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City of Las Cruces[®]
 PEOPLE HELPING PEOPLE

Council Action and Executive Summary

Item # 18 Ordinance/Resolution# 12-218

For Meeting of _____
 (Ordinance First Reading Date)

For Meeting of June 18, 2012
 (Adoption Date)

Please check box that applies to this item:

QUASI JUDICIAL LEGISLATIVE ADMINISTRATIVE

TITLE: A RESOLUTION TO ADOPT THE EL PASEO CORRIDOR COMMUNITY BLUEPRINT.

PURPOSE(S) OF ACTION:

To adopt the El Paseo Corridor Community Blueprint.

COUNCIL DISTRICT: 2, 3, 4		
<u>Drafter/Staff Contact:</u> Srijana Basnyat	<u>Department/Section:</u> Community Development / Planning & Revitalization	<u>Phone:</u> 528- 3079
<u>City Manager Signature:</u>		

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

The El Paseo Corridor Community Blueprint is the first blueprint to be drafted following the adoption of the Community Planning Blueprint Initiative resolution. The Blueprint is intended to act as a policy plan to guide future projects and planning endeavors in the El Paseo area.

The Blueprint is mostly based on the public input received during the public participation project, Picturing El Paseo, conducted from 2010 through 2011. Additional public input was received through emails, in response to the two drafts that were emailed out in March and May 2012 (see Attachment "A"). For further information on background and planning process, refer to Attachment "B".

On May 22, 2012, the Planning and Zoning Commission voted (5-0-0), with two members absent, to recommend to the City Council the adoption of the El Paseo Corridor Community Blueprint.

SUPPORT INFORMATION:

1. Resolution.
2. Exhibit "A", El Paseo Corridor Community Blueprint.
3. Attachment "A", Public comments/emails.
4. Attachment "B", Memo on the Blueprint background and planning process.

- Attachment "C", Planning and Zoning Commission minutes (April 17, 2012 – unapproved work session minutes and May 22, 2012 – unapproved draft public meeting minutes).

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"/>	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:

- Vote "Yes"; this will adopt the El Paseo Corridor Community Blueprint.
- Vote "No"; this will reject the El Paseo Corridor Community Blueprint.
- Vote to "Amend"; this would allow Council to modify the Blueprint as it deems appropriate.
- Vote to "Table"; this would allow Council to postpone consideration of the resolution to adopt the El Paseo Corridor Community Blueprint 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.

- Resolution No. 11-234

RESOLUTION NO. 12-218**A RESOLUTION TO ADOPT THE EL PASEO CORRIDOR COMMUNITY BLUEPRINT.**

The City Council is informed that:

WHEREAS, the purpose of the El Paseo Corridor Community Blueprint is to provide the policy framework required to implement the Picturing El Paseo Vision Statement; and

WHEREAS, the El Paseo Corridor Community Blueprint is in conformance with, and supported by the goals, objectives and policies of the Land Use, Urban Design, Transportation and Environment Elements of the City of Las Cruces 1999 Comprehensive Plan; and

WHEREAS, the Community Planning Blueprint Initiative (Resolution No. 11-234) supports the El Paseo Corridor Community Blueprint, as Appendix 1 of said resolution identifies the El Paseo corridor as appropriate for a Community Planning Blueprint; and

WHEREAS, the El Paseo Corridor Community Blueprint is in conformance with the objective of the Community Planning Blueprint Initiative (Resolution No. 11-234) as its recommendations are consistent with Transport 2040, specifically with reference to the following concepts: form-based codes, transit-oriented development along El Paseo road, walkable thoroughfare design (ITE recommended practices), and complete streets; and

WHEREAS, the City of Las Cruces 2010 Strategic Plan supports the El Paseo Corridor Community Blueprint as it calls for the adoption of a "smart code" under *Strategic Objective 3, Proactively Plan Land Use, Infrastructure, Connectivity and Transportation, Unite Land Use with Transportation and Housing Planning*. The

SmartCode is a type of form-based code, which the Blueprint recommends for the El Paseo area; and

WHEREAS, the Planning and Zoning Commission recommended approval of the Blueprint at their May 22, 2012 public meeting by a 5-0-0 vote, with two Commission members absent.

NOW, THEREFORE, be it resolved by the governing body of the City of Las Cruces:

(I)

THAT the El Paseo Corridor Community Blueprint, as shown in Exhibit "A," attached hereto and made a part of this Resolution, is hereby adopted.

(II)

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

DONE AND APPROVED this _____ day of _____ 2012.

APPROVED:

Mayor

ATTEST:

City Clerk

(SEAL)

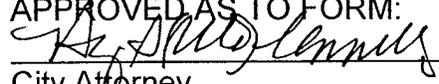
Moved by: _____

Seconded by: _____

VOTE:

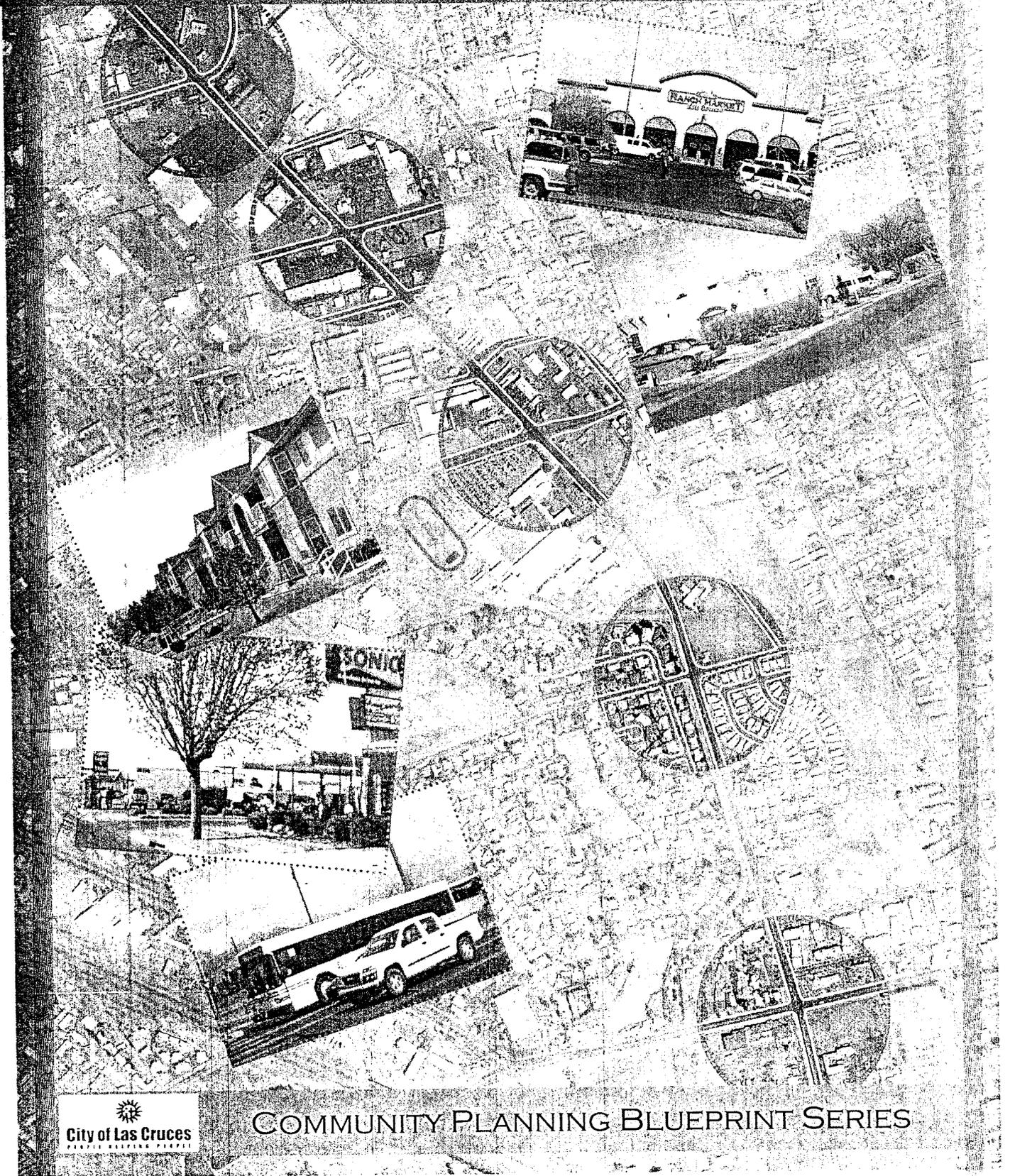
Mayor Miyagishima: _____
Councillor Silva: _____
Councillor Smith: _____
Councillor Pedroza: _____
Councillor Small: _____
Councillor Sorg: _____
Councillor Thomas: _____

