heating
7. Solar-generated electricity (i.e. photovoltaic)
8. Low-voltage lighting in public spaces (See Sheet C2 below Land Use Table)
9. Innovative designer products
10. Natural daylighting of commercial interiors

METRO SOUTH
PREPARED FOR
SERRA NORTH LAND BUSINESS, LLC
LAS CRUCES
NEW MEXICO

DATE	ISSUE
8/27/09	SUBMITTAL 1
8/28/09	SUBMITTAL 2
9/24/09	SUBMITTAL 3
1/16/10	SUBMITTAL 4

denon ventures, inc.
ARCHITECTURAL FIRM
1400 WEST 10TH AVENUE
SUITE 100
DENVER, CO 80202
TEL: 303.733.1111
WWW.DENONVENTURES.COM

CS
CERTIFIED SUSTAINABLE



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SOUTH**

PREPARED FOR
SERRA NORTH AND SERRA SOUTH
NEW CANTON
NEW MEXICO

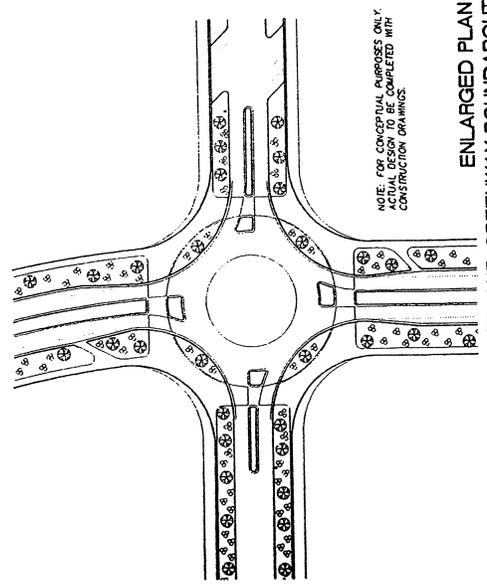
DATE	PHASE
07/20/06	SUBMITTAL 1
08/28/06	SUBMITTAL 2
07/20/06	SUBMITTAL 3
08/28/06	SUBMITTAL 4

centon ventures, inc.
 148 FARMHOUSE ROAD
 SUITE 100
 CANTON, NEW MEXICO 87401
 PHONE: 505.833.8888
 FAX: 505.833.8889
 WWW: www.centonventures.com

MEET
C4
 DISTRICT



**OVERALL NEIGHBORHOOD
MIXED-USE CORRIDOR PLAN**
SCALE 1" = 300'-0"

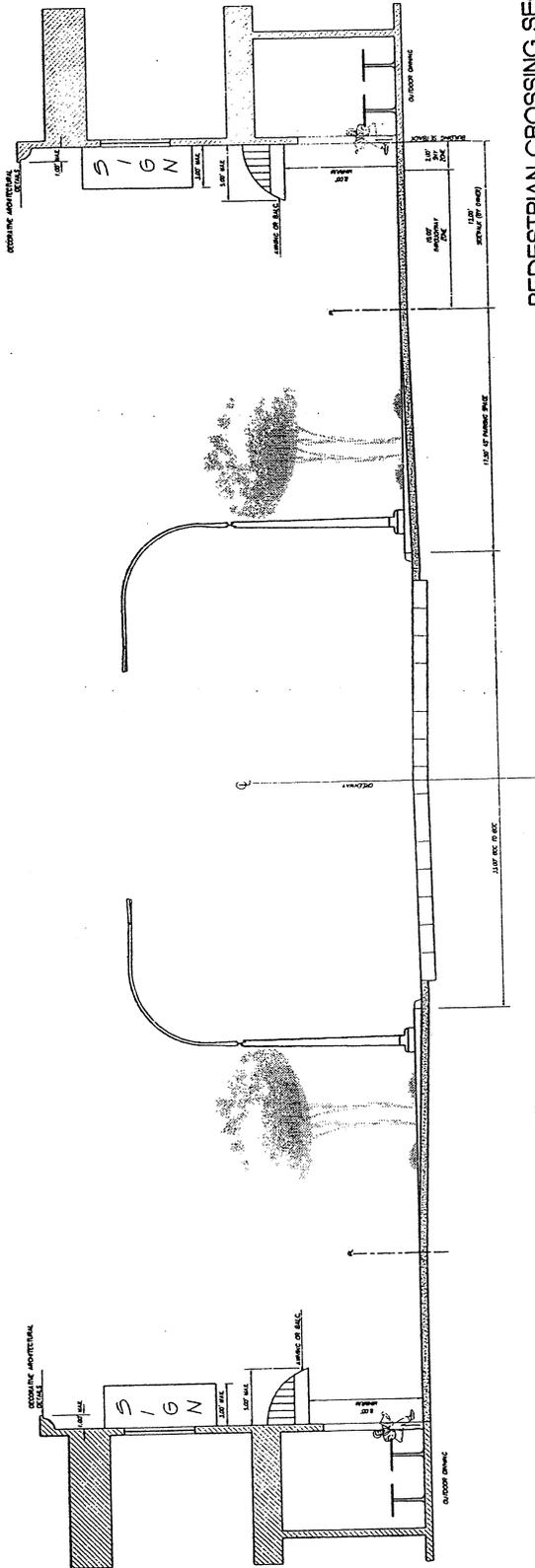


NOTE: FOR CONCEPTUAL PURPOSES ONLY.
 ACTUAL DESIGN TO BE COMPLETED WITH
 CONSTRUCTION DRAWINGS.

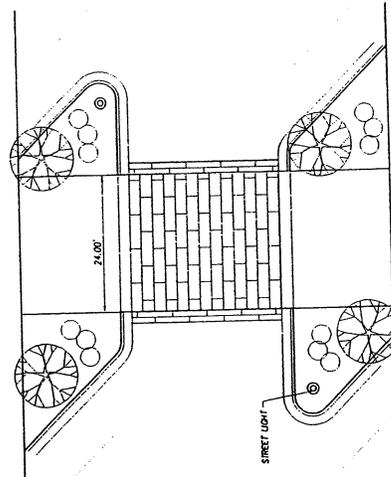
**ENLARGED PLAN
PEACHTREE HILLS RD. AND GREENWAY ROUNDABOUT**
SCALE: 1"=40'

METRO VERDE SOUTH
 PREPARED FOR
 SERVA WIRTH LAND BUILDING LLC
 LAS CRUCES
 NEW MEXICO

DATE PHASE	6/27/08	REVISION #1
	6/28/08	REVISION #2
	9/7/08	REVISION #3
	10/28	REVISION #4

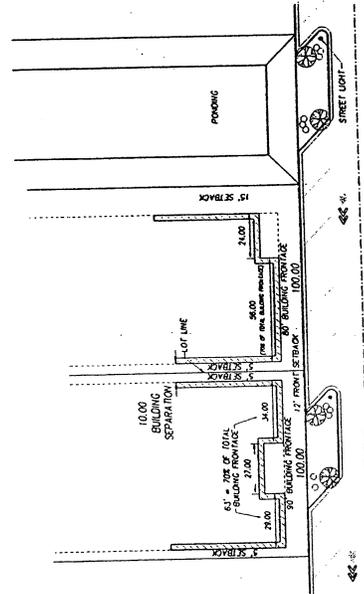


PEDESTRIAN CROSSING SECTION
 NOT TO SCALE



CROSSING PLAN VIEW
 SCALE: 1" = 20'

NOTE: All crossings will be at street line and at different setbacks.



NMUC BUILDING FRONTAGE DETAIL
 SCALE: 1" = 20'

NOTE: With exception to all areas of building along the NMUC are required to place 70% of their frontage on the front setback.



SHARROW
 NOT TO SCALE

NOTE: The Sharrow is a symbol applied to the pavement to be shared with bicyclists. When the Sharrow is implemented there is no separate bike lane. The use of the Sharrow is intended to encourage bicyclists and pedestrians crossing the street.

NMUC DETAILS

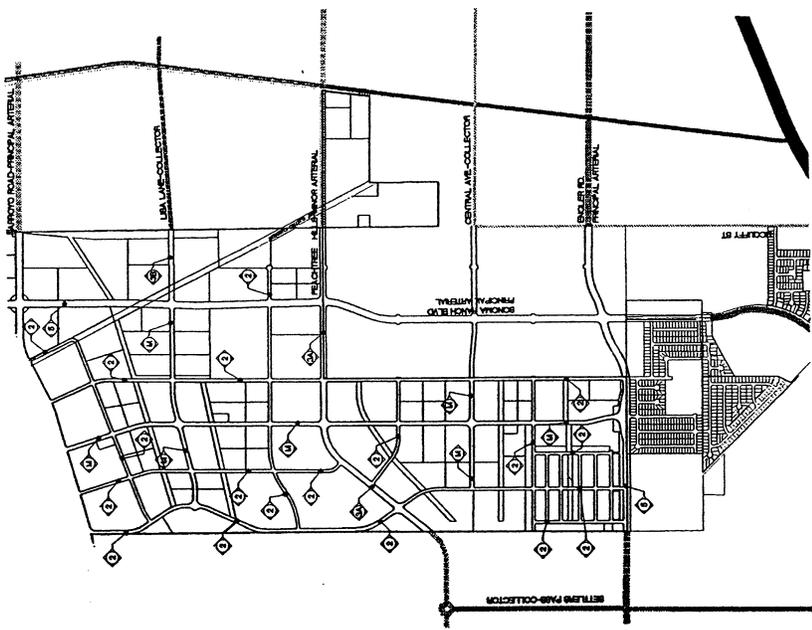
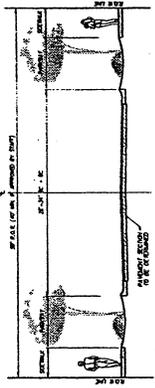
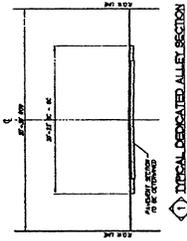
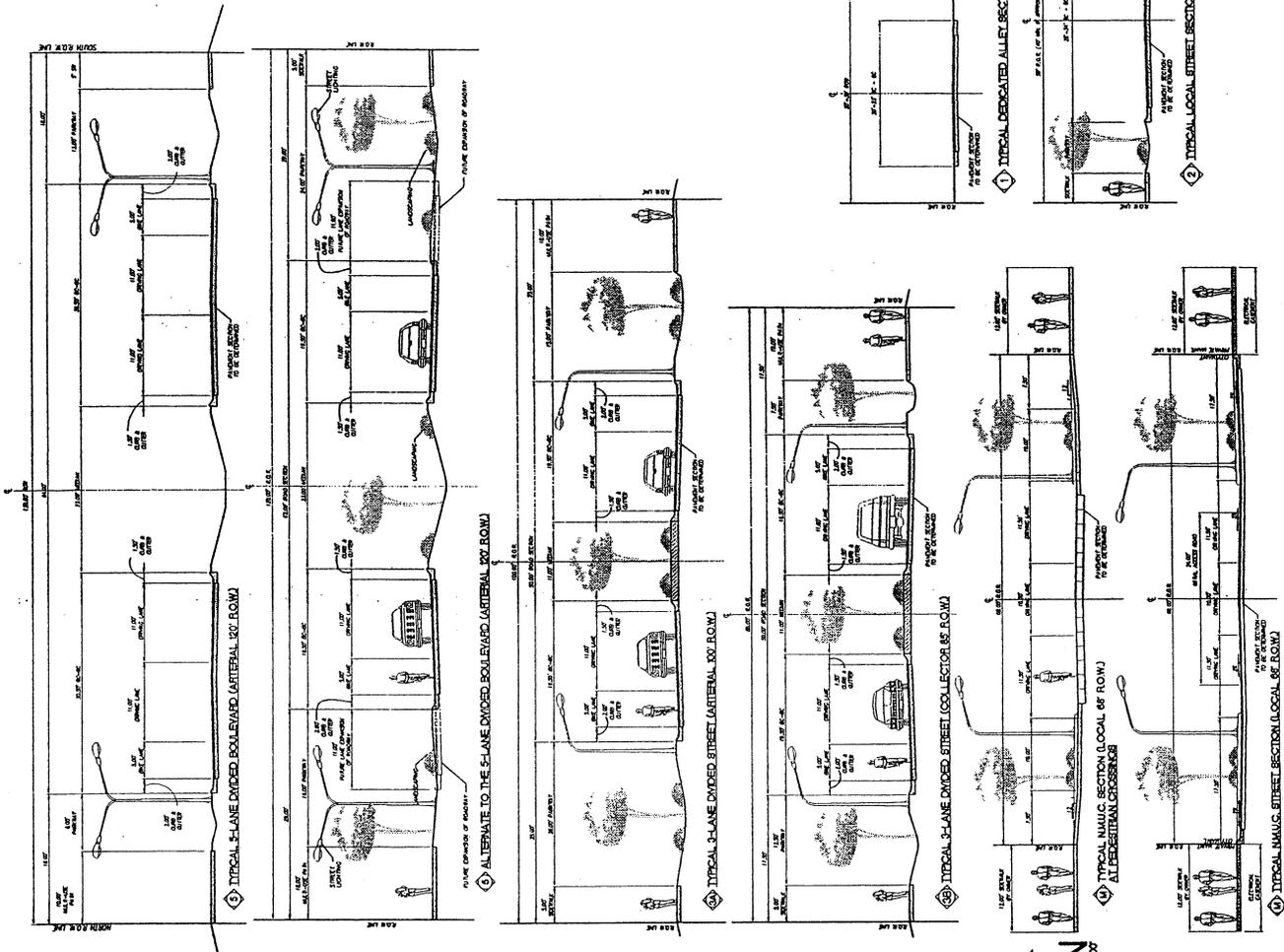
⑦ TYPE OF ROUNDABOUT

5/2	5 LANES TO 5 LANES
5/3	3 LANES TO 3 LANES
5/M	5 LANES TO N/AUC
3/M	3 LANES TO N/AUC
M/M	N/AUC TO N/AUC

◇ TYPE OF CROSS SECTION

5	5 LANE DIVIDED BLVD.
5A	5 LANE DIVIDED ST. (100' R.O.W.)
5B	3 LANE DIVIDED ST. (85' R.O.W.)
M	NEIGHBORHOOD MIXED-USE CORRIDOR
2	LOCAL STREET
1	DEDICATED ALLEY

- STREET LINES**
- ALL ROAD CROSS-SECTIONS SHOWN ON THE P.L.S. MUST BE CALLED OUT BY THE TYPE OF CROSS-SECTION AND THE TYPE OF ROUNDABOUT WHEN THIS ROAD TYPE IS USED.
 - PROPOSED LOCAL ROAD CROSS-SECTIONS WILL BE NUMBERED ACCORDING TO THE TYPE OF ROUNDABOUT AND THE TYPE OF CROSS-SECTION.
 - A FULL CROSS-SECTION OF CROSSOVERS AND CROSSINGS SHALL BE SHOWN AS A PART OF THE P.L.S. DRAWING. THE CROSS-SECTION SHALL BE CALLED OUT AT THE POINT OF INTERSECTION WHETHER IT CROSS.
 - THE LOCATION OF THE ENCLAVES TO LOCAL ARTERIAL AND NEIGHBORHOOD MIXED-USE CORRIDORS SHALL BE SHOWN ON THE P.L.S. DRAWING. THE ENCLAVES SHALL BE CALLED OUT AT THE POINT OF INTERSECTION.
 - THE PERCENTAGE OF OPEN SPACE SHALL BE SHOWN ON THE P.L.S. DRAWING. THE PERCENTAGE SHALL BE CALLED OUT AT THE POINT OF INTERSECTION.



