

City of Las Cruces
PEOPLE HELPING PEOPLE

Council Action and Executive Summary

Item # 14 Ordinance/Resolution# 2636

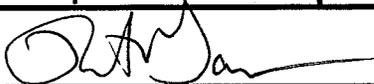
For Meeting of September 19, 2011
(Ordinance First Reading Date)

For Meeting of October 3, 2011
(Adoption Date)

TITLE: AN ORDINANCE APPROVING A CONCEPT PLAN AND FINAL SITE PLAN FOR A PLANNED UNIT DEVELOPMENT (PUD) KNOWN AS DAVE MCTIMSKI INC. THE SUBJECT PROPERTY ENCOMPASSES 15.503 ± ACRES AND IS LOCATED ON THE SOUTHWEST CORNER OF NORTHRISE DRIVE AND ROADRUNNER PARKWAY; PARCEL ID# 02-41024. SUBMITTED BY QUANTUM ENGINEERING CONSULTANTS ON BEHALF OF LORD WILLIAM S & ETAL C/O RANDY MCMILLAN, PROPERTY OWNER (PUD-10-02 & PUD-10-03).

PURPOSE(S) OF ACTION:

Review and approval for a concept plan and final site plan known as the Dave McTimski Inc.

COUNCIL DISTRICT: 6		
<u>Drafter/Staff Contact:</u> Adam Ochoa	<u>Department/Section:</u> Community Development	<u>Phone:</u> 528-3204
<u>City Manager Signature:</u>		

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

The applicant is seeking both concept plan and final site plan approval as part of a PUD (Planned Unit Development) for a development to be known as Dave McTimski, Inc. The proposed development is located immediately adjacent to Las Cruces Fire Station #6 and has frontage on both Northrise Drive and Roadrunner Parkway. The subject property is currently zoned PUD and is located within the Northrise Business Park. The existing PUD is for a single-family residential development known as Remington Estates that comprises 28.726 ± acres. The proposed Dave McTimski, Inc. PUD will replace 15.503 ± acres of the Remington Estates PUD.

The Dave McTimski Inc. PUD proposes a mixed-use development that will contain multi-family residential development with limited commercial and office uses. The concept plan depicts three planning parcels. Each planning parcel identifies the allowed land uses and specifies the development standards. The final site plan identifies that the proposed development may utilize the alternate summary process to divide the property into a maximum of 13 lots. The final site

plan depicts limited access to Northrise Drive (Collector), with one proposed driveway as well as access to Roadrunner Parkway (Principal Arterial) with three proposed driveways.

The proposed concept plan and final site plan is supported by several Land Use and Urban Design Elements within the 1999 Comprehensive Plan as noted in Exhibit "B" of this CAES packet. The proposed concept plan is compatible with existing development within the surrounding area. The PUD proposes two public benefits to the City of Las Cruces:

1. A public walking path/trail approximately 650 ± feet in length that will be constructed with the development along the southern boundary of the subject property that will be dedicated to the City of Las Cruces and will be connected to the existing trail on the Las Cruces Flood Control Dam and the proposed future trail that is to be constructed with the Good Samaritan Society Village II PUD.
2. A new bus shelter will be provided on Roadrunner Parkway in accordance with City of Las Cruces Standards. The exact location will be coordinated with the proper City departments.

On July 26, 2011, the Planning and Zoning Commission (P&Z) recommended approval for the proposed PUD concept plan and final site plan by a vote of 7-0-0. There was no public input at the meeting pertaining to the proposed case.

SUPPORT INFORMATION:

1. Ordinance.
2. Exhibit "A"- The Dave McTimski Inc. Concept Plan and Final Site Plan.
3. Exhibit "B"- Findings and Comprehensive Plan Analysis.
4. Attachment "A"- Staff Report to the Planning and Zoning Commission for Case PUD-10-02 & PUD-10-03.
5. Attachment "B"- Draft minutes from the July 26, 2011 Planning and Zoning Commission meeting.
6. Attachment "C"- Vicinity Map.

SOURCE OF FUNDING:

Is this action already budgeted? N/A	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"/>	<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.
Does this action create any revenue? N/A	Yes	<input type="checkbox"/>	Funds will be deposited into this fund: in the amount of \$ _____ for FY _____.	
	No	<input type="checkbox"/>	There is no new revenue generated by this action.	

BUDGET NARRATIVE

N/A

FUND EXPENDITURE 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 will affirm the Planning and Zoning Commission recommendation for approval. The proposed Dave McTimski Inc. PUD concept plan and final site plan will be approved.
2. Vote "No"; this will reverse the recommendation made by the Planning and Zoning Commission. The current Remington Estates concept plan and final site plan will remain in place on the subject property.
3. Vote to "Amend"; this could allow Council to modify the Ordinance by adding conditions as determined appropriate.
4. Vote to "Table"; this could allow Council to 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 2398.

COUNCIL BILL NO. 12-014
ORDINANCE NO. 2636

AN ORDINANCE APPROVING A CONCEPT PLAN AND FINAL SITE PLAN FOR A PLANNED UNIT DEVELOPMENT (PUD) KNOWN AS DAVE MCTIMSKI INC. THE SUBJECT PROPERTY ENCOMPASSES 15.503 ± ACRES AND IS LOCATED ON THE SOUTHWEST CORNER OF NORTHRISE DRIVE AND ROADRUNNER PARKWAY; PARCEL ID# 02-41024. SUBMITTED BY QUANTUM ENGINEERING CONSULTANTS ON BEHALF OF LORD WILLIAM S & ETAL C/O RANDY MCMILLAN, PROPERTY OWNER (PUD-10-02 & PUD-10-03).

The City Council is informed that:

WHEREAS, Lord William S & ETAL C/O Randy McMillan, the property owner, has submitted a request for approval for a PUD concept plan and final site plan; and

WHEREAS, the PUD concept plan and final site plan is for 15.503 ± acres of property for a mixed-use development known as the Dave McTimski Inc. PUD; and

WHEREAS, the PUD concept plan and final site plan establishes the development and design standards for the Dave McTimski Inc. PUD; and

WHEREAS, the Planning and Zoning Commission, after conducting a public hearing on July 26, 2011 recommended that said PUD concept plan and final site plan be approved by a vote of 7-0-0.

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 PUD concept plan and final site plan for the land more particularly described in Exhibit "A," attached hereto and made part of this Ordinance, is hereby approved.

(III)

THAT the PUD concept plan and final site plan approval for the Dave McTimski Inc. PUD is 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 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:

Mayor

ATTEST:

City Clerk

(SEAL)

Moved by: _____

Seconded by: _____

APPROVED AS TO FORM:



City Attorney

VOTE:

Mayor Miyagishima: _____
Councillor Silva: _____
Councillor Connor: _____
Councillor Pedroza: _____
Councillor Small: _____
Councillor Sorg: _____
Councillor Thomas: _____

FINDINGS AND COMPREHENSIVE PLAN ANALYSIS

1. The subject property encompasses 15.503 ± acres, is currently undeveloped and is located within the Northrise Business Park.
2. The subject property has frontage along Roadrunner Parkway and Northrise Drive, a Principal Arterial roadway and a Collector roadway as classified by the Metropolitan Planning Organization (MPO).
3. The Dave McTimski Inc. PUD is proposed to be developed with limited commercial, office, and multi-family uses.
4. The applicant is proposing to construct a 650 ± foot long public trail/path to the south of the subject property that can be connected to the existing trail on the Las Cruces Dam and a bus shelter along Roadrunner Parkway as public benefits.
5. The proposed Dave McTimski Inc. PUD will replace the existing Remington Estates PUD, a single-family development, on the subject property.
6. The proposed uses of the PUD will not be detrimental to the health, safety, or welfare of the community or adjacent neighborhood.
7. There is or will be adequate sewage capacity, roadway capacity, energy supply, and potable water supply to serve the PUD at the time of certificate of occupancy or letter of acceptance, as applicable, is to be issued.
8. The PUD conforms to the intent, goals, objectives, policies and standards of all City plans and codes.
9. The uses propose, including their density and intensity, are appropriate to the character of the neighborhood and will have a positive aesthetic effect on the neighborhood in which the PUD will be located.
10. The proposed uses will not subject surrounding properties and pedestrians to significant hazardous traffic conditions.
11. 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.
- 1.5.2. Medium intensity commercial uses shall be defined as those commercial uses which provide retail and service activities within a neighborhood area. Medium intensity commercial uses shall generally serve a population of 5,000 to 30,000 people and shall be established according to the following criteria:
 - a. Generally 1,500 but not to exceed 5,000 gross square feet shall be permitted for a medium intensity commercial use or center. A business may apply for a special use when said business is greater than 5,000 gross square feet, but may not exceed 6,000 square feet.
 - b. Medium intensity commercial use and centers shall be located on minor collector streets, or at the intersection of streets equal to or greater than collector capacity. Mid-block locations shall be considered on a case-by-case basis: criteria shall include street capacity, distance from an intersection where appropriate, accessibility and shared vehicular access with other uses where appropriate, and consideration of the level of traffic and environmental impacts.
 - c. An unlimited number of low or medium intensity commercial uses may be located adjacent to one another as long as the combined total of the uses does not exceed 5,000 gross square feet.
 - d. With the exception of low intensity commercial businesses, medium intensity commercial uses shall not be located within one-half ($\frac{1}{2}$) mile of other commercial areas.
 - e. The City shall pursue multi-modal access standards (auto, bicycle, and pedestrian transit) for medium intensity commercial use and centers.
 - f. Medium intensity commercial development shall address the following urban design criteria: compatibility to adjacent development in terms of architectural design, height/density, a provision of landscaping for site screening, parking and loading areas. Architectural and landscaping

design standards for medium intensity commercial use shall be established in the Comprehensive Plan Urban Design Element.

- g. Adequate space for functional circulation shall be provided for parking and loading areas.
- h. The City shall encourage the development of medium intensity commercial centers to allow for maximum shopping convenience with minimal traffic and encroachment related conflicts to adjacent uses.
- i. Low intensity commercial uses are permitted in medium intensity commercial areas.

Policy 1.5.3 High intensity commercial use shall be defined as those commercial uses which generate retail, service, and wholesale activities within a specific sector within the City. High intensity commercial use and centers shall generally serve a population of 15,000 to 85,000 people and shall be established according to the following criteria:

- a. Generally 5,000 but not to exceed 75,000 gross square feet shall be permitted for a high intensity commercial use, with generally 200,000 square feet permitted for a high intensity commercial center. A high intensity commercial center becomes a regional commercial use when the center contains one anchor store greater than 75,000 gross square feet.
- b. High intensity commercial uses and centers shall be located at the intersection of minor arterial streets, or any intersection with a major arterial street. Mid-block locations shall be considered on a case-by-case basis: criteria shall include street capacity, distance from an intersection where appropriate, accessibility and shared vehicular access with other uses where appropriate, and consideration of the level of traffic and environmental impacts.
- c. The City shall pursue multi-modal access standards (auto, bicycle, and pedestrian transit) for high intensity commercial use and centers.
- d. High intensity commercial development shall address the following urban design criteria: compatibility to adjacent development in terms of architectural design, height/density, and the provision of landscaping for site screening, parking, and loading areas. Architectural and landscaping standards for high intensity commercial use shall be established in the Comprehensive Plan Urban Design Element.
- e. Adequate space for functional circulation shall be provided for parking and loading areas.

f. The City shall encourage the development of high intensity commercial centers to allow for maximum shopping convenience with minimal traffic and encroachment-related conflicts to adjacent uses.

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 PUD's 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.



**Planning & Zoning
Commission
Staff Report**

Date: July 15, 2011

CASE # PUD-10-02 & PUD-10-03

PROJECT NAME: Dave McTimski Inc. PUD (Planned Unit Development)

APPLICANT: Quantum Engineering Consultants

PROPERTY OWNER: Lord William & ETAL C/O Randy McMillan

REQUEST: Approval for a Concept Plan and Final Site Plan for a Planned Unit Development (PUD) known as the Dave McTimski Inc. PUD

PROPOSED USE: Limited commercial, office and multi-family uses

SIZE: 15.503 ± acres

CURRENT ZONING: PUD (Planned Unit Development)

LOCATION: Located on the southwest corner of Northrise Drive and Roadrunner Parkway immediately adjacent to Las Cruces Fire Station #6. Parcel ID# 02-41024

COUNCIL DISTRICT: 6

PLANNING COMMISSION DATE: July 26, 2011

PREPARED BY: Adam Ochoa, Planner *AO*

DRC RECOMMENDATION Approval

PROPERTY INFORMATION

Address/Location: Located on the southwest corner of Northrise Drive and Roadrunner Parkway immediately adjacent to Las Cruces Fire Station #6. Parcel ID# 02-41024.

Acreage: 15.503 ±

Current Zoning: PUD (Planned Unit Development)

Current Land Use: Undeveloped. The permitted land use of the existing PUD is single-family residential.

Proposed Zoning: PUD (Planned Unit Development)

Proposed Land Use: Limited commercial, office and multi-dwelling residential uses.

Is the subject property located within an overlay district? Yes No
If yes which overlay district?

SITE ANALYSIS

The proposed Dave McTimski Inc. Planned Unit Development (PUD) is a development permitting limited commercial, office and multi-family residential uses. The proposed PUD requires a minimum lot size of 5,000 square feet with a minimum lot width of 60 feet and a minimum lot depth of 70 feet. The proposed PUD also calls out a minimum 20% landscaping requirement of each proposed lot on the subject property. There is also a maximum allowable floor area ratio (F.A.R) of 0.50. The F.A.R. is defined as the ratio of total area within a building to the total area of the proposed lot. Residential development in the proposed PUD has a maximum density of 40 dwelling units per acre and single-family dwelling-units are not permitted. All development in the proposed PUD shall follow the minimum required setbacks as follows: a 20-foot front yard setback, a 10-foot secondary front yard setback, a 15-foot rear yard setback and 10 or 0-foot side yard setback. Some exceptions to the required setbacks exist for any proposed mixed use development.

PHASING

Is phasing proposed? Yes No

If yes, how many phases? 3 phases

Timeframe for implementation: The applicant has not implicated a timeframe for the development.

ADJACENT ZONING AND LAND USE INFORMATION

Table 1: Land Uses

Location		Existing Use	Zoning District	Zoning Designation
Subject Properties		Vacant/ Undeveloped	PUD	Planned Unit Development
Surrounding Properties	North	Undeveloped/ Commercial/ Las Cruces Fire Station #6	PUD	Planned Unit Development
	South	Vacant/ Undeveloped	A-1/PUD	Flood Control District from the 1981 Zoning Code/ Planned Unit Development
	East	Undeveloped/ Assisted Living Facility/Apartment Complex	PUD	Planned Unit Development
	West	Vacant/ Undeveloped	A-1/PUD	Flood Control District from the 1981 Zoning Code/ Planned Unit Development

HISTORY

Previous applications? Yes No

If yes, please explain: An ordinance approving an amendment to Parcel 11 of an existing Planned Unit Development (PUD) known as Northrise Business Park, and a request for replacing an existing concept plan and final site plan for a development known as Las Haciendas de Las Cruces with a new concept plan and final site plan for a single-family residential development known as Remington Estates.

Previous ordinance number? 2398

Previous uses if applicable: N/A

COMPREHENSIVE PLAN

Elements & Policies

Land Use Element

1. Goal 1, Policy 1.3.1, 1.3.3, 1.3.4, 1.3.5
2. Goal 2, Policy 2.5.1, 2.5.2, 2.5.3, 2.5.4, 2.5.6, 2.5.7, 2.5.8

Urban Design Element

1. Goal 1, Policy 1.1.6, 1.1.7
2. Goal 2, Policy 2.5.1, 2.5.2
3. Goal 3, Policy 3.10.5

Analysis: The proposed PUD would permit limited types of commercial, office and multi-dwelling residential uses on the subject property. The proposed uses on the subject property would have access to a principal arterial roadway and a collector roadway which are designated to

accommodate the potential traffic that this development and proposed uses may produce. The proposed uses are also compatible of those uses already found throughout the surrounding area. The applicant is also proposing to install a public walking path/trail adjacent to the subject property in a convenient location for all to use as well as a bus stop shelter as a public benefit to the City. Recommendation of approval.

REVIEWING DEPARTMENT COMMENTS

Fire Prevention:

Accessibility Issues	low	med	high
Building Accessibility	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Secondary Site/Lot Accessibility	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Fireflow/Hydrant Accessibility	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Type of building occupancy: Unknown at this time

Nearest Fire Station

Distance: 0.05 ± miles

Address: 2750 Northrise Drive

Adequate Capacity to Accommodate Proposal? Yes No

Additional Comments: Any new development will require conformance with City of Las Cruces Design Standards, Subdivision Code, Building Code, and/or Fire Code. Recommendation of approval.

Police Department:

Additional Comments: The police department did not review this application.

Engineering Services:

Flood Zone Designation: Zone X

Development Improvements

Drainage calculation needed	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Drainage study needed	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Other drainage improvements needed	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Sidewalk extension needed	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Curb & gutter extension needed	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
Paving extension needed	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>

Additional Comments: Recommendation of approval.

MPO

Road classifications: Roadrunner Parkway is designated as a Principal Arterial roadway and Northrise Drive is designated as a Collector roadway.

Additional Comments: Recommendation of approval.

Public Transit

Where is the nearest bus stop (miles)? Next to the subject property along on Roadrunner Parkway and Northrise Drive.

Is the developer proposing the construction of new bus stops/ shelters? Yes No N/A

Explain: A bus shelter is being proposed by the applicant as a public benefit to the City and its residents.

Traffic Engineering:

Is development adjacent to a State Highway System? Yes No N/A

If yes, please specify the reviewing comments by the New Mexico Department of Transportation:

Are road improvements necessary? Yes No N/A

If yes, please explain:

Was a TIA required? Yes No N/A

If yes, summarize: The Traffic Impact Analysis was approved by the City of Las Cruces Traffic Engineer. The TIA concluded that the effect on traffic volumes due to the Dave McTimski Inc. PUD development onto the existing transportation system will be minimal along Northrise Drive and Roadrunner Parkway. The Level of Service (LOS) remains at level "A" for both a.m. and p.m. peak hours traffic volumes during the implementation year and the Horizon year.

Did City of Las Cruces Traffic Engineer Require a TIA? Yes.

The proposed use **will** or **will not** adversely affect the surrounding road network.

Site Accessibility

Adequate driving aisle	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Adequate curb cut	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	N/A <input type="checkbox"/>
Intersection sight problems	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>
Off-street parking problems	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	N/A <input type="checkbox"/>

On-Street Parking Impacts

None Low Medium High N/A

Explain: On-street parking is not permitted.

Future Intersection Improvements

Yes If yes what intersection?

No

Additional Comments: Recommendation of approval.

Water Availability and Capacity:

Source of water: CLC Other:

CLC water system capable of handling increased usage? Yes No N/A

If no, is additional service available? Yes No N/A

Additional Comments: The proposed utility layout is conceptual and will be revised during the construction plan review. Utilities for the proposed PUD shall be planned together with the adjacent property to minimize future operation and maintenance problems. This may require easements across one property to the other. Recommendation of approval.

Wastewater Availability and CapacityWastewater service type: CLC On-lot septic CLC wastewater service capable of handling increased usage? Yes No N/A If no, is additional service available? Yes No Potential problems with gravity wastewater system or system connection? Yes No N/A

If yes, can potential problems be handled through development or building permit process?

Yes No

If development is being served by on-lot septic, please specify review comments by the New Mexico Environmental Department:

Additional Comments: Recommendation of approval.

Gas Utilities**Gas Availability**Natural gas service available? Yes No N/A If yes, is the service capable of handling the increased load? Yes No Need BTUH requirements? Yes No N/A

Additional Comments: Recommendation of approval.

Public Schools**Nearest Schools:**

- | | |
|---|--------------------------------|
| 1. Elementary: Jornada Elementary School | Distance (miles): 1.17 ± miles |
| Enrollment: 571 | |
| 2. Middle School: Camino Real Middle School | Distance (miles): 0.25 ± miles |
| Enrollment: 1137 | |
| 3. High School: Onate High School | Distance (miles): 2.89 ± miles |
| Enrollment: 2075 | |

Adequate capacity to accommodate proposal? Yes No N/A

Explain: The proposed development is targeted to be more of a commercial and office oriented development with minimal residential. Las Cruces Public Schools did not review the proposed PUD.

DESIGN STANDARDS ANALYSIS**Parking**Is there existing parking on the site? Yes No N/A

If yes, how many parking spaces presently exist? How many are accessible?

If no, will parking be required for the proposed use? Yes No N/A

If yes, how many parking spaces will be required? Parking requirements are based on land use and will be verified during the building permit process.

How many accessible? The number of accessible parking stalls are based on land use and will be verified during the building permit process.

Is there existing bicycle parking on the site? Yes No N/A

If yes, describe:

Will bicycle parking be required for the proposed use? Yes No N/A

Comments: The applicant is proposing that the PUD will have to follow parking requirements of the 2001 Zoning Code, as amended. The applicant is also proposing that bicycle parking requirements for the PUD shall follow those required of the 2001 Zoning Code, as amended.

Landscaping and Buffering

Is there existing landscaping on the subject property? Yes No N/A

If yes, is the landscaping adequate to serve the proposed use? Yes No

If no, what landscaping will be required? The applicant is proposing to require the PUD to provide a minimum of 20% landscaping on any lot that is to be developed.

Are there existing buffers on the subject property? Yes No N/A

If yes, are the buffers adequate to serve the proposed use? Yes No

If no, what additional buffering will be required? The proposed PUD will require any use developed on the subject property to provide the minimum buffering/screening requirements of the 2001 Zoning Code, as amended.

Open Space, Parks, Recreation and Trails

Are there presently any existing open space areas, parks or trails on or near the subject property? Yes No N/A

If yes, how is connectivity being addressed? Explain: The applicant is proposing to provide a trail/path adjacent to the proposed PUD that can be connected to an existing public trail on top of the Las Cruces Dam.

Are open space areas, parks or trails a requirement of the proposed use?

Yes No N/A

Are open space areas, parks or trails being proposed? Yes No N/A

Explain: As a benefit to the City of Las Cruces and the public, the applicant is proposing to develop an approximately 650 ± foot long trail/path. The proposed trail/path will be located to the south of the proposed PUD and will have the capability to be connected to existing trails maintained by the City of Las Cruces and a trail that is being proposed by an adjacent PUD.

Table 2: Special Characteristics

Characteristic	Applies to Project?	Explanation
EBID Facilities	No	N/A
Medians/ Parkways Landscaping	Yes	All medians or parkways adjacent to the subject property in need of improvements shall be landscaped whenever a lot is developed adjacent to that particular median or parkway.

Table 3: Project Chronology

Date	Action
June 4, 2010	Application submitted to Development Services
June 7, 2010	Case sent out for initial review to all reviewing departments
June 28, 2011	Final reviews received from reviewing departments approving the proposal
July 6, 2011	DRC meeting recommends approval of the proposed PUD
July 10, 2011	Newspaper advertisement
July 15, 2011	Public notice letter mailed to neighboring property owners
July 17, 2011	Sign posted on property
July 26, 2011	Planning and Zoning Commission public hearing

SUMMARY AND CONCLUSIONS

The proposed concept plan and final site plan for the Planned Unit Development (PUD) known as the Dave McTimski Inc. PUD will replace a portion of an existing concept plan and final site plan for a single-family development known as Remington Estates. The new proposed PUD encompasses 15.503 ± acres and will permit limited commercial, office, and multi-family residential uses. Mixed-use development is also permitted in the proposed PUD and is required to follow the mixed-use development standards of the Dave McTimski Inc. PUD. The subject property is located within the Northrise Business Park PUD on the southwest corner of Northrise Drive and Roadrunner Parkway. The existing zoning designation of PUD (Planned Unit Development) will remain on the subject property.

The proposed Dave McTimski Inc. PUD outlines three different planning parcels. Each planning parcel is proposed to be split up into lots: Planning Parcel 1, which completely fronts Northrise Drive, is proposed to have a maximum of five (5) lots; Planning Parcel 2, which is the parcel fronting Roadrunner Parkway closer to the intersection of Roadrunner Parkway and Northrise Drive, is proposed to have four (4) lots; and Planning Parcel 3, which also fronts Roadrunner Parkway and is the parcel furthest south, is proposed to have four (4) lots as well. Each lot will be required to follow all development standards of the Dave McTimski Inc. PUD and the 2001 Zoning Code, as amended.

As part of the PUD process, the applicant is required to provide a public benefit for each private incentive. The concept plan identifies the following public benefits:

1. A public walking path/trail approximately 650 ± feet in length that will be constructed with the development along the southern side of the subject property that will be dedicated to the City of Las Cruces and can be connected to the existing trail on the Las Cruces Flood Control Dam.
2. A new bus shelter will be provided on Roadrunner Parkway in accordance with City of Las Cruces Standards. The exact location will be coordinated with the proper City departments.

The proposed Planned Unit Development (PUD) is supported by the Development Services Staff and all reviewing departments in the City of Las Cruces. The proposed PUD is also supported by the 1999 Comprehensive Plan. The proposed PUD is not out of character with the area since similar uses are currently in existence through the area and within the adjacent Northrise Business Park along Northrise

Drive. The development proposal has been approved by the Northrise Design Committee (see Attachment # 3).

FINDINGS

1. The subject property encompasses 15.503 ± acres, is currently undeveloped and is located within the Northrise Business Park.
2. The subject property has frontage along Roadrunner Parkway and Northrise Drive, a Principal Arterial roadway and a Collector roadway as classified by the Metropolitan Planning Organization (MPO).
3. The Dave McTimski Inc. PUD is proposed to be developed with limited commercial, office, and multi-family uses.
4. The applicant is proposing to construct a 650 ± foot long public trail/path to the south of the subject property that can be connected to the existing trail on the Las Cruces Dam and a bus shelter along Roadrunner Parkway as public benefits.
5. The proposed Dave McTimski Inc. PUD will replace the existing Remington Estates PUD, a single-family development, on the subject property.
6. The proposed uses of the PUD will not be detrimental to the health, safety, or welfare of the community or adjacent neighborhood.
7. There is or will be adequate sewage capacity, roadway capacity, energy supply, and potable water supply to serve the PUD at the time of certificate of occupancy or letter of acceptance, as applicable, is to be issued.
8. The PUD conforms to the intent, goals, objectives, policies and standards of all City plans and codes.
9. The uses propose, including their density and intensity, are appropriate to the character of the neighborhood and will have a positive aesthetic effect on the neighborhood in which the PUD will be located.
10. The proposed uses will not subject surrounding properties and pedestrians to significant hazardous traffic conditions.

STAFF RECOMMENDATION

Staff has reviewed this proposed zone change with concept plan and final site plan and based on the preceding findings recommends approval without conditions.

DRC RECOMMENDATION

On July 6, 2011, the Development Review Committee (DRC) reviewed the concept plan and final site plan for the proposed Dave McTimski Inc. PUD. The DRC reviews PUD's 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 without conditions for the proposed concept plan and final site plan for the PUD known as the Dave McTimski Inc.

ATTACHMENTS

1. Development Statement
2. Proposed Concept Plan & Final Site Plan

3. Approval from the Northrise Design Committee
4. Comprehensive Plan Elements and Policies
5. Copy of the Traffic Impact Analysis (TIA)
6. Minutes from the July 6, 2011 DRC Meeting
7. Aerial Map
8. Vicinity Map

DEVELOPMENT STATEMENT for Zoning Applications
(Use for Zone Changes, SUP's and PUD's)
 Please type or print legibly

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 or City Council 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: 28 Acres TIC C/O Randy McMillian
 Contact Person: Martin Pillar
 Contact Phone Number: 575-647-1927 office 575-649-6107 cell
 Contact e-mail Address: mapilla@qeceng.com
 Web site address (if applicable): _____

Proposal Information

Location of Subject Property SW corner of Roadrunner Parkway and Northrise Blvd behind Fire Station #6

(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)

Current Zoning of Property: PUD – R-4C 1981 Zoning Code

Proposed Zoning: PUD – R-4C 1981 Zoning Code

Acreage of Subject Property: 15.503 acres

Detailed description of intended use of property. (Use separate sheet if necessary):

Sell property in individual parcels split out utilizing the CLC Administrative Replat process and have property developed under uses allowed in the R-4 1981 CLC Zoning Code. Developments will also meet the requirements of the Northrise Business Park Development Standards

Proposed square footage and height of structures to be built (if applicable):

Unknown at this time

Anticipated hours of operation (if proposal involves non-residential uses):

8:00 a.m. to 5:00 p.m.

Anticipated traffic generation _____ trips per day (if known).

Anticipated development schedule: Work will commence on or about September 2010 and will take approximately four to six months to complete.

How will stormwater runoff be addressed (on-lot ponding, detention facility, etc.)?

Property has an Agreement with the City of Las Cruces (Resolution 97-063) that allows for the developed runoff from the site to be discharged to the City of Las Cruces Flood Control Dam.