APPROVED AS TO FORM:

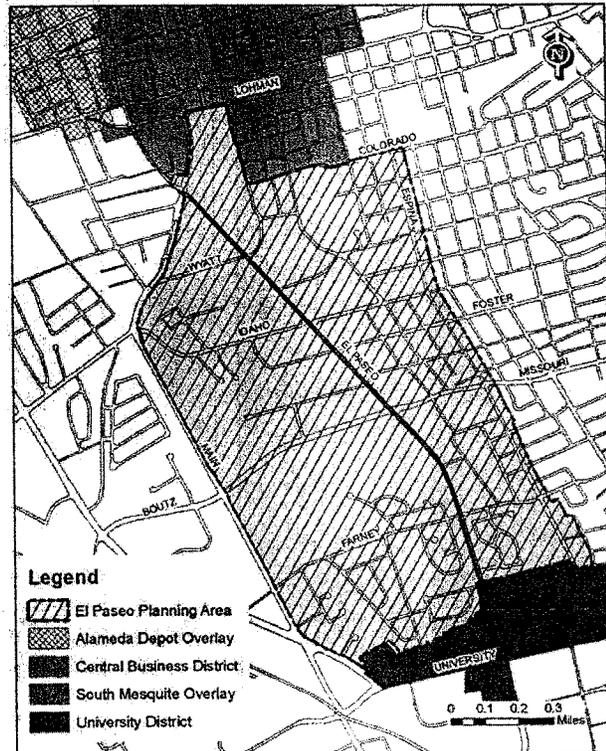


City Attorney

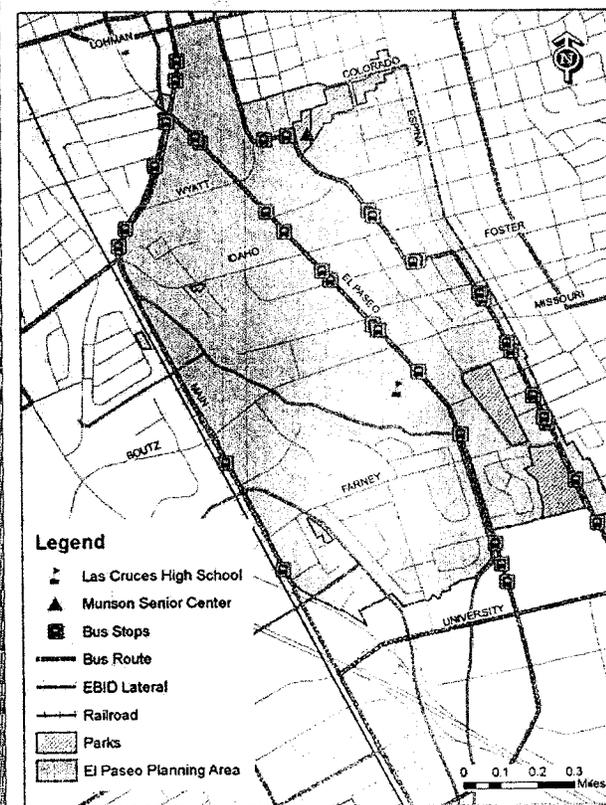
EL PASEO CORRIDOR COMMUNITY BLUEPRINT



EL PASEO CORRIDOR COMMUNITY BLUEPRINT



MAP 1: PROPOSED PLAN BOUNDARIES¹



MAP 2: EXISTING FACILITIES¹

Background

El Paseo Road is a Minor Arterial extending 1.7 miles from Main Street to University Avenue. The arterial provides a critical north-south link between the Central Business District/Downtown and its adjacent historic districts, and New Mexico State University (NMSU) (Map 1).

Through a long public engagement process, *Picturing El Paseo*, conducted in 2010–2011, City staff discovered what citizens from all walks of life want and need along the corridor. This input led to a Vision for El Paseo that reflects these concerns and desires for the future of the corridor:

The El Paseo Corridor is a neighborhood built on shared ideas and a common desire for economic growth and healthy living. It is an attractive, peaceful place where people feel welcome, safe, and comfortable and a hot spot for local shopping, eateries, and businesses.

El Paseo Road is a thriving transit-oriented area where businesses, residents, visitors and the City work together to create a place of sustainability, one that is pedestrian and bicycle friendly and addresses the needs of all citizens.

This document articulates goals that, if carried out, will help to fulfill the public's vision for El Paseo Road. It also provides recommendations on how to achieve these goals.

Issues, Challenges & Opportunities

Essentially a commercial corridor, El Paseo Road is home to over 300 active businesses that provide a variety of goods and services to the community.¹ The majority of businesses within the planning area draw in a large proportion of their customers from outside this trade area.² This implies, among other things, that these businesses could benefit from additional housing (potential customers) in the area.

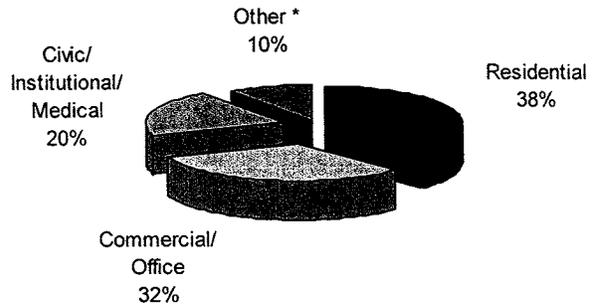
The El Paseo planning area has existing housing opportunities that range from single family subdivisions to apartment complexes consisting of a

EL PASEO CORRIDOR COMMUNITY BLUEPRINT

diverse population in terms of age, income level, race and ethnicity.² Land uses are varied (Fig 1) but segregated (Map 3). This lessens the likelihood for walking in the area and increases the need for a vehicle to access businesses.