STREET PLAN
SCALE 1"=100'

METRO VERDE SOUTH
PREPARED FOR
SERRA WEST AND BUILDERS LLC
LAS CRUCES
NEW MEXICO

DATE PHASE	01/20/2010 SUBMITTAL 3
	02/24/2010 SUBMITTAL 5
	03/24/2010 SUBMITTAL 9
	04/20/2010 SUBMITTAL 4
	07/20/2010 SUBMITTAL 9

R1
OVERLAP

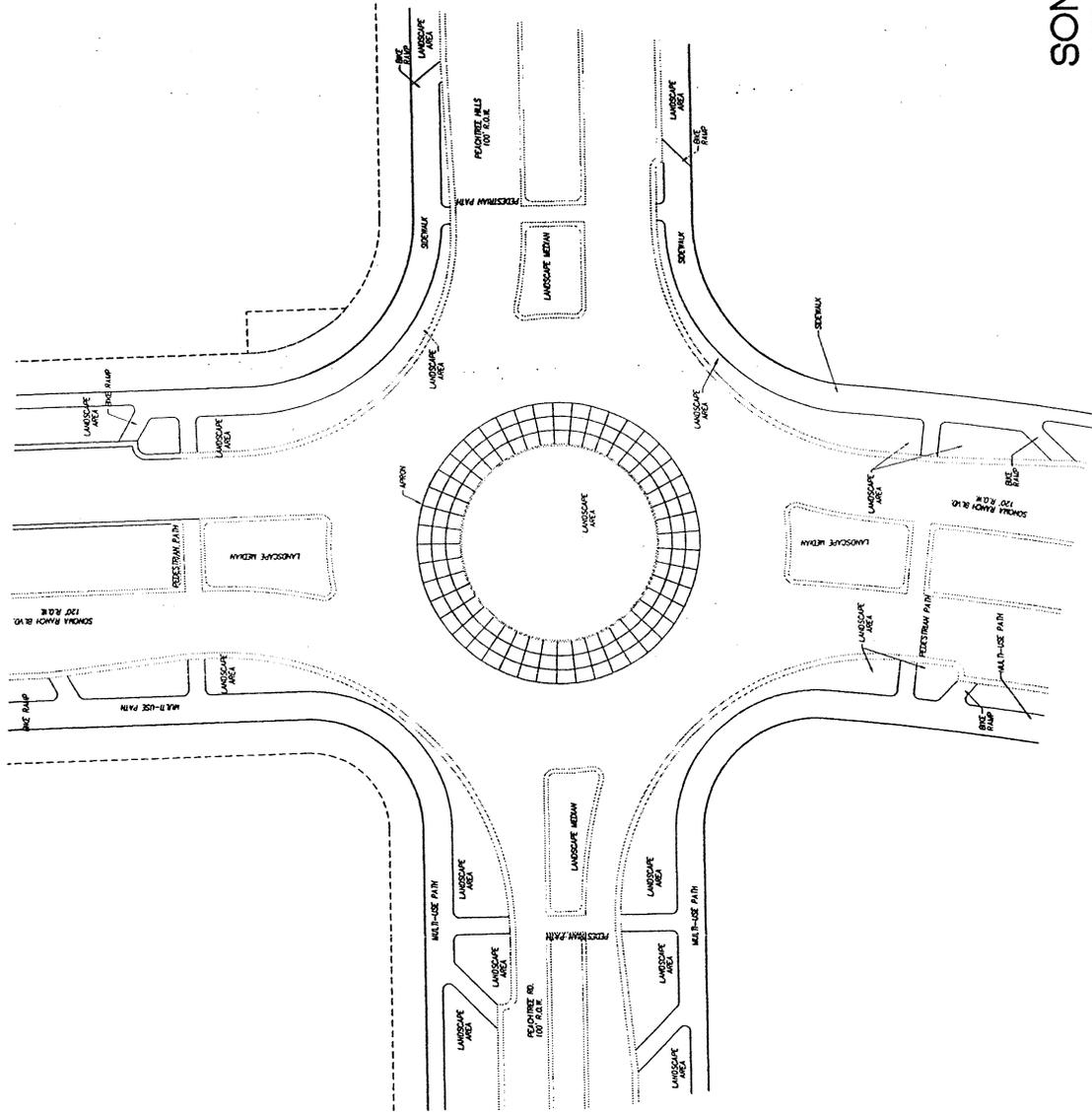
City of Las Cruces
1000 N. GARDEN ST. SUITE 100
LAS CRUCES, NM 88001
PHONE: 505.647.2000
WWW.LASCRCES.ORG

DATE	DESCRIPTION
02/15/05	REVISION 1
02/15/05	REVISION 2
02/15/05	REVISION 3
02/15/05	REVISION 4
02/15/05	REVISION 5

center ventures, inc.
1300 JEFFERSON STREET
SUITE 100
DENVER, CO 80202
PHONE: 303.733.8300
FAX: 303.733.8301
WWW: www.centerventures.com



THE ROUNDABOUTS SHOWN HEREON ARE CONCEPTUAL IN DESIGN AND LOCATION ONLY. THESE ROUNDABOUTS SHALL BE REVIEWED IN ACCORDANCE WITH THE APPROPRIATE LOCAL, STATE, FEDERAL AND SOUND ENGINEERING PRACTICE.



SONOMA RANCH BLVD.
AND PEACHTREE HILLS
ROUNDABOUT DETAIL
SCALE 1"=20'

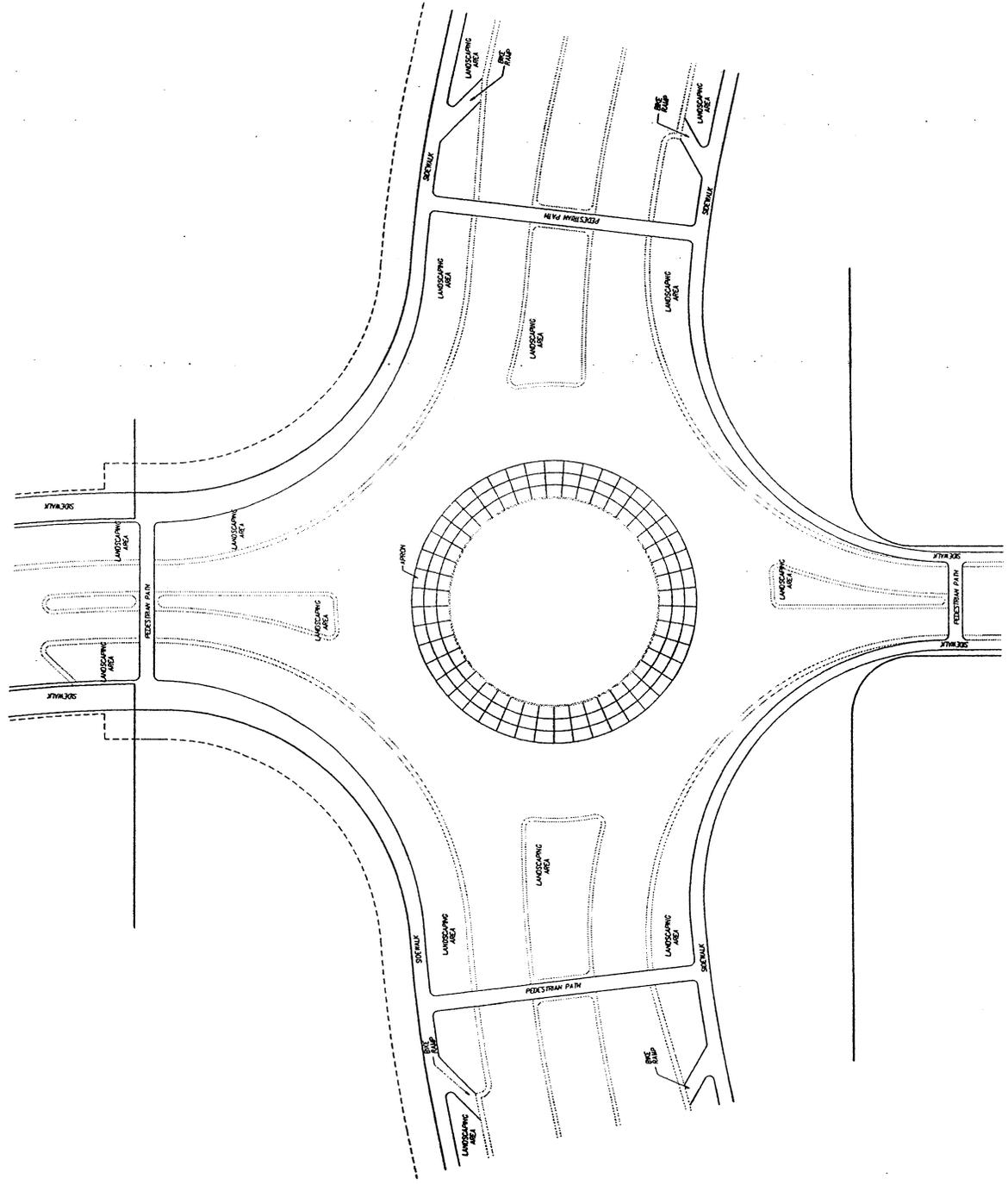
METRO VERDE SOUTH
 PREPARED FOR
 THE STATE OF TEXAS
 LAS CRUCES
 NEW MEXICO

DATE	PHASE
6/23/09	SUBMITTAL 3
8/6/09	SUBMITTAL 3
8/14/09	SUBMITTAL 3
10/15/09	SUBMITTAL 4
12/17/09	SUBMITTAL 5

Senior VENTURES, Inc.
 10000 N. MESA BLVD. SUITE 100
 LAS CRUCES, NM 87805
 TEL: 505.325.1000
 FAX: 505.325.1001
 WWW.SENIORVENTURES.COM

R3
 SHEET NO. 03.039503

THE ROUNDABOUTS SHOWN HEREON ARE CONCEPTUAL DESIGN AND LOCATION ONLY. THESE ROUNDABOUTS SHALL BE REVIEWED IN ACCORDANCE WITH FHWA DESIGN STANDARDS, NFPA STANDARDS AND SOUND ENGINEERING PRACTICE.