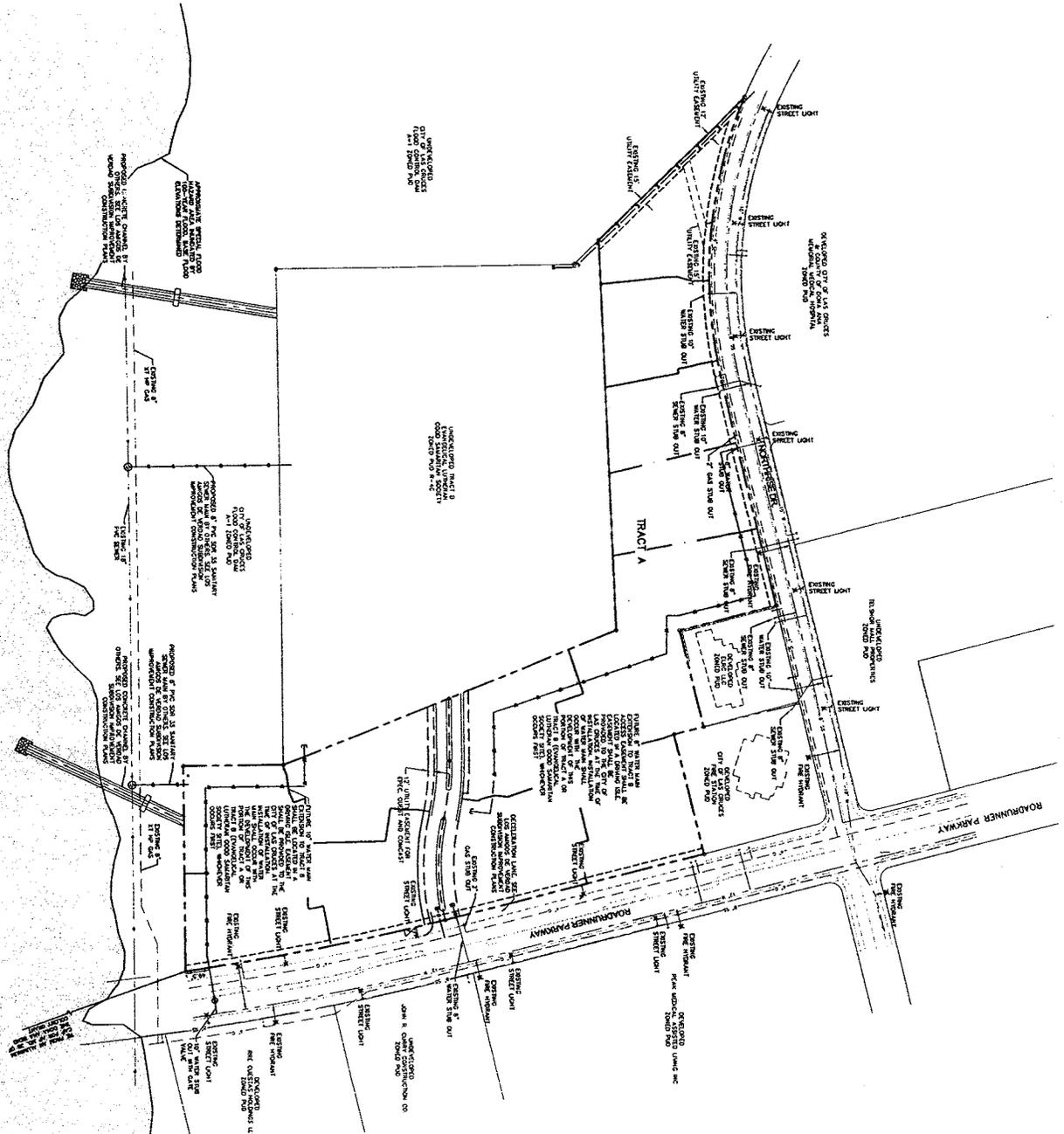
Will any special landscaping, architectural or site design features be implemented in the proposal (for example, rock walls, landscaped medians or entryways, or architectural themes)? If so, please describe and attach rendering if available:

Rock retaining walls will be constructed with the site improvements installed. Landscaping and architectural features shall meet the Northrise Business Park standards at the time of individual lot development.

Attachments

Please attach the following: (* indicates optional item)

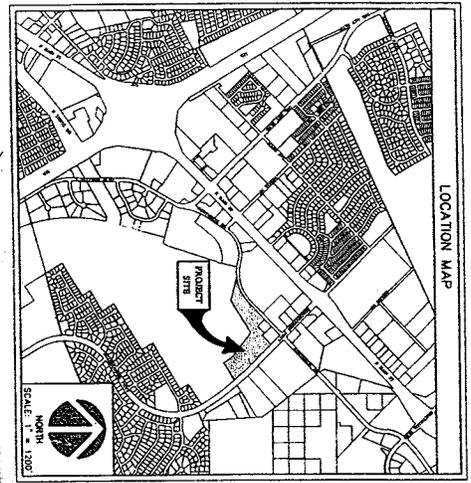
- Location map
- Detailed site plan
- Proposed building elevations*
- Renderings or architectural or site design features*
- Other pertinent information*



- GENERAL NOTES:**
1. CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF LAS CRUCES STANDARD SPECIFICATIONS FOR ROAD CONSTRUCTION, LATEST EDITION.
 2. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF LAS CRUCES STANDARD SPECIFICATIONS FOR ROAD CONSTRUCTION, LATEST EDITION.
 3. ALL UTILITIES SHALL BE DEEPER THAN THE CITY OF LAS CRUCES STANDARD SPECIFICATIONS FOR ROAD CONSTRUCTION, LATEST EDITION.
 4. UNDESIRABLE UTILITIES SHALL HAVE A 10' CLEARANCE FROM THE ROAD.
 5. THE ENGINEER AND OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF LAS CRUCES AND THE STATE OF NEW MEXICO.
 6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF LAS CRUCES AND THE STATE OF NEW MEXICO.
 7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF LAS CRUCES AND THE STATE OF NEW MEXICO.
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SHEET NO.	CONCEPT PLAN UTILITY LOCATION	PROJECT TITLE	DAVE MCTIMSKI, INC. LAS CRUCES, NEW MEXICO	SCALE: 1" = 100'	DATE: 07/14/10	DESIGN: C.A.D.D.	DRAWN: M.C.T.	CHECK: M.C.T.	JOB NO. 101	REFERENCES - BENCHMARK	
										DATE	REVISION

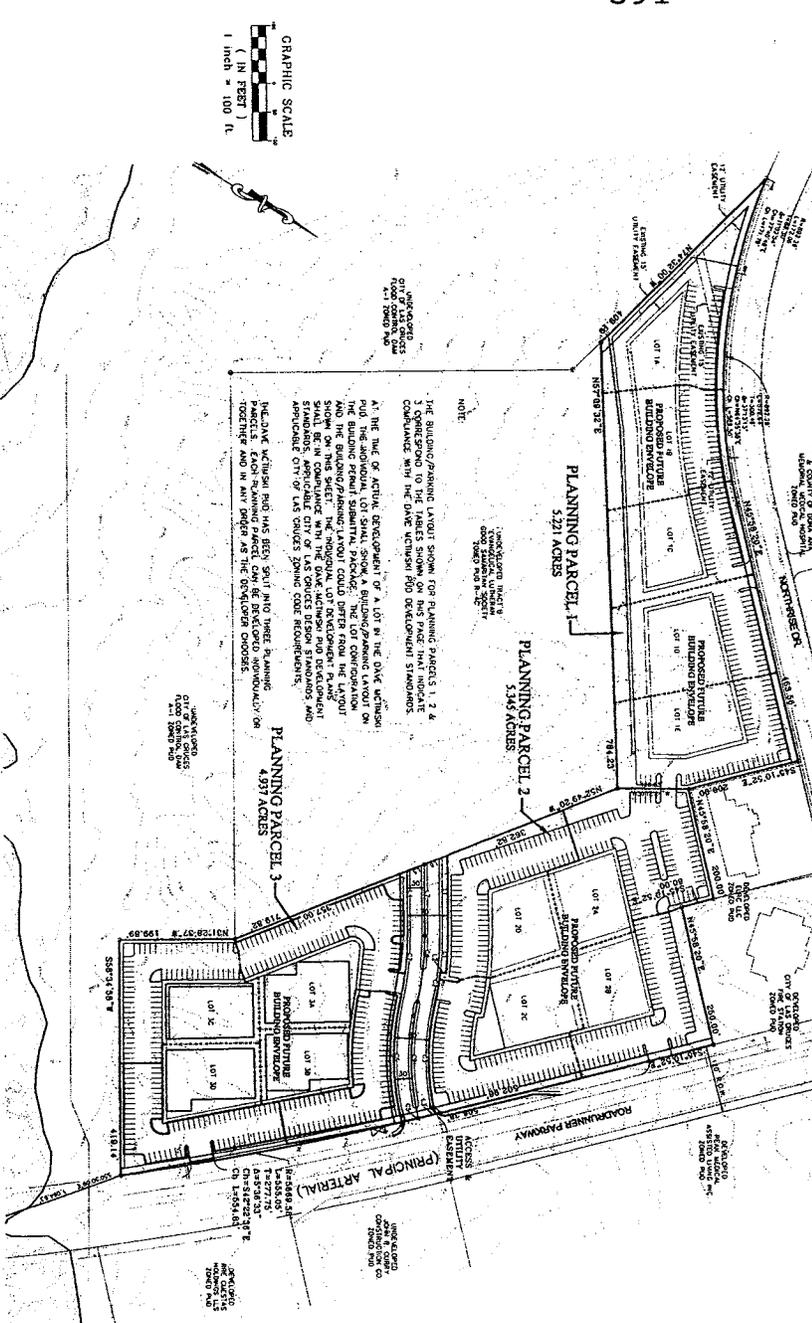


DAVE MCTIMSKI, INC.

A PLANNED UNIT DEVELOPMENT FINAL SITE PLAN

TRACT	AREA (ACRES)	PLANNING PARCEL
TRACT A	1.503	PLANNING PARCEL 1
TRACT B	1.503	PLANNING PARCEL 2
TRACT C	1.503	PLANNING PARCEL 3
TOTAL	4.509	

OWNER: DAVE MCTIMSKI, INC.
DESIGNER: QUANTA ENGINEERING
DATE: NOVEMBER 08, 2008
PROJECT NO.: 08-001
SCALE: 1/8" = 1'-0"



NOTE:
 THE BUILDING/PLANNING LAYOUT SHOWN FOR PLANNING PARCELS 1, 2 & 3 CONFORMS TO THE TABLES SHOWN ON THIS PAGE THAT INDICATE CONFORMANCE WITH THE DAVE MCTIMSKI PUD DEVELOPMENT STANDARDS.

AT THE TIME OF ACTIVE DEVELOPMENT OF A LOT OF THE DAVE MCTIMSKI PUD, THE BUILDING/PLANNING LAYOUT SHOWN FOR PLANNING PARCELS 1, 2 & 3 CONFORMS TO THE TABLES SHOWN ON THIS PAGE THAT INDICATE CONFORMANCE WITH THE DAVE MCTIMSKI PUD DEVELOPMENT STANDARDS. APPLICABLE CITY OF LAS CRUCES ZONING CODE REQUIREMENTS AND APPLICABLE CITY OF LAS CRUCES ZONING CODE REQUIREMENTS.

TRACT	AREA (ACRES)	PLANNING PARCEL	TOTAL AREA (ACRES)	PLANNING PARCEL	TOTAL AREA (ACRES)
TRACT A	1.503	PLANNING PARCEL 1	1.503	PLANNING PARCEL 1	1.503
TRACT B	1.503	PLANNING PARCEL 2	1.503	PLANNING PARCEL 2	1.503
TRACT C	1.503	PLANNING PARCEL 3	1.503	PLANNING PARCEL 3	1.503
TOTAL	4.509		4.509		4.509

PROJECT TITLE: DAVE MCTIMSKI, INC. LAS CRUCES, NEW MEXICO

SCALE: HORIZONTAL: 1/8" = 1'-0" VERTICAL: 1/8" = 1'-0" CONTOUR INTERVAL: 5'

DATE: JAN 2011
DRAWN BY: C.A.P.D.
CHECKED BY: D.M.T.
DATE: 1/10/11

REFERENCES - BENCHMARK:

SHEET NO.: C-5 OF 5 SHEETS

Martin J. Pillar, P.E.
Pillar Engineering, LLC
280 E. Foster Suite B
Las Cruces, New Mexico 88005
(martin@pillarpe.com)

July 13, 2011
PO Box 1328
Corrales, New Mexico
87048

and

David Parmeter
Crestline Building Corporation
1401 Don Rosier Suite B2
Las Cruces, New Mexico 88011
(dparmetercbc@aol.com)

Subject: Good Samaritan Village II and Dave McTimski PUD, concept plans
Request for Approval, Documents submitted 07/05/11 (Parmeter letter)
Northrise Drive at Roadrunner Parkway, Las Cruces, NM

Reference: Northrise Design Committee (NDC)
Northrise Business Park, Las Cruces, NM
Parcel 11 (PUD R-4) and Design Guidelines

Gentlemen:

The Northrise Design Committee (NDC) has reviewed the documents you submitted and hereby **APPROVES** their use as a PUD supplement. This will allow you to proceed to the City of Las Cruces for:

- Future Subdivision and Development processes (with registered engineer's and surveyor's plats),
- Utility and Street installation (with registered engineer's plans),
- Grading and Drainage (with registered engineer's plans),
- Pads and general earthwork construction, including entrances (with registered engineer's plans),
- Disturbed earth stabilization and entry landscaping, if contemplated.

Our approval of the submitted documents also includes the preliminary approval of the PUD modifications including densities, use, mixed-use, setbacks, etc. **with the following exceptions:**

1. All references to future submittals for building permits (final structures and parking) and detailed subdivision / site designs shall include the NDC approvals. This includes Civil Engineering, AIA Architecture and Landscape Architecture. Submittals to the NDC shall be in accordance with our Design Standards and Guidelines.
2. On the McTimski Concept Plan, the references to future approvals by the CLC should be modified to include the NDC.

DEVELOPMENT CONSULTING
ENGINEERING AND SURVEYING
LOCAL GOVERNMENT SERVICES
COMPREHENSIVE LAND PLANNING
LAND DEVELOPMENT IMPLEMENTATION

3. On the McTimski Concept Plan, Mixed Use Development - Item 10.7 should be revised. The NDC will require the minimum 20 % site landscaping (or natural) be met on each submittal, not applicable to the entire site(s) en-gross (as stated).
4. On the McTimski Concept Plan, the schematic drawing of parking and pads (Sheet C-5) is reviewed as a concept – not a preliminary of final design. Considerable attention to parking lot landscaping will be required to conform to the guidelines.
5. "Natural" landscaping should be clarified (e.g. revegetated, soil-stabilized, groundcover, or similar). Graded land without subsequent attention to soil stability and nuisance weeds is not permitted.
6. The provisions for a "green roof" does not replace the requirement for screening and materials for visible roofs or portions (barrel tile).
7. Our requirements that landscaping installation and warranties be under the purview of the building AIA or ASLA – through the warranty period, should be included.
8. The detailed provisions cited as PUD concept requirements do not replace the Northrise Business Park Standards and Guidelines. The more restrictive will apply.

Final approval for the purpose of a PUD amendment is implied, if the plans are modified as suggested by items 1-8, above.

The purposes cited in your letter for earthwork and raw site preparation including marketing future development in a "tight" market are noted and understood by the NDC. Please assure buyers and future structure developers that our building, parking, lighting, signage, landscaping, grading and other approvals will be fair and expeditious. If approved by the City as a PUD amendment, we will endeavor to incorporate a courtesy review of any new standards (your "planning objectives") in future specific submittals and issue advisories – but we cannot be responsible for any requirement, other than those within the Northrise Standards and Guidelines. The City of Las Cruces also continues their jurisdiction and reviews, including zoning and signage conformance.

Please include our Standards and Guidelines, including Addenda 1 and 2, in your communication with others desiring to buy / build within the project(s). I know you desire the buyers of the land to "go directly to building permit", but the NDC review is embodied in the covenants and cannot be bypassed.

Good luck and good wishes,



Cliff A. Spirock AICP
Architectural Representative
Northrise Business Park Design Review Committee

Cc: Mr. Steve Tomita, NDC
Ms. Deanna Spirock, NDC

COMPREHENSIVE PLAN ELEMENTS AND POLICIES

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.
- 1.5.2. Medium intensity commercial uses shall be defined as those commercial uses which provide retail and service activities within a neighborhood area. Medium intensity commercial uses shall generally serve a population of 5,000 to 30,000 people and shall be established according to the following criteria:
 - a. Generally 1,500 but not to exceed 5,000 gross square feet shall be permitted for a medium intensity commercial use or center. A business may apply for a special use when said business is greater than 5,000 gross square feet, but may not exceed 6,000 square feet.
 - b. Medium intensity commercial use and centers shall be located on minor collector streets, or at the intersection of streets equal to or greater than collector capacity. Mid-block locations shall be considered on a case-by-case basis: criteria shall include street capacity, distance from an intersection where appropriate, accessibility and shared vehicular access with other uses where appropriate, and consideration of the level of traffic and environmental impacts.
 - c. An unlimited number of low or medium intensity commercial uses may be located adjacent to one another as long as the combined total of the uses does not exceed 5,000 gross square feet.

- d. With the exception of low intensity commercial businesses, medium intensity commercial uses shall not be located within one-half (½) mile of other commercial areas.
- e. The City shall pursue multi-modal access standards (auto, bicycle, and pedestrian transit) for medium intensity commercial use and centers.
- f. Medium intensity commercial development shall address the following urban design criteria: compatibility to adjacent development in terms of architectural design, height/density, a provision of landscaping for site screening, parking and loading areas. Architectural and landscaping design standards for medium intensity commercial use shall be established in the Comprehensive Plan Urban Design Element.
- g. Adequate space for functional circulation shall be provided for parking and loading areas.
- h. The City shall encourage the development of medium intensity commercial centers to allow for maximum shopping convenience with minimal traffic and encroachment related conflicts to adjacent uses.
- i. Low intensity commercial uses are permitted in medium intensity commercial areas.

Policy 1.5.3 High intensity commercial use shall be defined as those commercial uses which generate retail, service, and wholesale activities within a specific sector within the City. High intensity commercial use and centers shall generally serve a population of 15,000 to 85,000 people and shall be established according to the following criteria:

- a. Generally 5,000 but not to exceed 75,000 gross square feet shall be permitted for a high intensity commercial use, with generally 200,000 square feet permitted for a high intensity commercial center. A high intensity commercial center becomes a regional commercial use when the center contains one anchor store greater than 75,000 gross square feet.
- b. High intensity commercial uses and centers shall be located at the intersection of minor arterial streets, or any intersection with a major arterial street. Mid-block locations shall be considered on a case-by-case basis: criteria shall include street capacity, distance from an intersection where appropriate, accessibility and shared vehicular access with other uses where appropriate, and consideration of the level of traffic and environmental impacts.
- c. The City shall pursue multi-modal access standards (auto, bicycle, and pedestrian transit) for high intensity commercial use and centers.
- d. High intensity commercial development shall address the following urban design criteria: compatibility to adjacent development in terms of

architectural design, height/density, and the provision of landscaping for site screening, parking, and loading areas. Architectural and landscaping standards for high intensity commercial use shall be established in the Comprehensive Plan Urban Design Element.

e. Adequate space for functional circulation shall be provided for parking and loading areas.

f. The City shall encourage the development of high intensity commercial centers to allow for maximum shopping convenience with minimal traffic and encroachment-related conflicts to adjacent uses.

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 PUD's 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.

TRAFFIC STUDY

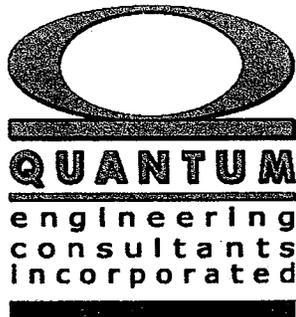
*Approved
Draft*

**DAVE MCTIMSKI PUD
LAS CRUCES, NEW MEXICO**

By:

Martin J. Pillar

Martin J. Pillar, P.E.
April 2011



414 Executive Center Blvd
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INTRODUCTION

The Dave McTimski PUD is an approximate 15.503 acre parcel located in Las Cruces, New Mexico. The site is located near the southwest corner of the Roadrunner Parkway/Northrise Drive intersection. The PUD property fronts along both Roadrunner Parkway and Northrise Drive. Three planning parcels are proposed with the PUD. Parcel 1 is a 5.221 acre parcel that fronts along Northrise Drive. Parcel 2 is 5.345 acres and fronts along Roadrunner Parkway. Parcel 3 is a 4.937 acre parcel that also fronts along Roadrunner Parkway. Roadrunner Parkway is a fully developed principal arterial. Northrise Drive is a fully developed Collector. The Dave McTimski PUD is Tract A of the Los Amigo de Verdad plat filed November 6, 2008 in Plat Book 22 Pages 591-592. Tract B of the Los Amigos de Verdad will be developed as the Good Samaritan Society Village II PUD, a separate traffic study has been prepared for this development and is included with this study.

PURPOSE

The purpose of this traffic investigation is to analyze the impact of the proposed Dave McTimski PUD on the existing transportation system in the vicinity of the subject site. The analysis was conducted for the following critical intersections that may be potentially impacted by the new development:

- Driveway A and B for Planning Parcel 1 along Northrise Drive
- Driveways C, D, and E for Planning Parcels 2 and 3 along Roadrunner Parkway

All three planning parcels could have more driveways that will access Northrise Drive and Roadrunner Parkway. At this time, the two driveways are anticipated along Northrise Drive and the three full access driveways along Roadrunner Parkway, which are located at existing median openings. Additional driveways along Roadrunner Parkway would have to be right in / right out only.

PROJECT SITE

The project site is located near the southwest corner of the Roadrunner Parkway/Northrise Drive intersection. A vicinity map and a driveway location map are shown in Appendix "A".

LAND USE

The proposed land uses for the Dave McTimski PUD are:

- Multi-family
- Retail Space
- Office Space
- Mixed use

The largest generator of traffic will be utilized in this study to evaluate the driveway intersections along Roadrunner Parkway and Northrise Drive.

DEVELOPMENT TIMING

The Dave McTimski PUD is scheduled for site improvements to be installed beginning in 2011. The actual vertical site development will begin as projects come to fruition. Each planning parcel is proposed to be split into as many as four or five lots. These individual lots will have the vertical development.

SITE PLAN & ACCESS POINTS

The site layout shows the anticipated access points for the Dave McTimski PUD. Planning Parcel 1 will only have access to Northrise Drive. Anticipated traffic generation will be split between two driveways for access to Northrise Drive.

Tract B of the Los Amigos de Verdad subdivision has its only access through the Dave McTimski PUD as an access and utility easement recorded with the subdivision plat. A separate Traffic Study has been prepared for the Good Samaritan Society Village II site. The Good Samaritan Society TIA report is included in Appendix D with this report. The Good Sam site has a full access driveway located on Roadrunner Parkway. Both Planning parcels 2 and 3 of the Dave McTimski PUD will also utilize this driveway, along with two additional full access driveways located along Roadrunner Parkway. Anticipated traffic generation will be split between the three driveways for access to Roadrunner Parkway. The anticipated driveways will be located at existing median openings in Roadrunner Parkway. At the time of actual site development, additional driveways may be proposed along Roadrunner Parkway. These additional driveways will be required to be right in-right out only driveways.

STUDY AREA CONSIDERATIONS

The proposed Dave McTimski PUD is currently an undeveloped vacant tract of land within the City of Las Cruces. The property to the west, and south is Tract B of Los Amigos de Verdad, an undeveloped vacant parcel of land. The Dave McTimski PUD is bounded by Northrise Drive on the north and Roadrunner Parkway on the east. Located at the intersection of Roadrunner Parkway and Northrise Drive is the existing City of Las Cruces Fire Station, with a daycare facility immediately west and adjacent to the fire station.

Existing Roadrunner Parkway is a current five lane roadway, two north bound lanes, two south bound lanes and a median with center turn lane. A deceleration lane is proposed for the access to the Good Sam PUD with the Los Amigos de Verdad Subdivision improvement plans. No other additional roadway construction will be required for existing Roadrunner Parkway.

Northrise Drive is a current five lane roadway, two eastbound lanes, two westbound lanes and one continuous center turn lane. No additional roadway construction will be required for Northrise Drive.

The existing Roadrunner Parkway/Northrise Drive intersection is currently controlled by a traffic signal.

ANALYSIS OF EXISTING CONDITIONS

The projected AM and PM peak traffic volumes for Northrise Drive/Roadrunner Parkway intersection were obtained from an e-mail from Tom Murphy with the Las Cruces Metropolitan Planning Organization (MPO). The traffic volumes were projected for the year 2030. These traffic volumes were used to determine current 2010 traffic volumes utilizing a growth rate of 3% per year. The Appendix "B" has charts indicating the traffic projections for 2010 through 2030 utilizing the 3% growth rate, as well as, the e-mail from the Las Cruces MPO. No analysis is included for the no-build conditions because the driveways do not exist at this time along Northrise Drive or Roadrunner Parkway.

ANALYSIS OF FULL-BUILD CONDITIONS 2010

NORTHRISE DRIVE AND ROADRUNNER PARKWAY – Peak hour traffic under the full-build condition is calculated using the peak AM and PM traffic volumes plus additional peak hour traffic generated from full development of the Dave McTimski PUD. Additional traffic is generated from the anticipated Multi-family, office, retail and mixed use development.

Peak hour traffic data for the full-build condition for the years 2010 and 2030 were input into the TRANSYT-7F Traffic Signal System Optimization Program to determine the LOS for the proposed driveways located along Northrise Drive and Roadrunner Parkway. See program printouts and analysis of movement delay to determine LOS in Appendix C. The TRANSYT-7F software has a minimum input value of 10 for peak hour traffic counts for any movement. All traffic count movements that were less than 10 were input into the TRANSYT-7F software with a value of 10. Utilizing EXHIBIT 17-2 LEVEL-OF-SERVICE CRITERIA FOR TWSC INTERSECTIONS from the Highway Capacity Manual (copy in Appendix E), the LOS for the proposed driveways along Northrise Drive and Roadrunner Parkway is summarized in Table 1 and 2 below.

TABLE 1 – LEVEL OF SERVICE FULL BUILD YEAR 2010			
INTERSECTION	PEAK TRAFFIC HOUR	NODE DELAY IN SECONDS PER VEHICLE *	HCM LOS
DRIVEWAY "A"	AM	0.3	A
	PM	0.9	A
DRIVEWAY "B"	AM	0.3	A
	PM	0.9	A
DRIVEWAY "C"	AM	0.0	A
	PM	0.1	A
DRIVEWAY "D"	AM	0.0	A
	PM	0.2	A
DRIVEWAY "E"	AM	0.0	A
	PM	0.1	A

* - Node delay in seconds per vehicle from TRANSYT-7F analysis

ANALYSIS OF HORIZON YEAR CONDITIONS 2030

TABLE 3 – LEVEL OF SERVICE HORIZON YEAR 2030			
INTERSECTION	PEAK TRAFFIC HOUR	NODE DELAY IN SECONDS PER VEHICLE *	HCM LOS
DRIVEWAY "A"	AM	0.9	A
	PM	7.7	A
DRIVEWAY "B"	AM	0.9	A
	PM	7.4	A
DRIVEWAY "C"	AM	0.1	A
	PM	0.3	A
DRIVEWAY "D"	AM	0.1	A
	PM	0.5	A
DRIVEWAY "E"	AM	0.1	A
	PM	0.3	A

* - Node delay in seconds per vehicle from TRANSYT-7F analysis

CONCLUSION FOR DAVE MCTIMSKI PUD DEVELOPMENT ON THE ADJACENT ROADWAY INFRASTRUCTURE.

The development of the Dave McTimski PUD development will potentially increase the AM and PM traffic volumes on both Northrise Drive and Roadrunner Parkway. The LOS for the proposed driveways that will access the Dave McTimski PUD functions at a LOS "A" at full-build condition and the Horizon year conditions for the development.

LOS – Level of Service is not automatically calculated for an unsignalized intersection and shown in the program runs due to limitations in the TRANSYT-7F program. The program will only include the LOS for signalized intersections. The proposed driveways into the Dave McTimski PUD are unsignalized intersections and thus LOS has to be determined using the delay in seconds per vehicle shown in the program run.

The effect on traffic volumes due to the Dave McTimski PUD development onto the existing transportation system will be minimal along existing Northrise Drive and Roadrunner Parkway. The LOS remains at "A" for both the AM and PM peak hour traffic volumes during the implementation year and the Horizon year.