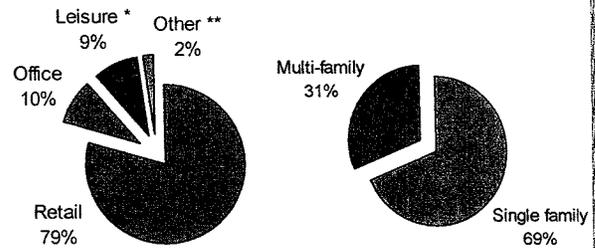
The corridor has historically been auto-oriented and is mainly comprised of several strip malls with multiple access points and prominently visible expanses of parking. Sidewalks are intermittent or in disrepair, and there is an absence of bike lanes. According to the Las Cruces Metropolitan Planning Organization (MPO), the Idaho/El Paseo intersection had the city's highest crash rates in a three-year (2004-2006) analysis of crash data. In 2010, over 40 crashes on El Paseo were reported, making El Paseo one of the most dangerous corridors in the city.³ The 2010 Road Safety Assessment (RSA) performed on the El Paseo corridor identifies several design-related issues that would improve user-safety. Recommendations include limiting the number of median crossovers and commercial driveways; reducing turning radii and lane widths; improving sidewalks and pedestrian landing areas, etc. Such recommendations coincide with the results of *Picturing El Paseo* in which participants placed a strong emphasis on improving conditions for cyclists and pedestrians.⁴

Besides its function as a connector of two major activity centers, the El Paseo corridor has the potential to develop into its own destination. A multi-modal transportation system along the corridor would not only make housing, jobs and commercial areas more accessible, it could substantially enhance the appeal of the corridor among diverse groups of users and contribute to placemaking. Stakeholders and members of the public have also expressed a strong desire for a more robust public transit system along the corridor. Roadrunner Transit has an existing bus route along El Paseo Road, which could be expanded or supplemented to meet latent demand and new requirements as the corridor develops into a more pedestrian-oriented place. Additionally, the City's Long Range Transit Plan has identified El Paseo Road as a strong candidate for transit-oriented development. The Affordable Housing Strategies Plan supports such development along the corridor for its purposes as well.



* Properties with no structure; utility/ transportation-related structures

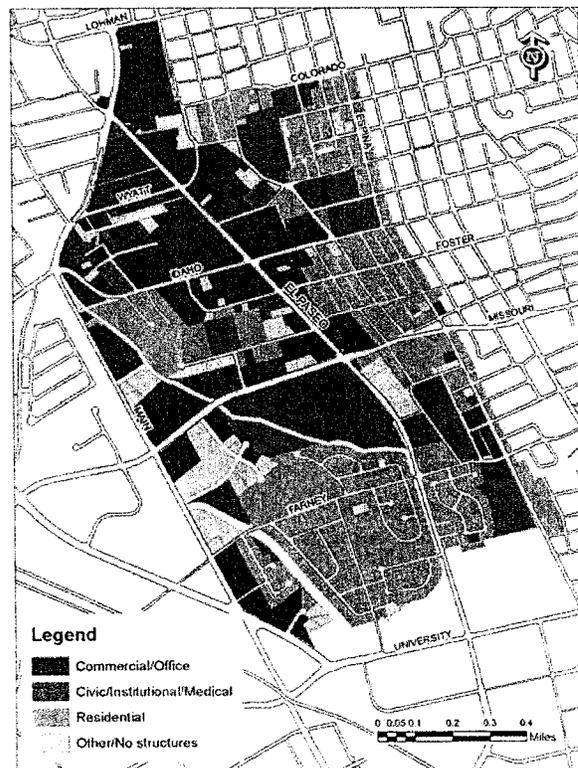
FIGURE 1: EXISTING LAND USE¹



* Includes restaurants, movie theater, hotel/hotel-like structures

** Includes properties with no structures

FIG. 2: COMMERCIAL¹ FIG. 3: RESIDENTIAL¹



MAP 3: EXISTING LAND USE¹

EL PASEO CORRIDOR COMMUNITY BLUEPRINT

The *Picturing El Paseo* process demonstrated public interest in utilizing environmentally-friendly alternatives along the corridor. Green infrastructure, drought-tolerant shade trees, facilities such as bike lanes, trails and public spaces/parks were ranked high in priority. Such amenities also contribute to healthy living and improved aesthetics, both of which are important components of the Vision for El Paseo.

Also during the public input process, developers and property owners expressed a desire for greater flexibility in development or redevelopment of the area. Opportunities exist for innovative development practices that allow for a greater degree of adaptability in land and building use.

The introduction of Pros Ranch Market in 2011 has spurred a greater interest in adjacent properties and enhances the potential for redevelopment in the area. Additionally, the Las Cruces School District has plans to redesign the Las Cruces High School campus to address the access and pedestrian problems related to the student population. This could influence design and building form in the surrounding areas. As downtown revitalization continues and NMSU carries out more of its master planning efforts, the City anticipates continued development and road improvements on El Paseo Road over the coming decade.

Goals

In order to address the Vision for El Paseo and the issues noted above, the following goals have emerged as the main points in evaluating redevelopment options and improvements to the El Paseo planning area:

1. Redevelop El Paseo Road as a safer and more user-friendly corridor; prioritize equitable design to ensure pedestrians, bicyclists, transit-users, automobile users and people with varying abilities have equal opportunity in accessing uses along the corridor.
2. Allow diverse land uses and housing types to locate in proximity to each other in order to achieve a walkable, inclusive and economically viable area.
3. Allow flexibility in land and building uses such that development can respond to economic and ownership changes.
4. Improve the aesthetic appeal of the corridor; foster a “sense of place” or community identity along the corridor.
5. Encourage climate-responsive and environmentally sustainable development practices, such as traditional building forms, green building techniques and the use of green infrastructure along the corridor.
6. Support active living and healthy community design through appropriate guidelines and regulations for the planning area.

Actions

The goals outlined for the El Paseo planning area indicate the need for consideration of a regulatory measure, such as an overlay or alternative code, which addresses the quality of the built environment without being overly restrictive on land/building use.

Although each of the following recommended actions supports specific goals identified for the planning area, it should be noted that the majority of these are mutually supportive and can be efficiently incorporated into one comprehensive planning document, such as a form-based code/manual.

- Develop and adopt a form-based code for the El Paseo planning area. (Goals 1- 6)
- Design El Paseo Road as a Complete Street. (Goals 1 & 6)
- Implement the Road Safety Assessment (RSA) recommendations for El Paseo Road as appropriate within the context of the Complete Street concept. (Goals 1 & 6)
- Incorporate the Institute of Transportation Engineers’ recommended practices in *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, as they pertain to the overarching vision for the plan area. (Goals 1, 2, 4 & 6)

EL PASEO CORRIDOR COMMUNITY BLUEPRINT

- Advance the City's transit plan and affordable housing strategies by encouraging higher density housing along and around the corridor. (Goals 1, 2, 4, 5 & 6)
- Adopt policies that require, or at minimum encourage, affordable housing units to be integrated with other housing options within the same development. (Goal 2)
- Develop standards to guide the evolution of destination-oriented and/or transit-oriented developments with distinctive, human-scaled urban environments and civic spaces. (Goals 1-6)
- Adopt urban design and architectural standards that can improve the aesthetics and user-appeal of the streetscape. (Goals 4 & 6)
- Adopt standards to incorporate green development and building techniques. (Goals 4, 5 & 6)
- Investigate options to incentivize redevelopment such as investing in infrastructure improvements, pilot/catalyst projects, public-private partnerships; shared parking provisions, density bonus allowances; streamlining the application process, and organizing design competitions and charrettes. (Goals 1- 6)

If adopted, this Blueprint will serve as a policy plan to guide the development of standards and code provisions (as recommended above). The process of developing a form-based code typically involves an intensive public planning process, which can define several aspects of the code, from the determination of its legal nature to the specificity of site-planning standards. Similarly, redesigning El Paseo as a Complete Street or walkable thoroughfare will also involve additional public input. The redesign of El Paseo Road can either be a process independent of the form-based code, or it can proceed in conjunction with the drafting of the code.