**ENGLER ROAD
 AND GREENWAY
 ROUNDABOUT DETAIL**
 SCALE: 1"=20'

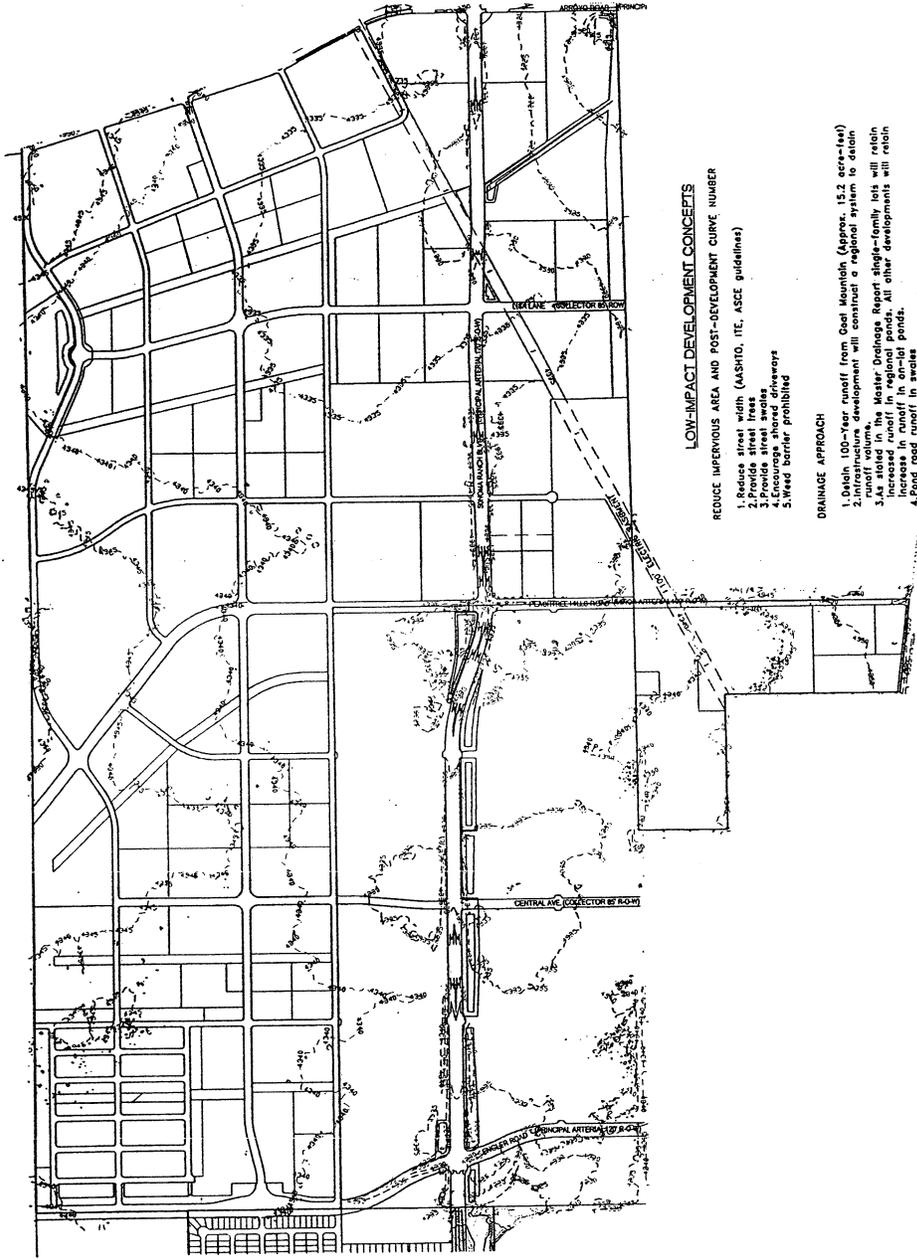
METRO VERDE SOUTH
 PREPARED FOR
 SBBB, WMT AND BURNS & MCDONNELL
 NEW, C. MEXICO

DATE	ISSUE
02/10/00	REVISIONAL 1
02/10/00	REVISIONAL 2
02/10/00	REVISIONAL 3
02/10/00	REVISIONAL 4
02/10/00	REVISIONAL 5

denon ventures, inc.
 140 Westwood Plaza
 Suite 100
 Dallas, Texas 75243
 Phone: 972-333-2211
 Fax: 972-333-2212
 Website: www.denon.com



PRELIMINARY GRADING PLAN
 SCALE 1"=50'



LOW-IMPACT DEVELOPMENT CONCEPTS

REDUCE IMPERVIOUS AREA AND POST-DEVELOPMENT CURVE NUMBER

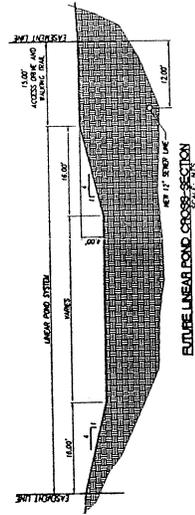
1. Reduce street width (ASHRAE, ITE, ASCE guidelines)
2. Provide street setbacks
3. Encourage shared driveways
4. Encourage shared driveways
5. Head barrier prohibited

DRAINAGE APPROACH

1. Detain 100-Year runoff from Coal Mountain (Approx. 15.2 acres-foot)
2. Infrastructure development will construct a regional system to detain runoff volume.
3. Final drainage reports must show how all elements of system fit together.
4. Encourage building design that reduces impervious area
5. Encourage parking structures in large parking lots
6. Encourage increased landscaping in large parking lots
7. Encourage water harvesting on all land uses
8. Encourage parking structures in large parking lots
9. Encourage increased landscaping in large parking lots
10. Encourage water harvesting on all land uses

BUILDING DESIGN STANDARDS

1. Encourage building design that reduces impervious area
2. Encourage parking structures in large parking lots
3. Encourage increased landscaping in large parking lots
4. Encourage water harvesting on all land uses



METRO VERDE SOUTH

PREPARED FOR
STERN NORTH AND BUILDING, LLC
L.A.S. CRUCES
NEW MEXICO

DATE	PHASE
6/23/06	EMENDMENT 1
8/29/06	EMENDMENT 2
12/22/06	EMENDMENT 3
11/05/07	EMENDMENT 4

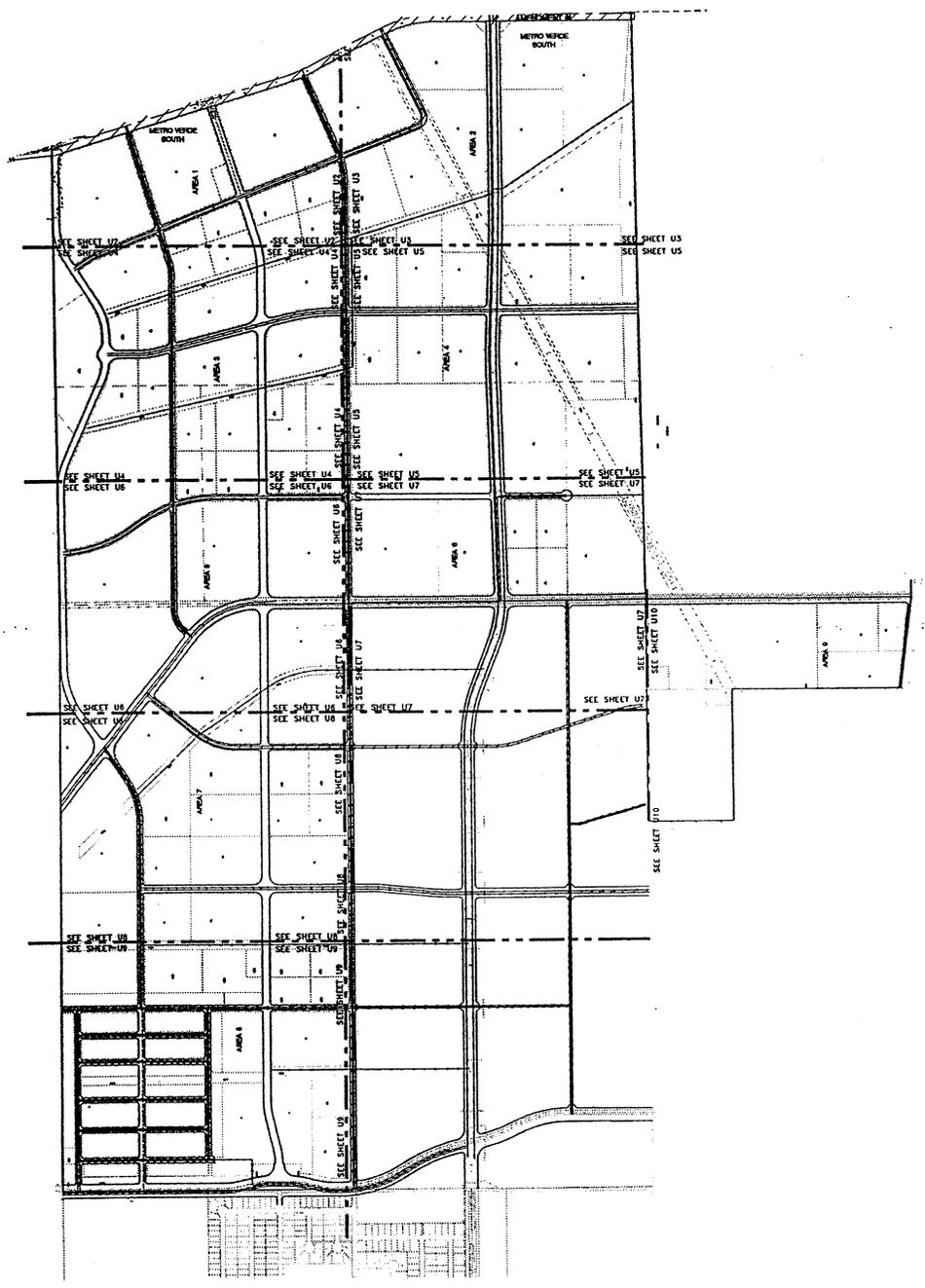
danion ventures, inc.
 2400 Westwood Plaza
 Suite 200
 Westwood, CA 91361
 Tel: 818.709.8888
 Fax: 818.709.8889
 www.danionventures.com

U1
 SHEET
 07/01/07



MASTER UTILITY PLAN

SCALE: 1" = 300'-0"