REFERENCES

Trip Generation Handbook Second Edition, Institute of Transportation Engineers

Trip Generation, 7th Edition, Institute of Transportation Engineers

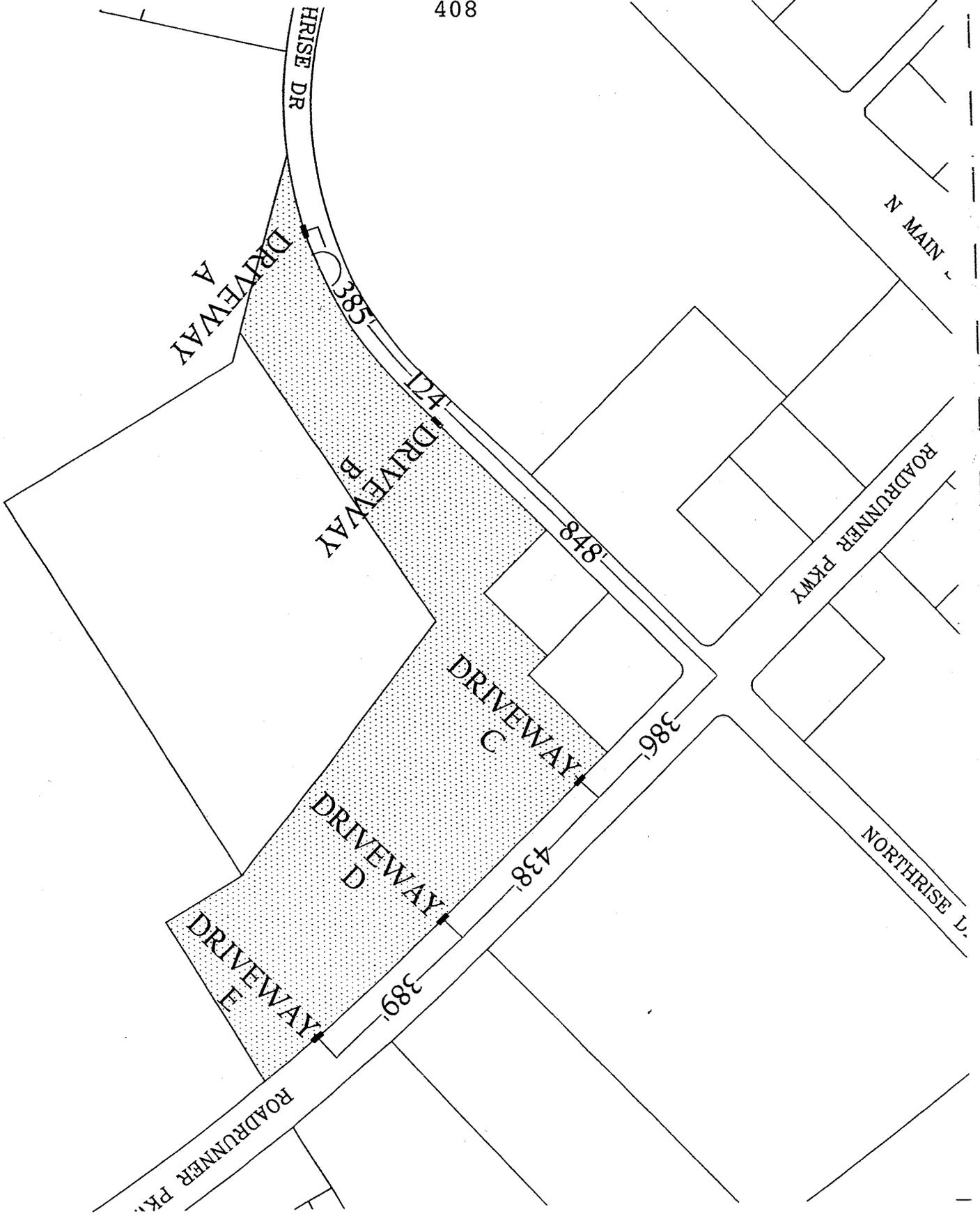
Highway Capacity Manual 2000, Transportation Research Board

State Access Management Manual, NMDOT

McTrans Traffic Software TRANSYT-7F, 2008 University of Florida

APPENDIX A

408

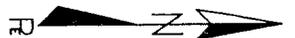


PILLAR ENGINEERING, LLC

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Phone: (575) 647-1927
martin@pillarpe.com

DRIVEWAY LAYOUT
DAVE MCTIMSKI PUD
NORTHRISE DRIVE &
ROADRUNNER PARKWAY

SCALE: 1" = 300'





409

NORTRISE DR

N MAIN ST

ROADRUNNER PKWY

NORTRISE DR

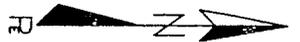
ROADRUNNER PKWY

PILLAR ENGINEERING, LLC

280 E. Foster, Suite B
Las Cruces, New Mexico 88005
Phone: (575) 647-1927
nartin@pillarpe.com

VICINITY MAP - EXHIBIT 1
DAVE MCTIMSKI PUD
NORTRISE DRIVE &
ROADRUNNER PARKWAY

SCALE: 1" = 500'



APPENDIX B

411

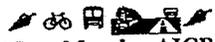
Kelly Fort

From: Tom Murphy [tmurphy@las-cruces.org]
Sent: Thursday, June 26, 2008 10:21 AM
To: Kelly Fort
Subject: RE: Projections

\$TURN:FROM	NODENO	VIANODENO	TONODENO	ORIENTATION	AM VOLVEHPRT (AP)	PM VOLVEHPRT (AP)
	676	4021	1059	WBT	488	979
	676	4021	9055	WBL	75	74
	876	4021	10505	WBR	1	10
	1059	4021	676	EBT	608	907
	1059	4021	9055	EBR	98	161
	1059	4021	10505	EBL	221	233
	9055	4021	676	NBR	0	0
	9055	4021	1059	NBL	0	0
	9055	4021	10505	NBT	55	272
	10505	4021	676	SBL	311	203
	10505	4021	1059	SBR	7	37
	10505	4021	9055	SBT	254	295

Kelly,

The model does not report any northbound turns. I recommend using your judgment to assign some turns.


 Tom Murphy, AICP
 MPO Officer
 (575) 528-3225

From: Kelly Fort [mailto:akfort@ziaeec.com]
Sent: Tuesday, June 24, 2008 4:37 PM
To: Tom Murphy
Subject: Projections

Hi Tom,

Could I trouble you for some AM and PM peak projections for the Northrise and Roadrunner intersection?

Thanks!

A. Kelly Fort
Staff Engineer, E.I.
Zia Engineering & Environmental Consultants
755 S. Telshor Blvd, Suite F-201
Las Cruces, NM, 88011
Phone: 575-532-1526
Fax: 575-532-1587

7/2/2008

NORTHRISE DRIVE AM PEAK

YEAR	WBL	WBT	WBR	EBL	EBT	EBR
2030	75	488	1	221	608	98
2029	73	474	1	215	590	95
2028	71	460	1	208	573	92
2027	69	447	1	202	556	90
2026	67	434	1	196	540	87
2025	65	421	1	191	524	85
2024	63	409	1	185	509	82
2023	61	397	1	180	494	80
2022	59	385	1	174	480	77
2021	57	374	1	169	466	75
2020	56	363	1	164	452	73
2019	54	353	1	160	439	71
2018	53	342	1	155	426	69
2017	51	332	1	150	414	67
2016	50	323	1	146	402	65
2015	48	313	1	142	390	63
2014	47	304	1	138	379	61
2013	45	295	1	134	368	59
2012	44	287	1	130	357	58
2011	43	278	1	126	347	56
2010	42	270	1	122	337	54

NORTHRISE DRIVE PM PEAK

YEAR	WBL	WBT	WBR	EBL	EBT	EBR
2030	74	979	10	233	907	161
2029	72	950	10	226	881	156
2028	70	923	9	220	855	152
2027	68	896	9	213	830	147
2026	66	870	9	207	806	143
2025	64	844	9	201	782	139
2024	62	820	8	195	760	135
2023	60	796	8	189	737	131
2022	58	773	8	184	716	127
2021	57	750	8	179	695	123
2020	55	728	7	173	675	120
2019	53	707	7	168	655	116
2018	52	687	7	163	636	113
2017	50	667	7	159	618	110
2016	49	647	7	154	600	106
2015	47	628	6	150	582	103
2014	46	610	6	145	565	100
2013	45	592	6	141	549	97
2012	43	575	6	137	533	95
2011	42	558	6	133	517	92
2010	41	542	6	129	502	89

ROADRUNNER PARKWAY AM PEAK

YEAR	SBL	SBT	SBR	NBL	NBT	NBR
2030	311	254	7	89	55	54
2029	302	247	7	86	53	52
2028	293	239	7	84	52	51
2027	285	232	6	81	50	49
2026	276	226	6	79	49	48
2025	268	219	6	77	47	47
2024	260	213	6	75	46	45
2023	253	207	6	72	45	44
2022	246	201	6	70	43	43
2021	238	195	5	68	42	41
2020	231	189	5	66	41	40
2019	225	183	5	64	40	39
2018	218	178	5	62	39	38
2017	212	173	5	61	37	37
2016	206	168	5	59	36	36
2015	200	163	4	57	35	35
2014	194	158	4	55	34	34
2013	188	154	4	54	33	33
2012	183	149	4	52	32	32
2011	177	145	4	51	31	31
2010	172	141	4	49	30	30

ROADRUNNER PARKWAY PM PEAK

YEAR	SBL	SBT	SBR	NBL	NBT	NBR
2030	203	295	37	661	272	540
2029	197	286	36	642	264	524
2028	191	278	35	623	256	509
2027	186	270	34	605	249	494
2026	180	262	33	587	242	480
2025	175	254	32	570	235	466
2024	170	247	31	554	228	452
2023	165	240	30	537	221	439
2022	160	233	29	522	215	426
2021	156	226	28	507	208	414
2020	151	220	28	492	202	402
2019	147	213	27	478	196	390
2018	142	207	26	464	191	379
2017	138	201	25	450	185	368
2016	134	195	24	437	180	357
2015	130	189	24	424	175	347
2014	127	184	23	412	170	337
2013	123	178	22	400	165	327
2012	119	173	22	388	160	317
2011	116	168	21	377	155	308
2010	112	163	20	366	151	299

Apartment (220)¹⁴

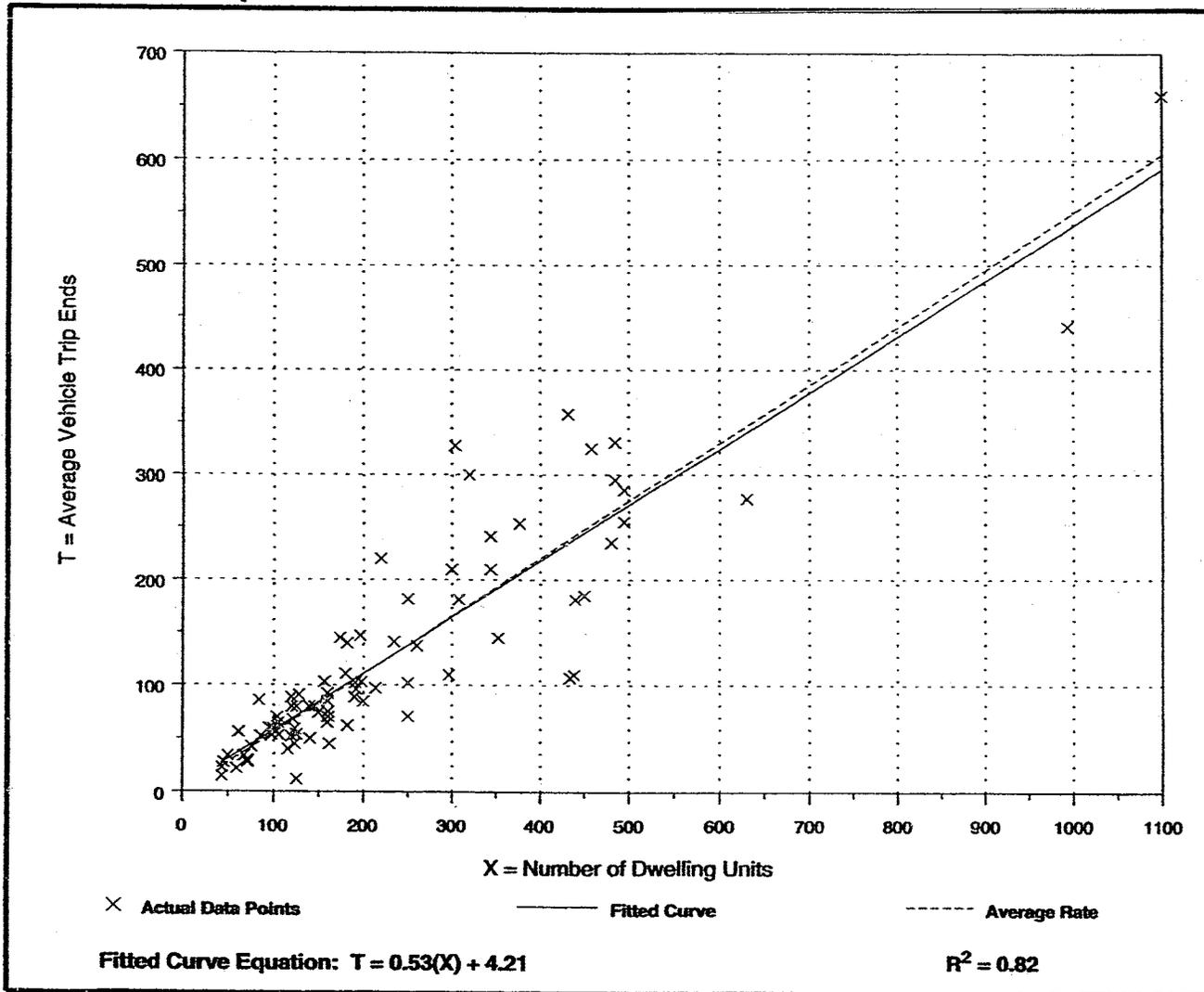
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 81
 Avg. Number of Dwelling Units: 232
 Directional Distribution: 29% entering, 71% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.55	0.10 - 1.08	0.76

Data Plot and Equation



415 Apartment (220)

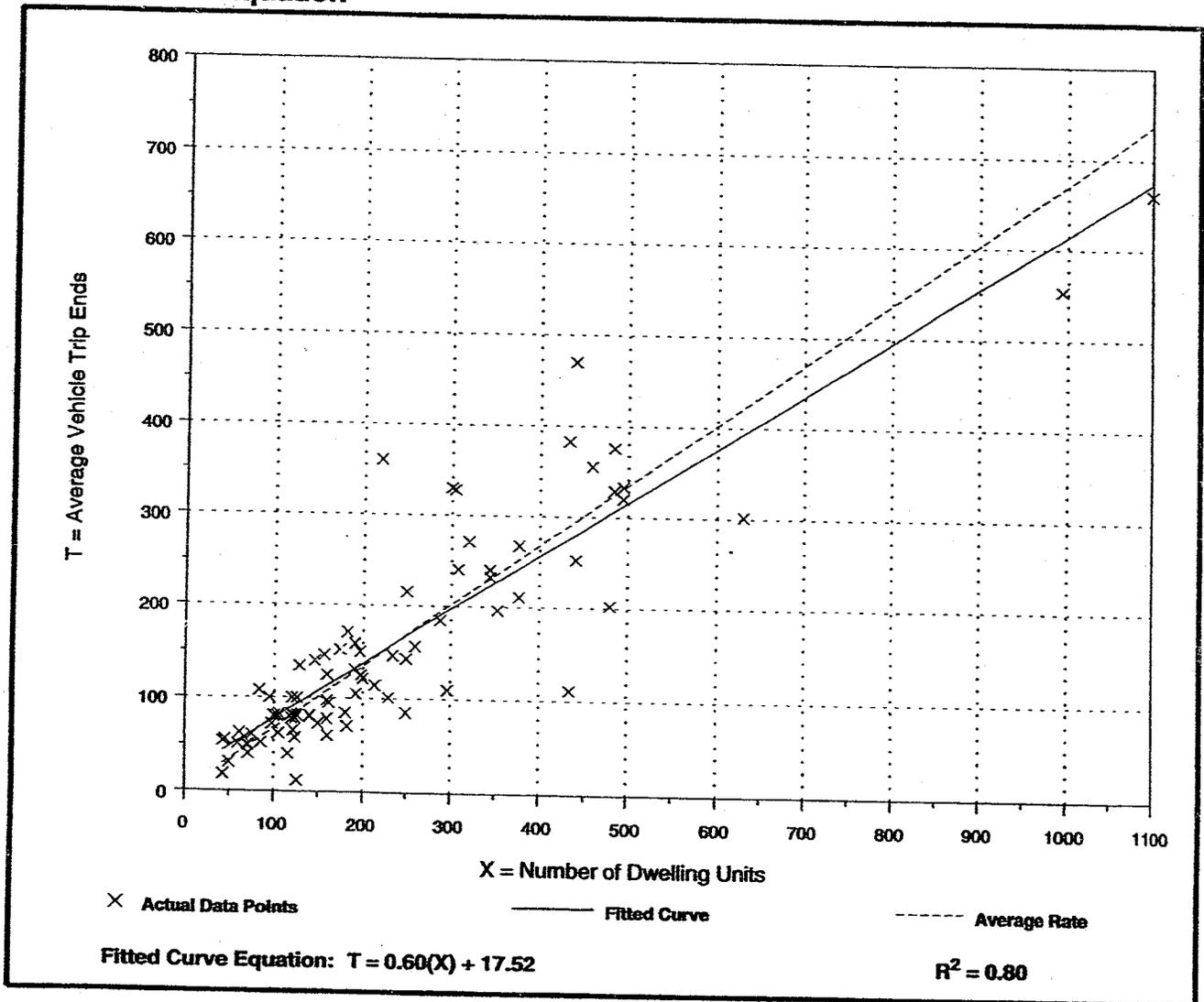
Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 83
 Avg. Number of Dwelling Units: 232
 Directional Distribution: 61% entering, 39% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.67	0.10 - 1.64	0.85

Data Plot and Equation



416
Congregate Care Facility
(253)

Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
A.M. Peak Hour of Generator

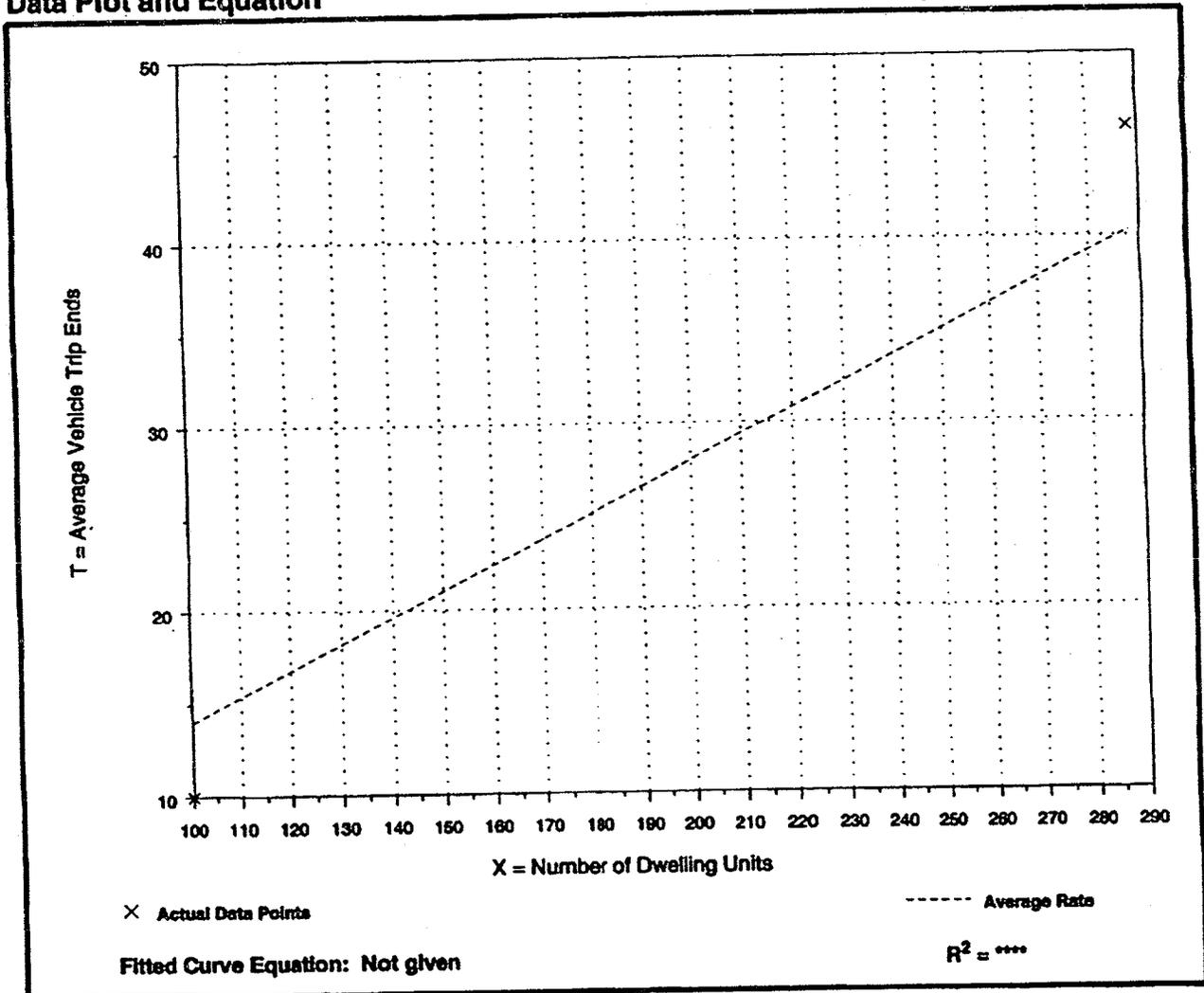
Number of Studies: 2
 Avg. Number of Dwelling Units: 194
 Directional Distribution: 50% entering, 50% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.14	0.10 - 0.16	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Congregate Care Facility (253)

Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
P.M. Peak Hour of Generator

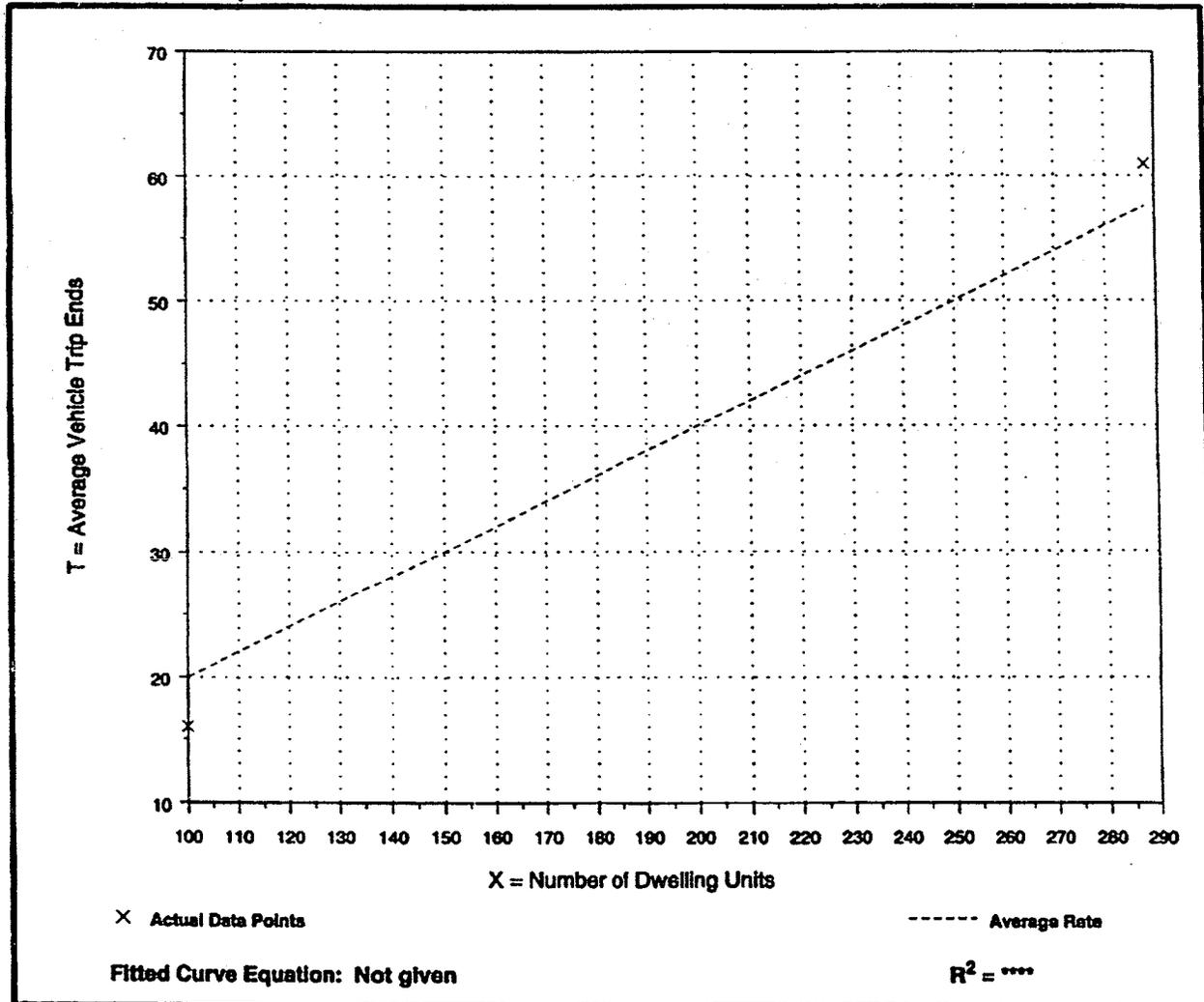
Number of Studies: 2
 Avg. Number of Dwelling Units: 194
 Directional Distribution: 60% entering, 40% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.16 - 0.21	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



GOOD SAMARITAN SOCIETY VILLAGE II

200 DWELLINGS UNITS MAXIMUM
Congregate Care Facility (253)

AM PEAK HOUR GENERATOR FROM CHART

30 AVERAGE VEHICLE TRIP ENDS

50% ENTERING	50% EXITING
15	15

PM PEAK HOUR GENERATOR FROM CHART

40 AVERAGE VEHICLE TRIP ENDS

60% ENTERING	40% EXITING
24	16

PLANNING PARCEL 1 - 5.221 ACRES

MAXIMUM APARTMENTS - 128 SPLIT BETWEEN DRIVEWAYS A & B *
Apartment (220)

AM PEAK HOUR GENERATOR FROM EQUATION PER DRIVEWAY

$$T = 0.53 (X) + 4.21 \quad X = \text{NUMBER OF DWELLING UNITS}$$

$$T = 0.53 (64) + 4.21 = 38.13$$

29% ENTERING 71% EXITING

11 TRIPS 27 TRIPS

PM HOUR GENERATOR FROM EQUATION PER DRIVEWAY

$$T = 0.60 (X) + 17.52 \quad X = \text{NUMBER OF DWELLING UNITS}$$

$$T = 0.60 (64) + 17.52 = 55.92$$

61% ENTERING 39% EXITING

34 TRIPS 22 TRIPS

* - PARKING CONNECTION COULD OCCUR BETWEEN PLANNING PARCEL 1
AND PLANNING PARCEL 2. TRAFFIC COULD USE THIS CONNECTION BUT
IT IS ASSUMED THAT TRAFFIC FROM PLANNING PARCEL 1 WILL EQUAL
TRAFFIC FROM PLANNING PARCEL 2

PLANNING PARCEL 2 - 5.345 ACRES

MAXIMUM APARTMENTS - 202 SPLIT BETWEEN DRIVEWAYS C & D *
Apartment (220)

AM PEAK HOUR GENERATOR FROM EQUATION PER DRIVEWAY

$$T = 0.53 (X) + 4.21 \quad X = \text{NUMBER OF DWELLING UNITS}$$

$$T = 0.53 (101) + 4.21 = 57.74$$

29% ENTERING 71% EXITING

17 TRIPS 41 TRIPS

PM HOUR GENERATOR FROM EQUATION PER DRIVEWAY

$$T = 0.60 (X) + 17.52 \quad X = \text{NUMBER OF DWELLING UNITS}$$

$$T = 0.60 (101) + 17.52 = 78.12$$

61% ENTERING 39% EXITING

48 TRIPS 31 TRIPS

* - PARKING CONNECTION COULD OCCUR BETWEEN PLANNING PARCEL 1
AND PLANNING PARCEL 2. TRAFFIC COULD USE THIS CONNECTION BUT
IT IS ASSUMED THAT TRAFFIC FROM PLANNING PARCEL 1 WILL EQUAL
TRAFFIC FROM PLANNING PARCEL 2

PLANNING PARCEL 3 - 4.937 ACRES

MAXIMUM APARTMENTS - 177 SPLIT BETWEEN DRIVEWAYS D & E
Apartment (220)