The City of Las Cruces Community Development, Public Works and Finance Departments would need to coordinate with each other in order to implement the actions related to the design of El Paseo Road. Public Works is currently working on funded projects such as the re-construction of the El Paseo/Idaho intersection and raised medians at El Paseo and Wyatt.

Since El Paseo is a constrained right-of-way with varying widths along the corridor, the logical next steps in the process of redesigning/redeveloping El Paseo Road would be to survey the existing corridor and develop a conceptual sketch, followed by a cost analysis and implementation plan with funding and phasing schedules. A conceptual sketch of El Paseo Road that incorporates the design-related recommendations in this Blueprint would provide guidance to any redevelopment plans for the corridor.

Notes

1. City of Las Cruces.
2. Environmental Systems Research Institute, Inc. (Esri) and Infogroup.
3. Las Cruces Metropolitan Organization (MPO) <www.las-cruces.org>.
4. 98% of respondents indicated that mobility safety was a high priority, 94% indicated that bicycle facilities were important and 90% indicated that proper sidewalks were important.

References

Environmental Systems Research Institute, Inc. (Esri) and Infogroup.

Las Cruces Metropolitan Organization (MPO) <www.las-cruces.org>.

Picturing El Paseo project page, City of Las Cruces website. <www.las-cruces.org>.

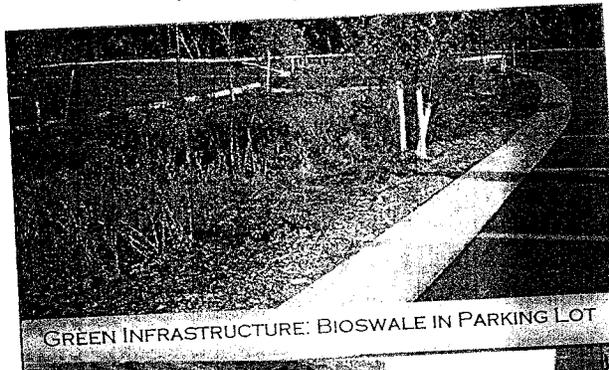
2010 Road Safety Assessment report, Picturing El Paseo project page, City of Las Cruces website. <www.las-cruces.org>.

Related Plans & Policies

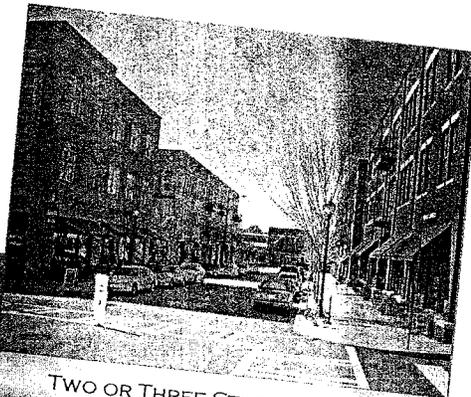
1. City of Las Cruces Affordable Housing Strategies Plan, 2009. Resolution No. 10-057.
2. City of Las Cruces Long Range Transit Plan, 2012. Resolution No. 12-127.
3. Complete Streets Guiding Principles, 2009. Resolution No. 09-301.
4. Transport 2040: 2010 Metropolitan Transportation Plan, Las Cruces MPO.

EL PASEO CORRIDOR COMMUNITY BLUEPRINT

The following is a composite of visualization sketches and images that were part of the public visioning process, *Picturing El Paseo*. The sketches were conceptualized and drawn by Las Cruces residents; the images are samples of the preferences shown by Las Cruces residents during the Visual Preference Survey™ and the Photovoice® exercise; the graphic of a Complete Street cross section is an example of how a mixed-use corridor may be configured.



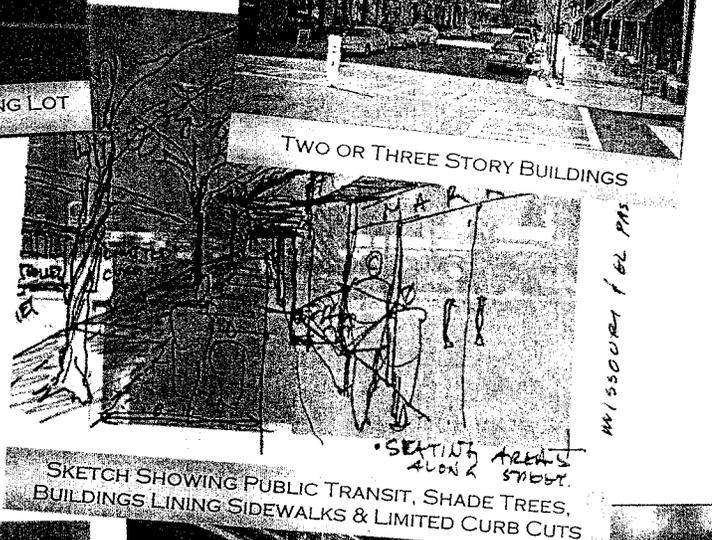
GREEN INFRASTRUCTURE: BIOSWALE IN PARKING LOT



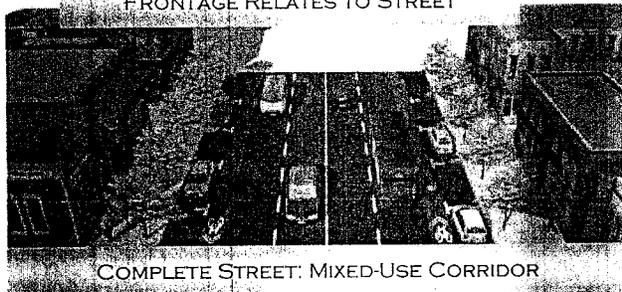
TWO OR THREE STORY BUILDINGS



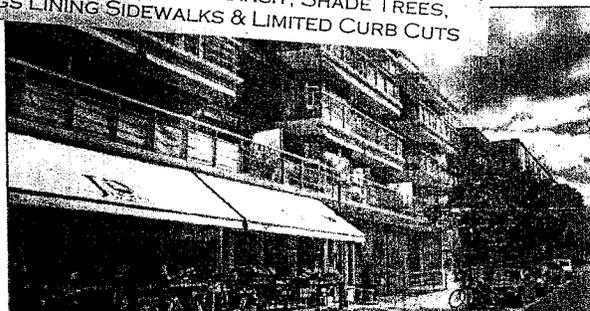
ARCHITECTURAL STYLE/BUILDING FRONTAGE RELATES TO STREET



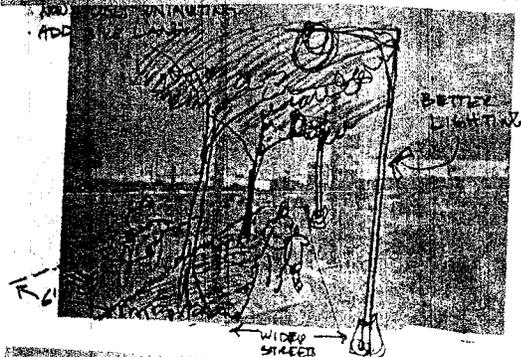
SKETCH SHOWING PUBLIC TRANSIT, SHADE TREES, BUILDINGS LINING SIDEWALKS & LIMITED CURB CUTS