METRO VERDE SOUTH
 PREPARED FOR
 GREEN HAVEN BUILDING LLC
 LAS CRUCES
 NEW MEXICO

DATE	PHASE
02/09	SUBMITTAL 1
02/09	SUBMITTAL 2
02/09	SUBMITTAL 3
02/09	SUBMITTAL 4

SEAL
 CIVIL ENGINEER
 STATE OF NEW MEXICO
 NO. 10000
 EXPIRES 12/31/2010

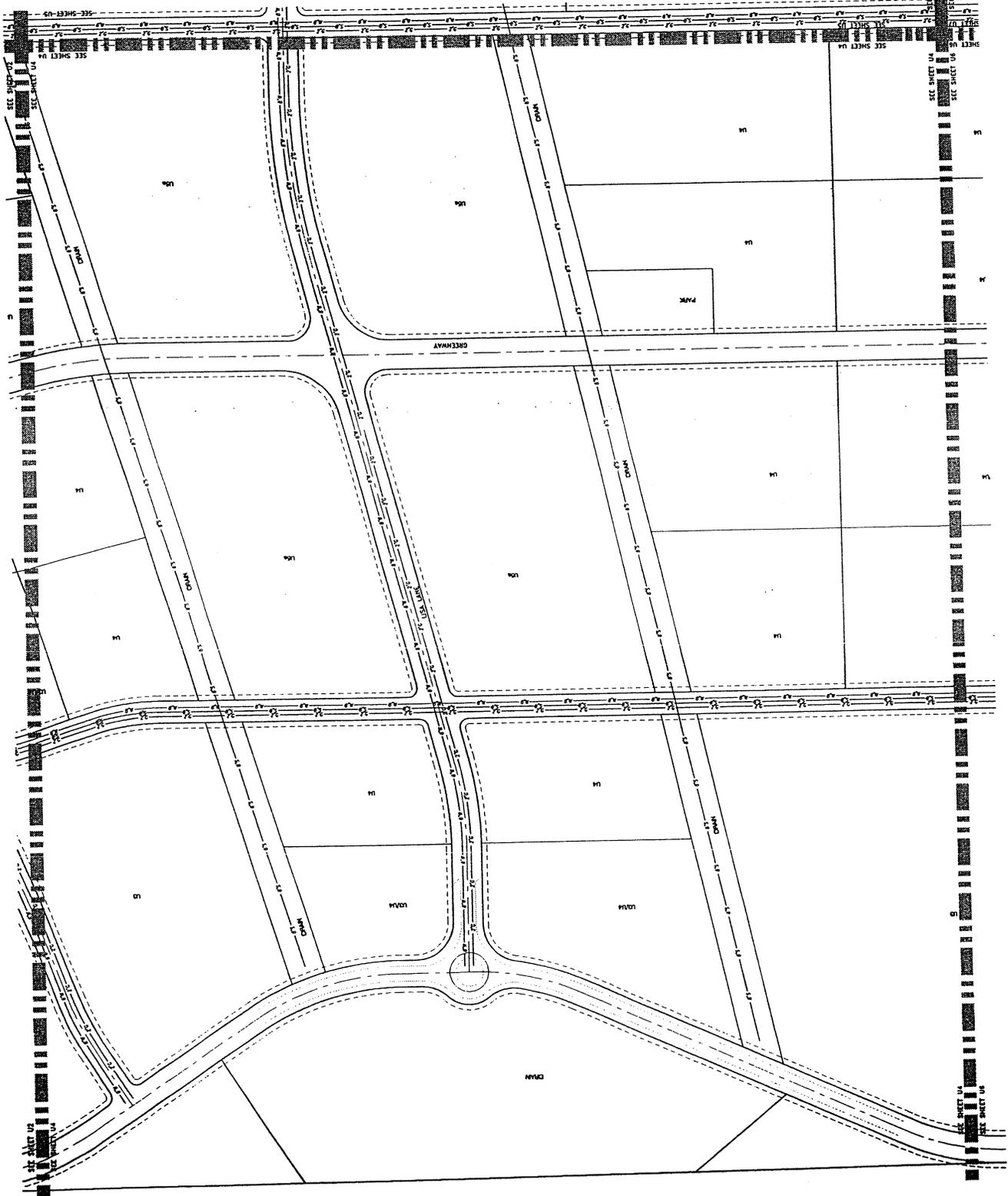
U4
 SHEET

LEGEND

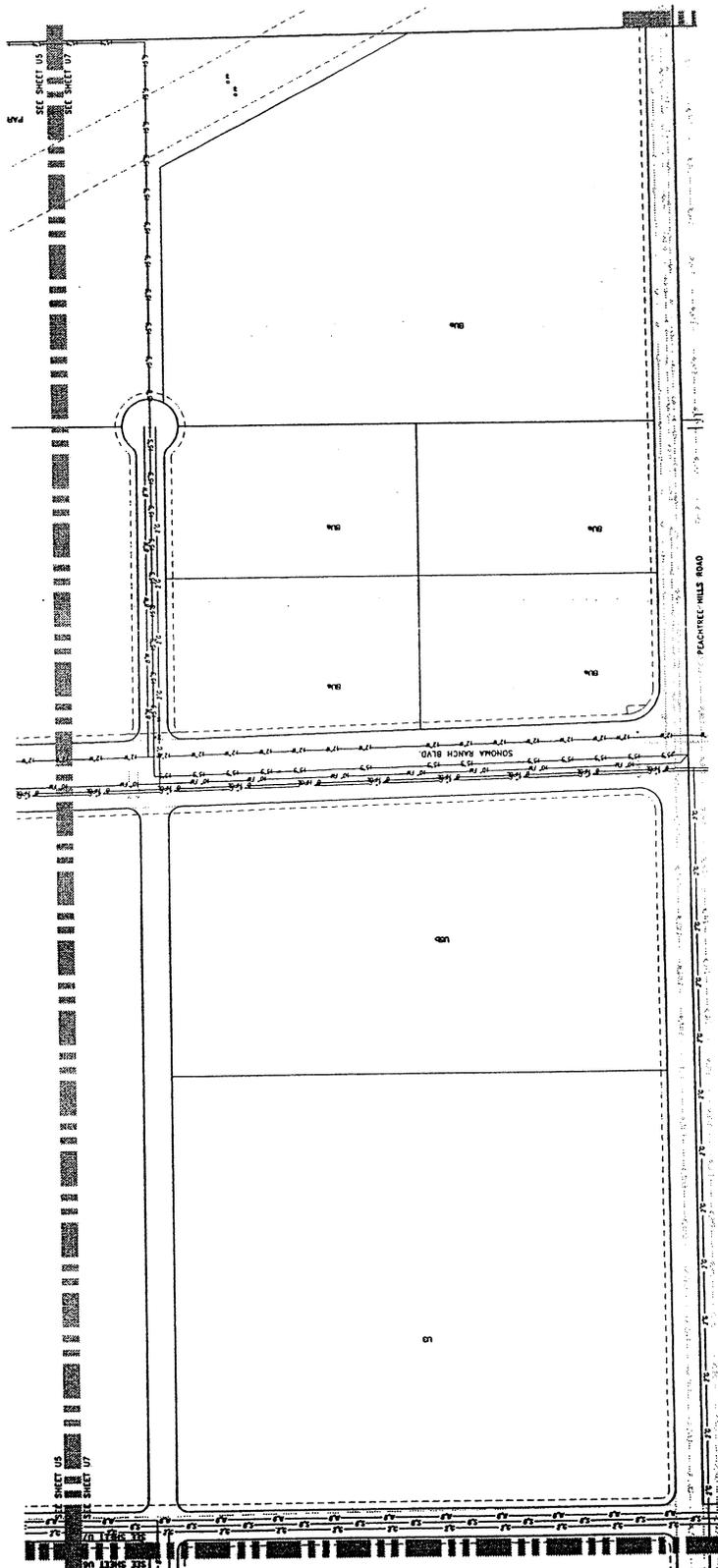
—○—	NEW 2" GAS LINE
—○—	NEW 4" GAS LINE
—○—	NEW 6" HIGH PRESSURE
—○—	NEW 8" WATER LINE
—○—	NEW 10" WATER LINE
—○—	NEW 12" WATER LINE
—○—	EXISTING 8" WATER LINE
—○—	EXISTING 12" WATER LINE
—○—	NEW 8" SEWER LINE
—○—	NEW 10" SEWER LINE
—○—	NEW 12" SEWER LINE
—○—	EXISTING 12" SEWER LINE
—○—	NEW 15" STORM LINE
—○—	NEW 18" STORM LINE
—○—	NEW 24" STORM LINE
—○—	NEW 36" STORM LINE
—○—	NEW 48" STORM LINE
—○—	NEW STREET LIGHT
○	0

FOR ALL DIM. SEE TO BE DETERMINED BY FINAL DESIGN

NORTH
AREA 3
MASTER
UTILITY PLAN
 SCALE: 1" = 100'-0"



LEGEND	
	12" GAS LINE
	8" GAS LINE
	6" GAS LINE
	4" GAS LINE
	12" WATER LINE
	10" WATER LINE
	8" WATER LINE
	6" WATER LINE
	4" WATER LINE
	12" SEWER LINE
	10" SEWER LINE
	8" SEWER LINE
	6" SEWER LINE
	4" SEWER LINE
	12" STORM DRAIN
	10" STORM DRAIN
	8" STORM DRAIN
	6" STORM DRAIN
	4" STORM DRAIN
	12" STREET LIGHT
	10" STREET LIGHT
	8" STREET LIGHT
	6" STREET LIGHT
	4" STREET LIGHT



METRO VERDE SOUTH
 PREPARED FOR
 SERRA WEST LAND BUILDING LLC
 LAS CRUCES
 NEW MEXICO

DATE	ISSUE
07/20/2010	SUBMITTAL 1
07/20/2010	SUBMITTAL 2
07/20/2010	SUBMITTAL 3
07/20/2010	SUBMITTAL 4

o v i
 OVI ENGINEERING, INC.
 1010 AVENUE G, SUITE 100
 LAS CRUCES, NM 88001
 TEL: 505.251.8888
 FAX: 505.251.8889
 WWW.OVIENGINEERING.COM

NORTH
AREA 6
MASTER
UTILITY PLAN
 SCALE: 1" = 100'-0"
SHEET U7
 OF 11

METRO VERDE SOUTH

PREPARED FOR
SEMA SOUTHERN SERVICES
NEW MEXICO

DATE	REVISIONS
01/20/08	INITIALS
02/12/08	INITIALS
03/04/08	INITIALS
03/11/08	INITIALS
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06/19/14	INITIALS
06/26/14	INITIALS
07/03/14	INITIALS
07/10/14	INITIALS
07/17/14	INITIALS
07/24/14	INITIALS
07/31/14	INITIALS
08/07/14	INITIALS
08/14/14	INITIALS
08/21/14	INITIALS
08/28/14	INITIALS
09/04/14	INITIALS
09/11/14	INITIALS
09/18/14	INITIALS
09/25/14	INITIALS
10/02/14	INITIALS
10/09/14	INITIALS
10/16/14	INITIALS
10/23/14	INITIALS
10/30/14	INITIALS
11/06/14	INITIALS
11/13/14	INITIALS
11/20/14	INITIALS
11/27/14	INITIALS
12/04/14	INITIALS
12/11/14	INITIALS
12/18/14	INITIALS
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01/08/15	INITIALS
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01/22/15	INITIALS
01/29/15	INITIALS
02/05/15	INITIALS
02/12/15	INITIALS
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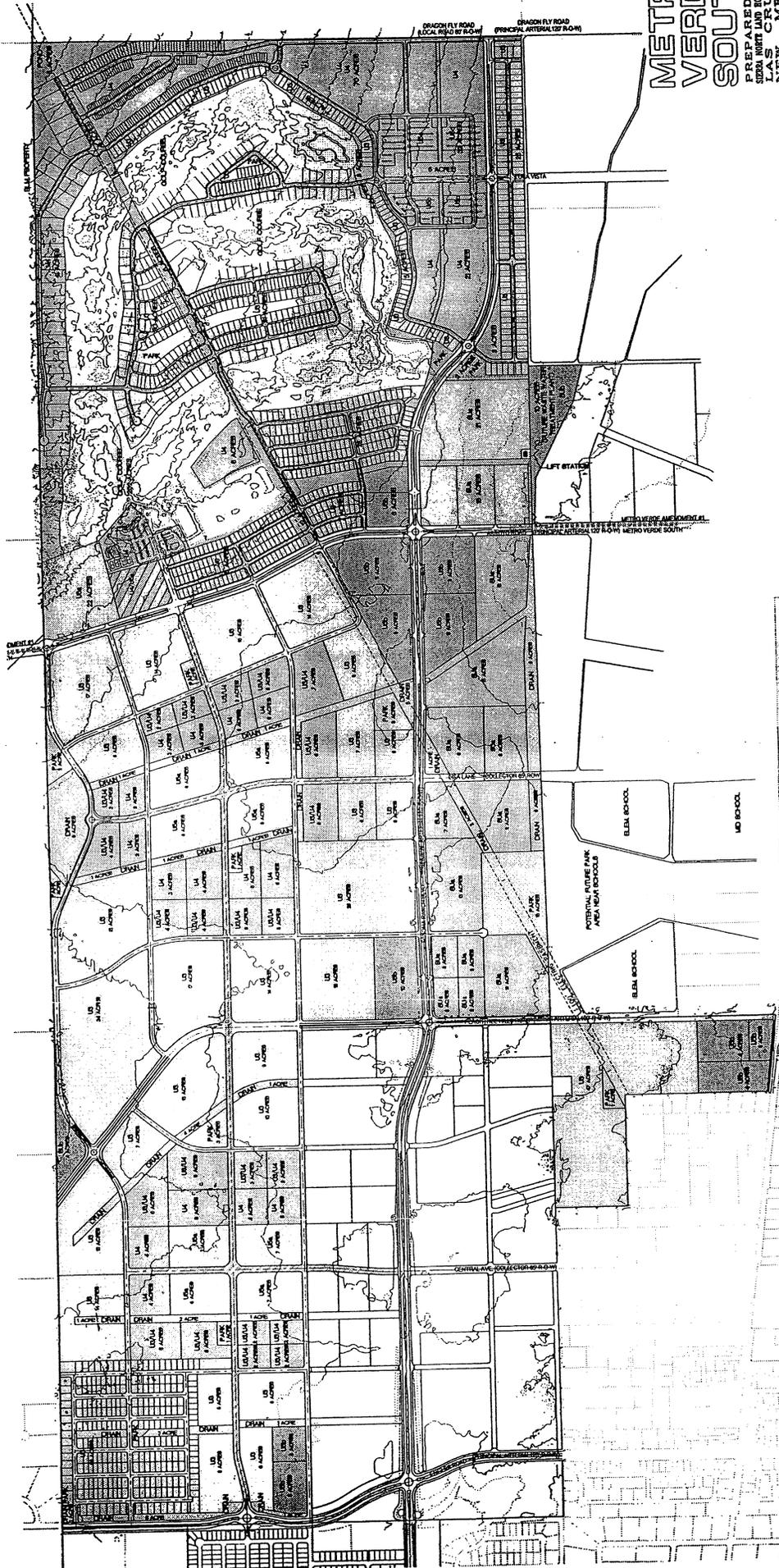
METRO VERDE SOUTH
 PREPARED FOR
 SPAN MARTI LAND BANKS, LLC
 LAS CRUCES
 NEW MEXICO

DATE	PHASE
07/20/08	REVISIONAL 1
08/04/08	REVISIONAL 2
07/24/08	REVISIONAL 3
08/06/08	REVISIONAL 4
07/10/08	REVISIONAL 5

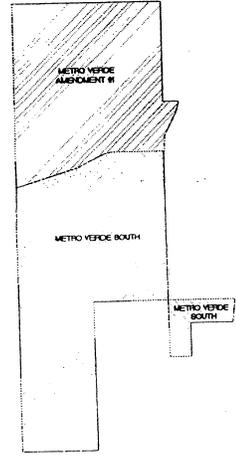


S1
 SHEET

**METRO VERDE
 OVERALL DEVELOPMENT PLAN**
 SCALE: 1" = 800'-0"



THIS OVERALL CONCEPT PLAN HEREON IS A SUPPLEMENTAL SHEET TO THE PUD AND IS NOT INTENDED FOR REVIEW AS AN OVERALL PICTURE BEING LOOKED AT FOR THIS AREA.