AM PEAK HOUR GENERATOR FROM EQUATION PER DRIVEWAY

$$T = 0.53 (X) + 4.21 \quad X = \text{NUMBER OF DWELLING UNITS}$$

$$T = 0.53 (89) + 4.21 = 51.38$$

29% ENTERING	71% EXITING
15 TRIPS	37 TRIPS

PM HOUR GENERATOR FROM EQUATION PER DRIVEWAY

$$T = 0.60 (X) + 17.52 \quad X = \text{NUMBER OF DWELLING UNITS}$$

$$T = 0.60 (89) + 17.52 = 78.12$$

61% ENTERING	39% EXITING
43 TRIPS	28 TRIPS

APPENDIX C

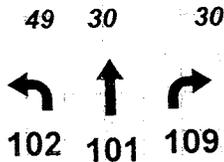
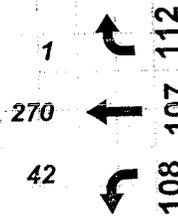
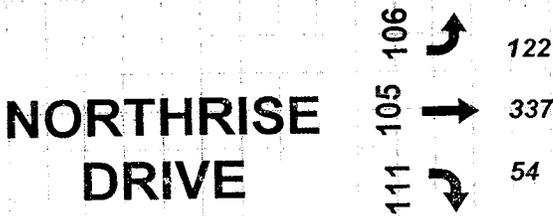
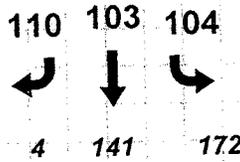
NORTHRISE DRIVE/ ROADRUNNER PARKWAY INTERSECTION 2010 AM PEAK EXISTING CONDITION



ROADRUNNER
PARKWAY

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

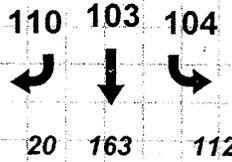
NORTHRISE DRIVE/ ROADRUNNER PARKWAY INTERSECTION 2010 PM PEAK EXISTING CONDITION



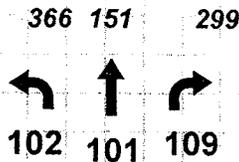
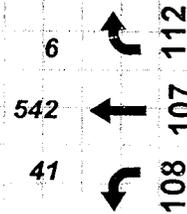
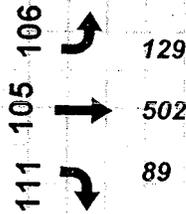
**ROADRUNNER
PARKWAY**

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



**NORTHRISE
DRIVE**



MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

Dave McTimski PUD
Project 10-015

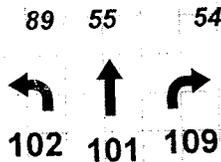
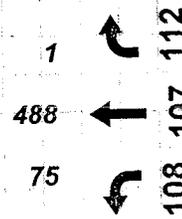
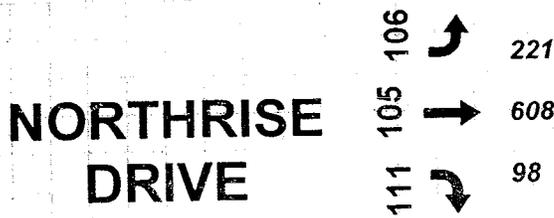
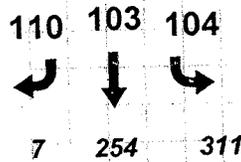
NORTHRISE DRIVE/ ROADRUNNER PARKWAY INTERSECTION 2030 AM PEAK EXISTING CONDITION



**ROADRUNNER
PARKWAY**

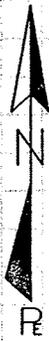
LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

NORTHRISE DRIVE/ ROADRUNNER PARKWAY INTERSECTION 2030 PM PEAK EXISTING CONDITION



ROADRUNNER
PARKWAY

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F

110 103 104
 ↶ ↓ ↷
 37 295 203

**NORTHRISE
DRIVE**

111 105 106 ↶ 233
 ↷ ↷ 907
 ↷ ↷ 161

10 ↶ 112
 979 ↷ 107
 74 ↷ 108

661 272 540
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MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

Dave McTimski PUD
Project 10-015

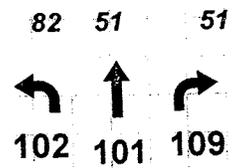
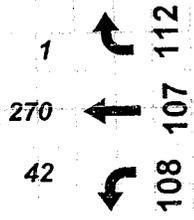
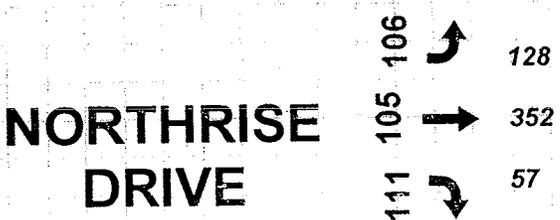
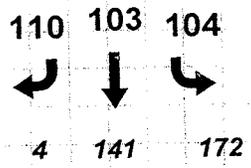
NORTHRISE DRIVE/ ROADRUNNER PARKWAY INTERSECTION 2010 AM PEAK FULL-BUILD CONDITION



ROADRUNNER
PARKWAY

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

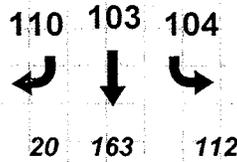
NORTHRISE DRIVE/ ROADRUNNER PARKWAY INTERSECTION 2010 PM PEAK FULL-BUILD CONDITION



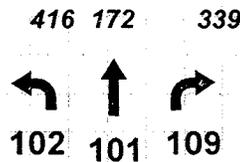
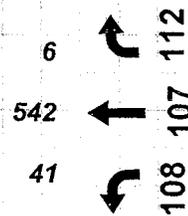
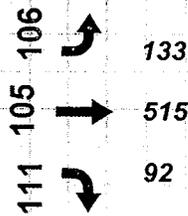
ROADRUNNER
PARKWAY

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



NORTHRISE
DRIVE



MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

Dave McTimski PUD
Project 10-015

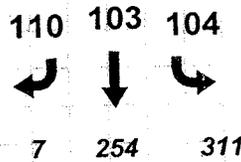
NORTHRISE DRIVE/ ROADRUNNER PARKWAY INTERSECTION 2030 AM PEAK FULL-BUILD CONDITION



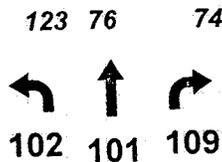
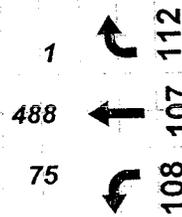
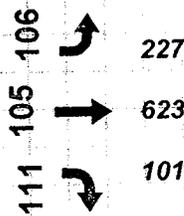
ROADRUNNER
PARKWAY

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



NORTHRISE
DRIVE



MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

Dave McTimski PUD
Project 10-015

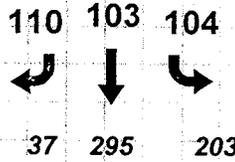
NORTHRISE DRIVE/ ROADRUNNER PARKWAY INTERSECTION 2030 PM PEAK FULL-BUILD CONDITION



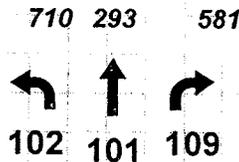
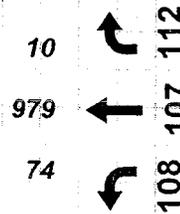
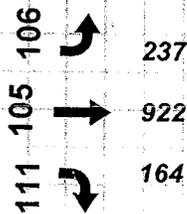
ROADRUNNER
PARKWAY

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



NORTHRISE
DRIVE



MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

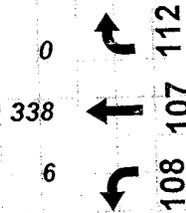
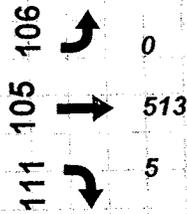
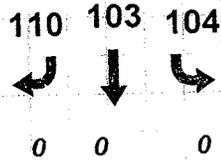
Dave McTimski PUD
Project 10-015

DRIVEWAY A 2010 AM PEAK FULL-BUILD CONDITION

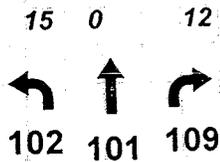


LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



NORTHRISE DR.



**DRIVEWAY
A**

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

**Dave McTimski PUD
PROJECT 10-015**

A 2010 AM PEAK FULL BUILDOUT Global Output
 Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.3

Analyst: Martin Pillar Date Performed: 4/12/2011
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY A 2010 AM PEAK FULL-BUILD Dave McTimski PUD
 File Name: A 2010 AM PEAK FULL BUILDOUT.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	219
Total Travel Time	veh-hr/hr	5
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.3
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	12
	%	1
Total Stops:	veh/hr	12
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	44.0
Fuel Consumption	gal/hr	8
Operating Cost	\$/hr	63
Performance Index	DI	0.2057

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

No. of Simulations = 1, Links = 6, Elapsed Time = 86400.0 sec.

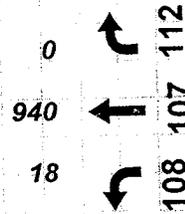
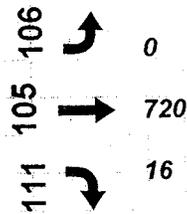
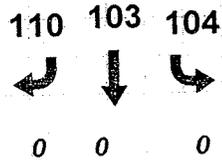
DRIVEWAY A 2010 PM PEAK FULL-BUILD CONDITION



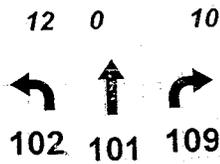
LEGEND:

179 PEAK HOUR TRAFFIC VOLUME (VPH)

102 LINK NUMBERING SCHEME TRANSYT-7F



NORTHRISE DR.



**DRIVEWAY
A**

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

**Dave McTimski PUD
Project 10-015**

A 2010 PM PEAK FULL BUILDOUT Global Output
Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.3

Analyst: Martin Pillar Date Performed: 4/12/2011
Agency: Pillar Engineering Analysis Time Period:
Jurisdiction:
Run Title: DRIVEWAY A 2010 PM PEAK FULL-BUILD Dave MCTimski PUD
File Name: A 2010 PM PEAK FULL BUILDOUT.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	424
Total Travel Time	veh-hr/hr	10
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.9
Passenger Delay	pax-hr/hr	1
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	32
	%	2
Total Stops:	veh/hr	32
	%	2
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	42.8
Fuel Consumption	gal/hr	15
Operating Cost	\$/hr	123
Performance Index	DI	0.7103

Performance Index (PI): Disutility Index (DI):
Disutility Index Excess Fuel Consumption

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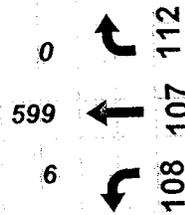
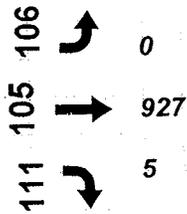
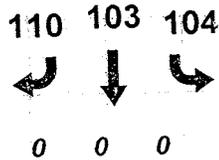
DRIVEWAY A 2030 AM PEAK FULL-BUILD CONDITION



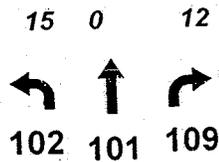
LEGEND:

179 PEAK HOUR TRAFFIC VOLUME (VPH)

102 LINK NUMBERING SCHEME TRANSYT-7F



NORTHRISE DR.



**DRIVEWAY
A**

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

**Dave McTimski PUD
PROJECT 10-015**

A 2030 AM PEAK FULL BUILDOUT Global Output
Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.3

Analyst: Martin Pillar Date Performed: 4/12/2011
Agency: Pillar Engineering Analysis Time Period:
Jurisdiction:
Run Title: DRIVEWAY A 2030 AM PEAK FULL-BUILD Dave McTimski PUD
File Name: A 2030 AM PEAK FULL BUILDOUT.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	387
Total Travel Time	veh-hr/hr	9
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.9
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	31
	%	2
Total Stops:	veh/hr	31
	%	2
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	42.8
Fuel Consumption	gal/hr	14
Operating Cost	\$/hr	113
Performance Index	DI	0.6634

Performance Index (PI): Disutility Index (DI):
Disutility Index Excess Fuel Consumption

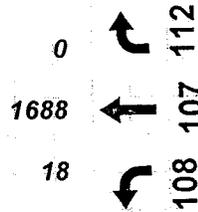
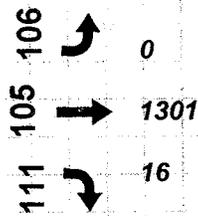
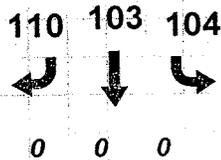
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DRIVEWAY A 2030 PM PEAK FULL-BUILD CONDITION

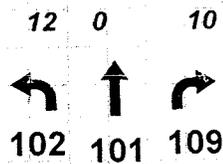


LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



NORTHRISE DR.



**DRIVEWAY
A**

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

**Dave McTimski PUD
Project 10-015**

A 2030 PM PEAK FULL BUILDOUT Global Output
 Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.3

Analyst: Martin Pillar Date Performed: 4/12/2011
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY A 2030 PM PEAK FULL-BUILD Dave McTimski PUD
 File Name: A 2030 PM PEAK FULL BUILDOUT.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	756
Total Travel Time	veh-hr/hr	23
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	7
Total Delay	veh-hr/hr	7
Average Delay	sec/veh	7.7
Passenger Delay	pax-hr/hr	8
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	246
	%	8
Total Stops:	veh/hr	246
	%	8
Degree of Sat > 1	# of links	0
Queue spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	32.3
Fuel Consumption	gal/hr	31
Operating Cost	\$/hr	236
Performance Index	DI	7.7997

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

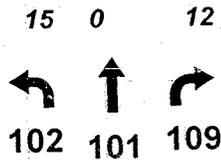
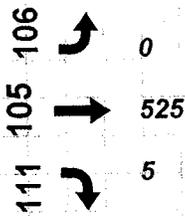
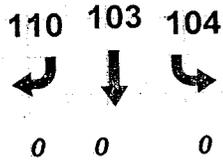
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DRIVEWAY B 2010 AM PEAK FULL-BUILD CONDITION



LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



**DRIVEWAY
B**

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

Analyst: Martin Pillar Date Performed: 4/12/2011
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY B 2010 AM PEAK FULL-BUILD Dave McTimski PUD
 File Name: B 2010 AM PEAK FULL BUILDOUT.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	218
Total Travel Time	veh-hr/hr	5
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.3
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	12
	%	1
Total Stops:	veh/hr	12
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	44.0
Fuel Consumption	gal/hr	8
Operating Cost	\$/hr	63
Performance Index	DI	0.2075

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

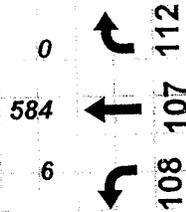
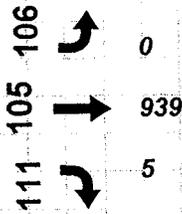
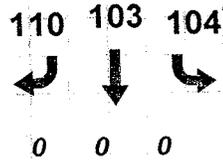
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DRIVEWAY B 2030 AM PEAK FULL-BUILD CONDITION

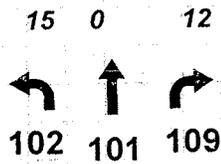


LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



NORTHRISE DR.



**DRIVEWAY
B**

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

**Dave McTimski PUD
PROJECT 10-015**

B 2030 AM PEAK FULL BUILDOUT Global Output
 Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.3

Analyst: Martin Pillar Date Performed: 4/12/2011
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY B 2030 AM PEAK FULL-BUILD Dave Mctimski PUD
 File Name: B 2030 AM PEAK FULL BUILDOUT.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	386
Total Travel Time	veh-hr/hr	9
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.9
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	32
	%	2
Total Stops:	veh/hr	32
	%	2
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	42.8
Fuel Consumption	gal/hr	14
Operating Cost	\$/hr	112
Performance Index	DI	0.6746

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

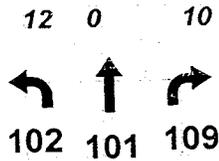
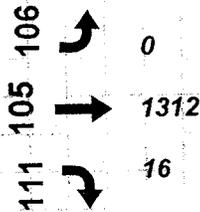
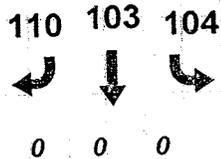
No. of Simulations = 1, Links = 6, Elapsed Time = 0.0 sec.

DRIVEWAY B 2030 PM PEAK FULL-BUILD CONDITION



LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



**DRIVEWAY
B**

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

**Dave McTimski PUD
Project 10-015**

B 2030 PM PEAK FULL BUILDOUT Global Output
 Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.3

Analyst: Martin Pillar Date Performed: 4/12/2011
 Agency: Pillar Engineering Analysis Time Period:
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 Run Title: DRIVEWAY B 2030 PM PEAK FULL-BUILD Dave MCTimski PUD
 File Name: B 2030 PM PEAK FULL BUILDOUT.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	756
Total Travel Time	veh-hr/hr	23
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	6
Total Delay	veh-hr/hr	6
Average Delay	sec/veh	7.4
Passenger Delay	pax-hr/hr	8
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	239
	%	8
Total Stops:	veh/hr	239
	%	8
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	32.6
Fuel Consumption	gal/hr	31
Operating Cost	\$/hr	235
Performance Index	DI	7.5268

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

No. of Simulations = 1, Links = 6, Elapsed Time = 86400.0 sec.

DRIVEWAY C 2010 AM PEAK FULL-BUILD CONDITION

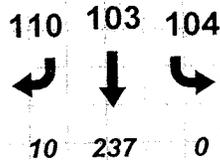


**ROADRUNNER
PARKWAY**

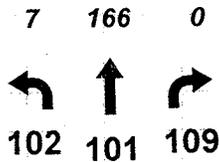
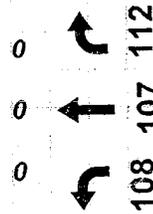
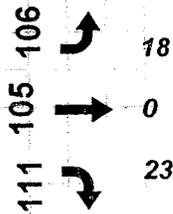
LEGEND:

179 PEAK HOUR TRAFFIC VOLUME (VPH)

102 LINK NUMBERING SCHEME TRANSYT-7F



**DRIVEWAY
C**



MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

Dave McTimski PUD
Project 10-015

drive C 2010 am peak full build Global Output
 Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.3

Analyst: Martin Pillar Date Performed: 11/22/2010
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY C 2010 AM PEAK FULL-BUILD Dave McTimski PUD
 File Name: drive C 2010 am peak full build.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	107
Total Travel Time	veh-hr/hr	2
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.0
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	3
	%	1
Total Stops:	veh/hr	3
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	44.7
Fuel Consumption	gal/hr	4
Operating Cost	\$/hr	31
Performance Index	DI	0.0400

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

No. of Simulations = 1, Links = 6, Elapsed Time = 86400.0 sec.

DRIVEWAY C 2010 PM PEAK FULL-BUILD CONDITION



ROADRUNNER
PARKWAY

LEGEND:

179 PEAK HOUR TRAFFIC VOLUME (VPH)

102 LINK NUMBERING SCHEME TRANSYT-7F

110	103	104
↶	↓	↷
6	293	0

0	↶	112
0	↵	107
0	↷	108

DRIVEWAY
C

111	105	106	↶	26
			↵	0
			↷	5

25	901	0
↶	↑	↷
102	101	109

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

Analyst: Martin Pillar Date Performed: 11/22/2010
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY C 2010 PM PEAK FULL-BUILD Dave McTimski PUD
 File Name: drive C 2010 pm peak full build.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	308
Total Travel Time	veh-hr/hr	7
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.1
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	9
	%	1
Total Stops:	veh/hr	9
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	44.4
Fuel Consumption	gal/hr	11
Operating Cost	\$/hr	89
Performance Index	DI	0.1414

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

No. of Simulations = 1, Links = 6, Elapsed Time = 0.0 sec.

DRIVEWAY C 2030 AM PEAK FULL-BUILD CONDITION

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



**ROADRUNNER
PARKWAY**

110	103	104
↶	↓	↷
10	427	0

**DRIVEWAY
C**

106	↶	18
105	→	0
111	↷	23

0	↶	112
0	→	107
0	↷	108

7	255	0
↶	↑	↷
102	101	109

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

Dave McTimski PUD
Project 10-015

Analyst: Martin Pillar Date Performed: 11/22/2010
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY C 2030 AM PEAK FULL-BUILD Dave McTimski PUD
 File Name: drive C 2030 am peak full build.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	177
Total Travel Time	veh-hr/hr	4
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.1
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	5
	%	1
Total Stops:	veh/hr	5
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	44.6
Fuel Consumption	gal/hr	6
Operating Cost	\$/hr	51
Performance Index	DI	0.0718

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

No. of Simulations = 1, Links = 6, Elapsed Time = 86400.0 sec.

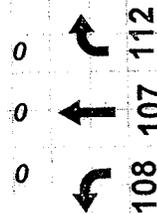
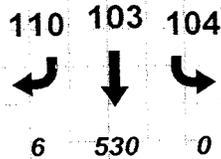
DRIVEWAY C 2030 PM PEAK FULL-BUILD CONDITION



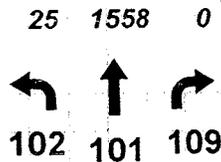
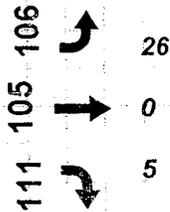
ROADRUNNER
PARKWAY

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



DRIVEWAY
C



MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

Dave McTimski PUD
Project 10-015

Analyst: Martin Pillar Date Performed: 11/22/2010
Agency: Pillar Engineering Analysis Time Period:
Jurisdiction:
Run Title: DRIVEWAY C 2030 PM PEAK FULL-BUILD Dave MCTimski PUD
File Name: drive C 2030 pm peak full build.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	532
Total Travel Time	veh-hr/hr	12
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.3
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	19
	%	1
Total Stops:	veh/hr	19
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	44.0
Fuel Consumption	gal/hr	19
Operating Cost	\$/hr	153
Performance Index	DI	0.3679

Performance Index (PI): Disutility Index (DI):
Disutility Index Excess Fuel Consumption

No. of Simulations = 1, Links = 6, Elapsed Time = 0.0 sec.

DRIVEWAY D 2010 AM PEAK FULL-BUILD CONDITION



**ROADRUNNER
PARKWAY**

LEGEND:

179 PEAK HOUR TRAFFIC VOLUME (VPH)

102 LINK NUMBERING SCHEME TRANSYT-7F

110	103	104
↶	↓	↷
27	260	0

0	↶	112
0	←	107
0	↷	108

**DRIVEWAY
D**

111	105	106	↶	41
			→	0
			↷	52

20	125	0
↶	↑	↷
102	101	109

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

Analyst: Martin Pillar Date Performed: 11/22/2010
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY D 2010 AM PEAK FULL-BUILD Dave McTimski PUD
 File Name: drive D 2010 am peak full build.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	103
Total Travel Time	veh-hr/hr	2
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.0
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	4
	%	1
Total Stops:	veh/hr	4
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	44.6
Fuel Consumption	gal/hr	4
Operating Cost	\$/hr	30
Performance Index	DI	0.0550

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

No. of Simulations = 1, Links = 6, Elapsed Time = 86400.0 sec.

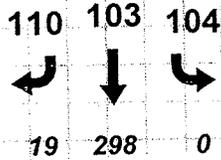
DRIVEWAY D 2010 PM PEAK FULL-BUILD CONDITION



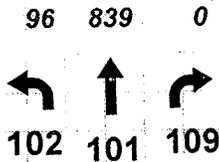
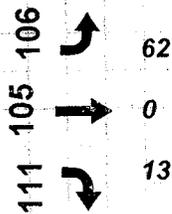
**ROADRUNNER
PARKWAY**

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



**DRIVEWAY
D**



MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

Analyst: Martin Pillar Date Performed: 11/22/2010
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY D 2010 PM PEAK FULL-BUILD Dave MCTimski PUD
 File Name: drive D 2010 pm peak full build.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	316
Total Travel Time	veh-hr/hr	7
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.2
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	13
	%	1
Total Stops:	veh/hr	13
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	44.3
Fuel Consumption	gal/hr	11
Operating Cost	\$/hr	91
Performance Index	DI	0.2038

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

No. of Simulations = 1, Links = 6, Elapsed Time = 0.0 sec.

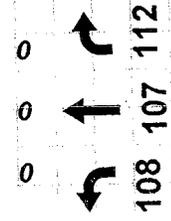
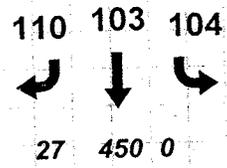
DRIVEWAY D 2030 AM PEAK FULL-BUILD CONDITION



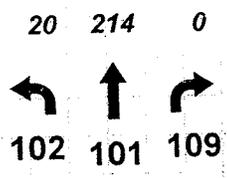
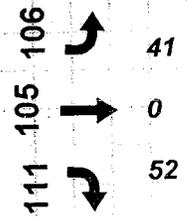
**ROADRUNNER
PARKWAY**

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



**DRIVEWAY
D**



MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

**Dave McTimski PUD
Project 10-015**

Analyst: Martin Pillar Date Performed: 11/22/2010
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY D 2030 AM PEAK FULL-BUILD Dave MCTimski PUD
 File Name: drive D 2030 am peak full build.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	181
Total Travel Time	veh-hr/hr	4
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.1
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	7
	%	1
Total Stops:	veh/hr	7
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	44.5
Fuel Consumption	gal/hr	6
Operating Cost	\$/hr	52
Performance Index	DI	0.1085

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

No. of Simulations = 1, Links = 6, Elapsed Time = 86400.0 sec.

DRIVEWAY D 2030 PM PEAK FULL-BUILD CONDITION



**ROADRUNNER
PARKWAY**

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F

110	103	104
↶	↓	↷
19	535	0

0	↶	112
0	↑	107
0	↷	108

**DRIVEWAY
D**

111	105	106	↶	62
			→	0
			↷	13

96	1496	0
↶	↑	↷
102	101	109

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

**Dave McTimski PUD
Project 10-015**

Analyst: Martin Pillar Date Performed: 11/22/2010
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY D 2030 PM PEAK FULL-BUILD Dave MCTimski PUD
 File Name: drive D 2030 pm peak full build.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	539
Total Travel Time	veh-hr/hr	12
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.5
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	29
	%	1
Total Stops:	veh/hr	29
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	43.6
Fuel Consumption	gal/hr	19
Operating Cost	\$/hr	156
Performance Index	DI	0.5851

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

No. of Simulations = 1, Links = 6, Elapsed Time = 0.0 sec.

DRIVEWAY E 2010 AM PEAK FULL-BUILD CONDITION



ROADRUNNER
PARKWAY

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F

110	103	104
↶	↓	↷
8	312	0

DRIVEWAY
E

111	105	106	↷	16
			→	0
			↶	21

0	↷	112
0	↑	107
0	↶	108

7	109	0
↶	↑	↷
102	101	109

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

Dave McTimski PUD
Project 10-015

Analyst: Martin Pillar Date Performed: 11/22/2010
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY E 2010 AM PEAK FULL-BUILD Dave MCTimski PUD
 File Name: drive E 2010 am peak full build.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	112
Total Travel Time	veh-hr/hr	2
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.0
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	3
	%	1
Total Stops:	veh/hr	3
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	44.6
Fuel Consumption	gal/hr	4
Operating Cost	\$/hr	32
Performance Index	DI	0.0437

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

No. of Simulations = 1, Links = 6, Elapsed Time = 86400.0 sec.

DRIVEWAY E 2010 PM PEAK FULL-BUILD CONDITION



**ROADRUNNER
PARKWAY**

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F

110	103	104
↶	↓	↷
7	311	0

0	↶	112
0	←	107
0	↷	108

**DRIVEWAY
E**

111	105	106	↶	23
			→	0
			↷	5

36	816	0
↶	↑	↷
102	101	109

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

**Dave McTimski PUD
Project 10-015**

Analyst: Martin Pillar Date Performed: 11/22/2010
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY E 2010 PM PEAK FULL-BUILD Dave McTimski PUD
 File Name: drive E 2010 pm peak full build.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	294
Total Travel Time	veh-hr/hr	7
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.1
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	8
	%	1
Total Stops:	veh/hr	8
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	44.5
Fuel Consumption	gal/hr	10
Operating Cost	\$/hr	85
Performance Index	DI	0.1345

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

No. of Simulations = 1, Links = 6, Elapsed Time = 86400.0 sec.

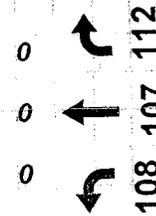
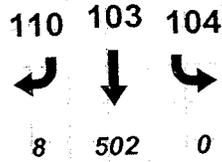
DRIVEWAY E 2030 AM PEAK FULL-BUILD CONDITION



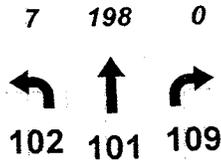
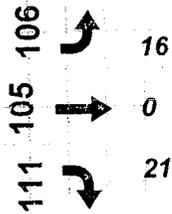
**ROADRUNNER
PARKWAY**

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F



**DRIVEWAY
E**



MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

**Dave McTimski PUD
Project 10-015**

drive E 2030 am peak⁴⁶⁶ Full build Global Output
 Traffic Network Study Tool (TRANSYT-7F, United States Version) Release 11.3

Analyst: Martin Pillar Date Performed: 11/22/2010
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY E 2030 AM PEAK FULL-BUILD Dave McTimski PUD
 File Name: drive E 2030 am peak full build.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	181
Total Travel Time	veh-hr/hr	4
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.1
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	5
	%	1
Total stops:	veh/hr	5
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	44.6
Fuel Consumption	gal/hr	6
Operating Cost	\$/hr	52
Performance Index	DI	0.0782

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

No. of simulations = 1, Links = 6, Elapsed Time = 0.0 sec.