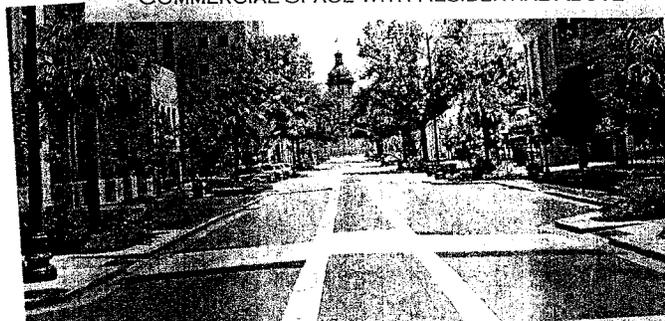
COMPLETE STREET: MIXED-USE CORRIDOR



COMMERCIAL SPACE WITH RESIDENTIAL ABOVE



SKETCH SHOWING BIKE LANE, STREET TREES, BETTER LIGHTING & WIDER SIDEWALKS



TERMINATING VISTA, MEDIAN/CROSSWALKS, STREETSCAPE

Note: All graphics are for illustrative purposes only; they do not represent any existing or proposed redevelopment along El Paseo Road.

LAS CRUCES CORRIDOR COMMUNITY BLUEPRINT

Glossary

Complete Street: a street that is designed and operated to enable safe and convenient access for all users (pedestrians, bicyclists, motorists and transit riders of all ages and abilities).

For further information:

Transport 2040, Las Cruces MPO
Complete Streets resolution, City of Las Cruces;
The National Complete Streets Coalition
<http://www.completestreets.org/>

Form-based Code (FBC): a regulatory tool that prioritizes physical form over use. A FBC addresses the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks. Form-based codes are drafted to implement a community plan. They try to achieve a community vision based on time-tested forms of urbanism.

For further information:

Form-based Codes Institute
<http://www.formbasedcodes.org/what-are-form-based-codes>

Green Infrastructure: stormwater management techniques that conserve water. It focuses on control techniques that slow, capture, treat, infiltrate and/or store runoff at its source. It can be applied at the site (e.g., vegetated roofs, porous pavement, and cisterns), neighborhood (e.g., narrow street widths, vegetated retention areas, porous pavement, and street trees), or regional scale (e.g., management of tree populations in urban settings and open space preservation).

For further information:

United States Environmental Protection Agency
<http://water.epa.gov/infrastructure/greeninfrastructure/index.cfm>

Healthy Community Design: an approach to community design based on the realization that the way we design and build our communities can affect our physical and mental health. Healthy community design integrates evidence-based health strategies into community planning, transportation, and land-use decisions.

For further information:

Centers for Disease Control and Prevention's Healthy Community Design Initiative
<http://www.cdc.gov/healthyplaces/>

Placemaking: a multi-faceted approach to creating places that have meaning to people. Placemaking capitalizes on a local community's assets, inspiration, and potential, with the goal of ultimately creating public spaces that promote people's health, happiness, and well being.

For further information:

Project for Public Spaces
http://www.pps.org/articles/what_is_placemaking/

Public Realm: all exterior places, linkages and elements of the built form that are physically and/or visually accessible to the public, such as streets, building facades and open spaces.

Transit Oriented Development (TOD): a compact mixed-use development, usually within a half-mile radius of a transit stop/station, designed to encourage the use of public transportation.

For further information:

Transport 2040, Las Cruces MPO;
The Center for Transit-Oriented Development
<http://www.ctod.org/>

Acknowledgements

CITY COUNCIL

Ken Miyagishima, Mayor
Sharon Thomas, Mayor Pro-Tem, District 6
Miguel Silva, District 1
Greg Smith, District 2
Olga Pedroza, District 3
Nathan Small, District 4
Gill Sorg, District 5

PLANNING & ZONING COMMISSION

Charles B. Scholz, Chair
Godfrey Crane, Vice Chair
Charles Beard, Secretary
William Stowe, Member
Donald Bustos, Member
Shawn Evans, Member
Ray Shipley, Member

CITY MANAGER

Robert Garza, P.E.

ASSISTANT CITY MANAGERS

Brian Denmark, AICP, ACM/COO
Mark Winson, P.E., ACM/CAO

COMMUNITY DEVELOPMENT DEPARTMENT STAFF

David Weir, AICP, Director
Vincent Banegas, AICP, Deputy Director
David Dollahon, AICP, Chief Planning Administrator
Tom Murphy, AICP, Las Cruces MPO Officer
Paul Michaud, AICP, Senior Planner
Carol McCall, AICP, Planner
Srijana Basnyat, CNU-A, Planner

DATE OF ADOPTION

June 18, 2012
Resolution No. ____



City of Las Cruces
PEOPLE HELPING PEOPLE

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ATTACHMENT "A"

Public Comments/Emails

From: Douglas Hoffman [mailto:douglas.hoffman1@gmail.com]
 Sent: Wednesday, March 14, 2012 10:51 AM
 To: Carol McCall
 Subject: Re: Picturing El Paseo Update 3/09/2012

I actually like it very much, both in format and in content. I especially like the close-up "neighborhood" focus as compared to a more impersonal planning document. I was hoping for a monorail over the street but will settle for a trolley; first a dressed-up (natural gas-fired?) bus but ultimately light rail!

From: Howard & Dee [mailto:howdee59@gmail.com]
 Sent: Wednesday, March 21, 2012 11:38 AM
 To: Carol McCall
 Subject: El pasao road Plan

As a senior bicyclist I use this road several times a week. I fully support the plan to improve this road. Bicycle lanes are a must. Our local drivers are generally friendly to bicycles but roads with bike lanes are always best.

From: Beverly Chambers [mailto:flagbab@mac.com]
 Sent: Thursday, March 22, 2012 7:11 AM
 To: Carol McCall
 Subject: El Paseo Corridor

I volunteer at Safe Haven Thrift Store and would cycle to work if the city would provide a bike lane and maintain it from depri.

From: Barbara [mailto:barbarakuhns@gmail.com]
 Sent: Monday, March 26, 2012 5:05 PM
 To: Carol McCall; Miguel G. Silva; Nathan P. Small
 Subject: El Paseo corridor

Greetings,

Thank you for all the work that has been completed to date on the El Paseo corridor. This rather small little section of our city represents a busy commercial center for thousands of residents. I am writing to urge you to make your final plans that accommodates bicycle transportation.