COLOR	LAND USE	AMENDMENT #1 ACRES	AMENDMENT #2 ACRES	TOTALS
1	UNDEVELOPED	179	113	292
2	US 1/2 ACRES	0	24	24
3	US 1/4 ACRES	158	96	254
4	US 1/8 ACRES	18	18	36
5	US 1/16 ACRES	11	11	22
6	US 1/32 ACRES	11	11	22
7	US 1/64 ACRES	11	11	22
8	US 1/128 ACRES	11	11	22
9	US 1/256 ACRES	11	11	22
10	US 1/512 ACRES	11	11	22
11	US 1/1024 ACRES	11	11	22
12	US 1/2048 ACRES	11	11	22
13	US 1/4096 ACRES	11	11	22
14	US 1/8192 ACRES	11	11	22
15	US 1/16384 ACRES	11	11	22
16	US 1/32768 ACRES	11	11	22
17	US 1/65536 ACRES	11	11	22
18	US 1/131072 ACRES	11	11	22
19	US 1/262144 ACRES	11	11	22
20	US 1/524288 ACRES	11	11	22
21	US 1/1048576 ACRES	11	11	22
22	US 1/2097152 ACRES	11	11	22
23	US 1/4194304 ACRES	11	11	22
24	US 1/8388608 ACRES	11	11	22
25	US 1/16777216 ACRES	11	11	22
26	US 1/33554432 ACRES	11	11	22
27	US 1/67108864 ACRES	11	11	22
28	US 1/134217728 ACRES	11	11	22
29	US 1/268435456 ACRES	11	11	22
30	US 1/536870912 ACRES	11	11	22
31	US 1/1073741824 ACRES	11	11	22
32	US 1/2147483648 ACRES	11	11	22
33	US 1/4294967296 ACRES	11	11	22
34	US 1/8589934592 ACRES	11	11	22
35	US 1/17179869184 ACRES	11	11	22
36	US 1/34359738368 ACRES	11	11	22
37	US 1/68719476736 ACRES	11	11	22
38	US 1/137438953472 ACRES	11	11	22
39	US 1/274877906944 ACRES	11	11	22
40	US 1/549755813888 ACRES	11	11	22
41	US 1/1099511627776 ACRES	11	11	22
42	US 1/2199023255552 ACRES	11	11	22
43	US 1/4398046511104 ACRES	11	11	22
44	US 1/8796093022208 ACRES	11	11	22
45	US 1/17592180444416 ACRES	11	11	22
46	US 1/35184360888832 ACRES	11	11	22
47	US 1/70368721777664 ACRES	11	11	22
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49	US 1/281474887110656 ACRES	11	11	22
50	US 1/562949774221312 ACRES	11	11	22
51	US 1/1125899548442624 ACRES	11	11	22
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57	US 1/72057571084327936 ACRES	11	11	22
58	US 1/144115142168655872 ACRES	11	11	22
59	US 1/288230284337311744 ACRES	11	11	22
60	US 1/576460568674623488 ACRES	11	11	22
61	US 1/1152921137349246976 ACRES	11	11	22
62	US 1/2305842274698493952 ACRES	11	11	22
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64	US 1/9223369098793975808 ACRES	11	11	22
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70	US 1/590295621922814451712 ACRES	11	11	22
71	US 1/1180591243845628903424 ACRES	11	11	22
72	US 1/2361182487691257806848 ACRES	11	11	22
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86	US 1/3868561203513460848197732 ACRES	11	11	22
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88	US 1/1547424481405384339279088 ACRES	11	11	22
89	US 1/3094848962810768678558176 ACRES	11	11	22
90	US 1/6189697925621537357116352 ACRES	11	11	22
91	US 1/12379395851243074714232704 ACRES	11	11	22
92	US 1/2475879170248614942846400 ACRES	11	11	22
93	US 1/4951758340497229885692800 ACRES	11	11	22
94	US 1/9903516680994459771385600 ACRES	11	11	22
95	US 1/19807033361988919542771200 ACRES	11	11	22
96	US 1/39614066723977839085542400 ACRES	11	11	22
97	US 1/79228133447955678171084800 ACRES	11	11	22
98	US 1/158456266895911353422169600 ACRES	11	11	22
99	US 1/316912533791822706844339200 ACRES	11	11	22
100	US 1/633825067583645413688678400 ACRES	11	11	22

SEE AMENDMENT #1-10 FOR CORRECTED LAND BANKING IN SHEETS 41-42.
 1. ALL LOTS ARE TO BE DEVELOPED BY THE DATE OF THE PUD.
 2. ALL LOTS ARE TO BE DEVELOPED BY THE DATE OF THE PUD.

1 Scholz: And the chair votes aye for findings, discussion and site visit. So they
2 both passed 4-0. Thank you, gentlemen.

3
4 Coppedge: Thank you, sir.

5
6 3. **Case PUD-10-04:** A request for approval for a major amendment to the Sierra
7 Norte master plan and a request for approval for a concept plan of a proposed
8 Planned Unit Development (PUD) known as Metro Verde South. As part of the
9 major amendment there is a zone change request from multiple zoning districts
10 to PUD (Planned Unit Development). The purpose of the concept plan is to
11 develop a mixed-use development that will entail residential, commercial, office,
12 retail, and manufacturing land uses with open space areas. The plan shall be
13 developed in twenty-six (26) phases with the number of dwelling units ranging
14 from 5,704 to 25,443 units. The subject properties encompass 892 +/- acres of
15 land and are located in the Sierra Norte area south of the future extension of
16 Arroyo Road and north of the future extension of Engler Road. Submitted by DVI
17 on behalf of Sierra Norte Land Holdings LLC, United Land Group of New Mexico
18 LLC and James A. & Josephine A. Phillips, property owners. **APPROVED 4-0**

19
20 Scholz: All right, our last case tonight is case PUD-10-04, a request for approval of
21 a major amendment. You're still standing, Mr. Ochoa. I'm glad to see it.
22 We're waiting on the technical things here, are we? No, all I have is my
23 agenda at my screen right now and a bunch of other things. I think he just
24 clicked on the PowerPoint. Right now we have the "Blue Screen of
25 Death." I enjoy working with technology when it works. Okay, we have a
26 vicinity map up now, which indicates to me that we probably will have the
27 other slides in a moment.

28
29 Ochoa: It looks like we're ready to go, sir. The final case tonight, gentlemen, is
30 PUD-10-04. It's a request for approval of the conceptual plan, a proposed
31 Planned Unit Development, known as Metro Verde South.

32 On the first page there you can see that is a vicinity map of the
33 subject property located in the Sierra Norte area between the future
34 extensions of Engler Road and Arroyo Road. Some background on the
35 subject we are speaking of tonight: like I said before, this is part of the
36 Sierra Norte Annexation and master planned area which was approved in
37 March of 2006. It annexed approximately 19,064 acres of land into the
38 City of Las Cruces with about 57 planning parcels. The Metro Verde
39 South Planned Unit Development will encompass approximately 892
40 acres of the lower portion of the original Sierra Norte master plan area
41 south of the future extension of Arroyo Road and north of the future
42 extension of Engler Road. It excludes the 320, give-or-take, acre parcel of
43 land owned by the State of New Mexico where the future extension of
44 Sonoma Ranch Boulevard is planned to be built through.

1 The next picture you'll see there is this lower portion of the Sierra
2 Norte master plan showing those planning parcels that will be changed to
3 PUD, basically.

4 Case specifics: this is a major amendment to the Sierra Norte
5 master plan and rezoning of some of the planning parcels in the original
6 master plan to PUD. Essentially, the Sierra Norte master plan had, like I
7 said before, 57 planning parcels with various zoning designations. This
8 will essentially change those zoning designations in the 892 acre area to
9 PUD or Planned Unit Development. The zone change includes 27 of the
10 original planning parcels that make up Sierra Norte area plus portions of
11 two other planning parcels.

12 The proposed PUD is a mixed-use development that is proposed to
13 have residential, office, commercial-industrial land uses with open areas,
14 open spaces and trails. The Metro Verde South PUD will be comprised of
15 nine different land use districts that offer a wide variety of development
16 standards of land uses from single family homes to attached homes, multi-
17 family, office, commercial, everything basically listed out in the concept
18 plan of the PUD. This includes a Neighborhood Mixed-Use Corridor that
19 will run the length of the future road known as Sierra de Luna. It will have
20 additional guidelines along that corridor.

21 The next picture there is the concept plan of Metro Verde South.
22 The picture you are seeing is laid on its side so north is to the east ... that
23 basically covers everything with the different shaded areas.

24
25 Scholz: You mean north is to the right.

26
27 Ochoa: Thank you. Yes, sir. There you go. You simplified it for everyone.

28
29 Scholz: I was going to say that if you put north to the east that will really confuse
30 us all.

31
32 Ochoa: It's been a long night. I'm sorry. Like I said before, there'll be nine
33 districts with different land uses in the Metro Verde South Planned Unit
34 Development. There is a U-3 zoning, which is a Sub-Urban zoning that
35 encompasses approximately 833 acres of the Metro Verde South area.
36 This is essentially single-family homes and so forth. U-4 is Urban, which
37 encompasses approximately 55 acres of property in Metro Verde South.
38 This ranges anywhere between multi-family homes, high density to offices.
39 It goes on. There is a combined area of U-3 and U-4, which allow both
40 land uses. This encompasses approximately 4 acres in the Planned Unit
41 Development. There is U-5a, which is a mixed-use center, U-5b, Urban
42 Center and SUA, which is a business park and all this is mixed use of a
43 multi-family, commercial, office and so on. There are some specific areas:
44 drainage and neighborhood parks throughout the area, as well. Each land
45 use will have its own designated purposes, its own setbacks, densities,
46 street frontage, building heights, parking standards; essentially, its own

1 development standards in each zoning district, which the applicant has
2 proposed.

3 The Metro Verde South PUD also introduces sustainability
4 concepts to help make the new proposed development a more self-
5 sustainable area. The next picture there you can see is a land-use table.
6 It may be a little hard to read but it runs the gambit of everything from
7 residential land uses to institutional, recreational, services, utility and
8 transportation, wholesale and each zoning designation with what is
9 allowed in there. The Metro Verde South PUD will have direct access
10 from the future extension of Arroyo Road, Engler Road, Lisa Lane,
11 Peachtree Hills and Sonoma Ranch Boulevard respectively.

12 The Metropolitan Planning Organization, or MPO, has classified
13 Arroyo Road, Engler Road, Sonoma Ranch Boulevard as Principal Arterial
14 roadways and Peachtree Hills is classified as a Minor Arterial. Lisa Lane
15 is classified as a Collector roadway by the MPO. The proposed
16 Neighborhood Mixed-Use Corridor will run along the future road known as
17 Sierra de Luna. The remainder of the future dedicated roads in Metro
18 Verde South PUD will be classified as Local roadways. The proposed
19 Metro Verde South PUD also calls out for bicycle lanes, shared-use paths
20 and a network of trails throughout the development. I will leave the more
21 specific designs of these streets and trails to the applicant when they
22 come up next.

23 With the next picture you can see some of the proposed cross-
24 sections of those roads: Collector roadways, Principal Arterials and so on.
25 The proposed Metro Verde South PUD has a phasing plan that is outlined
26 to be built out in twenty-six possible phases. There's an option to build out
27 in any order or in conjunction with each other as long as there is access,
28 secondary access, infrastructure and fire flows issues met in accordance
29 with all City Codes. There will be an option to combine these phases into
30 larger phases or to reduce them into smaller phases as up to the
31 developer's discretion.

32 The total number of dwelling units allowed on the PUD will range
33 anywhere between 5,704 to about 25,442 units. The estimated population
34 for the proposed Metro Verde South PUD is approximately 23,250 people.
35 DRC recommendation: on November 3, 2010 the Development Review
36 Committee, or DRC, reviewed the concept plan for the proposed Metro
37 Verde South PUD. DRC recommended approval with conditions for the
38 concept plan for the concept plan for the PUD known as Metro Verde
39 South. All outstanding comments and conditions have been resolved with
40 all parties. Notes have been added to the plan that have sufficed all
41 comments on there.

42 The recommendation of the Planning and Zoning Commission for
43 the concept plan will be forwarded to City Council for final consideration.
44 Your options tonight, gentlemen, are: 1) to vote "yes" to approve the
45 request as recommended by the DRC for case PUD-10-04; 2) to vote
46 "yes" to approve the request with additional conditions as deemed

- 1 appropriate by the P and A; 3) to vote "no" to deny the request; or, 4) to
2 table or postpone and direct staff accordingly. That is the conclusion of
3 my presentation. I stand for questions and the applicant and the property
4 owners are here to answer any other questions you might have.
5
- 6 Scholz: All right, questions for this gentleman? Commissioner Crane.
7
- 8 Crane: Something I don't understand in part of your presentation, Mr. Ochoa, in
9 the phasing plan the developer has determined the total number of
10 dwelling units allowed in the PUD range from 5,700 to 25,000. Why is
11 there such a huge range in the allowable number of dwelling unites?
12
- 13 Ochoa: Mr. Chairman, Commissioner Crane, I'll leave that up to the applicant to
14 explain it a little better for you.
15
- 16 Crane: Thank you.
17
- 18 Scholz: All right, other questions? Commissioner Stowe.
19
- 20 Stowe: Yes. Adam, one point of signed setbacks is the setback of 5-feet, which is
21 the minimum. It allows encroachment by the roof overhang up to 12-
22 inches into that five-feet, I suppose from each adjoining property. Is that
23 acceptable? Has staff seen that and reviewed it? Is that typical or
24 normal?
25
- 26 Ochoa: Mr. Chairman, Commissioner Stowe, staff has reviewed those
27 development standards set forth by the applicant and staff is comfortable
28 with those. There are other guidelines in there that restrict other things so
29 it is pretty self-governing. Staff was comfortable in recommending
30 approval for this, sir.
31
- 32 Stowe: I understand that the density is more. I understand the reasons for that as
33 the complete project develops. It just seems that you get a little too tight
34 house-to-house, seems like it's a little overboard. It absolutely meets the
35 regulations but it seems a little tight. Maybe the owner can address that.
36 Thank you.
37
- 38 Crane: Yes, sir. That is the answer to one of the questions he might have.
39
- 40 Scholz: All right. Okay, may we hear from the applicant, please? Thank you for
41 your patience tonight, being the last one up.
42
- 43 Denton: Thank you. My name's Harold Denton, with DVI, Architect Planners and
44 Engineers. I guess I want to first wish you a Happy New Year. We're
45 almost there. As a matter of fact I don't speak well without pointers so,

1 since I don't have a mouse here I've a "pointer" to come up here. (Barbara
 2 Denton at screen to point to items as indicated by Harold Denton)
 3
 4 Scholz: That's your "appointed mouse." Okay.
 5
 6 Crane: And that's the appointed pointer
 7
 8 Scholz: Yes, the appointed pointer. Thank you Commissioner Crane.
 9
 10 Denton: Thirty pages of PUD and a lot of detail. There's no way I'm going to cover
 11 that in the few minute so we're just going to try and talk concepts and
 12 ideas...
 13
 14 Scholz: Yeah, I think that would be a good idea.
 15
 16 Denton: ... and that type of thing.
 17
 18 Scholz: We have the vicinity map right now.
 19
 20 Denton: Okay, this is the vicinity map and I just wanted to first point out a few more
 21 items on it and talk about them briefly. The city limits we've highlighted
 22 here and you can follow that around, down, down, down, clear down there.
 23 There's a lot more city out there than we sometime realize, in that area,
 24 and there's been a lot of development.
 25 Here is the Metro Verde that we brought you before you a while
 26 back. It was approved in City Council, we got approval. Nothing has
 27 really happened at this point, basically, because of access because some
 28 of these need to happen before we can move forward. In a similar
 29 fashion, right below Metro Verde is what we call the first amendment to
 30 Metro Verde, which was that and it has the "arm"- reaching clear out to the
 31 "right hand" (*inaudible to Barb Denton*) included Metro Verde II, right? We
 32 have not proceeded with that. In fact, we plan to be back before you
 33 probably in the near future. The reason, basically, is some title problems
 34 with that "arm" sticking out to the right and we'll be coming back to say we
 35 don't have the "arm" any more; but otherwise it'll be very similar to what
 36 we've brought in before. The new school locations, I just kind of wanted to
 37 point out where the school district is building the two new schools, which
 38 are right there in that corner. Okay?
 39 Also, up on the other side of the property there's a new proposed
 40 federal park that includes all of that property and part of Goat Mountain so
 41 it's even a little bit lower than that, Barb. So it's there and clear shown into
 42 that area, which is a proposed federal wildlife ... I'm not sure exactly what
 43 their actual termination of the park is. It's a federal park. It's underway of
 44 formation.
 45 Let's just go through and point out the major streets and where
 46 those are: starting with Arroyo at the top, which comes around the other

1 side, eventually, on the other side of Goat Mountain and through there.
2 Then next down is Peachtree that comes through there and then on
3 through and then down to Engler, okay, through that area; and then
4 Sonoma Ranch Boulevard, which comes through here and up and there
5 used to be at the top of it Dragonfly, which was terminated because of the
6 park, because the park didn't want Dragonfly going through there, the
7 BLM doesn't want it going through them.