DRIVEWAY E 2030 PM PEAK FULL-BUILD CONDITION



**ROADRUNNER
PARKWAY**

LEGEND:

- 179 PEAK HOUR TRAFFIC VOLUME (VPH)
- 102 LINK NUMBERING SCHEME TRANSYT-7F

110	103	104
↶	↓	↷
7	548	0

**DRIVEWAY
E**

111	105	106	↷	23
			↓	0
			↶	5

0	↷	112
0	↓	107
0	↶	108

36	1473	0
↶	↑	↷
102	101	109

MINIMUM VALUE OF 10 PER MOVEMENT IN TRANSYT-7F

**Dave McTimski PUD
Project 10-015**

Analyst: Martin Pillar Date Performed: 11/22/2010
 Agency: Pillar Engineering Analysis Time Period:
 Jurisdiction:
 Run Title: DRIVEWAY E 2030 PM PEAK FULL-BUILD Dave McTimski PUD
 File Name: drive E 2030 pm peak full build.tin

SYSTEM-WIDE PERFORMANCE: ALL NODES

Performance Measures	Units	System Totals
Total Travel	veh-mi/hr	518
Total Travel Time	veh-hr/hr	12
Total Uniform Delay	veh-hr/hr	0
Total Random Delay	veh-hr/hr	0
Total Delay	veh-hr/hr	0
Average Delay	sec/veh	0.3
Passenger Delay	pax-hr/hr	0
Uniform Stops:	veh/hr	0
	%	0
Random Stops:	veh/hr	19
	%	1
Total Stops:	veh/hr	19
	%	1
Degree of Sat > 1	# of links	0
Queue Spillback	# of links	0
Time Jammed	%	0
Period Length	sec	900
System Speed	mph	44.1
Fuel Consumption	gal/hr	18
Operating Cost	\$/hr	149
Performance Index	DI	0.3548

Performance Index (PI): Disutility Index (DI):
 Disutility Index Excess Fuel Consumption

No. of Simulations = 1, Links = 6, Elapsed Time = 0.0 sec.

APPENDIX D

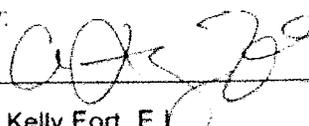
TRAFFIC IMPACT ANALYSIS (TIA)

Good Samaritan Village Doña Ana County, New Mexico

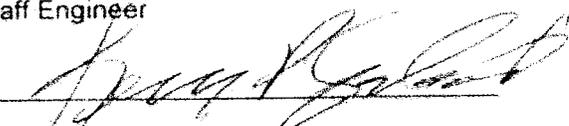
Zia Project No. LCS-08-053

Prepared for:
Alley Associates, P.A.
1691 Hickory Loop, Ste A
Las Cruces, NM 88005
505-523-1310

By:

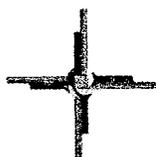


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August 18, 2008



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EXECUTIVE SUMMARY

Good Samaritan acquired an approximate 13.4-acre vacant tract of land in Las Cruces, Doña Ana County, New Mexico. This site is located on the west side of Roadrunner Boulevard, approximately 0.25 miles south of Northrise Drive. They plan to use this site for construction of a new Good Samaritan Village (GSV). The site will consist of one building with four proposed wings with associated parking, access road, storm water ponding and landscaped areas.

The purpose of this Traffic Impact Analysis (TIA) is to analyze the impact of the proposed Good Samaritan Village on the existing transportation system in the vicinity of the subject site. The analysis was conducted for the following critical:

- Roadrunner Blvd. and the GSV access road

Zia received the projected AM and PM peak traffic volumes for Northrise Drive and Roadrunner Boulevard from Tom Murphy with the City of Las Cruces Metropolitan Planning Organization (MPO) on June 26, 2008. Traffic was projected for the year 2030. AM and PM peak hour traffic volumes created by the proposed Good Samaritan Village were calculated using the ITE Trip Generation Manual (7th Edition) peak hour generators for a Congregate Care Facility (253). Based on the provided site plan, the building will have approximately 200 dwelling units. This resulted in AM peak hour traffic of 30 vehicles and PM peak hour traffic of 40 vehicles.

Current traffic conditions on Roadrunner Boulevard operate at a LOS of A. The proposed construction of the Good Samaritan Village on Roadrunner Boulevard will potentially increase the AM peak traffic by approximately 7% and PM peak traffic by 4%. The Roadrunner Boulevard/GSV Access Road intersection will operate at a LOS of A, which would meet the minimum LOS standard of D for Urban Principal Arterial facilities set by NMDOT. The impact of the intersection on Roadrunner Boulevard during the horizon year continues to be minimal. The level of service does not drop below a level of A, which would meet the minimum LOS standard of D for Urban Principal Arterial facilities set by NMDOT.

A left-turn lane currently exists on Roadrunner Boulevard turning into the development. According to NMAC Table 17.B-1 shown below, a turning lane is required on an urban two-lane highway with a through traffic volume of 383 when there are more than 14 vehicles turning right. It is projected that 11 vehicles will turn right into the development from Roadrunner Boulevard during the AM Peak. Therefore, the addition of a right-hand turning lane does not appear to be warranted through the horizon year.

1.0 INTRODUCTION

Good Samaritan acquired an approximate 13.4-acre vacant tract of land in Las Cruces, Doña Ana County, New Mexico. This site is located on the west side of Roadrunner Boulevard, approximately 0.25 miles south of Northrise Drive. They plan to use this site for construction of a new Good Samaritan Village (GSV). Project construction will create an intersection between Roadrunner Boulevard and the newly constructed entrance road. Roadrunner Boulevard is currently a 4-lane undivided paved road with soft shoulders owned and maintained by the City of Las Cruces (CLC).

1.1 Purpose

The purpose of this Traffic Impact Analysis (TIA) is to analyze the impact of the proposed Good Samaritan Village on the existing transportation system in the vicinity of the subject site. The analysis was conducted for the following critical intersection that may be potentially impacted by the new development:

- Roadrunner Blvd. and the GSV access road

1.2 Project Site

As stated above, the site is located in Las Cruces, Doña Ana County, New Mexico. The primary access for the Good Samaritan Village will be from Roadrunner Boulevard. The proposed site is located in Section 32, T 22 S., R 2 E., N.M.P.M. Roadrunner Boulevard is a four-lane paved highway in good condition.

1.3 Vicinity Map

A vicinity map showing the location of the project site is included in Figure 1-3.

2.0 DESCRIPTION OF PROPOSED PROJECT

2.1 Land Use

The 13.4-acre parcel of land will be used for construction of a Good Samaritan Village. The site will consist of one building with four proposed wings totaling approximately 200 dwelling units with associated parking, access road, storm water ponding and landscaped areas. Refer to the site layout in Figure 1-3.

2.2 Development Timing

Good Samaritan plans call for construction completion by spring of 2009. Accordingly, 2009 has been used as the implementation year in this TIA. Construction may be phased; however, this TIA is prepared for a fully developed condition.

2.3 Zoning

The tract of land for the proposed development is currently zoned for a planned unit development (PUD).



2.4 Site Plan & Access Points

A site plan showing the layout of facilities is presented in Figure 1-3. One access point is proposed for the Good Samaritan Village. The access point is a long driveway with access to the resident parking lot, visitor parking lot and the main entrance/drop-off. Currently a left-hand turn lane for northbound traffic exists on Roadrunner Boulevard. The access point is illustrated on the site plan in Figure 1-3.

3.0 STUDY AREA CONSIDERATIONS

3.1 Definition of Study Area

Zia used readily available information to determine the existing features, which may impact the development. Once existing roads, intersections, driveways and developed properties were identified, the main access point for the proposed development and intersections of interest were analyzed. It was determined that the Good Samaritan Village will impact the following intersections:

- Roadrunner Boulevard and the GSV access road

3.2 Existing Land Use

The proposed site is currently an undeveloped vacant tract of land. The site is located within the City of Las Cruces in Doña Ana County, New Mexico. Currently a daycare facility and the Las Cruces Fire Department lie immediately to the north. The land immediately to the east, west and south remains undeveloped.

3.3 Traffic Impacts of Development Activity

Currently, there are no known development activities of concern in the vicinity of the project area other than the proposed Good Samaritan Village.

3.4 Existing Roadway System Characteristics

Roadrunner Boulevard is the primary access roadway to Good Samaritan Village. Roadrunner Boulevard is a four-lane principal arterial roadway. Northrise Drive currently intersects with Roadrunner Boulevard 0.25 miles to the north of the proposed new access road.

3.5 Programmed Transportation Improvements

Currently, there are no known programmed state or federal transportation improvement activities in the vicinity of the project area.

3.6 Description of Existing Traffic Signal System

Currently, there are no traffic signals or signs at the intersections of interest because the intersection does not yet exist. Traffic will be controlled by various traffic signs.

3.7 Alternative Travel Modes

Sidewalks exist throughout the majority of the study area, but traffic delay caused by pedestrians crossing at intersections was not considered due to the low volume expected in the vicinity. The City of Las Cruces has a city bus system, but there are no proposed bus stops at the Good Samaritan Village, so it was also assumed that traffic will not be affected by public transportation buses in the area.

4.0 ANALYSIS OF EXISTING CONDITIONS

4.1 Daily and Peak-Hour Traffic Volumes

Zia received the projected AM and PM peak traffic volumes for Northrise Drive and Roadrunner Boulevard from Tom Murphy with the City of Las Cruces Metropolitan Planning Organization (MPO) on June 26, 2008. Traffic was projected for the year 2030. The traffic projection is included in Appendix B.

AM and PM peak hour traffic volumes created by the proposed Good Samaritan Village were calculated using the ITE Trip Generation Manual (7th Edition) peak hour generators for a Congregate Care Facility (253). Based on the provided site plan, the building will have approximately 200 dwelling units. This resulted in AM peak hour traffic of 30 vehicles and PM peak hour traffic of 40 vehicles. Refer to Appendix D for AM and PM traffic generation calculations from the proposed development.

TABLE 4.1 – TRAFFIC GENERATION						
Building	Use	Dwelling Units	AM Peak		PM Peak	
			Entering	Exiting	Entering	Exiting
1	Congregate Care Facility	200	15	15	24	16
		200	15	15	24	16
253 – Congregate Care Facility						
	AM Peak Hour:	30	From Graph		50% entering / 50% exiting	
	PM Peak Hour:	40	From Graph		60% entering / 40% exiting	

4.2 Level of Service Criteria

Roadrunner Boulevard is classified as an Urban Principal Arterial (UPA). The operational performance of UMA facilities, as a minimum, must meet a level of service (LOS) D standard (Sub-Section 15.C, Tale 15.C-1 of the State Access Management Manual).

4.3 Existing Levels of Service

The existing level of service for Roadrunner Boulevard was calculated using Highway Capacity Manual (HCM) methodologies and is summarized in Table 4.3 below.

TABLE 4.3 ROADWAY LEVEL OF SERVICE (LOS) EXISTING YEAR 2008		
Roadway	Peak Traffic Hour	HCM LOS
Roadrunner Boulevard	AM	A
	PM	A

4.4 Safety

The areas adjacent to the intersection of interest are relatively flat with a good line of sight for motorists in all directions. The road of interest appears to be relatively straight in the vicinity of the intersection of interest with a clear line of sight. Accordingly, safety at the intersection of interest does not appear to be a constraint.

4.5 Operational and/or Safety Deficiencies

Caerllion Thomas with the City of Las Cruces provided accident data for Roadrunner Blvd. and Northrise Dr. Five accidents have been reported on Roadrunner Blvd. since 2002, but all five occurred in front of Morningstar Dr. No accidents were mentioned on Northrise Dr.

5.0 ANALYSIS OF IMPLEMENTATION YEAR (2009) CONDITIONS

5.1 Traffic Projections

The below subsections describe traffic projections for the implementation year (2009) with all background traffic under the build and no-build condition for the proposed Good Samaritan Village.

5.1.1 Background Traffic

AM and PM peak background traffic on Roadrunner Boulevard was determined from the traffic projections from the MPO and is shown in Table 5.1.1 below.

TABLE 5.1.1 ROADRUNNER BOULEVARD AM AND PM PEAK BACKGROUND TRAFFIC 2008			
ROADWAY	LOCATION	AM PEAK	PM PEAK
Roadrunner Boulevard	Northrise Drive Intersection	395	1027

5.1.2 Development Assumptions

Zia was provided the projected AM and PM Peak traffic volumes for Roadrunner Boulevard from the MPO. See Appendix C for AM and PM peak traffic calculations.

5.1.3 Trip Generation

Zia used the ITE Trip Generation Manual (7th Edition), Section 253, "Congregate Care Facility" to compute the vehicle trips that may be generated by the proposed new Good Samaritan Village. The 200 projected dwelling units were used to calculate the peak hourly trip generation. Refer to Appendix D for AM and PM traffic generation calculations.

5.1.4 Trip Distribution and Assignment

Trip distribution was determined from the traffic projections. Percentages of the directional splits for the intersection of interest were assumed to follow the current pre-development conditions. Refer to Appendix E for AM and PM trip distribution and assignment.

5.1.5 Total Traffic – No-Build Conditions

Traffic for 2009 at no-build conditions was predicted using a 3% growth rate (calculated using Table DP-1 and DP-2 U.S. Census Bureau for Las Cruces, NM).

TABLE 5-1-5 ROADRUNNER BOULEVARD AND GSV ACCESS ROAD PEAK HOUR VALUES IMPLEMENTATION YEAR (2009) – NO-BUILD CONDITIONS		
ROADWAY	AM PEAK	PM PEAK
Northbound Roadrunner Boulevard	104	777
Southbound Roadrunner Boulevard	302	282

5.1.6 Total Traffic – Build Conditions

Traffic projections for 2009 with the new Good Samaritan Village in place (build conditions) are presented in Table 5.1.6 below.

TABLE 5.1.6 ROADRUNNER BOULEVARD AND GSV ACCESS ROAD PEAK HOUR VALUES IMPLEMENTATION YEAR (2009) – BUILD CONDITIONS		
ROADWAY	AM PEAK	PM PEAK
Northbound Roadrunner Boulevard	108	795
Southbound Roadrunner Boulevard	313	288
Eastbound GSV Access	15	16

5.2 Traffic Analysis

5.2.1 No-Build and Build Conditions for each Analysis Period

Analyses were performed on the 2009 no-build and build condition traffic. As stated previously, 2009 no-build traffic was back-calculated from the projected 2030 traffic counts with the 3% per annum growth factor applied during the 2030 to 2009 period. The 2009 build condition traffic was calculated by adding the traffic generated from the Good Samaritan Village to the no-build condition projections. Refer to Appendix C for AM and PM peak traffic calculations for the build condition.

5.2.2 Proposed Access Points

The Good Samaritan Village will have one access point from Roadrunner Boulevard. All vehicles will enter from Roadrunner Boulevard and arrive at one of three destinations: the visitor parking lot, the resident parking lot, or the main front area for passenger vehicle drop-offs. Figure 1-3 schematically illustrates the access points to the proposed development.

5.2.3 Roadway Segments / Other Highway Facilities

No other roadway segments or highway facilities were analyzed.

5.2.4 Level of Service Build-Condition

Impact to the existing transportation system will be minimal at the Roadrunner Boulevard/GSV Access Road intersection. The impacts on LOS are summarized in Table 5.3.4. Highlights of LOS Impacts on various intersections are as follows:

Roadrunner Boulevard/GSV Access Road Intersection

- During the AM peak hours, no decrease in the LOS is observed.
- During the PM peak hours, no decrease in the LOS is observed.

More details of LOS results are presented in Appendix E.

TABLE 5.2.4 INTERSECTION LEVEL OF SERVICE (LOS) IMPLEMENTATION YEAR 2009		
Intersection	AM Peak ICU LOS	PM Peak ICU LOS
Roadrunner Boulevard and GSV Access Road	A	A

5.3 Traffic Impact Assessment and Needed Improvements

The proposed construction of the Good Samaritan Village will potentially increase the AM peak traffic on Roadrunner Boulevard by approximately 7% and PM peak traffic by 4%. The Roadrunner Boulevard/Good Samaritan Village Access Road intersection will operate at a LOS of A, which would meet the minimum LOS standard of D for Urban Principal Arterial facilities set by the New Mexico Department of Transportation (NMDOT).

5.4 Access Design Specifications

5.4.1 Speed-Change Lane Requirements

A left-hand turn lane currently exists on Roadrunner Boulevard turning into the Development. According to NMAC Table 17.B-1 shown below, a turn lane is required on an urban two-lane highway with a through traffic volume of 302 when there are more than 18 vehicles turning right. It is projected that 11 vehicles will turn right into the development from Roadrunner Boulevard during the AM Peak. Therefore, the addition of a right-hand turn lane does not appear to be warranted during the implementation year. (see Figure 2.1 for details).

Table 17.B-2 Criteria for Deceleration Lanes on URBAN MULTI-LANE HIGHWAYS						
Turning Volume ¹ (vph)	LEFT-TURN DECELERATION LANE			RIGHT-TURN DECELERATION LANE		
	Minimum Volume in the Adjacent Through Lane (vphpl) ²			Minimum Volume in the Adjacent Through Lane (vphpl) ²		
	≤ 30 mph	35 to 40 mph	45 to 55 mph	≤ 30 mph	35 to 40 mph	45 to 55 mph
< 5	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
5	Not Required	490	420	1,200	730	450
10	420	370	300	820	490	320
15	360	290	220	600	350	240
20	310	230	160	460	260	180
25	270	190	130	360	230	150
30	240	160	110	290	200	130
35	210	130	100	260	180	120
40	180	120	Required	240	170	110
45	160	110	Required	220	160	Required
50	140	Required	Required	200	Required	Required
55	120	Required	Required	190	Required	Required
≥ 56	Required	Required	Required	Required	Required	Required
<i>Left-turn Deceleration Lanes are Required on Urban Multi-lane Highways for the following Left-turn Volumes:</i> <ul style="list-style-type: none"> • ≤ 30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 36 vph or more 			<i>Right-turn Deceleration Lanes are Required on Urban Multi-lane Highways for the following Right-turn Volumes:</i> <ul style="list-style-type: none"> • ≤ 30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 41 vph or more 			
<i>Notes:</i> <ol style="list-style-type: none"> 1. Use linear interpolation for turning volumes between 5 and 55 vph. 2. The volume in the adjacent through lane includes through vehicles and turning vehicles. 						

Excerpt from NMAC

5.4.2 Vehicle Storage Needs

The left-hand turn lane currently has a storage length of approximately 125 feet.

5.4.3 Sight Distance Evaluation

According to Table 18.F-2 of the State Access Management Manual, the minimum required sight distance in the tables for a highway with a posted speed limit of 35 mph is 350 feet with a -3% to 3% grade. The current topography allows for the required sight distance.

5.4.4 Site access improvements/modifications

Due to the construction of the proposed Good Samaritan Village, the addition of a right-hand turn lane during the implementation year does not appear to be warranted on Roadrunner Boulevard.

5.4.5 Pedestrian/bicycle considerations

Sidewalks do exist in the vicinity of the subject site, but pedestrian traffic should be minimal. No bicycle lanes are proposed for the project.

6.0 ANALYSIS OF HORIZON YEAR (2019) CONDITIONS

6.1 Traffic Projections

The below subsections describe traffic projections for the horizon year (2019) with all background traffic under the build and no-build condition for the proposed Good Samaritan Village.

6.1.1 Background Traffic

Background traffic in year 2019 was back-calculated from the projected 2030 traffic counts with the 3% per annum growth factor applied during the 2030 to 2019 period. This 3% growth factor was not applied to the traffic generated from the Good Samaritan Village since the traffic projections from the development were based on fully developed resident population. Refer to Appendix C for the background traffic generated used as the basis of this TIA.

6.1.2 Development Assumptions

Zia was provided the projected AM and PM Peak traffic volumes for Roadrunner Boulevard from the MPO. See Appendix C for AM and PM peak traffic calculations.

6.1.3 Trip Generation

The Trip Generation Manual (7th Edition) was used to compute the vehicle trips that may be generated by the proposed Good Samaritan Village in 2019. The trips generated by the development were assumed to be constant into the horizon year, due to the fact that

maximum build-out was assumed in 2009. Refer to Appendix D for AM and PM traffic generation calculations for the year 2019.

6.1.4 Trip Distribution and Assignment

Trip distribution was determined from the traffic projections. The directional split percentages for each access point were assumed the same as the current traffic patterns. Refer to Appendix E for AM and PM trip distribution and assignment.

6.1.5 Total Traffic – No-Build Conditions (2019)

As discussed earlier, traffic for 2019 at no-build conditions was back-calculated using a 3% growth rate (calculated using Table DP-1 and DP-2 U.S. Census Bureau for Las Cruces, NM). Peak hour values for the horizon year with no-build conditions are presented in Table 6.1.5.

TABLE 6.1.5 ROADRUNNER BOULEVARD AND GSV ACCESS ROAD PEAK HOUR VALUES HORIZON YEAR (2019) – NO-BUILD CONDITIONS		
ROADWAY	AM PEAK	PM PEAK
Northbound Roadrunner Boulevard	142	1054
Southbound Roadrunner Boulevard	409	383

6.1.6 Total Traffic –Build Conditions (2019)

Traffic projections for 2019 with the new Good Samaritan Village in place (build conditions) are presented in Table 6.1.6 below.

TABLE 6.1.6 ROADRUNNER BLVD AND GSV ACCESS ROAD PEAK HOUR VALUES HORIZON YEAR (2019) – BUILD CONDITIONS		
ROADWAY	AM PEAK	PM PEAK
Northbound Roadrunner Boulevard	146	1072
Southbound Roadrunner Boulevard	420	389
GSV Access Road	15	16

6.2 Traffic Analysis

6.2.1 No-Build and Build Conditions

Analyses were performed on the 2019 no-build and build condition traffic. As stated previously, 2019 no-build traffic was back-calculated from the projected 2030 traffic counts with the 3% per annum growth factor applied during the 2030 to 2019 period. The 2019 build condition traffic was calculated by adding the traffic generated from the Good Samaritan Village to the no-build condition projections. Refer to Appendix C for AM and PM peak traffic calculations for the build condition.

6.2.2 Proposed Access Points

The Good Samaritan Village will have one access point from Roadrunner Boulevard. All vehicles will enter from Roadrunner Boulevard and arrive at one of three destinations: the visitor parking lot, the resident parking lot, or the main front area for passenger vehicle drop-offs. Figure 1-3 schematically illustrates the access points to the proposed development.

6.2.3 Roadway Segments / Other Highway Facilities

No other roadway segments or highway facilities were analyzed.

6.2.4 Level of Service Build Condition

Impact to the existing transportation system will be minimal at the Roadrunner Boulevard/GSV Access Road intersection. The impacts on LOS are summarized in Table 6.2.4. Highlights of LOS Impacts on various intersections are as follows:

Roadrunner Boulevard/GSV Access Road

- During the AM peak hours, no decrease in the LOS is observed.
- During the PM peak hours, no decrease in the LOS is observed.

Detailed LOS results are presented in Appendix E.

TABLE 6.2.4 INTERSECTION LEVEL OF SERVICE (LOS) HORIZON YEAR 2019		
Intersection	AM Peak ICU LOS	PM Peak ICU LOS
Roadrunner Boulevard and GSV Access Road	A	A

6.3 Traffic Impact Assessment and Needed Improvements

The impact of the intersection on Roadrunner Boulevard during the horizon year continues to be minimal. The level of service does not drop below a level of A, which would meet the minimum LOS standard of D for Urban Principal Arterial facilities set by NMDOT.

6.4 Access Design Specifications

6.4.1 Speed-Change Lane Requirements

A left-hand turn lane currently exists on Roadrunner Boulevard turning into the development. According to NMAC Table 17.B-1 shown below, a turn lane is required on an urban two-lane highway with a through traffic volume of 383 when there are more than 14 vehicles turning right. It is projected that 11 vehicles will turn right into the development from Roadrunner Boulevard during the AM Peak. Therefore, the addition of a right-hand turning lane does not appear to be warranted through the horizon year.

Table 17.B-2 Criteria for Deceleration Lanes on URBAN MULTI-LANE HIGHWAYS						
Turning Volume ¹ (vph)	LEFT-TURN DECELERATION LANE			RIGHT-TURN DECELERATION LANE		
	Minimum Volume in the Adjacent Through Lane (vphpl) ²			Minimum Volume in the Adjacent Through Lane (vphpl) ²		
	≤ 30 mph	35 to 40 mph	45 to 55 mph	≤ 30 mph	35 to 40 mph	45 to 55 mph
< 5	Not Required	Not Required	Not Required	Not Required	Not Required	Not Required
5	Not Required	490	420	1,200	730	450
10	420	370	300	820	490	320
15	360	290	220	600	350	240
20	310	230	160	460	260	180
25	270	190	130	360	230	150
30	240	160	110	290	200	130
35	210	130	100	260	180	120
40	180	120	Required	240	170	110
45	160	110	Required	220	160	Required
50	140	Required	Required	200	Required	Required
55	120	Required	Required	190	Required	Required
≥ 56	Required	Required	Required	Required	Required	Required
	<i>Left-turn Deceleration Lanes are Required on Urban Multi-lane Highways for the following Left-turn Volumes:</i> <ul style="list-style-type: none"> • ≤ 30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 36 vph or more 			<i>Right-turn Deceleration Lanes are Required on Urban Multi-lane Highways for the following Right-turn Volumes:</i> <ul style="list-style-type: none"> • ≤ 30 mph : 56 vph or more • 35 to 40 mph : 46 vph or more • 45 to 55 mph : 41 vph or more 		
Notes: 1. Use linear interpolation for turning volumes between 5 and 55 vph. 2. The volume in the adjacent through lane includes through vehicles and turning vehicles.						

Excerpt from NMAC

6.4.2 Vehicle Storage Needs

The left-hand turn lane currently has a storage length of approximately 125 feet.

6.4.3 Sight Distance Evaluation

According to Table 18.F-2 of the State Access Management Manual, the minimum required sight distance in the tables for a highway with a posted speed limit of 35 mph is 350 feet with a -3% to 3% grade. The current topography allows for the required sight distance.

6.4.4 Site access improvements/modifications

Due to the construction of the proposed Good Samaritan Village, the addition of a right-hand turn lane during the implementation year does not appear to be warranted on Roadrunner Boulevard.

6.4.5 Pedestrian/bicycle considerations

Sidewalks do exist in the vicinity of the subject site, but pedestrian traffic should be minimal. No bicycle lanes are proposed for the project.

7.0 SUMMARY OF DEFICIENCIES, IMPACTS AND RECOMMENDATIONS

7.1 Existing Conditions

Current traffic conditions on Roadrunner Boulevard operate at a LOS of A.

7.2 Implementation Year (2009) Conditions

The proposed construction of the Good Samaritan Village will potentially increase the AM peak traffic on Roadrunner Boulevard by approximately 7% and PM peak traffic by 4%. The Roadrunner Boulevard/Good Samaritan Village Access Road intersection will operate at a LOS of A, which would meet the minimum LOS standard of D for Urban Principal Arterial facilities set by NMDOT.

A left-hand turn lane currently exists on Roadrunner Boulevard turning into the development. According to NMAC Table 17.B-1 shown below, a turn lane is required on an urban two-lane highway with a through traffic volume of 302 when there are more than 18 vehicles turning right. It is projected that 11 vehicles will turn right into the development from Roadrunner Boulevard during the AM Peak. Therefore, the addition of a right-hand turn lane does not appear to be warranted during the implementation year.

7.3 Horizon Year (2019) Conditions

The impact of the intersection on Roadrunner Boulevard during the horizon year continues to be minimal. The level of service does not drop below a level of A, which would meet the minimum LOS standard of D for Urban Principal Arterial facilities set by NMDOT.

A left-hand turn lane currently exists on Roadrunner Boulevard turning into the development. According to NMAC Table 17.B-1 shown below, a turn lane is required on an urban two-lane highway with a through traffic volume of 383 when there are more than 14 vehicles turning right. It is projected that 11 vehicles will turn right into the development from Roadrunner Boulevard during the AM Peak. Therefore, the addition of a right-hand turn lane does not appear to be warranted through the horizon year.

8.0 REFERENCES

Trip Generation Manual, Institute of Transportation Engineers, 7th Edition

Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000

Syncro 6 Traffic Signal Coordination Software, Trafficware 1993-2003

APPENDIX A
CENSUS DATA



POPULATION FINDER

 United States | New Mexico | Las Cruces city
Las Cruces city, New Mexico

city/ town, county, or zip

las cruces

state

New Mexico



search by address »

The 2006 population estimate for Las Cruces city, New Mexico is 86,268.

Note: Information about challenges to population estimates data can be found on the Population Estimates Challenges page.

View population trends...