I sincerely believe that we will be seeing more and more residents using their bikes to accomplish daily tasks. For this reason, please design the final plans for El Paseo Corridor such that they can SAFELY accommodate bicycles. I live on the north/east side of El Paseo and to ride my bike to the Mountain View Co-op is a frightening

experience. Currently the roads are neither wide enough nor designed to make cyclist visible to motorists.

Thank you for your service to the city.

From: Sid Graft [mailto:sid@househuntlc.com]
 Sent: Thursday, March 29, 2012 10:03 AM
 To: Carol McCall
 Subject: RE: El Paseo Planning Blueprint to P & Z

Thanks for sending this. I see no circles/roundabouts which is a good thing. Does anyone have plans to sneak them in? I had heard there was a plan to put one at El Paseo and Wyatt and again at Idaho.

From: Dave Hooker
 Sent: Wednesday, April 04, 2012 9:48:08 AM (UTC-07:00) Mountain Time (US & Canada)
 To: Carol McCall
 Subject: RE: El Paseo Planning Blueprint to P & Z

Carol- Thanks for sending me the current plans. My biggest concern with the plan is that it becomes a template for the "only" way for a property owner to improve his property. I do believe that a lot of things in the plan were inserted by staff and were not a product of the wishes and desires of the attendees in the public meeting at City Hall. When you asked the crowd about bike paths there was not a single person in the room who thought that was an important part of the plan. However, it certainly shows up in the draft plans. There needs to be flexibility included in the plan going forward. Lastly, I still have problems visualizing 2 and 3 story buildings up and down El Paseo with parking in the rear. That look comes from a much more urbanized setting in a large city. Please keep me updated.

From: George Pearson [mailto:george.pearson@mackichan.com]
 Sent: Monday, May 21, 2012 4:47 PM
 To: Srijana Basnyat
 Subject: Re: El Paseo Blueprint Public Hearing

A couple of quick comments (Draft copy dated 5/22/12) that have probably come up before and may already have been addressed:

1. Under Goals, item 3 is repeated, causing confusion when reading the Actions section that references Goals 1 through 6, but 5 is the highest listed number.
 2. Under Actions, the third bullet item refers to "RSA". RSA is defined earlier in the document, but since the Goals and Actions are the heart of the document RSA should be expanded here to Road Safety Assessment.
- Under Actions, the third bullet item refers to "RSA". RSA is defined earlier in the document, but since the Goals and Actions are the heart of the document RSA should be expanded here to Road Safety Assessment.



City of Las Cruces
Community Development
Memorandum

To: Robert Garza, City Manager
From: Srijana Basnyat, Planner
Subject: El Paseo Corridor Community Blueprint Background and Planning Process
Date: June 1, 2012 File No.: M-12-116

On June 6, 2011, the City Council approved a resolution to adopt the Community Planning Blueprint Initiative and identified the El Paseo corridor as an appropriate location for a Blueprint. The El Paseo Corridor Community Blueprint is the first plan to be drafted in the Community Planning Blueprint series.

During 2010 through 2011, the City of Las Cruces conducted a public participation project called Picturing El Paseo with technical assistance from the EPA Smart Growth Implementation Assistance Program and the Partnership for Sustainable Communities. The issues identified in the El Paseo Corridor Community Blueprint are based on public input received during the Picturing El Paseo process and a stakeholders (property owners, developers, realtors) meeting held in November, 2011. Additional public input was received through email responses to the two drafts of the Blueprint that were emailed out to a list of approximately 100 residents, stakeholders and interested parties.

Based on the Planning and Zoning Commission work session on April 17, 2012, the Blueprint was revised to include the definition of green infrastructure, a reference to the visually unappealing expanses of parking along El Paseo, and further elaboration on the intent and limitations of the Blueprint, as well as potential next steps in the planning process for the corridor.

The El Paseo Corridor Community Blueprint is meant to act as a specialized policy plan for the corridor area. The goals and recommended actions in the Blueprint reflect and advance the goals and policies from the 1999 Comprehensive Plan, as noted below:

Land Use Element, (Land Uses) Goal 1, Policy 3.4: High density 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. The Blueprint recommends higher densities along and around the El Paseo corridor.

Land Use Element (Growth Management), Goal 2, Policy 1.6.7: The City shall encourage infill development that supports the utilization of property within the urbanized core of the City. The El Paseo planning area is within the city's urban infill.

Land Use Element, (Urban Form), Goal 4: Achieve desirable urban form conducive to achieving a greater quality of life. The Blueprint recommends the use of a form-based code, urban design and architectural standards to enhance the aesthetic appeal of the corridor. The Blueprint also supports active living and healthy community design through the recommendation to adopt standards for green development and walkability.

Urban Design Element, Goal 1, Policy 1.1: Major and minor entrances (gateways) to the City should be emphasized to relay a sense of arrival to those traveling to and through Las Cruces. (...) Major corridors should include: El Paseo Road, Missouri Avenue, Picacho Avenue, Solano Drive, Telshor, Valley Drive. The Blueprint recommends the adoption of design standards to enhance the appeal of the corridor.

Urban Design Element, Goal 1, Policy 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. The Blueprint advances this policy by recommending the adoption of a form-based code and/or standards that have flexibility of land use built into them.

Urban Design Element, Goal 1, Policy 3.1: Encourage districts and/or neighborhoods (commercial or residential) throughout the community to establish themes for their respective neighborhood or district. Themes and styles should be called out in a neighborhood/district plan, in accordance with the Land Use Element. The Blueprint calls for the adoption of urban design and architectural standards that foster community identity or a "sense of place".

Transportation Element, Goal 2: Develop safe and convenient pedestrian access throughout the city. The Blueprint recommends designing El Paseo as a Complete Street, implementing related Road Safety Assessment recommendations and the design of El Paseo as a walkable urban thoroughfare.

Transportation Element, Goal 4: Advance the use of bicycles as a viable mode of transportation within the City of Las Cruces and MPO area. Designing El Paseo as a Complete Street supports this policy and the Complete Street Guiding Principle to improve the integration of all transportation modes into the roadway pursuant to the City's Complete Streets Resolution 09-301 adopted in 2009.

Environment Element, Objective 2, Policy 2.4: The City should encourage the facilitation of alternative modes of transportation on all future transportation projects, including bicycle and public transportation lanes, in addition to pedestrian walkways. The Blueprint supports multi-modal transportation.

The Community Planning Blueprint Initiative (Resolution No. 11-234) states the following objective: Ensure consistency with the Las Cruces Metropolitan Planning Organization's Metropolitan Transportation Plan currently titled Transport 2040 Plan and provide information for future updates to this transportation plan. The El Paseo Corridor Community Blueprint is consistent with Transport 2040 with respect to the following concepts and related policies: the development of a form-based code; utilization of Complete Street designs with a focus on improving safety for all users, particularly the most vulnerable; support of transit-oriented development (TOD), mixed uses, and sense of community and place; and support of projects that explore green infrastructure. Additionally, Transport 2040 supports the recommended practices in the manual authored by the Institute of Transportation Engineers (ITE) and the Congress for New Urbanism (CNU), *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*. The Blueprint recommends incorporating these practices in the redesign of the El Paseo corridor.