8 Okay, the next slide. This one's... and Adam covered a lot of this
9 so I'm not going to go into ... but I just wanted to point out that on the left
10 is the existing zoning and master plan, if you will. On the right is what
11 we're proposing. The colors are quite different but the street alignments
12 are very similar. A lot of things are similar but the land use and the way
13 we're approaching that is quite different. Actually, in Sierra Norte, they
14 had a density of about 29,000 that they were looking at. The question that
15 was asked earlier about why is there such a variation in the densities on
16 the plan: that's because when you have mixed-use you have a piece of
17 land that can have residential and it can have commercial and, truthfully, a
18 lot of those things are being counted twice. When we actually get down to
19 projecting what we think the population of the PUD will be it was actually
20 less than the 29,000. It was closer to 24,000. So it's that fact and maybe
21 ... what we're doing in this PUD is basically we've gone to the Smart
22 Code, which a Code that allows a lot more mixed-use and tries to create
23 spaces and create neighborhoods, places that are special versus just
24 saying, "No, you can't do this. You can't do this," which is what most
25 restrictive zoning is. Therefore the categories, and we're calling them
26 uses here in the Smart Code, they're called "transects: but these
27 categories allow many more things to happen so there's a lot more
28 versatility that lets things happen in that kind of a way. The state land
29 originally, down here in white, was included in the original PUD and we're
30 not including that at their request.

31 Next slide: this is a ... well, this is our parks and trails plan but I
32 think it shows circulation real well. To start with you'll see the parks and
33 the current City Zoning calls for a park every half-a-mile but we're actually
34 showing our one-third mile circles so we are actually adding more
35 neighborhood parks than what's required in that way. Down near the new
36 proposed schools we've actually got a 15-acre park that's a developed
37 recreational kind of facility and, actually, the school district, and you can
38 see it on there and I'm sure you can see it on your monitors better, has a
39 ... each of the schools is build on a 40-acre section so there's a great deal
40 of property that they have that's not developed in their schools so there's a
41 possibility of all that being combined into what could be a rather large part
42 in the future.

43 We skipped one somehow... okay, we'll see if we come back to the
44 concept plan. We're trying very hard and I think we're achieving the best
45 linked connectivity. All the major roads have, not only a sidewalk on side
46 but on the other side they have a multiple-use path, which is 10' wide.

1 They're not on the street where they are really hard to use. They're
2 removed, by a parkway so that they're separated and, therefore, more
3 friendly and safe. But we also have sidewalks on all of the neighborhood
4 Local streets and, again, they're separated, not by the same distance but
5 by 4', basically, so again, a much safer walking situation. We have
6 incorporated in the Neighborhood Mixed-Use Corridor, which we'll get into
7 later, but point where that is, Barb. It starts here and goes all the way up
8 to the other end and then it also runs the other direction through that, up,
9 and then also down here to the same place.

10 Okay, what that is ... It's Main Street, if you will, and that's where
11 we'll have 12' sidewalks on each side and then we're pulling the buildings
12 up to that 12' sidewalk. We're allowing buildings to drop back and have
13 areas where they can dine on the street, do that type of thing. The streets
14 will have 45-degree angle parking for easy to pull in and pull out. But the
15 whole concept here is to create what is pedestrian linkage through the
16 residential, predominantly residential area, of the project and it ties into the
17 club house and the residential areas up above, as well as the residential
18 areas that are down below.

19 First there is ... and we skipped the master plan. Let's go ahead
20 one and see what happens... Okay, I thought we were going to have this
21 first; but you can see on there ... point again at the mixed-use corridor.
22 Okay? Along that corridor what we have and what we've done with the
23 transects and different uses is we're kind of creating nodes of heavier
24 usage and then we go down so that we get heavier development, then
25 less development, then heavier development so we get a variety of activity
26 along that whole pedestrian street. When I say "pedestrian street" I mean
27 it's going to be friendly to the pedestrians, the bicycles to be able to cross.
28 It's going to allow cars but the cars are in a secondary kind of position as
29 compared to Sonoma Ranch Boulevard, which is meant to move traffic;
30 and, along that we have located vehicle-oriented kind of commercial, if
31 you want, the big boxes, the shopping center kind of frame in the darker
32 red colors that are located on there ... well, that and specifically that, but
33 yes, all those ... and there's part of that that ends up on the state property,
34 too.

35 So we're kind of separating, if you will, to a certain degree the
36 vehicular-oriented commercial and the more residential, the more smaller,
37 friendlier-kind of residential, the activity-center kind of thing. Purple, just
38 below, along Sonoma Ranch Boulevard and to the lower area is a
39 business park, industrial park but it's closer to business park than
40 industrial and one reason for locating it there is that it provides shopping
41 and it makes this a whole community rather than just a part of the
42 community and one reason for locating it there is we believe that there's
43 actually more room for that to expand in that area on other lands in the
44 future in that area. We think we're being friendly to all of the adjacent land
45 uses: the residential to the south, the residential to the west. We're fitting

1 in with what they have and I think they're comfortable with what we're
2 doing in that way.

3 Just go back to the trails ... so we have neighborhood parks, large
4 parks. Every major road has a 10' mixed-use path where you can ride a
5 bike or walk. We have other things, like we've incorporated a trail under
6 the power lines because that can be more than just a connection within a
7 subdivision but a connection to the park, to the federal park, although
8 we're providing that over there on our side also above where we have that
9 catchment right there and it's a nice little park area there and an
10 introduction to the federal park at that location.

11 Let's go on ... this is a Local street. I talked about this before to
12 separate the bicycles, the narrower cross-section. Next one... this is the
13 Arterial ... pardon me? Mixed-use, okay ... I should have brought my
14 glasses, too, for this. I'm really handicapped up here. Okay, this is the
15 mixed-use and one of these is to the parking, the lower one is to the
16 parking areas so you can see on each side the 12' sidewalks and then
17 parking on each side and still a 3-lane street in the middle for one lane of
18 traffic in each direction and a turn lane. We've restricted, and if you go to
19 the plan and look at it in the packages, we have specific locations where
20 we are going to allow pedestrian crossing and it's also the only where
21 people can have access off of that street to the uses, to the lots. So
22 they're either coming off of that or they are coming in from the back side
23 off of this so we're limiting traffic again so that it's a friendly kind of thing.
24 One thing we're doing also is at the intersections we're incorporating some
25 what I'm going to call "pedestrian roundabouts" because they're really
26 meant more for walking than they are for heavy traffic movement. Now
27 along Sonoma Ranch Boulevard and several other locations, and I forgot
28 to point them out, we are proposing roundabouts at a number of the major
29 intersections. Roundabouts ... and we could go into how they work and
30 everything ... but to carry more traffic, a lot less wait time, that reduce
31 (*inaudible*) collisions dramatically by 90-some percent; just a very friendly
32 kind of thing in that way if they're done right.

33 Next one ... this is the Arterial. You can see the bike paths. You
34 can see the mixed use. You can see the sidewalks and the streets. We
35 have actually submitted a study, and I guess it's been accepted, a TIA, a
36 Traffic Analysis, and most all of the roads are going to work as three-lane
37 instead of five-lane, which, again, is friendly from a lot of basis: a lot less
38 asphalt, a lot less maintenance for the City over the years and it should
39 work well with the roundabouts to carry 20-some thousand trips a day,
40 which is today among the highest we have in the city at any intersection.
41 It's a very workable kind of thing.

42 Next one ... I can't read those from here. These are some of the
43 sustainable comments and I kind of went through and highlighted them in
44 yellow. Barb, why don't you read them and I'll ... (*Barb inaudible*) Okay,
45 high density cluster mixed use development. (*inaudible comments from*
46 *others*) Yeah, but those are underlined so I don't know what's there. ...

1 highlights here because I think it's indicative of what we're trying to do. In
2 energy the high density mixed-use development is definitively more
3 sustainable. Transportation: a network of walking systems. We're set up
4 to establish and accept transit in the future. Shared parking in all the
5 mixed use areas, reduce the amount of asphalt in parking as needed and
6 it works better in mixed-use. We're using roundabouts, as I mentioned
7 before. Water conservation: we're reducing the use of potable water.
8 We're going to re-use ... *(now on portable microphone)* ... we're going to
9 collect, harvest and reuse potable water over for irrigation and that type of
10 thing. Xeriscaping is the rule. Subsurface irrigation: we're eliminating the
11 use of weed barrier. I think that's sometimes an overlooked thing but weed
12 barrier reduces infiltration into the ground by 90-some percent. It really
13 slows it down so the water ends up running down the arroyos and down
14 the streams so we're eliminating the use of that. The City Water
15 Reclamation Project is part of this. On site recycling services will be
16 established. Recycling centers, it's different though; in all the construction
17 we're requiring recycling. It's that kind of thing. Then reduced travel
18 distances because of the mixed-use concepts that we're promoting here.

19 Okay, next one ... and I just wanted to hit on ... these are required
20 elements in building and construction of houses and commercial,
21 construction debris recycling, and gonna have to recycle and grind and so
22 forth; xeriscape landscape is a no-weed barrier, rain-sensitive timers; solar
23 or tankless hot water heaters are newer technology accepted by Green
24 Build New Mexico or Leeds; compact fluorescent bulbs installed where
25 possible, or LEDs, too, I think, would be acceptable. Ninety-percent
26 energy-efficient appliances or better; low-water consumption fixtures;
27 double-glazed low-e windows or better; R-19 wall insulation, R-30 ceiling
28 insulation or better, not real unusual; energy efficient HVAC 14 SEER or
29 Energy Star rating; HVAC duct runs shall be constructed within a
30 conditioned space or insulated as outlined by Energy Star, which is a lot
31 more than one little piece of rigid insulation; programmable thermostats;
32 single-ply white reflective roofs for all flat roofs; water harvesting from
33 building roofs and pavement areas for individual landscaping ... and I
34 think that's it, isn't it?

35 There's one more, one more slide. Well, okay, there's two more.
36 Public benefits: I think the mixed-use corridor can reduce the dependency
37 on the car dramatically in the long run and it inter-connects the
38 neighborhoods. Parks and trails that we talked about for providing civic
39 sites where the street cross-sections are being reduced and they're more
40 sustainable. But I think that's basically what we're achieving here is a
41 much more livable, sustainable development than what was originally
42 proposed. Next one ... this is a combined drawing showing Metro Verde,
43 the first amendment to Metro Verde, and the project in front of you right
44 now so it all falls together within one and that should happen pretty quickly
45 there. With that, I'll answer any questions that you have.

46

1 Scholz: You bet. Questions for this ...

2

3 Shipley: *(inaudible – away from microphone)*

4

5 Scholz: Okay, I have several myself. Commissioner Stowe, any questions?

6

7 Stowe: *(inaudible – away from microphone)*

8

9 Scholz: Okay, Commissioner Crane. Okay, Commissioner Shipley, have at it.

10

11 Shipley: Mr. Denton, good afternoon and Happy New Year to you, as well. I really
12 enjoyed looking at the plans and I think the concept is very, very valid. It
13 works very well. It's got a great of what I call "Smart Growth Principles"
14 and we're glad to see that, or at least I am, personally. Some of the
15 things, though, that I noticed in going through the plans I'd like to talk
16 about and just talk about in general and I don't know that anything's going
17 to change but, for example, you have just ... you have piqued my vein is
18 the Green Building Code. I applaud that and I think that's wonderful but I
19 also think that with a development this size and this early in the planning
20 stage you could go a step farther and put photovoltaic panels on homes
21 and businesses up front and charge them when they build a new home
22 and you've got the cost by doing it everywhere, you can cut the cost down
23 considerably as opposed to one individual home going out and spending
24 \$20,000 to do their house; it could be done for \$10,000 or \$12,000 and the
25 bottom line is: not only have you done what you said with all the other
26 things that you've done, you generate a power because we get 350 days
27 of sunshine a year.