	2006	2000	1990
Population	86,268	74,267	62,126

Source: U.S. Census Bureau, 2006 Population Estimates, Census 2000, 1990 Census

View more results...

Population for all cities and towns in New Mexico, 2000:

alphabetic | ranked

Map of Persons per Square Mile, City/Town by Census Tract:

2000 | 1990

See more data for Las Cruces city, New Mexico on the Fact Sheet.

The letters PDF or symbol  indicate a document is in the Portable Document Format (PDF). To view the file you will need the Adobe® Acrobat® Reader, which is available for free from the Adobe web site.

Growth Rate Calculation

Year	Population	
2000	74,267	Source: U.S. Census Bureau, Census 2000
2006	86,268	Source: U.S. Census Bureau, 2006 Population Estimates

$$\% = \frac{(86,268 - 74,267)}{86,268}$$

$$\% = 2.55\%$$

2000	74,267
2001	76,161
2002	78,103
2003	80,095
2004	82,137
2005	84,231
2006	86,379

APPENDIX B

AM & PM TRAFFIC PROJECTION DATA

Kelly Fort

From: Tom Murphy [tmurphy@las-cruces.org]
Sent: Thursday, June 26, 2008 10:21 AM
To: Kelly Fort
Subject: RE: Projections

\$TURN:FROM	NODENO	VIANODENO	TONODENO	ORIENTATION	AM VOLVEHPRT (AP)	PM VOLVEHPRT (AP)
	676	4021	1059	WBT	488	979
	676	4021	9055	WBL	75	74
	676	4021	10505	WBR	1	10
	1059	4021	676	EBT	608	907
	1059	4021	9055	EBR	98	161
	1059	4021	10505	EBL	221	233
	9055	4021	676	NBR	0	0
	9055	4021	1059	NBL	0	0
	9055	4021	10505	NBT	55	272
	10505	4021	676	SBL	311	203
	10505	4021	1059	SBR	7	37
	10505	4021	9055	SBT	254	295

Kelly,

The model does not report any northbound turns. I recommend using your judgment to assign some turns.



Tom Murphy, AICP
MPO Officer
(575) 528-3225

From: Kelly Fort [mailto:akfort@ziaeec.com]
Sent: Tuesday, June 24, 2008 4:37 PM
To: Tom Murphy
Subject: Projections

Hi Tom,

Could I trouble you for some AM and PM peak projections for the Northrise and Roadrunner intersection?

Thanks!

A. Kelly Fort
Staff Engineer, E.I.
Zia Engineering & Environmental Consultants
755 S. Telshor Blvd, Suite F-201
Las Cruces, NM, 88011
Phone: 575-532-1526
Fax: 575-532-1587

APPENDIX C

AM & PM PEAK
TRAFFIC CALCULATIONS

Year	Roadrunner					
	SBL	SBT	SBR	NBL	NBT	NBR
2030	311	254	7	89	55	54
2029	302	246	7	86	53	52
2028	293	239	7	84	52	51
2027	284	232	6	81	50	49
2026	275	225	6	79	49	48
2025	267	218	6	76	47	46
2024	259	212	6	74	46	45
2023	251	205	6	72	44	44
2022	244	199	5	70	43	42
2021	236	193	5	68	42	41
2020	229	187	5	66	41	40
2019	222	182	5	64	39	39
2018	216	176	5	62	38	37
2017	209	171	5	60	37	36
2016	203	166	5	58	36	35
2015	197	161	4	56	35	34
2014	191	156	4	55	34	33
2013	185	151	4	53	33	32
2012	180	147	4	51	32	31
2011	174	142	4	50	31	30
2010	169	138	4	48	30	29
2009	164	134	4	47	29	28
2008	159	130	4	46	28	28

note: 3% growth rate used to back calculate traffic projections.

Year	Roadrunner					
	SBL	SBT	SBR	NBL	NBT	NBR
2030	203	295	37	661	272	540
2029	197	286	36	641	264	524
2028	191	278	35	622	256	508
2027	185	269	34	603	248	493
2026	180	261	33	585	241	478
2025	174	253	32	568	234	464
2024	169	246	31	551	227	450
2023	164	238	30	534	220	436
2022	159	231	29	518	213	423
2021	154	224	28	503	207	411
2020	150	218	27	487	201	398
2019	145	211	26	473	195	386
2018	141	205	26	459	189	375
2017	137	199	25	445	183	363
2016	133	193	24	432	178	353
2015	129	187	23	419	172	342
2014	125	181	23	406	167	332
2013	121	176	22	394	162	322
2012	117	170	21	382	157	312
2011	114	165	21	371	152	303
2010	110	160	20	359	148	294
2009	107	156	20	349	143	285
2008	104	151	19	338	139	276

note: 3% growth rate used to back calculate traffic projections.

APPENDIX D

**AM & PM TRAFFIC
GENERATION CALCULATIONS**

TABLE 4.1 - TRAFFIC GENERATION						
Building	Use	Dwelling Units	AM Peak		PM Peak	
			Entering	Exiting	Entering	Exiting
1	Congregate Care Facility	200	15	15	24	16
		200	15	15	24	16

253 - Congregate Care Facility

AM Peak Hour: 30 From Graph 50% entering / 50% exiting
 PM Peak Hour: 40 From Graph 60% entering / 40% exiting

Congregate Care Facility⁵⁰⁰ (253)

Average Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
P.M. Peak Hour of Generator

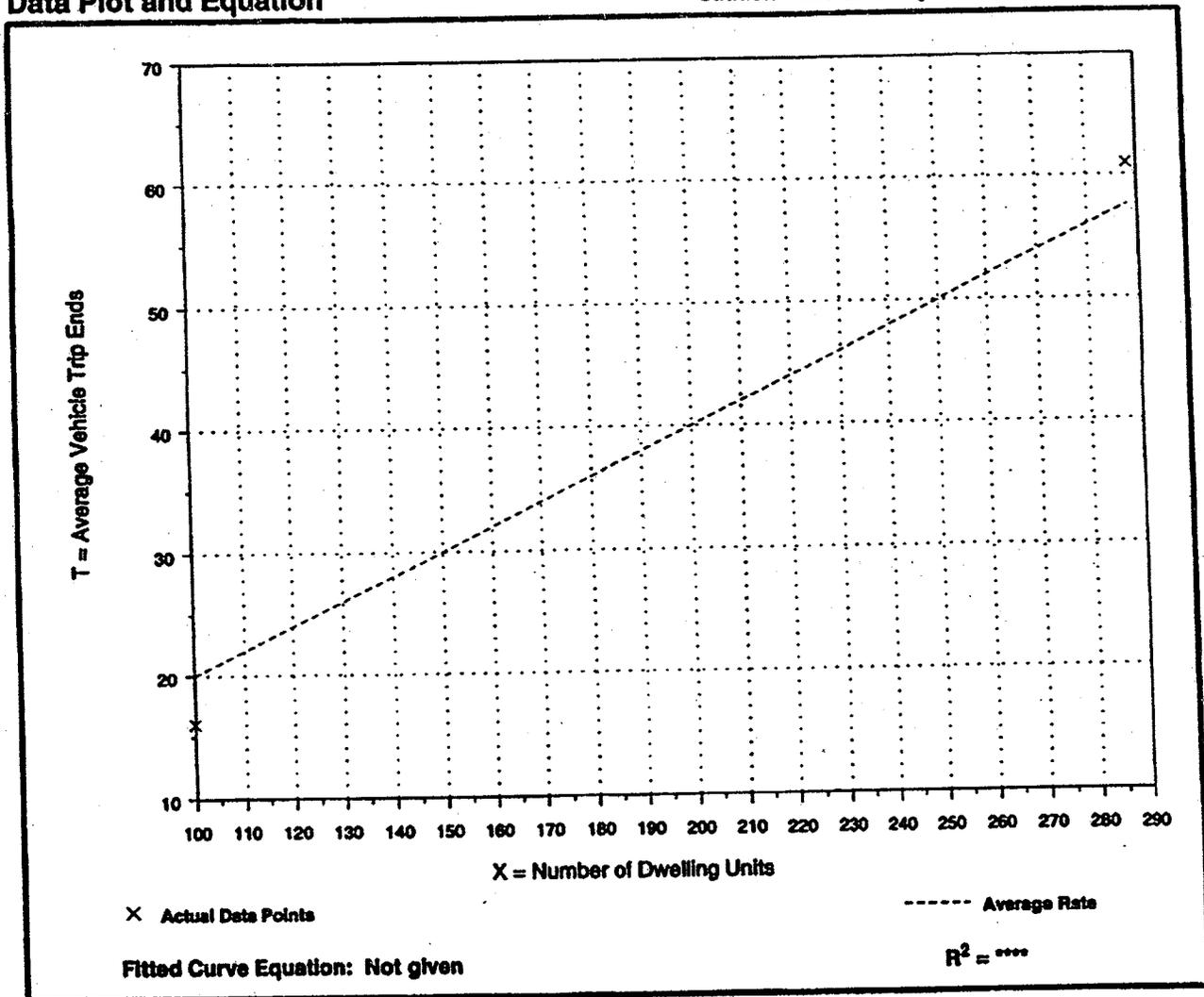
Number of Studies: 2
Avg. Number of Dwelling Units: 194
Directional Distribution: 60% entering, 40% exiting

Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.20	0.16 - 0.21	.

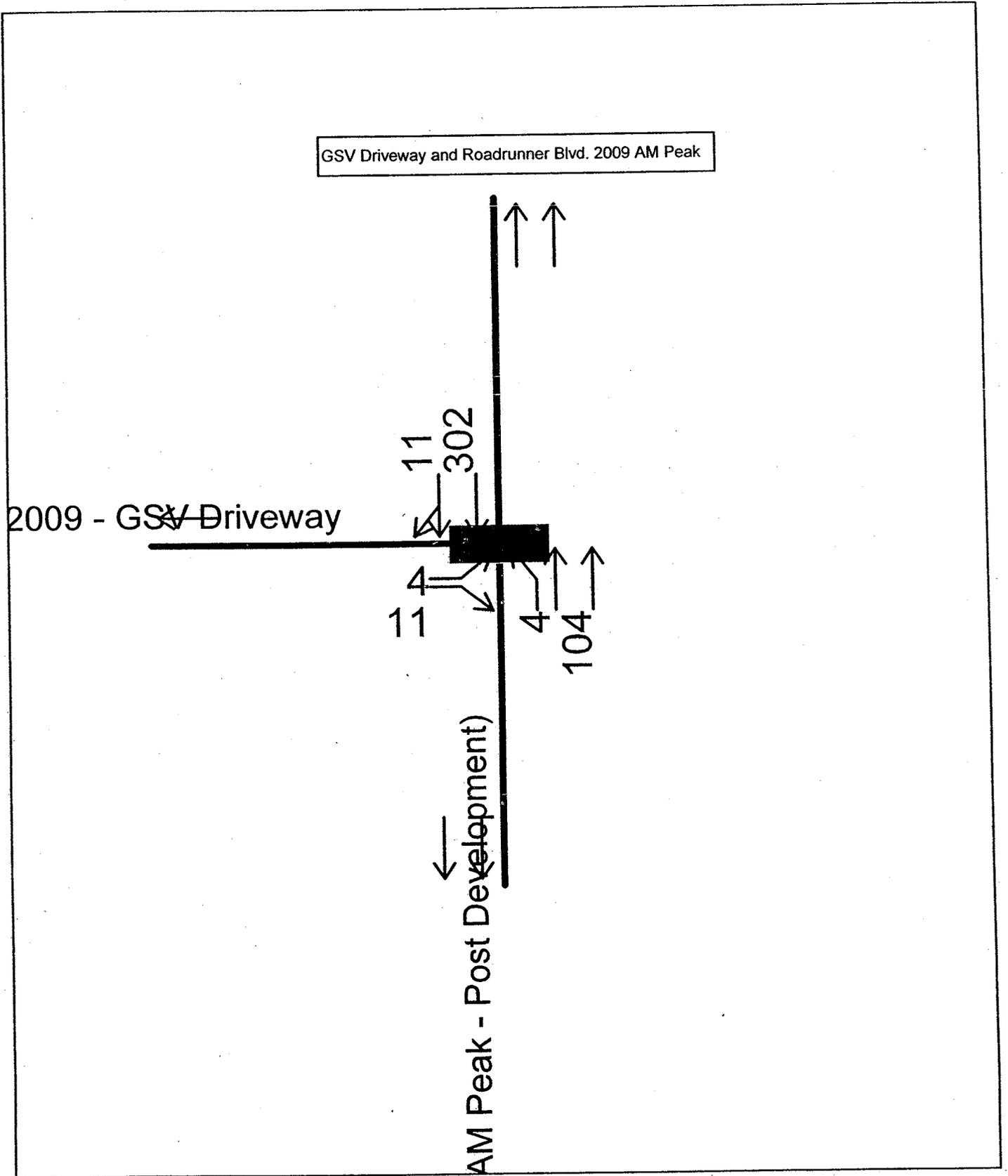
Data Plot and Equation

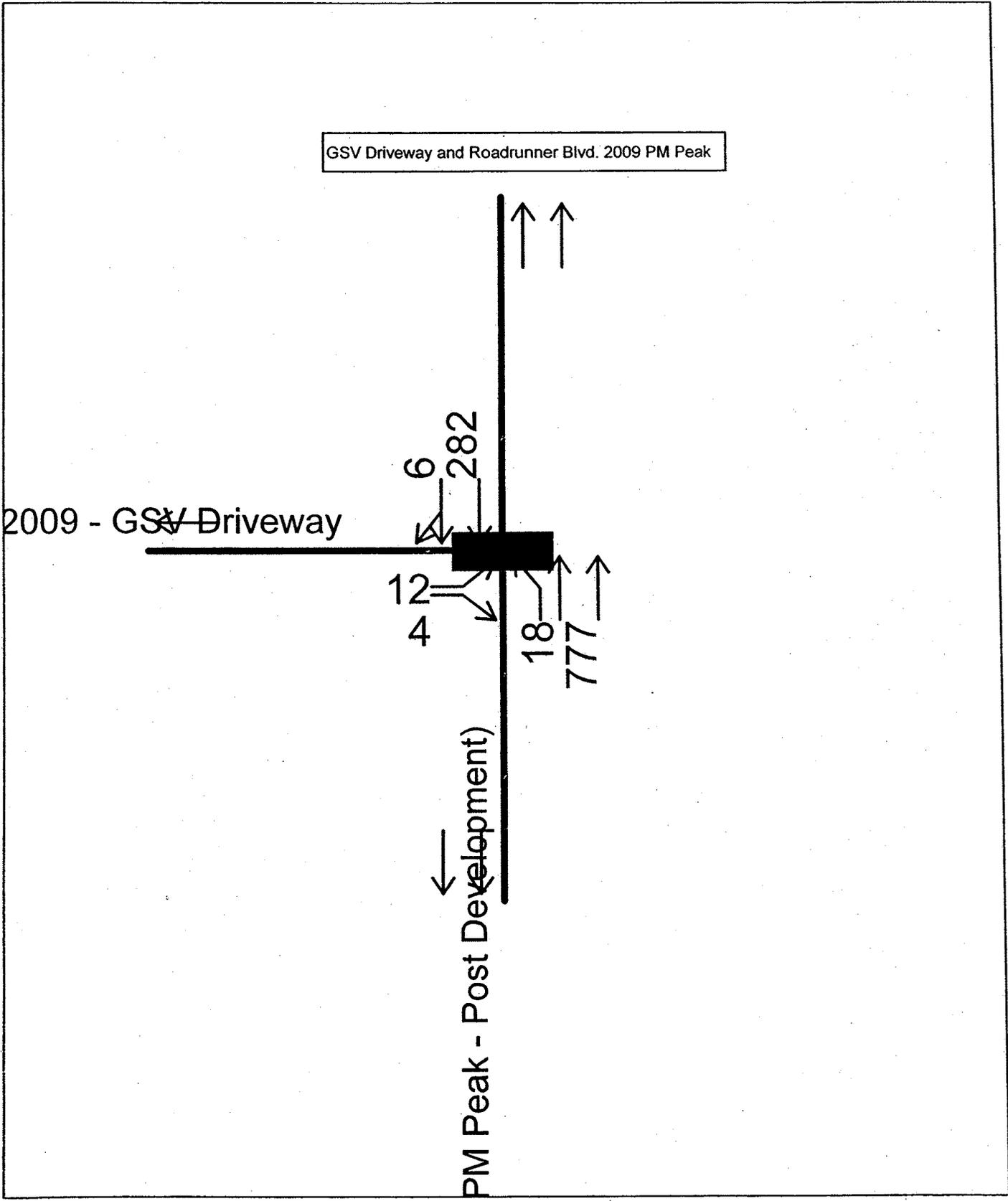
Caution - Use Carefully - Small Sample Size



APPENDIX E

**AM & PM TRIP DISTRIBUTION
AND ASSIGNMENT**

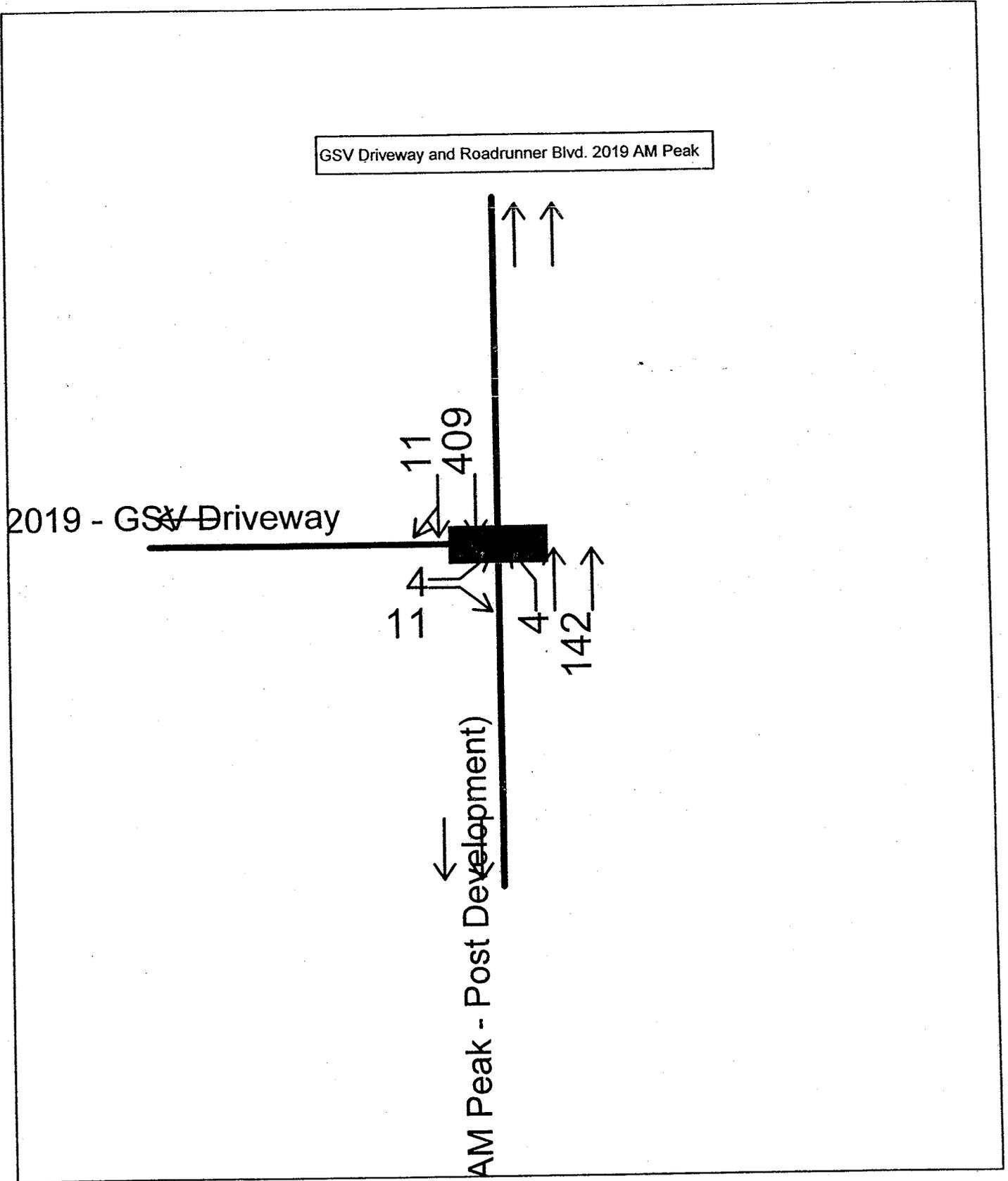


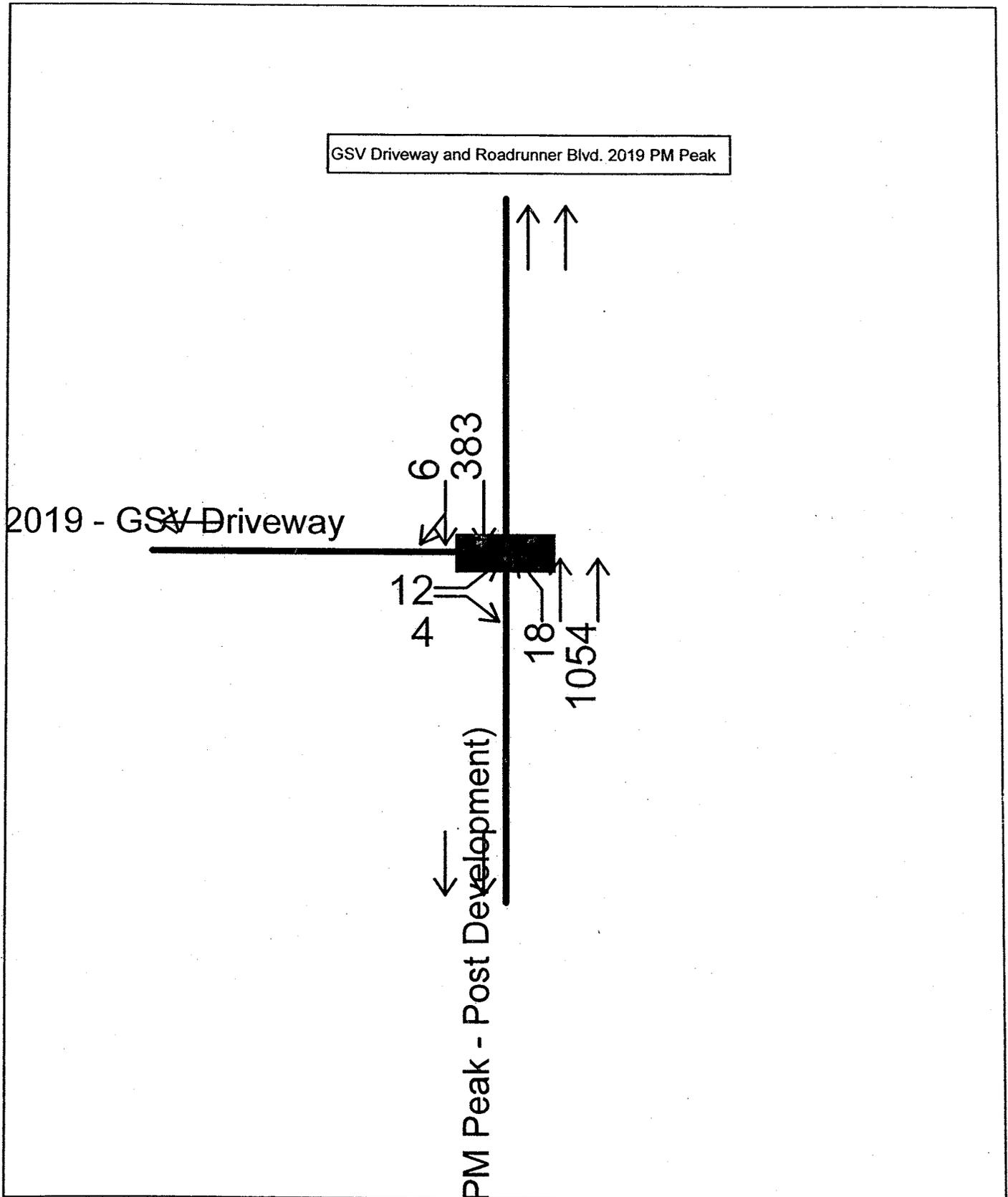


2009 - GSV Driveway

GSV Driveway and Roadrunner Blvd. 2009 PM Peak

PM Peak - Post Development)





APPENDIX F

**LEVEL OF SERVICE
CALCULATIONS**

HCM Unsignalized Intersection Capacity Analysis
 3: 2009 - GSV Driveway & Roadrunner Blvd. (AM Peak - Post Development)

7/2/2008



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↕	↕	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	4	11	4	104	302	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	12	4	116	336	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		10				
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	408	174	348			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	408	174	348			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	100			
cM capacity (veh/h)	569	839	1208			

Direction/Lane	EB	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	17	4	58	58	224	124
Volume Left	4	4	0	0	0	0
Volume Right	12	0	0	0	0	12
cSH	1145	1208	1700	1700	1700	1700
Volume to Capacity	0.01	0.00	0.03	0.03	0.13	0.07
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	9.9	8.0	0.0	0.0	0.0	0.0
Lane LOS	A	A				
Approach Delay (s)	9.9	0.3			0.0	
Approach LOS	A					

Intersection Summary

Average Delay	0.4		
Intersection Capacity Utilization	18.7%	ICU Level of Service	A
Analysis Period (min)	15		

HCM Unsignalized Intersection Capacity Analysis
 3: 2009 - GSV Driveway & Roadrunner Blvd. (PM Peak - Post Development)

7/2/2008



Movement	EBL	EBR	NBL	NBT	SEB	SBR
Lane Configurations	↵	↗	↵	↕↕	↕↕	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	12	4	18	777	282	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	13	4	20	863	313	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		10				
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	788	160	320			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	788	160	320			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	99	98			
cM capacity (veh/h)	323	857	1237			

Direction Lane #	EB	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	18	20	432	432	209	111
Volume Left	13	20	0	0	0	0
Volume Right	4	0	0	0	0	7
cSH	430	1237	1700	1700	1700	1700
Volume to Capacity	0.04	0.02	0.25	0.25	0.12	0.07
Queue Length 95th (ft)	3	1	0	0	0	0
Control Delay (s)	14.8	8.0	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	14.8	0.2			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization	31.5%		ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis

3: 2019 - GSV Driveway & Roadrunner Blvd. (AM Peak - Post Development)

7/2/2008



Movement	EBL	EBR	NBL	NBT	SEB	SBR
Lane Configurations	↙	↗	↙	↕	↕	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	4	11	4	142	409	11
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	4	12	4	158	454	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		10				
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	548	233	467			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	548	233	467			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	464	769	1091			

Direction Lane #	EB	EB	NB 2	NB 3	SB	SB
Volume Total	17	4	79	79	303	164
Volume Left	4	4	0	0	0	0
Volume Right	12	0	0	0	0	12
cSH	1048	1091	1700	1700	1700	1700
Volume to Capacity	0.02	0.00	0.05	0.05	0.18	0.10
Queue Length 95th (ft)	1	0	0	0	0	0
Control Delay (s)	10.6	8.3	0.0	0.0	0.0	0.0
Lane LOS	B	A				
Approach Delay (s)	10.6	0.2			0.0	
Approach LOS	B					

Intersection Summary			
Average Delay		0.3	
Intersection Capacity Utilization		21.7%	ICU Level of Service A
Analysis Period (min)		15	

HCM Unsignalized Intersection Capacity Analysis
 3: 2019 - GSV Driveway & Roadrunner Blvd. (PM Peak - Post Development)

7/2/2008



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↙	↗	↙	↑↑	↑↑	
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	12	4	18	1054	383	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	13	4	20	1171	426	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		10				
Median type	None					
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1054	216	432			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1054	216	432			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	99	98			
cM capacity (veh/h)	217	788	1124			

Direction Lane #	EB 1	EB 2	NB 2	NB 3	SB 1	SB 2
Volume Total	18	20	586	586	284	149
Volume Left	13	20	0	0	0	0
Volume Right	4	0	0	0	0	7
cSH	289	1124	1700	1700	1700	1700
Volume to Capacity	0.06	0.02	0.34	0.34	0.17	0.09
Queue Length 95th (ft)	5	1	0	0	0	0
Control Delay (s)	19.4	8.3	0.0	0.0	0.0	0.0
Lane LOS	C	A				
Approach Delay (s)	19.4	0.1			0.0	
Approach LOS	C					

Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			39.1%		ICU Level of Service	A
Analysis Period (min)			15			

APPENDIX E

EXHIBIT 17-1. TWSC UNSIGNALIZED INTERSECTION METHODOLOGY

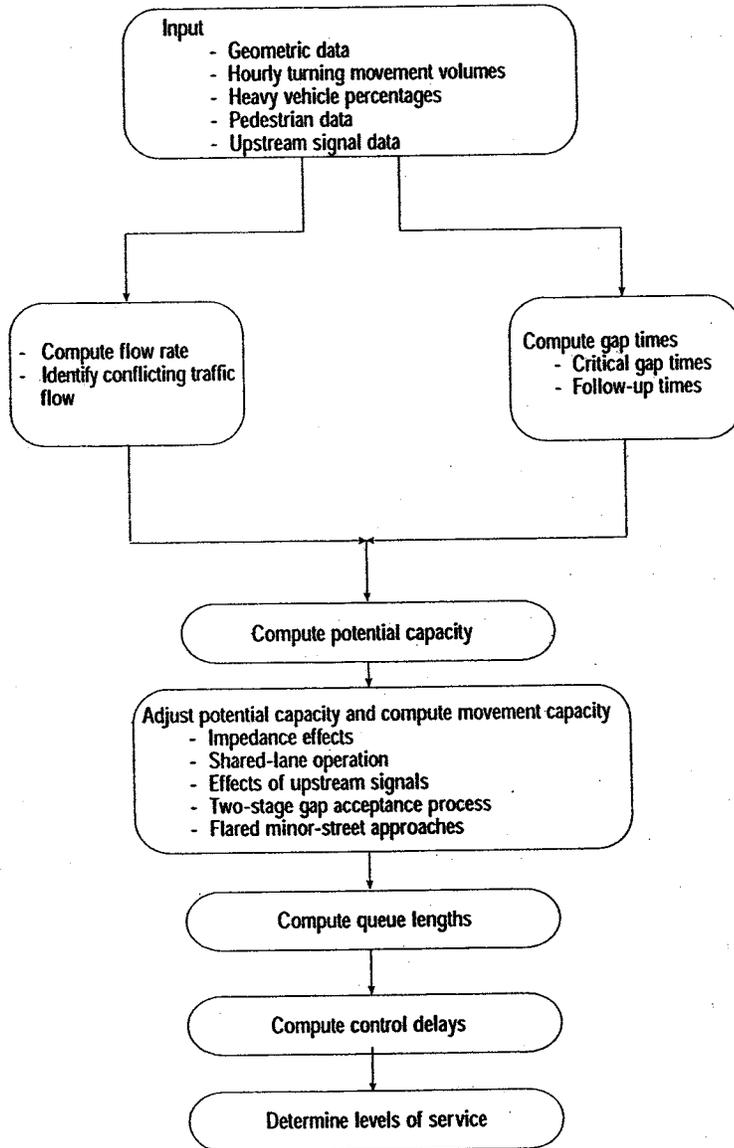


EXHIBIT 17-2. LEVEL-OF-SERVICE CRITERIA FOR TWSC INTERSECTIONS

Level of Service	Average Control Delay (s/veh)
A	0-10
B	> 10-15
C	> 15-25
D	> 25-35
E	> 35-50
F	> 50



City of Las Cruces

DEVELOPMENT REVIEW COMMITTEE (DRC)

Following are the verbatim minutes of the City of Las Cruces Development Review Committee meeting held on Wednesday, July 6, 2011 at 9:00 a.m. at City Hall, 700 North Main Street, Room 2150, Las Cruces, New Mexico

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

STAFF PRESENT: Adam Ochoa, Community Development
Catherine Duarte, Land Management
Jaime Rodriguez, Public Works
Bonnie Ennis, Recording Secretary

OTHERS PRESENT: Troy Plicher, Property Owner
Marty Pillar, Pillar Engineering
Walt Skowronski, NAI 1st Valley
Ted Scanlon
Tim Curry
Steve Bradee, Borderland

I. CALL TO ORDER: (9:00 AM)

Banegas: Let's go ahead and call this meeting to order. This is the Development Review Committee meeting of July 6, 2011. It's approximately 9:00 am. I'm Vincent Banegas filling in for Cheryl Rodriguez with Community Development and I believe everyone is present.