On May 22, 2012, the Planning and Zoning Commission voted (5-0-0) to recommend to the City Council, the adoption of the El Paseo Corridor Community Blueprint.

cc: Brian Denmark, Assistant City Manager/COO
 David Weir, Community Development Director
 David Dollahon, Chief Planning Administrator 
 Paul Michaud, Senior Planner 



**PLANNING AND ZONING COMMISSION
FOR THE
CITY OF LAS CRUCES
City Council Chambers
May 22, 2012 at 6:00 p.m.**

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BOARD MEMBERS PRESENT:

- Charles Scholz, Chairman
- Godfrey Crane, Vice Chair
- Charles Beard, Secretary
- William Stowe, Member
- Shawn Evans, Member

BOARD MEMBERS ABSENT:

- Donald Bustos, Member
- Ray Shipley, Member

STAFF PRESENT:

- Robert Kyle, Building and Development Administrator, CLC
- Katherine Harrison-Rogers, Senior Planner, CLC
- Adam Ochoa, Planner, CLC
- Susana Montana, Planner, CLC
- Paul Michaud, Senior Planner, CLC
- Srijana Basnyat, Planner
- Mark Dubbin, CLC Fire Department
- Rusty Babington, CLC Legal Staff
- Bonnie Ennis, Recording Secretary, CLC

I. CALL TO ORDER (6:00 PM)

Scholz: Good evening and welcome to the Planning and Zoning Commission meeting for Tuesday, May 22nd, 2012. I'm Charles Scholz, the Chair. I'm going to introduce the other members of our Commission and then we'll proceed with a couple of announcements and then we'll go on to the business. On my right is Commissioner Crane. He represents District 4. Next to him is Commissioner Stowe who represents Council District 1. Next to him is Commissioner Evans who represents Council District 5 and I am the Mayor's appointee to the Commission. We're expecting at least

1 one other member of the Commission. He has brake problems right now
2 so I don't know if he'll be here real fast or real slow but we'll find out.
3

4 II. CONFLICT OF INTEREST

5
6 Scholz: We always ask at the beginning or after we have called the meeting to
7 order for a conflict of interest. Gentlemen, after looking at the items on the
8 agenda today, any conflicts of interest? No? Staff, any conflicts of
9 interest? Okay. I assume there will be some from the audience but we'll
10 deal with those in a few minutes.
11

12 III. APPROVAL OF MINUTES

13 1. April 24, 2012 Regular Meeting

14
15
16 Scholz: Okay, the next item is the approval of the minutes. Gentlemen, any
17 additions or corrections to the minutes of April 24th? Okay, hearing none
18 I'll ask for an approval of the minutes. Someone's got to approve that.
19

20 Crane: So moved.

21
22 Scholz: So Crane moves and...

23
24 Evans and Stowe: Second.

25
26 Scholz: ... Evans seconds...well, actually it's a tie with Stowe. All right? All those
27 in favor say aye.

28
29 All: Aye.

30
31 Scholz: Those opposed same sign? And any abstentions? All right, the minutes
32 are passed as written
33

34 IV. POSTPONEMENTS – NONE

35
36 Scholz: All right, Mr. Ochoa, I see you are hiding out there. Are you going to lead
37 us off today? You don't know. Okay. What I wanted to ask Mr. Ochoa
38 was if there were any postponements. It says "None" on the agenda but
39 you always have the inside track there.

40
41 Ochoa: I apologize about that, sir. No, sir. No postponements tonight.

42
43 Scholz: No postponements. Okay.
44

45 V. CONSENT AGENDA

1 Scholz: The next item is the Consent Agenda and here's how the Consent Agenda
 2 works: these would be voted on by one motion by the Commission but if
 3 there's anyone on the Planning and Zoning Commission, a staff or a
 4 member of the public that wants to remove an item from the Consent
 5 Agenda then we'll make that the first item or the next item on the New
 6 Business agenda. So, gentlemen, any concerns about the Consent
 7 Agenda? Okay. I have one and that's the case number 5. That's
 8 rezoning of a piece on the corner of Solano and Oasis. So I re-elect to
 9 move that to that to the first item of New Business.

- 10
 11 1. **Case S-12-005:** Application of Area 51, LLC for a preliminary plat known as
 12 Sonoma Ranch East 2 Phase 8A on a 5.549 ± acre tract located on the east
 13 side of Prado Del Sol Avenue, north of the future extension of Calle Jitas
 14 within the Sonoma Ranch East 2 master planned area; part of Parcel ID# 02-
 15 37615. Proposed Use: 22 single-family residential lots. Council District 6.
 16
 17 2. **Case S-12-006:** Application of Area 51, LLC for a preliminary plat known as
 18 Sonoma Ranch East 2 Phase 8B on a 7.189 ± acre tract located on the east
 19 side of Prado Del Sol Avenue, north of the future extension of Calle Jitas
 20 within the Sonoma Ranch East 2 master planned area; part of Parcel ID# 02-
 21 37615. Proposed Use: 28 single-family residential lots. Council District 6.
 22
 23 3. **Case S-12-007:** Application of Area 51, LLC for a preliminary plat known as
 24 Sonoma Ranch East 2 Phase 9A on a 4.370 ± acre tract located on the east
 25 side of Prado Del Sol Avenue, north of the future extension of Calle Jitas
 26 within the Sonoma Ranch East 2 master planned area; part of Parcel ID# 02-
 27 37615. Proposed Use: 19 single-family residential lots. Council District 6.
 28
 29 4. **Case S-12-008:** Application of Area 51, LLC for a preliminary plat known as
 30 Sonoma Ranch East 2 Phase 9B on a 5.512 ± acre tract located on the east
 31 side of Prado Del Sol Avenue, north of the future extension of Calle Jitas
 32 within the Sonoma Ranch East 2 master planned area; part of Parcel ID# 02-
 33 37615. Proposed Use: 23 single-family residential lots. Council District 6.
 34
 35 5. **Case Z2852:** Application of William J. Crawley to rezone from R-4 (Multi-
 36 Dwelling High Density & Limited Retail and Office) to C-2 (Commercial
 37 Medium Intensity) on a 0.20 ± acre lot located on the southwest corner of
 38 Oasis Avenue and Solano Drive within the North Mesquite Neighborhood
 39 Overlay; 1769 N. Solano Drive; Parcel ID# 02-04648. Proposed Use: Limited
 40 Commercial Uses; Council District 1. **(MOVED TO FIRST ITEM UNDER NEW
 41 BUSINESS)**
 42

43 Scholz: Okay, is there anyone from the public who wishes to speak to any of the
 44 items on the Consent Agenda? Yes, ma'am? Okay.

45
 46 P. Crawley: *(Speaking from audience – inaudible)*
 47

1 Scholz: Pardon me?

2

3 P. Crawley: *(Speaking from audience – inaudible)*

4

5 Scholz: Okay, so you want to speak to that. All right. How about anyone who
6 wants to speak, well, let's see... the Sonoma Ranch issues? No one?
7 Okay, then they remain on the Consent Agenda then and I think that's it.
8 Okay, I'll entertain a motion to accept Items 1, 2, 3 and 4 on the Consent
9 Agenda.