28 So, why not make this a model community and do it throughout?
29 We're paying for it right now: put the meters in, do all that kind of stuff up
30 front, minimize the costs because the economy's stale and advertise it that
31 way? It'll sell better, more people will be happy when they get their utility
32 bill or get their reward back at the end of the year. There're a great deal of
33 incentives now, up to 40% can be paid on that so. I know we're talking
34 about over a long period of time; we're not talking about six months, a
35 year, whatever. So it's just a thought that, you know, you might include if
36 you really want to step up and do that. The other thing was and...

37

38 Denton: Could I add something before you go on?

39

40 Shipley: You certainly may.

41

42 Denton: Because I didn't mention this and I don't know if anybody has but the
43 developer is in the process of getting the subdivision approved with Build
44 Green New Mexico. You know, if you can get that kind of qualification,
45 and that leads to builders doing it, too, because it makes it easier then for
46 them to qualify with Build Green New Mexico. I'm talking residential there.

1 It would work the same with LEED if you wanted to do that; it's just a much
2 bigger process in some ways. So there's already thought in it that way but
3 it's a big project and it's going to take quite a few builders to build it. So I
4 think it's kind of co-oping to bring them in.

5
6 Shipley: But it's also if you say, "This is what we want to see. This is the goal to do
7 that and if you want to build in this area this is what you do." You set the
8 bar. In other words, that's what this plan does is it sets the bar, says
9 these are the requirements that you have to build here. If you want play,
10 come play.

11
12 Denton: Everything I read you there was a requirement.

13
14 Shipley: I know...

15
16 *(Inaudible – both Commissioner Shipley and Harold Denton speaking at the same time)*

17
18 Shipley: Let's add another on, is what I'm saying. Okay? One of the things you've
19 got in your Neighborhood Mixed-Use Corridor here, MMUC, you talk about
20 front-loading; in other words, you've got businesses along the street, some
21 of those have alleyways and some of them I couldn't tell if they had
22 alleyways or not. But I also know that when you put businesses and live-
23 work spaces up above somehow the people the people that are on the
24 ground floor have got to get their inventory in the building.

25
26 Denton: Right.

27
28 Denton: I didn't see any access points, whether they'd have to double-park in the
29 street and then bring stuff in, load, etcetera. So the bottom line is: as I
30 look I'm trying to foresee what kind of problems it's going to have on the
31 neighborhood daily, weekly, whatever in loading and unloading there and
32 double-parking and all the kinds of things that happen when you have
33 angle parking and that. There didn't seem to be anything in the back. The
34 other thing that didn't seem to be well-covered was there were no
35 provisions for waste for businesses on the backs of the buildings. Where
36 do they take their waste out? Where do they do their recycling? Where
37 do put their Dumpsters? Do they have compactors? That wasn't covered
38 at all and I didn't see any places made on any of the plans that covered
39 any of that and that does present a problem because unloading crates,
40 unloading boxes, you've got to bale stuff and get it out.

41
42 Denton: Well, first off I don't believe this is going to end up or do it as being a one
43 great, big, long commercial strip. It's going to have a lot of residential and
44 things mixed into it. But we discussed the things you're talking about and
45 the intention here is to have services and loading and that type of thing
46 from the back, not from the front. I've seen it done the other way. In

1 Uptown Albuquerque they're doing it all from the front and I don't think it's
2 the way to go and that's not what we're intending here. So it's intended
3 that it will be done from the back; but it's not all worked out and defined
4 yet. That's coming.
5

6 Shipley: So those were the two major issues: trash collection and that. The other
7 thing I noticed is that you have a limited number of street lights. You've
8 limited the number of street lights, and I'm looking at that from a safety
9 standpoint and a crime deterrent. If you've got areas that you go for
10 blocks and don't have street lights except at major intersections, and that's
11 what your plan calls for: street lights will be installed only on Collectors
12 and Arterials throughout the PUD. So that means: what about the people
13 who live on the secondary streets? How do they stay protected from
14 people who drive up and down the street at night and commit things in the
15 dark? I understand we want to limit the light-print from this but the bottom
16 line is that, to me, is a major concern safety wise.
17

18 Denton: You know, there was been quite a bit of discussion about that, too.
19 There's a lot of discussion about whether street lights create safety or not.
20 I happen to live in Picacho Hills and there's not a street light out there. I
21 don't feel unsafe. I think that ...
22

23 Shipley: But those parcels are a lot larger and you've got an acre and acre-and-a-
24 half parcel ...
25

26 Denton: A lot of them are. Some aren't but, yeah, there are.
27
28

29 Shipley: Where they're condensed down there are lights there, aren't there?
30

31 Denton: When you get a building that's multi-family or a lot smaller you are going
32 to get more exterior lights with the buildings and with each one of those,
33 too. We just felt like it was a little friendlier not to have them in this case.
34 It is something that always could be added; especially with the
35 configuration that we have it would be relatively easy to do. But we just
36 don't feel like they're important to create a safe neighborhood in the first
37 place.
38

39 Shipley: Well, I think light does prevent people from ... you know, people can be
40 seen. That's the first thing. If that they can't be seen then they're more
41 likely to target those areas where it's darker. I know we have more
42 problems when our street lights are out. We have people that do things
43 that they wouldn't do if the light was working or someone could see the car
44 and tell what color the car it was and what kind of car it was. At least they
45 could get a description; but here in the dark they can't see anything. They
46 can't do anything to help the police. So it's just a thought I'd picked on.

- 1
2 Denton: Okay.
3
4 Shipley: The other thing is: you mentioned also that you're not going to use weed
5 barriers...
6
7 Denton: Absolutely.
8
9 Shipley: ...and I understand that but with that comes increased maintenance costs
10 to go out and pull the weed after you have a rainstorm or whatever and we
11 see that along Sonoma Ranch Boulevard now. I live along there. There
12 are places where they haven't put weed barriers and yet there are weeds
13 everywhere and nobody comes along behind it and they come to the
14 association and say, "We'll charge you 'X' amount of dollars amount to do
15 that," once every week or once every three weeks or whatever the case
16 might be. They have a function. Isn't there something that can get the
17 water through them that doesn't let the weeds grow?
18
19 Denton: I think just take the cost of the weed barrier, bank it and then pay
20 somebody to remove the weeds easily (laughing) and it's just not friendly.
21 It's also a petroleum product and it increases runoff dramatically.
22
23 Shipley: If we get nine inches a year we don't get ...
24
25 Denton: But when we get it, we get it.
26
27 Shipley: I know. So that was just one comment that I had as well. Okay, with
28 regard to the use of your parks: you know, I looked at the park plan and I
29 looked at the kinds of structures you're putting in the parks and you've got
30 all of your urban areas up at the top and very few parks up there.
31 Everybody has to get in their car and drive down to this large park, this 15-
32 acre park in one place and I didn't see any trails that connect to that park,
33 although when I looked at the trail plan it didn't show that. I also didn't see
34 any trails that connect to the schools, the middle school and the two
35 elementary schools. You know, the bottom line is that if it's going to be
36 friendly then there ought to be trails that connect to those kinds of things
37 as well.
38
39 Denton: Well, there are. First off, Peachtree will have a 10' pedestrian path along
40 it...
41
42 Shipley: Along the street, yes.
43
44 Denton: and that goes to the school and there's also a trail along the power line
45 there...
46

- 1 Shipley: But look where all your residents live. Your residents don't live in it. It's all
2 commercial use down there...
- 3
- 4 Denton: Right.
- 5
- 6 Shipley: ... and that little trail along that power line doesn't help people get to
7 school. I'm talking about these people who live to the south and to the
8 west. Where do they get to, you know ... how do they get there? The
9 other thing is: you've got a golf course up there and a lot of communities
10 these days are using golf carts to get around and using other vehicles,
11 Smart vehicles and things like that. They are also using electrified
12 vehicles. Have we made any provisions in this plan to put in power
13 stations so the people can plug in their fully electric car and do that?
- 14
- 15 Denton: That would be a business enterprise. That's really not ...
- 16
- 17 Shipley: But you could do....
- 18
- 19 Denton: Yeah, sure it could happen in several of these different zone districts but
20
- 21
- 22 Shipley: Isn't that what our plan is supposed to encompass? We're not looking just
23 for the next five years; we're looking for the next fifty to a hundred years
24 from now. This is what a Planned Unit Development is for is to planning
25 for the future so I'm saying this is the time to think about what things are
26 coming, you know, down the road and how are we positioning
27 ourselves....
- 28
- 29 Denton: We're even thinking about mass transit in the future. I'm just saying:
30 we're not developing gas stations or electric stations at this point, but
31 they're allowed; they're encouraged.
- 32
- 33
- 34 Shipley: But where?
- 35
- 36 Denton: Well, it could be in any of the commercial mixed-use areas. They'd
37 definitely fit in the commercial uses along Sonoma Ranch Boulevard or in
38 the industrial uses area. But you're saying we're not locating one: no
39 we're not....
- 40
- 41 Shipley: Okay.
- 42
- 43 Denton: but I'm not locating a grocery store either and there's going to be one.
- 44
- 45 Shipley: Okay. Yeah, thanks. Well, you're looking at doubling ... you're taking the
46 population of this community is roughly 100,000 and you're looking at 25-

- 1 50,000 people that are going to live in this area right now. We are looking
2 at almost doubling the size of this community.
3
- 4 Denton: Twenty-five is a much more reasonable number.
5
- 6 Shipley: Well, if you've got 25,000 homes and there's 2.8 people that live in a
7 home, that's the average; that's not 25,000 people.
8
- 9 Denton: I guess they won't develop it that high a density. They just won't ... and
10 we went back and looked at that harder and....
11
- 12 Shipley: And that's why when you said the number of units could be from 5,700 to
13 25,000 that's a lot and if you just look at three people per unit you're way
14 out of there.
15
- 16 Denton: That's dwelling units there.
17
- 18 Shipley: Dwelling units.
19
- 20 Denton: Well, we did a little more than your numbers, actually, your projections, the
21 gross projections, your population numbers and everything's on there from
22 several studies that were done recently and for the TIA we came up with a
23 projected population of 23,250 people.
24
- 25 Shipley: Okay ... and I understand that this is not going to happen overnight but I'm
26 just saying in the planning process we have the opportunity now to plan to
27 take care of that growth or more let's make sure....
28
- 29 Denton: and we're trying to.
30
- 31 Shipley: Yes, I think we are. The other thing is: one of the things I noticed with
32 regard to setbacks in your U-3 Sub-Urban areas. You've got 12-foot front
33 setbacks, you've got 20-feet for garages, you've got zero side setbacks or
34 4 or 5-feet and you've got 15-yard rear setbacks. The problem that we
35 have in the city is that the builders build to the max size. They build the
36 max envelope that they can build and they don't include any kind of area
37 behind the house or on the side for a patio or a covered patio and if you
38 are on the south or west-facing unit with your patio then the first thing you
39 want to do is build a shade structure. That shade structure has to get a
40 variance for every one that comes in because people can't go out on their
41 patio when it's not covered and now you've got to get a variance. So why
42 don't we allow for that and build those kinds of structures onto the houses
43 when we do this so we don't have to do variances?
44

- 1 Denton: There should be. I agree. Actually, a shade structure is roof, just a
2 house, just part of the building but I don't know whether or not we want to
3 include it in these calculations if it's commercial.
4
- 5 Shipley: Yeah, but the builder builds the house right up to the limits and so if you
6 don't tell him in these setbacks that he can't put a shade structure or he
7 has to include it in the house then that takes away the problem. The way
8 these plans are set up now you've told us what the builder can do; he's
9 going to build the footprint the best to get the most money out of his house
10 and then the occupant's going to come in and say, "Well, I want to put on
11 a patio and I want to cover my patio because I can't sit out there when it's
12 a hundred-and-five degrees."
13
- 14 Denton: So, he shouldn't be placing his house with all the windows exposed to the
15 west, should he? But they do it. We could put a note on there that
16 yhyrcan't put a shade structure in that setback. The truth is: that's
17 already in the Code and so I'm not going to add it to it but that doesn't
18 mean that they're still not going to build up to that and then....
19
- 20 Shipley: Well, then, we can write the setbacks so that you have so much for house
21 and then you have a perimeter that says that you have 5-foot or 8-foot or
22 something like that for a shade structure to go outside for exterior living.
23
- 24 Denton: Boy, this could get complicated because I don't want that shade structure
25 on certain sides. I want south and east orientation around here and not
26 west.
27
- 28 Shipley: But you're not going to get everything. So, that was on both of those ...
29 Parking: it said buffer from roadway and it should be a minimum of 70%
30 and I say: what about a minimum number instead of just saying 70% of
31 what? It was in your mixed-use centers. It says ... it talks about 70%
32 of the City of Las Cruces Zoning Code and it also may include street
33 parking and that and I'm saying I just don't understand why it wasn't
34 spelled out more specifically. This is in your land use guidelines.
35
- 36 Denton: It could be and the City keeps changing so I suppose that was
37 expedience.
38
- 39 Shipley: I didn't understand on setbacks ... you had under Neighborhood Mixed-
40 Use Corridor guidelines you had: no garages, single-family driveway
41 access or parking lot shall about the Neighborhood Mixed-Use Corridor.
42 Would you explain that?
43
- 44 Denton: Well, the Neighborhood Mixed-Use Corridor is what we're talking about
45 with the Main Street. We don't want garages there.
46