II. APPROVAL OF MINUTES - May 25, 2011

Banegas: We have minutes from the May 25, 2011 meeting. I hope everyone's had a chance to review them. If so, are there any changes or adjustments to those minutes that are needed? Seeing none, could I have a motion to approve the May 25th set of minutes?

Dubbin: So moved.

1
2 Murphy: Second.
3
4 Banegas: All those in favor?
5
6 All: (Except Mr. Banegas) Aye.
7
8 Banegas: I'll abstain.
9

10 III. OLD BUSINESS - NONE

11
12 Banegas: We don't have any old business.

13 IV. NEW BUSINESS

14
15 Banegas: We do have new business items. We have four...five cases, excuse me,
16 and the first two are inter-related. We do have the engineer
17 representative on hand and the first item is the Good Samaritan Society
18 Village II Planned Unit Development Concept Plan, Case PUD-10-06 and
19 it is their desire to suspend the rules and hear item 2 along with it.
20

21 Johnston: So moved.

22
23 Unknown 2: Second.

24
25 (Several people speaking at the same time - cannot transcribe)

26 1. Good Samaritan Society Village II Planned Unit Development (PUD) Concept 27 Plan (Case PUD-10-06)

- 28 • A request for approval for a concept plan of a proposed Planned Unit
29 Development (PUD) known as the Good Samaritan Society Village II that
30 will replace the existing Remington Estates PUD on the subject property.
- 31 • The subject property encompasses 13.223 ± acres.
- 32 • The subject property is generally located on the southwest corner of
33 Northrise Drive and Roadrunner Parkway; Parcel ID# 02-41025.
- 34 • Submitted by Quantum Engineering Consultants Inc. on behalf of
35 Evangelical Lutheran Good Samaritan Society, property owner.

36
37 Ochoa: Actually, number 1's by itself and 2 and 3 are together

38
39 Banegas: 2 and 3? That's the other? I stand corrected. So 1's just completely by
40 itself; so let's just take item 1 and we'll make a motion to hear 2 and 3
41 together after we finish up with 1. So, again, case number 1, Good
42 Samaritan Society Village II Planned Unit Development Concept Plan,
43 Case PUD-10-06. Staff, can you give us a brief run down and then we'll
44 turn it over to the consultant for any further clarification.
45

46 Ochoa: Sure. For the record, Adam Ochoa, Development Services. The first case
47 today we're looking at is the Good Samaritan Society Village II. It is

1 located approximately in the southwest corner of Roadrunner and
 2 Northrise Drive. It is a 13.223 acre tract of land that is being proposed for
 3 a senior living facility, if you will; but also with that, the applicant is
 4 proposing other uses that would be allowed for the subject property as it
 5 come to fruition. The applicant has set his own guidelines for a majority of
 6 things, including some parking, landscaping and set backs but he's
 7 referring to the 2001 Zoning Code and Design Standards for other things.
 8 They are providing two public benefits for this Planned Unit
 9 Development...I'm sorry, it's one for this Planned Unit Development,
 10 which is something that Facilities might want to weigh in on. Other than
 11 that that's essentially it but from a zoning standpoint, Community
 12 Development standpoint, it does meet the Comprehensive Plan, is
 13 supported by the 1999 Comprehensive Plan and is supported by staff.

14
 15 Banegas: And the public benefit is?

16
 17 Ochoa: The public benefit is a trail that is being proposed, essentially completing
 18 the trail that goes along the Dam. The applicant can elaborate more on
 19 that.

20
 21 Banegas: And he will do that. Marty, do you have any further information to add
 22 or...

23
 24 Pillar: The only other information we have on this is that this parcel is one of two
 25 parcels that comprises what is now the Remington Estates PUD so we
 26 have both parcels going through at the same time so that we can rescind
 27 the Remington Estates PUD and have a separate Good Sam and Dave
 28 McTimski PUD.

29
 30 Banegas: Okay...and access...Vincent Banegas, Community Development...just
 31 access, primary access to this particular site is right off of Roadrunner,
 32 correct?

33
 34 Pillar: That is correct. It is the Los Amigos de Verdad plat. It was filed in 2008.
 35 With the single access into the tract one of the requirements that is placed
 36 on this property is that there is a maximum dwelling units of 200 and that's
 37 per Fire and that is something that we have agreed with for this particular
 38 parcel.

39
 40 Banegas: Okay and then a question for staff: is there any outstanding comments
 41 regarding this case at this time?

42
 43 Ochoa: No, there's not.

44
 45 Billy: Natasha Billy, Public Works. If I could I throw something in there as far as
 46 access is: there is some language on there that the access for this may
 47 be dedicated to the City. I just wanted to make it clear that at this point it's
 48 conceptual and that there's a possibility that the City will not take it

1 because it is, essentially, a driveway to your site. There's a subdivision
2 across the street, Alameda Ranch, they have a private roadway and they
3 proposed to dedicate a section to the City but we didn't take it. So I just
4 wanted to make that clear that there's language on there but the City
5 might not take it.
6

7 Banegas: Natasha, did you recommend, or staff, is there language that says exactly
8 that: that the City may elect not to accept dedication? I'm just curious
9 because we can add that if necessary.
10

11 Billy: It does say that it's proposed to be dedicated to the City but there's no
12 language....
13

14 Banegas: But there's no that the City may elect not to
15

16 Billy: Correct.
17

18 Banegas: Okay.
19

20 Billy: I would be comfortable adding that language.
21

22 Banegas: Okay. Is there any other item, Natasha, that Public Works has or that you
23 might have regarding this?
24

25 Billy: No.
26

27 Banegas: Okay. and let's continue around, since we started there, Mark, how about
28 you?
29

30 Pillar: Let me just ask one question and this is to Natasha: you know, you are
31 saying there that the City may not accept that as dedication but you might
32 also accept it as dedication if the roadway goes into Good Sam, is
33 developed per City Design Standards, City Road Section and put together
34 that way, if there is a different type of development that goes in there.
35

36 Billy: Correct and that's one of the things that we discussed because we don't
37 know what the layout's going to look like and there's a possibility that it
38 could change.
39

40 Pillar: Correct and that's why the Good Sam is at concept only right now.
41

42 Banegas: All right, Mark.
43

44 Johnston: Mark Johnston, Facilities, again we're at concept plan...if in fact there's a
45 pedestrian pathway trail that's developed and dedicated over to the City
46 we'll want certain specifications: 10-foot wide, 2-inch pour, 6-inch base
47 course so that our machinery can maintain it. Then it will require access
48 to and from the pathway. This development, if it goes forward as is, will

1 qualify for park impact fees and they will be assessed. I will also let you
 2 know that that if there are certain amenities that are developed on site that
 3 assessment can be dropped by 50% and that's in our Standards on our
 4 impact fees that I can supply.

5
 6 Banegas: Mark.

7
 8 Dubbin: Mark Dubbin, Las Cruces Fire. As Marty stated, the Fire Code does allow
 9 up to 200 dwelling units for a sprinklered facility with a single access so
 10 that does meet the Code. My concern right now is that it's pretty steep
 11 grades so during construction we'll be looking closely at the turn radii for
 12 the apparatus to maneuver through it but that's all that's a concern at this
 13 point.

14
 15 Banegas: Meei.

16
 17 Montoya: The only comment that Utilities has is that the development on these two
 18 sides will need utility easements from one side to the other so that we will
 19 have to work out the utility easements in order to facilitate the service to
 20 the site; and also it depends on how the development time frame goes
 21 that some utilities might have to get across from the roadway, across the
 22 other side to go to the back side. So we would like the two developments
 23 to work together so there doesn't have to be two different developers.
 24 John Reid has stated this in the comments for both sites.

25
 26 Banegas: Okay, Meei, is there anything that may be necessary in terms of any notes
 27 on this concept plan at this time?

28
 29 Montoya: No, because as soon as they turn in the construction drawings we will
 30 need to see the best way to get the utilities to work out, you know, the
 31 most efficient way that won't cost any more money than what it needs to
 32 and we just need to make sure that when the utility lines have to cross
 33 from one side to the other that the property owner will not object to giving
 34 the easement.

35
 36 Banegas: Okay. (to Catherine Duarte) You have anything?

37
 38 Duarte: No.

39
 40 Banegas: Okay. Tom?

41
 42 Murphy: No issues. MPO.

43
 44 Banegas: No issues. A clarifying question: going back to Remington Estates the
 45 configuration in general is very similar to what I recall discussing back in
 46 the day with, at least, the proposed Good Sam, even at that time. So, it
 47 sounds to me that a lot of the issues regarding any of the Design

Standards you're looking to comply to, it's then possible it's not 100% with the Design Standards that are on the books today.

Pillar: Yes.

Banegas: Regarding Mark Johnston's comment regarding the trail: is it the intent to dedicate that trail over for City maintenance?

Pillar: Yes, we have in our notes on the front page we do discuss that and the trail will have to get approval from Facilities and Public Works on the design and construction of that trail.

Banegas: Okay, so we're covered....

Pillar: So the City will maintain it after that.

Banegas: Okay. So it sounds to me that the only thing that we might want to add, and we can certainly do that is a condition for approval is adding a clarifying note, perhaps, to that note on that sheet regarding the driveway and the acceptance by the City, that it may not be accepted. But it sounds to me that if it follows Design Standards then there's probably a good chance of that but we'll reserve that right to consider that at the appropriate time. So if we can have a motion to amend that note to identify that scenario that would be a good thing. Could I have a motion to amend that?

Johnston: Mark Johnston. So moved.

Banegas: Is there a second?

Billy: Second.

Banegas: All in favor signify by saying aye.

All: Aye.

Banegas: Opposed? Motion passes and can I have a motion to approve the Good Samaritan Village II PUD Concept Plan?

Murphy: So moved.

Banegas: Is there a second?

Montoya: Second. Meei Montoya.

Banegas: All those in favor signify by saying aye.

All: Aye.

1
2 Banegas: Opposed? The motion passes.
3

4 2. Dave McTimski, Inc. Planned Unit Development (PUD) Concept Plan (Case
5 PUD-10-02)

- 6 • A request for approval for a concept plan of a proposed Planned Unit
7 Development (PUD) known as the Dave McTimski Inc. PUD that will replace
8 the existing Remington Estates PUD on the subject property.
9 • The subject property encompasses 15.503 ± acres.
10 • The subject property is generally located on the southwest corner of
11 Northrise Drive and Roadrunner Parkway; Parcel ID# 02-41024.
12 • Submitted by Quantum Engineering Consultants Inc. on behalf of Lord
13 William S and Etal C/O Randy McMillan
14

15 3. Dave McTimski, Inc. Planned Unit Development (PUD) Final Site Plan (Case
16 PUD-10-03)

- 17 • A request for approval for a final site plan of a proposed Planned Unit
18 Development (PUD) known as the Dave McTimski Inc. PUD that will replace
19 the existing Remington Estates PUD on the subject property.
20 • The subject property encompasses 15.503 ± acres.
21 • The subject property is generally located on the southwest corner of
22 Northrise Drive and Roadrunner Parkway; Parcel ID# 02-41024.
23 • Submitted by Quantum Engineering Consultants Inc. on behalf of Lord
24 William S and Etal C/O Randy McMillan
25

26 Banegas: So, can I have a motion to suspend the rules and hear cases 2 and 3
27 simultaneously and then to vote independently?
28

29 Murphy: So moved.
30

31 Banegas: Do I hear a second?
32

33 Montoya: Second. Maei Montoya.
34

35 Banegas: All in favor?
36

37 All: Aye.
38

39 Banegas: Opposed? No opposition so we'll hear 2 and 3 simultaneously and be
40 voting on each independently. Item 2 is Dave McTimski, Incorporated and
41 is a concept plan, case PUD-10-02 and item 3 is Dave McTimski,
42 Incorporated Planning and Development final site plan, case PUD-10-03
43 and if we could have staff give us a run down, please.
44

45 Ochoa: Essentially, what we have here is the same thing as we had in the first
46 case. The difference is that Planning and Development, essentially, has
47 come forward to rescind the existing Remington Estates Planned Unit
48 Development on this site. It's a 15.5-acre tract located along Northrise

1 Drive and Roadrunner Parkway. They are proposing not only a concept
2 plan but also a final site plan to be developed here proposing uses of
3 everything from Office to kind of meeting intensive Commercial and High
4 Multi-Family Residential being proposed here. Again the applicant is
5 proposing a zone, some of his own development standards when it comes
6 to set backs and landscaping and so forth, but still also doing some of his
7 own Development Standards. I wanted to state on this, as well, there is a
8 statement that we would be getting approval from the Northrise Business
9 Park Development, which is directly adjacent to the west of this
10 development. That's something that we might have to receive prior to
11 moving this forward but staff doesn't have any issues with it and it is
12 supported by the 1999 Comprehensive Plan. It is surrounded with the
13 uses basically the same as has been proposed there, along to Collector
14 roadway and a Principal Arterial, which support these uses and a
15 multimodal transportation, as well. That's basically it.

16
17 Banegas: Okay and the public benefit on this PUD is it the trail as well?

18
19 Ochoa: It is a portion of the trail. That is correct and a bus stop that will be
20 determined when the developer comes forward and works out any
21 agreements with the City to put a bus stop, an actual bus shelter, I'm
22 sorry.

23
24 Banegas: Marty?

25
26 Pillar: Again, it's the remaining portion of Remington Estates that we're looking
27 to rescind. This property, 15 acres, what they are looking at doing is
28 having it to where they can come in and split the parcels out as a project
29 comes forward with them and they can come back in, use the City's
30 ultimate summary procedure to split out the parcel of land and then submit
31 a building permit application on that parcel. The public benefits, those
32 come in for the PUD...and if you have any other questions.

33
34 Banegas: Staff, at this time are there any outstanding issues regarding either items,
35 2 or 3?

36
37 Ochoa: No, the applicant did take care of all comments prior to this meeting and
38 did provide additional comments on the final site plan about the actual site
39 layouts of each individual lot so whenever it comes to fruition that basically
40 it can be moved around. From our standpoint there are no outstanding
41 comments now.

42
43 Banegas: So we give staff the latitude to work with the developer to relocate paths
44 and that kind of thing...?

45
46 Ochoa: And parking. That is correct.

1 Banegas: without going back to a approval process. A question for Marty: you
2 indicated that these lot lines as shown may change, right, as property is
3 sold or something like that?

4
5 Pillar: Yes, as far as the size or the lots' configuration, I mean, yes, they could
6 change.

7
8 Banegas: Okay and so access is likely to kind of navigate a little (*inaudible*).

9
10 Pillar: Okay, well, the access what we are looking at on Roadrunner Parkway
11 there are three existing median openings and we anticipate driveways at
12 those locations for sure. As development comes through on Roadrunner
13 Parkway, if a developer desires to have a right-in/right-out only driveway
14 that would be shown in the building permit application and be reviewed by
15 staff at that time to either approve or deny it.

16
17 Banegas: Okay.

18
19 Pillar: But we're also looking it as you split parcels out on this not every parcel
20 will have a direct driveway access onto Roadrunner and/or Northrise.
21 We're looking that these parcels share access so that there are less
22 driveway cuts on both Roadrunner and Northrise and that is called out in
23 the notes.

24
25 Banegas: Is parking and the drainage also shared?

26
27 Pillar: Okay, now on the drainage there is an existing agreement that the Hafens
28 entered into with the City of Las Cruces when this was part of the
29 Northrise Business Park is that the development runoff can discharge into
30 the Las Cruces Dam and that as these parcels are split or developed all
31 the downstream parcels shall receive the runoff from the upstream parcels
32 so all runoff will run down through the dam. Portions of it are going to
33 discharge onto Northrise Drive to get it into the dam structure.

34
35 Banegas: So there's not ... regarding parking, shared parking?

36
37 Pillar: At this time there's not anything called out about having shared parking in
38 between individual parcels. If, at the time of development, that is worked
39 out between the two property owners then those documents would be
40 brought forth with the development application at that time to see if can be
41 approved.

42
43 Banegas: Personally, I'd like to see that the shared access...if you'll need a Shared
44 Access Agreement if that is truly the intent so that'll have to be executed
45 with whoever ultimately is owning those parcels or maybe you make it part
46 of the concept plan and/or the plat itself in the heirs and assigns, that kind
47 of thing. But, yeah, parking, we'd like to see shared, if at all
48 possible...something to throw out there and I think that is all. You

mentioned, Adam, that as a question for staff that the percentage of land use distribution in context to the Comprehensive Plan is generally in keeping with those numbers. Correct?

Ochoa: That is correct, yes.

Banegas: Okay. That's all I have. Meei?

Montoya: My comment would be same that I just read for item 1 and it is that the developers need to work together for the easement for the access to the utilities; but hereMarty said that Tract A....is your intent that Tract A will come in for a replat and subdivide into the lots approximately shown the way it is right now?

Pillar: Possibly.

Montoya: Possibly.

Pillar: Possibly. So what we're going to come out at is, excuse me, like Northrise Drive, this is the planning parcel and we're looking at that to be split into a maximum of five lots. At the time development comes through and it ends up being split into only three lots, that's fine; but we need to be five or fewer lots. And on the Roadrunner side we have the access into Tract B splitting that into two planning parcels and each one of those planning parcels can be split into four tracts and we're looking at four or fewer tracts.

Montoya: The reason I asked the question is that assuming all of the utilities will probably only have one access, you know, through Roadrunner and the other access through Northrise then you are going to split it and we need to create a loop. Potentially, we are going to go through two or three properties on there after you replat, subdivide and that's why I'm saying that easements, we would like to secure those utility easements. At what stage will we secure those easements? We will probably have to work it out later.

Pillar: Yes, part of it we do have notes that say water main extensions from Northrise and Roadrunner, which are going to go into serve Tract B. We're calling out that those extensions have to be made but we don't really know how these parcels are going to be developed so that we know where the water line will run for sure. But we're saying that they will have to provide the water line connection and the easement with it. Now, when these individual parcels come in and develop then it'll be just like any development you have right now because that as the development occurs we also provide the utilities next to joint utilities to provide the water links and the gas and the sewer.

Banegas: Cathy, did you have anything else? No?

- 1
2 Duarte: Mm-mm (shakes head)
3
4 Banegas: No? Okay. Mark?
5
6 Dubbin: Mark Dubbin, Fire Department. Same issues we had with the previous
7 submittal just to advise the engineer before you get too far along in the
8 site plan to make sure that the apparatus there ...some of the turning lane
9 aisle looked a little bit suspect. We want to make sure that before you get
10 too far along that we can navigate easily.
11
12 Banegas: Mark?
13
14 Johnston: This will trigger median and parkway improvements and...not in my
15 memory right now...I can't remember exactly what is up there but we will
16 have to meet the current Landscape Ordinance and I believe there's a
17 couple that will be an issue for you, a couple of the medians.
18
19 Pillar: At this time we do have notes in there that the development will meet the
20 current Ordinance. One of the conditions that the Northrise Business Park
21 has that we've met to continue with landscaping is that from the back of
22 sidewalk there will be a 15-foot average landscape strip so that takes care
23 of landscaping the parkway in there.
24
25 Johnston: One of the things, just as a note for the developers, when we get to that
26 point we will want to call out who will have maintenance responsibilities for
27 the parkway, especially. The level of service that the City can offer is not
28 as great as what a private contractor can offer so I just want to put that in
29 for the notes.
30
31 Banegas: And, Mark, do you want to add a note of either the final site plan or
32 concept plan or is that just for the record?
33
34 Johnston: Just for the record. It's one of the things that, you know, we've got the
35 note in there that it has to meet current standards and then the note for
36 the record on the maintenance agreement. I'd just like that to be in the
37 record.
38
39 Banegas: Okay.
40
41 Billy: I'd just like to make some clarification on the driveways because the note
42 that we have on there I don't recall it reading that way as far as the
43 number of access points; because the concern here is adding more
44 driveways on a Collector and an Arterial, especially with the design streets
45 on these. So we have this proposed, correct?
46
47 Pillar: Um-hmm.
48

- 1 Billy: Because this would access these four lots and then these lots, correct?
2 And then we have this one, these two?
3
- 4 Pillar: From Northrise you're looking at.... to what? The travelling locations were
5 shown in the Traffic Study that's been approved by Dan Soriano and at
6 that time we looked at two along Northrise and the three along
7 Roadrunner Parkway.
8
- 9 Billy: So you have a total of five in your traffic... in the Traffic Analysis?
10
- 11 Pillar: Yeah.
12
- 13 Billy: But you said, for instance, if this lot wants to have access it would be a
14 right-in/right-out only?
15
- 16 Pillar: No. No. If somebody came in and instead of just creating this into two
17 lots we took the whole frontage in here they'd have this driveway and this;
18 but if they wanted another one in here it'd be right-in/right-out only. That
19 would be something that would be shown in the development plans when
20 they come in.
21
- 22 Billy: So then there's potential for more driveway cuts then?
23
- 24 Pillar: It could be additional driveway cuts, no additional median cuts on
25 Roadrunner Parkway.
26
- 27 Billy: Is that something that was expressed to Dan?
28
- 29 Pillar: Yes.
30
- 31 Billy: Okay.
32
- 33 Banegas: It's subject to further review at the time of actual permit, isn't it?
34
- 35 Pillar: Yes.
36
- 37 Billy: All right. Okay. I just wanted clarification on that.
38
- 39 Banegas: Natasha, anything else, drainage, anything?
40
- 41 Billy: Drainage, no their current Ordinance, I believe... they're allowed to
42 discharge into the Outfall Channel. We just had a couple of minor
43 comments and, because this one was conditionally approved, we just
44 wanted to insure that the notes were consistent with the Dave McTimski
45 drawings and that there was a reference to a subdivision approval
46 construction drawing so we wanted the application number on there and
47 that was....
48

- 1 Pillar: Okay and in that I'm in a catch 22: I cannot submit the construction
2 drawing plans until we have approval from P & Z. That's Robert Kyle...
3 has stated that; but we will add that onto this document once we get two
4 things in.
5
- 6 Banegas: Tom? Okay.
7
- 8 Murphy: Tom Murphy, MPO. Just to put it on the record the City is pursuing federal
9 funds to install bike lanes along Roadrunner Parkway. They don't
10 anticipate any additional right-of-way for that but just to get it on the record
11 that there could be bike lanes in there now certainly affect any kind of
12 application for additional access to the properties.
13
- 14 Banegas: Marty, any problem with that?
15
- 16 Pillar: At the time of development it would be something that the developer
17 would be working together with the City on that.
18
- 19 Murphy: I just wanted it to be out there.
20
- 21 Banegas: Okay...a question I should have probably asked this on the last case but
22 that's okay. I think you probably have done it already but going through
23 the approval process with the Northrise Business Park Design Review
24 Board or whatever or person....
25
- 26 Pillar: At this time both the Good Sam and Dave McTimski are or should be on
27 their way to the Northrise Business Park Committee very soon. Mr.
28 Curry's going to be heading that, taking care of that.
29
- 30 Banegas: Okay. So that's likely to? We'll have some indication from them
31 indicating approval before we get to Planning and Zoning Commission and
32 off to City Council?
33
- 34 Pillar: Yeah, it is what we are looking is....
35
- 36 Unknown: *(inaudible - speaking from behind Mr. Pillar)*
37
- 38 Banegas: Okay. It sounds good. Let's unsuspend the rules. If I could have a
39 motion to do so, please, for items 2 and 3?
40
- 41 Murphy: So moved.
42
- 43 Dubbin: Second.
44
- 45 Banegas: All in favor aye.
46
- 47 All: Aye.
48

1 Banegas: Let's hear a motion to approve item number 2, which is the concept plan
2 for the Dave McTimski PUD?
3

4 Dubbin: So moved.
5

6 Murphy: Second.
7

8 Banegas: All those in favor signify by saying aye.
9

10 All: Aye.
11

12 Banegas: Opposed? Motion passes and could I have a motion to approve item
13 number 3, the final site plan for the same PUD development?
14

15 Dubbin: So moved.
16

17 Murphy: Second.
18

19 Banegas: All those in favor signify by saying aye.
20

21 All: Aye.
22

23 Banegas: Opposed? The motion passes.
24

25 4. Mesa Grande Addition Subdivision Plat 1, Replat No.1 (Case S-11-006)

- 26 • A request for Final Plat approval of a replat to create 2 lots from one lot.
- 27 • The subject property is located on Bataan Memorial West and contains 5.21 ±
28 acres; Parcel ID# 02-19666.
- 29 • The subject property has recently been rezoned to R-1aC/C-3C (Single-Family
30 Medium-Density-Conditional/Commercial High Intensity-Conditional).
- 31 • Submitted by Borderland Engineers and Surveyors, LLC on behalf of Troy and
32 Cecilia Pitcher, property owners.

33
34 5. Mesa Grande Addition Subdivision Plat 1, Replat No. 1 R.O.W. Improvement
35 Waiver Request (Case S-11-006W)

- 36 • A request for approval of a waiver from the standard cross-section as required
37 by the CLC Design Standards for Cortez Drive, designated a minor local
38 roadway by the MPO Thoroughfare Plan, for that section of the roadway
39 adjacent to the subject property.
- 40 • The waiver request is for the entire required improvements for Cortez Drive as
41 required by the CLC Subdivision Code for the segment of roadway along the
42 northern frontage of the Mesa Grande Addition Subdivision Plat 1, Replat No.
43 1.
- 44 • Submitted by Borderland Engineers and Surveyors, LLC on behalf of Troy and
45 Cecilia Pitcher, property owners.

46
47 Banegas: Item number 4 is Mesa Grande Addition Subdivision Plat 1, Replat No. 1,
48 Case S-11-006 and should we suspend the rules on these, too, Adam?