1 Shipley: Okay.
2
3 Denton: The garages are in back.
4
5 Shipley: Are they going to be in the back?
6
7 Denton: Yes.
8
9 Shipley: And there's going to be an alley?
10
11 Denton: There's going to have to be. They can't be in front.
12
13 Shipley: Okay.
14
15 Denton: The same way the trash is going to have to be because it doesn't go up
16 front.
17
18 Shipley: Okay. The other thing you have is affordable housing, 317 units. For a
19 total of a minimum of 5,700 that is what... about a percent?
20
21 Denton: We're going to try to do a lot of affordable housing, I mean, that's part of
22 what the whole thing is about: the mixed-use, the multi-family uses.
23 There's going to be a lot of affordable housing created. I sometimes have
24 a lot of trouble defining what "affordable housing" is, I mean, what was
25 affordable two years ago is not affordable any more. It keeps changing.
26
27 Scholz: On the other hand we've seen prices come down so I look at the real
28 estate listings now.....
29
30 Denton: Nobody to buy it.
31
32 Scholz: Well, that's on \$100,000. Mr. Shipley, I'm going to ask you to, perhaps,
33 limit it to, maybe, two more questions.
34
35
36 Shipley: Okay.
37
38 Scholz: Because I have a couple I want to answer and I think, probably, other
39 Commissioners do, too.
40
41 Shipley: Okay. On your sustainability concepts, I had a question in regard to waste
42 reduction and I said, "Curbside recycling is coming to Las Cruces." Does
43 our plan address curbside recycling?
44
45 Denton: Yes, it's here.
46

- 1 Shipley: Okay. So, again, so the same thing goes with this
- 2
- 3 Denton: Actually, the owner of Grind is one of the partners.
- 4
- 5 Shipley: Pardon me?
- 6
- 7 Denton: The owners of Grind Curbside are one of the owners.
- 8
- 9 Shipley: Okay, but the bottom line is: where are they going to be able to do that so
10 I think I've talked about the other.
- 11
- 12 Denton: And that is required.
- 13
- 14 Shipley: Well, I guess the two things that I'd like to ask you to take back to the
15 people that are doing this development is to talk them about the
16 generation of electric power. I think that's important and I think that you've
17 also got to look at the fact of in the Green Concepts that you're going to
18 have a lot more vehicles that are going to be strictly electric and there
19 have got to be provisions for curbside stations somewhere to take care of
20 those folks because if they're going to go drive about and go shopping and
21 come back they're limited on the distance they can go. Maybe every
22 home needs to be wired so that it can support a battery charger because I
23 think those are going to be 220 watt batter chargers. Most homes don't
24 have service for that. You have to have an electrician come back out and
25 put that in so that, maybe, is something that needs to be part of your
26 design standards, as well.
- 27
- 28 Denton: I'll favor that.
- 29
- 30 Shipley: Okay. Thank you very much and I think the plan is a very good plan.
31 There are obviously things that you can always improve a plan on, but
32 that's why we do a plan so we can look at it and see where we need to
33 modify it and tweak it.
- 34
- 35 Denton: I agree. Thank you.
- 36
- 37 Scholz: Commissioner Crane? No? Commissioner Stowe.
- 38
- 39 Stowe: Good evening. How would you define "sustainability?" Just generally ... I
40 think there are several different ways to define it; but, how do you define
41 it? How does that fit with the concepts of ... I think you've included many
42 of the things tonight...
- 43
- 44 Denton: I'm sure I can give you a textbook definition but to me sustainability is:
45 efficiency, doing things as well as we can do them. Even before we
46 started talking about "green sustainable things," I've always felt like, "Well,

1 if we can do something to reduce the heating costs." I've been putting all
2 of the ductwork in houses and buildings that we design in the conditioned
3 space for twenty to thirty years and I don't know why. It's not a new idea
4 to me but that's sustainability because I'm not heating or cooling the
5 outside air. So it's doing things as well as we can and as efficiently as we
6 can. I think that can be wide-reaching. It's not one little thing.
7

8 Stowe: Thank you.
9

10 Scholz: All right, I have two questions, actually, about cars. Do you really expect
11 fewer cars? I know I looked at the traffic report when you were talking
12 about maximum trips and things like that. We have a golf course at the
13 north end of this property, or at this development. Won't that bring a large
14 amount of traffic through the development?
15

16 Denton: Okay, the first question ... yes, in fact I can show you studies on
17 sustainable or mixed-use communities where the numbers we are talking
18 about are very realistic. They drop considerably, especially when you
19 incorporate some work areas, you know, to live, work and all of that but
20 also the business park and industrial-type thing. But we also get a If
21 you look at the commercial areas and the residential areas you are very
22 likely to get the same people living and working in the same area and it
23 really reduces the amount of trips and the number of cars that you do
24 need to park. I think that's in keeping with what the City did when they just
25 amended the Zoning Code and put a maximum on some of these things.
26 They want to bring this stuff down, you know: the pavement, the parking.
27 And then ... what was the second part?
28

29 Scholz: Well, the second one was the amount of traffic that the golf course would
30 generate.
31

32 Denton: Golf courses don't really generate a lot of traffic. They've only got
33 eighteen holes out there and it's just not that many people when you get
34 right down to it... but I will bring some people in and we have done a
35 Traffic Analysis on the whole thing and Marty Pillar, who did it, is here and
36 he could talk about that if you want to get into that in any more depth. But
37 the truth is: Sonoma Ranch Boulevard and these Arterials that we've got
38 will handle 20,000 trips a day. What street is that in the city right now?
39 Telshor? Lohman?
40

41 Scholz: Well, possibly Telshor or Lohman. Yeah.
42

43 Denton: Yeah, I think it is and there's a three-lane road and so I think it's there.
44

45 Scholz: Interestingly, Mr. Shipley and I had a conversation at the last, rather
46 truncated meeting, after the meeting, about Columbia, Maryland and he

- 1 heard a presentation by the fellow who developed Columbia, Maryland
2 back in the nineties, I think it was, and he said, "You know, the only thing
3 we didn't take into account was the fact that people would have more than
4 one car."
5
- 6 Denton: Right.
- 7
- 8 Scholz: And I don't think any of my neighbors have less than two cars. Most have
9 three or four. I'm wondering if we're counting on that, I mean, I wonder if
10 we're thinking that that's going to continue. Now, I'd like to think that I'd
11 be down to one car nowadays, but I'm not.
- 12
- 13 Denton: It doesn't matter how many cars you have. It's how many people are
14 driving them because one of them stays in the garage anyhow....
- 15
- 16 Scholz: Okay.
- 17
- 18 Denton: ... but I do think we're seeing a movement to fewer cars and smaller cars
19 in the country because that's what's being built. That's what Ford's doing.
20 That's what General Motors is doing.
- 21
- 22 Scholz: Right. As a matter of fact fuel use has declined the last four years.
- 23
- 24 Denton: Right. You're seeing \$3.00 a gallon gas. That has an effect. I do think it's
25 decreasing.
- 26
- 27 Scholz: Well, those were my concerns.
- 28
- 29 Denton: I can't see twenty or thirty years ahead either so ...
- 30
- 31 Scholz: I can't either, unfortunately. Mr. Shipley, you had one more comment.
- 32
- 33 Shipley: I had one other comment on the roundabouts: please design them big
34 enough that a fifty-three foot tractor trailer can get through there to deliver
35 household goods to families because there are places that I have been, to
36 Sedona, and watched a moving van have to back up three or four times to
37 get around a roundabout because they designed them for cars and they
38 didn't think about the fact that the people deliver furniture in those kinds of
39 trucks and in the over-the-road haulers the trailers are fifty-three feet long.
- 40
- 41 Denton: Well, the designs we have right now are not final but they have been
42 looked at in a lot of detail by the Traffic Engineering, by the Fire
43 Department, because some of their big trucks are harder to move around
44 than the semis are in some of those things and they are big and they're
45 pretty ample, the cul-de-sacs, and then you've got the driving lane. You
46 don't want it too wide because you don't want to fit too many cars in it.

1 Most of them we're talking about would be a one-lane roundabout, which
2 is much easier than a two-lane roundabout and I think it would be a good
3 way to introduce Las Cruces to the roundabouts. There's also an apron
4 on the inside. We've kind of oversized that. It's only like two-inches high.
5 It's not like a big curb so if you've got a big truck they can also drive up on
6 that. So it can take a lot of very big vehicles.
7

8 Shipley: And it would be nice to see that the roundabouts have something
9 interesting in them, some art or something to make them look nice.

10
11 Denton: It would. I agree.

12
13 Scholz: Any more questions for this gentleman? Okay, thank you very much, Mr.
14 Denton.

15
16 Denton: Thank you.

17
18 Scholz: Anyone from the public wants to speak to this. Okay, hearing and seeing
19 no one I am going to close it for public discussion. I'll entertain a motion to
20 approve case PUD-10-04.
21

22 Shipley: So moved.

23
24 Scholz: All right, it's been moved. Is there a second?

25
26 Stowe: I second.

27
28 Scholz: Okay, Shipley moved and Stowe seconded. I'll call the role.
29 Commissioner Shipley.

30
31 Shipley: Aye, findings, discussion and several site visits.

32
33 Scholz: Commissioner Crane.

34
35 Crane: Aye, findings and discussion.

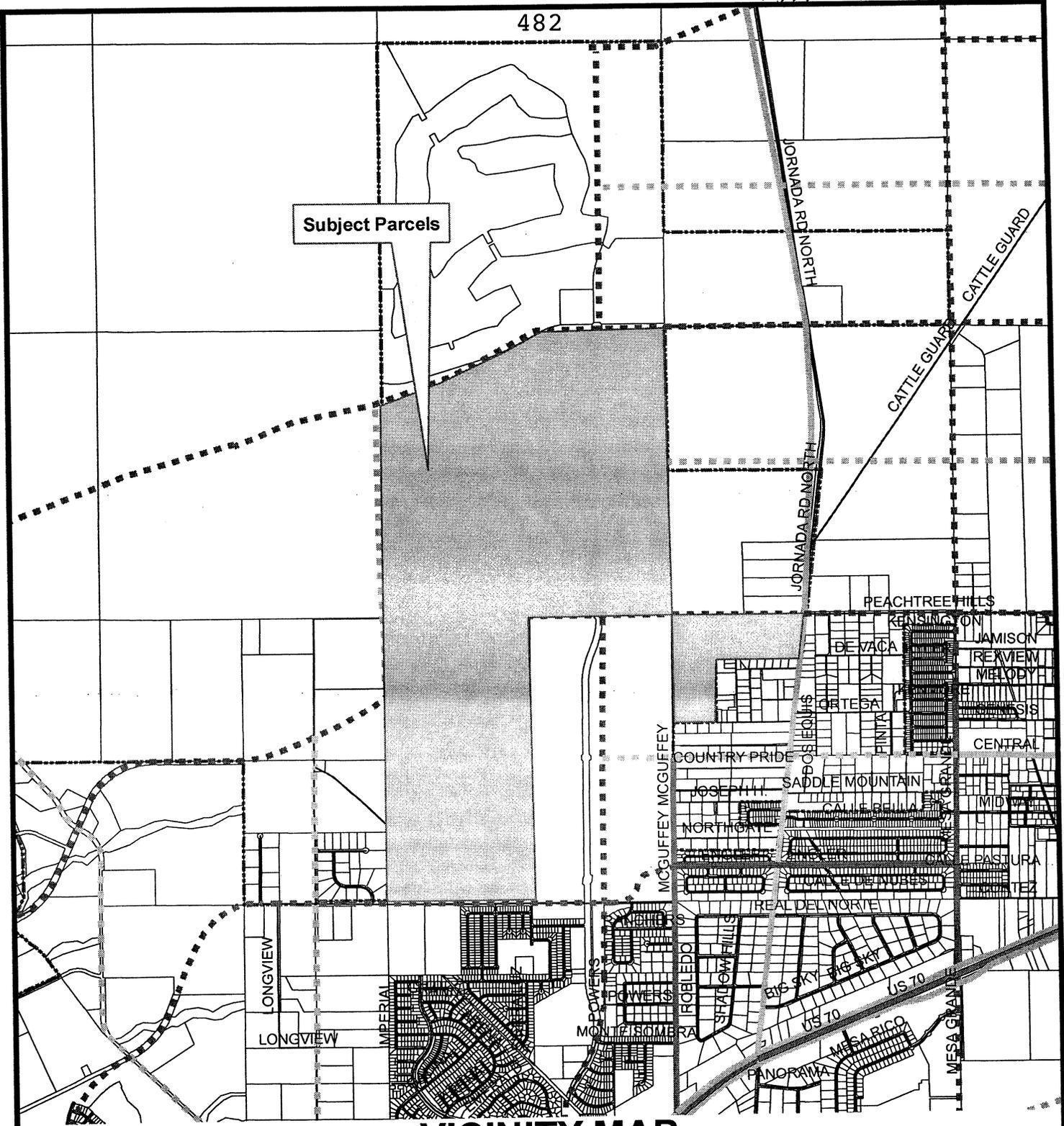
36
37 Scholz: Commissioner Stowe.

38
39 Stowe: Aye, findings and discussion.

40
41 Scholz: And the Chair votes aye for findings, discussion and site visits.
42

43 VIII. PUBLIC PARTICIPATION

44
45 Scholz: All right, that brings us to what we call public participation and since I
46 didn't hear any public participation or see any in the previous things I think



VICINITY MAP

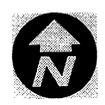
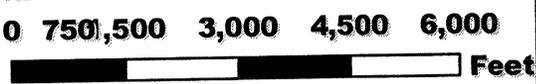
CASE NO. PUD-10-04

PARCEL: 02-36408, 02-36413, 02-36414, 02-36415, 02-36416, 02-36427, 02-36428, 02-36429, 02-36430, 02-39584

OWNER: SIERRA NORTE LAND HOLDINGS, JAMES & JOSEPHINE

PHILLIPS, & UNITED LAND GROUP OF NEW MEXICO

ZONING: MULTIPLE



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