ATTACHMENT #7



Subject Property

ALAMEDA ARROYO

SEENA CIR

MORNING STAR DR

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 responsibilities for the information contained in this map. Users noting errors or omissions are encouraged to contact the City (575) 528-3043.

Legend

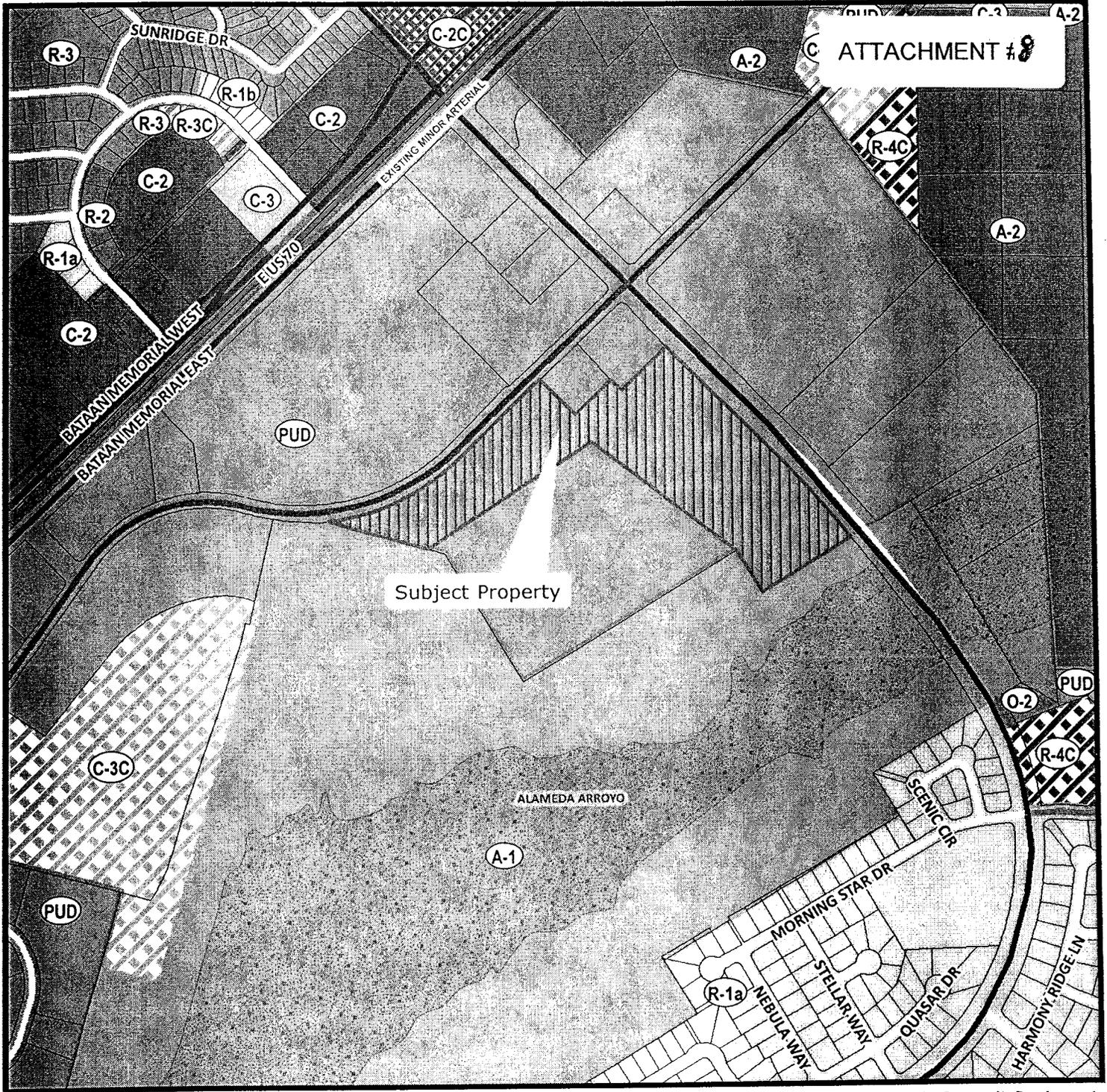
- Public_Facilities
- City Parcel
- ▬ Interstates_Highway
- EBID Water System
- +— Railroad
- ▨ Rio Grande
- ▨ Arroyo



150 75 0 150 300 450
 Feet

Community Development Department
 700 N Main St
 Las Cruces, NM 88001
 (575) 528-3222

ATTACHMENT # 8



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Legend

● Public_Facilities	▬ EXISTING LIMITED ACCESS	▬ PROPOSED INTERCHANGE/UNDERPASS	▬ Non Designated Trail
▬ EXISTING PRINCIPAL ARTERIAL	▬ PROPOSED PRINCIPAL ARTERIAL	▬ Proposed Paved EBID	
▬ EXISTING MINOR ARTERIAL	▬ PROPOSED MINOR ARTERIAL	▬ Proposed Unpaved EBID	
▬ EXISTING COLLECTOR	▬ PROPOSED COLLECTOR	▬ City Parcel	
▬ PROPOSED LIMITED ACCESS	▬ PROPOSED CORRIDOR	▬ Interstates_Highway	
		● EBID Water System	
		— Railroad	
		▬ Rio Grande	
		▬ Arroyo	


 15075 0 150 300 450 600
 Feet

Community Development Department
 700 N Main St
 Las Cruces, NM 88001
 (575) 528-3222

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**PLANNING AND ZONING COMMISSION
FOR THE
CITY OF LAS CRUCES
City Council Chambers
July 26, 2011 at 6:00 p.m.**

8 **BOARD MEMBERS PRESENT:**

9 Godfrey Crane, Vice Chair
10 Charles Beard, Secretary
11 Ray Shipley, Member
12 William Stowe, Member
13 Donald Bustos, Member
14 Shawn Evans, Member

15
16 **BOARD MEMBERS ABSENT:**

17 None

18
19 **STAFF PRESENT:**

20 Cheryl Rodriguez, Development Services Administrator
21 Paul Michaud, Senior Planner
22 Adam Ochoa, Acting Senior Planner
23 Helen Revels, Planner
24 Lorenzo Vigil, Acting Assistant Planner
25 Billy Chaires, Fire Department
26 Mark Dubbin, Fire Department
27 Jared Abrams, CLC Legal Staff
28 Bonnie Ennis, Recording Secretary

29
30 **I. CALL TO ORDER (6:00 pm)**

31
32 Scholz: Good evening. Welcome to the Planning and Zoning Commission for
33 July 26, 2011. My name is Charlie Scholz. I'm the Chair. I'll introduce
34 the members of the Commission in just a moment. No, I'll introduce
35 them right now, as a matter of fact. On my far right, Commissioner
36 Shipley; he's the Mayor's appointee. Next to him, Commissioner
37 Crane. Commissioner Crane represents District 4. Next to him,
38 Commissioner Stowe, who represents District 1; then Commissioner
39 Evans who is representing District 5. Is that right, Commissioner
40 Evans? Yes, thank you. Commissioner Bustos represents District
41 2...3, sorry. I'm skipping over here. Commissioner Beard is
42 representing District 2 and I'm in Council District 6.

43
44 **II. APPROVAL OF MINUTES – June 28, 2011**

45
46 Scholz: The first order of business is the approval of the minutes of June 28th.
47 Are there any additions or corrections to the minutes? Commissioner

1 Revels: Okay.

2

3 Scholz: As a matter of fact, I believe Commissioner Crane did say that.

4

5 5. **Case Z2840:** Application of Susan J. Frary to rezone from R-2 (Multi-
6 Dwelling Low Density) to C-2C (Commercial Medium Intensity-
7 Conditional) and to numerically deviate from the required ten (10) foot
8 opaque bufferyard to a zero (0) foot opaque bufferyard on a 0.17 ± acre lot
9 located on the north side of Willoughby Avenue 150± feet west of its
10 intersection with Main Street in Area 3 of the Alameda Depot
11 Neighborhood Overlay; a.k.a. 132 W. Willoughby Avenue; Parcel ID# 02-
12 04369. Proposed Use: A single-family residence and a commercial art
13 studio with a sculpture garden; Council District 1 **POSTPONED TO**
14 **MEETING OF AUGUST 23, 2011.**

15

16 6. **Case PUD-10-02:** Application of Quantum Engineering Consultants Inc.
17 on behalf of Lord Williams & ETAL C/O Randy McMillan for a Concept
18 Plan for a Planned Unit Development known as the Dave McTimski, Inc.
19 PUD. The subject property encompasses 15.503 ± acres and is located
20 on the southwest corner of Northrise Drive and Roadrunner Parkway
21 immediately adjacent to Las Cruces Fire Station #6; Parcel ID# 02-
22 41024. Proposed Use: The PUD proposes limited commercial, office
23 and multi-dwelling residential uses. Council District 6. **APPROVED 7-0**

24

25 Scholz: Next up is a thick packet: PUD-10-02 and PUD-10-03. Do we have to
26 divide this to discuss it? Mr. Ochoa.

27

28 Ochoa: Mr. Chairman, we could suspend the rules and hear both cases
29 together.

30

31 Scholz: We do. Okay, let's vote to suspend the rules. I'll entertain a motion to
32 do that.

33

34 Bustos and Crane: So moved.

35

36 Scholz: It's been moved. I think that tie between Bustos and Crane...and a
37 second?

38

39 Beard: And a second.

40

41 Scholz: And a second from Beard. All those in favor say aye.

42

43 All: Aye.

44

45 Scholz: Thank you. Those opposed same sign.

46

- 1 7. **Case PUD-10-03:** Application of Quantum Engineering Consultants Inc.
 2 on behalf of Lord Williams & ETAL C/O Randy McMillan for a Final Site
 3 Plan for a Planned Unit Development known as the Dave McTimski, Inc.
 4 PUD. The subject property encompasses 15.503 ± acres and is located
 5 on the southwest corner of Northrise Drive and Roadrunner Parkway
 6 immediately adjacent to Las Cruces Fire Station #6; Parcel ID# 02-
 7 41024. Proposed Use: The PUD proposes limited commercial, office
 8 and multi-dwelling residential uses; Council District 6. **APPROVED 7-0**

9
 10 Scholz: All right, we have suspended the rules. Mr. Ochoa, take it away.

11
 12 Ochoa: Adam Ochoa, Development Services, for the record again. The next
 13 two cases we have tonight, gentlemen, are... *(computer issues took a*
 14 *few moments)* There we go.

15
 16 Scholz: I thought we were going to have to face the Blue Screen of Death there
 17 for a while.

18
 19 Ochoa: The next two cases tonight, gentleman, are PUD-10-02 and PUD-10-
 20 03. They are the Concept Plan and Final Site Plan for a Planned Unit
 21 Development known as Dave McTimski, Inc. PUD. The city map
 22 shows the subject property, kind of an "L" shape here, with frontage
 23 along Northrise Drive and Roadrunner Parkway. It is currently zoned
 24 PUD, as you can see there, and found directly north of the Alameda
 25 Arroyo and the Las Cruces Dam.

26 The subject property is located in the southwest corner of
 27 Northrise Drive and Roadrunner Parkway immediately adjacent south
 28 of the Las Cruces Fire Station #6. Currently it encompasses
 29 approximately 15.503 acres and is currently undeveloped. It is located
 30 within Northrise Business Park.

31 The proposed Concept Plan and Final Site Plan for the Dave
 32 McTimski, Inc. PUD are set forth to replace a portion of an existing
 33 Concept Plan for a single-family development known as Remington
 34 Estates on the subject property. The proposed PUD will allow limited
 35 commercial, office and multi-family residential uses, as well as the
 36 applicant is also proposing a mixed-use option if a developer would like
 37 to come in and use that option, as well, with their own mixed-use
 38 development standards as found within your packets. The existing
 39 zoning designation of PUD or Planned Unit Development may remain
 40 on the subject property, just a different Planned Unit Development that
 41 will actually oversee the property now. The Dave McTimski, Inc. PUD
 42 will have access off of Roadrunner Parkway and Northrise Drive
 43 through designated shared driving aisles, which each proposed lots in
 44 the future will be utilizing. The subject property will be required to
 45 follow all Development Standards of the Dave McTimski, Inc. PUD and
 46 the 2001 Zoning Code, as amended. The applicant has proposed

1 various development standards for the PUD itself from more
2 landscaping, requiring different landscaping, set backs, buffering and
3 so on but it is still referring to the 2001 Zoning Code for other
4 standards when it comes to parking requirements, bicycle parking and
5 so on.

6 The Final Site Plan outlines three different planning parcels that
7 may be developed either individually, together and/or in any order as
8 the developer wishes. Planning Parcel 1, which essentially runs the
9 entire length of Northrise Drive, the northern portion of the property, is
10 proposed to have five lots or less. Planning Parcel 2, which is the
11 more northern parcel, which you can go a little forward, if you can kind
12 of get a better understanding what I'm talking about. Like I said,
13 Planning Parcel 1 runs along Northrise Drive, Planning Parcel 2, the
14 most northern part on Roadrunner Parkway, and Planning Parcel 3 on
15 the most southern part of Roadrunner Parkway. Planning Parcel 2 is
16 supposed to have four lots on the subject property and Planning Parcel
17 3 is supposed to have four lots, as well. Each lot will be required to
18 follow all development standards of the Dave McTimski, Inc. PUD and
19 the 2001 Zoning Code, as amended.

20 As part of the PUD process the applicant is required to provide
21 a public benefit for private incentives to not follow the Code. One
22 incentive the applicant is proposing is a public walkway or pathway trail
23 approximately 650-feet in length. This will be constructed with the
24 development to the south of the subject property within the Las Cruces
25 Dam area. This will be dedicated to the City and the actual walkway
26 can be connected to the existing pathway that runs along the Dam, as
27 well. The applicant is also proposing a new bus shelter to be located
28 along Roadrunner Parkway, which would be in accordance with any
29 City of Las Cruces Standards. The exact location of the bus shelter
30 will be coordinated with the proper City departments when that comes
31 to fruition.

32 Here is an aerial of the subject property, seeing the striped "L"
33 shape here as I said. It is undeveloped with some developed to the
34 north, some office units, I believe this is a medical center; and to the
35 east of it being an assisted living facility. It is located along Northrise
36 Drive, which is Collector designated roadway by the MPO, and
37 Roadrunner Parkway, which is a Principal Arterial roadway.

38 Here is a layout of the Concept Plan. I know it's really small to
39 read but, again, this basically lays out all the requirements that the
40 Planned Unit Development will be following; and the Final Site Plan, as
41 well, kind of showing what, for instance, the property may be
42 developed as, primarily, I believe, the applicant has said would be
43 limited to commercial, office and possibly multi-family residential uses
44 on the property.

45 On July 6th the Development Review Committee or DRC
46 reviewed the Concept Plan, Final Site Plan for the proposed Dave

1 McTimski, Inc. PUD. The DRC recommended approval without
2 conditions for the Concept Plan of the PUD known as Dave McTimski,
3 Inc. PUD and for the Final Site Plan as well. The recommendation of
4 the Planning and Zoning Commission for the Concept Plan and the
5 Final Site Plan will be forwarded to the City Council for final
6 consideration.

7 For your options tonight, gentlemen, when you vote on this it will
8 be two separate things. Your options for case PUD-10-02 are: 1) vote
9 "yes" to approve the case as recommended by DRC for case PUD-10-
10 02; 2) to vote "yes" to approve the request with additional conditions as
11 deemed appropriate by the P & Z; 3) to vote "no" to deny the request
12 or; 4) vote "no" to table or postpone and direct staff accordingly.

13 As well for case PUD-10-03 your options are: 1) vote "yes"
14 recommended by DRC; 2) to vote "yes" to approve the request with
15 additional conditions as deemed appropriate by the P & Z; 3) to vote
16 "no" and deny the request or; 4) table or postpone and direct staff
17 accordingly.

18 That is the conclusion of my presentation. The applicant is here
19 to answer whatever questions you might have for him, anything
20 specific he can answer for you and I stand for questions, as well.

21
22 Scholz: Thank you, Mr. Ochoa. Any questions for this gentleman? All right,
23 may we hear from the applicant, please?

24
25 Pillar: Good evening, Commissioners. I'm Marty Pillar representing the
26 owners of the property. What we are doing with the PUD, this is an
27 approximately 15 acre parcel that comprises a little more than one half
28 of what is now known as Remington Estates, the adjacent 13 acre
29 parcel which will be the next case you will be hearing is the remainder
30 of the property that is zoned with the Remington Estates PUD at this
31 time.

32 This parcel was split out in 2008 and the Good Samaritan
33 Society purchased that property and that's why we're coming in, in two
34 separate PUDs on this property now. The "L" shape to this property
35 led to the three planning parcels...you can see coming off Roadrunner
36 Parkway there is an access and utility easement that goes into the
37 Good Sam parcel and that made a good split point for a planning
38 parcel. Also coming off the day care center here made a good split for
39 these lots along Northrise, these four along Roadrunner and these four
40 along Roadrunner. We are looking to have this approved as the
41 Planning Unit Development for Concept Plan and the Final Site Plan to
42 move forward and I'll be here to answer any questions that you may
43 have.

44
45 Scholz: All right, questions for this gentleman? Commissioner Shipley.
46

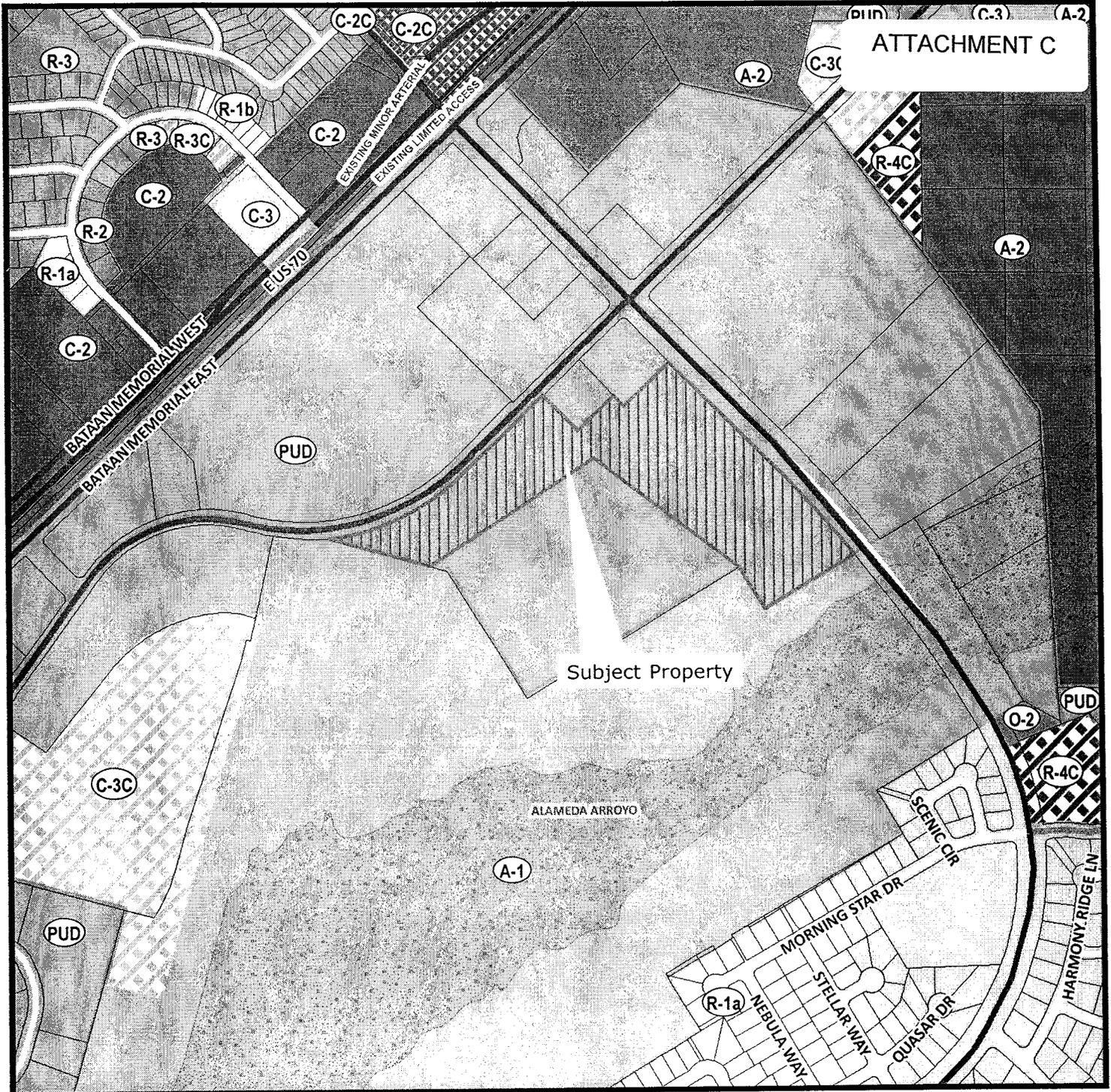
- 1 Shipley: Just one question: on the attachment 1 for the Development
2 Statement for Zoning Applications...I don't know if this is for Adam or
3 for the applicant but in the detailed description of the intended use of
4 property it says, "...sell property in individual parcels, split out utilizing
5 the CLC administrative replat process and have property developed
6 under uses allowed in the R-4 1981 CLC Zoning Code." Shouldn't that
7 be the 2001 Code? You don't refer back to something that's....
8
- 9 Ochoa: Mr. Chairman, Commissioner Shipley, when this was first brought
10 forward to staff for planning its development the applicant was trying to
11 utilize Development Standards of the 1981 Zoning Code, in other
12 words, land uses from the 1981 Zoning Code. After much deliberation
13 between the applicant and staff, staff felt it more appropriate that the
14 applicant actually not defer anything of the 1981 Zoning code since
15 that is no longer being followed and actually make up his own
16 development standards for land uses and whatever other development
17 standards he wanted from the 1981 Zoning Code. So this here is just,
18 unfortunately, the original development application that he turned in for
19 the Planned Unit Development and that's essentially why it says the R-
20 4 uses. But, like I said, the uses that he is proposing on the Planned
21 Unit Development are uses found in the R-4 Zoning designation of the
22 1981 Zoning Code, sir.
23
- 24 Shipley: So not the 2001. because he purchased the property
25 in...what...2006? So that 2001 code was in effect when he purchased
26 it.
27
- 28 Ochoa: That is correct, sir. But the subject property itself actually, with the
29 Planned Unit Development it had before, the Remington Estates, was
30 still following the R-4 Development Standard requirements of the 1981
31 Zoning Code.
32
- 33 Shipley: Thank you.
34
- 35 Scholz: Other questions? I just have one: where did the name McTimski
36 come from? Is there a principal named that?
37
- 38 Pillar: No, the name Dave McTimski is from the various partners in the
39 development.
40
- 41 Scholz: Okay, so it's a made up name.
42
- 43 Pillar: Yes, there are four different ones.
44

- 1 Scholz: Right. Okay...I was going to say it sounding out of Saturday Night
2 Live. I was wondering. Okay. Any other questions? Yes,
3 Commissioner Stowe.
4
- 5 Stowe: A comment: from the site visit it looked like a large quantity of landfill
6 will be required to bring the levels up to what's at the existing
7 properties at the corner. It seemed to be between six or seven feet
8 and more going away from the roadways in each case.
9
- 10 Pillar: Yes, Mr. Chairman and Commissioner Stowe, what we'll be looking to
11 do with this property is both the Dave McTimski, Inc. PUD area and the
12 Good Sam PUD area, the dirt work will be done at the same time to
13 balance the site. The Good Sam area has quite a bit of fill material in it
14 that will be taken out of there, put up on the Good Sam Site and there'll
15 be retaining structures running along the property on the north side of
16 the Good Sam and south side of the Dave McTimski and along the
17 east side of Good Sam, west side Dave McTimski to the access road
18 so that's how we'll be doing the fill. Yes, sir, you are correct.
19
- 20 Stowe: All right, thank you.
21
- 22 Scholz: Okay. Anyone from the public wishes to speak to this? All right, seeing
23 and hearing none I am going to close the public participation.
24 Gentlemen, I will hear a motion to approve. Oh, I'm sorry. We have to
25 rise from the... what were we...confusion...that...right...we have to
26 reinstate the rules.
27
- 28 Shipley: I move to reinstate the rules.
29
- 30 Scholz: Okay, is there a second?
31
- 32 Crane: Second it.
33
- 34 Scholz: All those in favor say aye.
35
- 36 All: Aye.
37
- 38 Scholz: Those opposed same sign. Thank you. The rules are reinstated so
39 we can vote on case PUD-10-02. Is there a motion to approve?
40
- 41 Crane: So moved.
42
- 43 Beard: Second.
44
- 45 Scholz: Okay, it's been approved and...there were no conditions on this.
46 Second from....

1
2 Shipley: Approved by Crane and...
3
4 Scholz: Seconded by Beard? Okay. I'll call the role. Commissioner Shipley.
5
6 Shipley: Aye, findings, discussion and site visits.
7
8 Scholz: Commissioner Crane.
9
10 Crane: Aye, findings, discussion and site visit.
11
12 Scholz: Commissioner Stowe.
13
14 Stowe: Aye, findings, discussion and site visit.
15
16 Scholz: Commissioner Evans.
17
18 Evans: Aye, findings, discussion.
19
20 Scholz: Commissioner Bustos.
21
22 Bustos: Aye, findings, discussion.
23
24 Scholz: Commissioner Beard.
25
26 Beard: Aye, findings, discussions and site visit.
27
28 Scholz: And the Chair votes aye for findings, discussion and site visit so it
29 passes 7-0. Okay, I'll entertain a motion to accept PUD-10-03.
30
31 Beard: So moved.
32
33 Scholz: Okay, Beard moves. Is there a second?
34
35 Stowe: Stowe seconds. I'll call the role. Shipley.
36
37 Shipley: Aye, findings, discussion and site visits.
38
39 Scholz: Crane.
40
41 Crane: Aye, findings, discussion and site visit.
42
43 Shipley: Stowe.
44
45 Stowe: Aye, findings, discussion and site visit.
46

- 1 Scholz: Evans.
 2
 3 Evans: Aye, findings, discussion.
 4
 5 Scholz: Evans, your mike wasn't on.
 6
 7 Evans: Aye, findings, discussion.
 8
 9 Scholz: Thank you. Bustos.
 10
 11 Bustos: Aye, findings, discussion.
 12
 13 Scholz: Beard.
 14
 15 Beard: Aye, findings, discussions and site visit.
 16
 17 Scholz: And the Chair votes aye for findings, discussion and site visit so it
 18 passes also 7-0.
 19
 20 8. **Case PUD-10-06:** Application of Quantum Engineering Consultants Inc.
 21 on behalf of the Evangelical Lutheran Good Samaritan Society for a
 22 Concept Plan for a Planned Unit Development known as the Good
 23 Samaritan Society Village II PUD. The subject property encompasses
 24 13.223 ± acres and is located on the southwest corner of Northrise Drive
 25 and Roadrunner Parkway immediately adjacent to Las Cruces Fire
 26 Station #6. Parcel ID# 02-41025. Proposed Use: A senior citizen multi-
 27 dwelling development offering apartments, townhomes, assisted living
 28 quarters, nursing care and other related uses. The PUD also proposes
 29 limited commercial, office and multi-dwelling residential uses if the senior
 30 citizen development does not occur; Council District 6. **APPROVED 7-0**
 31
 32 Scholz: All right, that brings us to our last case tonight. This is case PUC-10-
 33 06. Mr. Ochoa, you are up again. I think we're all still awake, aren't
 34 we?
 35
 36 Ochoa: I don't think the computer is, though.
 37
 38 Scholz: The computer isn't, yes. Well, that's the old stuff. Now let's see
 39 something new. Commissioner Shipley just suggested that the
 40 computer didn't get its dinner. That's why it's acting up.
 41
 42 *(Computer and PowerPoint presentation still not available)*
 43
 44 Ochoa: I'll go ahead and just present the next case PUD-10-06 without
 45 PowerPoint. We should be okay.
 46
 47 Scholz: We all have copies so we're cool.

ATTACHMENT C



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 responsibilities for the information contained in this map. Users noting errors or omissions are encouraged to contact the City (575) 529-3043.

Legend

- Public_Facilities
- ▬ EXISTING LIMITED ACCESS
- ▬ PROPOSED INTERCHANGE/UNDERPASS
- ▬ Non Designated Trail
- ▬ EXISTING PRINCIPAL ARTERIAL
- ▬ PROPOSED PRINCIPAL ARTERIAL
- ▬ Proposed Paved EBID
- ▬ EXISTING MINOR ARTERIAL
- ▬ PROPOSED MINOR ARTERIAL
- ▬ Proposed Unpaved EBID
- ▬ EXISTING COLLECTOR
- ▬ PROPOSED COLLECTOR
- ▬ City Parcel
- ▬ Interstates_Highway
- EBID Water System
- ▬ Railroad
- ▬ Rio Grande
- ▬ Arroyo
- ▬ PROPOSED LIMITED ACCESS
- ▬ PROPOSED CORRIDOR



15075 0 150 300 450 600 750
 Feet

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