10

11 Stowe: So moved.

12

13 Scholz: Commissioner Stowe moves. Is there a second?

14

15 Evans: I second.

16

17 Scholz: And Evans seconds. All those in favor say aye.

18

19 All: Aye.

20

21 Scholz: And those opposed same sign? All right, Items 1 through 4 on the
22 Consent Agenda are approved.

23

24 VI. OLD BUSINESS – NONE

25

26 Scholz: There's no Old Business, I assume, Mr. Ochoa?

27

28 Ochoa: No, sir. No old business.

29

30 VII. NEW BUSINESS

31

32 Scholz: Okay, fine. Our first item under New Business then is going to be case
33 Z2852 and you're going to present. I see we're having a problem with the
34 computer.

35

36 Ochoa: Mr. Chairman, seeing that we have a problem with the computer right now
37 was it just a specific question that you had with staff or the property owner
38 about this or would you like a full presentation on that, sir?

39

40 Scholz: Well, actually, if the property owner is here, yes, I would like to question
41 him or her.

42

43 W. Crawley: Mr. Commissioner Scholz, this is William Crawley.

44

45 Scholz: Okay. My concern, sir, was with the neighborhood. Did you notify the
46 neighbors? Because I noticed there's a house right behind that property.

1
2 W. Crawley: Yes, sir.
3
4 Scholz: Was that person notified that you were planning to change the zoning?
5
6 W. Crawley: Yes, sir.
7
8 Scholz: And what was their response.
9
10 W. Crawley: There was no response.
11
12 Scholz: I'm sorry.
13
14 W. Crawley: It didn't seem to bother them. I mean, there's commercial on both sides of
15 them.
16
17 Scholz: Okay. All right, that was my concern.
18
19 W. Crawley: Their only concern was if they were going to get in and to the trash, which
20 we solved that in '08 with the fence.
21
22 Scholz: I was going to say this is a separate property, isn't it
23
24 W. Crawley: Yeah, it's a separate property and it's all fenced off, all four corners.
25
26 Scholz: All right, any questions for this gentleman? All right, thank you very much,
27 sir. Anyone from the public wish to speak to this?
28
29 P. Crawley: *(Speaking from audience – inaudible)*
30
31 Scholz: I'm sorry, you'll have to come up to the microphone to speak, ma'am, and
32 please identify yourself.
33
34 P. Crawley: I am Patricia Crawley. I am the beneficiary of that property.
35
36 Scholz: Oh, I see. Okay.
37
38 P. Crawley: I just wanted it noted.
39
40 Scholz: Right.
41
42 P. Crawley: Thank you very much.
43
44 Scholz: Okay, thank you very much. All right, anybody else from the public wishes
45 to speak to this? Okay, I am going to close it for public discussion.

1 Gentlemen, any concerns? All right, I'll entertain a motion to approve
2 case Z2852.

3
4 Evans: Mr. Chairman, I move that we approve case Z2852.

5
6 Scholz: Is there a second?

7
8 Stowe: I second.

9
10 Scholz: Okay, Evans moves and Stowe seconds. I'll call the role. Commissioner
11 Crane?

12
13 Crane: Aye, findings and discussion.

14
15 Scholz: Commissioner Stowe.

16
17 Stowe: Aye, findings, discussion and site visit.

18
19 Scholz: Commissioner Evans.

20
21 Evans: Aye, findings, discussion.

22
23 Scholz: And the Chair votes aye for findings, discussion and site visit.

24
25 1. **Case CPB-12-01:** A recommendation to City Council regarding the adoption
26 of the El Paseo Corridor Community Blueprint. Council Districts 2, 3, & 4.

27
28 Scholz: Okay, that brings us to our next piece of New Business, which is case
29 CPB-12-01: a recommendation to City Council regarding the adoption of
30 the El Paseo Corridor Community Blueprint. And who's going to present
31 on this today?

32
33 Kyle: Mr. Chairman?

34
35 Scholz: Yes, Mr. Kyle.

36
37 Kyle: Staff has a presentation prepared for this, as well as the other cases on
38 the agenda. I don't know if the Commission would want to consider taking
39 a recess and see if we can get our technical issues resolved so that we
40 can actually present those; or would the Commission prefer we just move
41 forward with verbal presentation.

42
43 Scholz: Does anybody have any idea how long it will take to correct those?

44
45 Kyle: Not at the moment but they are working on them.

46

1 Scholz: Yes, we'll take a recess for...let's say, ten minutes and hope that
 2 everything can be corrected in that time. Thank you.
 3

4 **(TEN MINUTE RECESS)**
 5

6 Scholz: We took a recess because of IT stuff but Mr. Michaud has told me that
 7 he's going to present on the next item, which is a recommendation to the
 8 City Council regarding the adoption of the El Paseo Corridor Community
 9 Blueprint. And since we've all seen that...I'm sorry, you probably haven't
 10 but I know the Commission has seen it and discussed it so I think we'll
 11 proceed on that. All right?
 12

13 Michaud: Certainly. Good evening, Mr. Chairman and Members of the Planning
 14 Commission. Again, for the record, Paul Michaud, Senior Planner with the
 15 City; I'll be tag-teaming this presentation with Srijana Basnyat, who is the
 16 Planner with the City. We had a work session with this on this; I believe it
 17 was on April 17th.
 18

19 Scholz: Yes.
 20

21 Michaud: This is the El Paseo Corridor Planning Blueprint. The Blueprints are part
 22 of our Comprehensive Plan and if you recall, about a year-or-less ago we
 23 adopted the Blueprint Process, which is a shorter-term process,
 24 something a little less than an Area Plan, but it is part of our
 25 Comprehensive Plan Process and a Long Range Plan. Looking at some
 26 of the purposes of that Plan, part of it is to achieve Goals and Objectives
 27 of our Comprehensive Plan and Transport 2040 and is also to look at and
 28 consider needs and challenges and opportunities in various areas of the
 29 city.
 30

31 In this particular case the El Paseo Corridor was chosen because
 32 there's already some initial work that was being done on visioning and
 33 some of the grant money and other projects that we were doing in that
 34 Corridor. We did receive in 2009 a grant from EPA and that whole grant
 35 was for Picturing El Paseo, which was the tag line for that project and the
 36 whole original point of that project was to look at public participation
 37 toolkit, various ways that we can engage the public and that was the
 38 original intent of that project. It expanded in scope when we received
 39 some additional grant funding from the Housing Urban Development
 40 Department to look at housing choices in the El Paseo Corridor area, as
 41 well as the Department of Transportation to look at some of the road
 42 safety issues on the El Paseo road itself.
 43

44 The Blueprint itself covers pretty much the boundaries from Main
 45 Street over to Espina up to the Main Street down to University. El Paseo,
 46 as you know, is a major corridor, an important link corridor, between the
 things that are going Downtown here, as well as the University Corridor
 itself, some of the aspects or characteristics of El Paseo, the road itself

1 and the uses around it. It does provide a large mix of uses, both
 2 residential, commercial. It does have some various characteristics for a
 3 diverse population. For example, there's a high commercial vacancy rate
 4 in that area. There's a large number of people, proportionately compared
 5 to the city, below the mean household income. Las Cruces High School is
 6 there on the southern portion near University Avenue and there's a lot of
 7 auto-oriented businesses, of course, mainly due to when those
 8 businesses were constructed.

9 Some of the components that came out of that particular process
 10 were a Vision Statement through visioning workshops, the Road Safety
 11 Assessment, which is why you are seeing some of the roadwork that's
 12 going on there today, and a Brownfield's Assessment. The timeline, as I
 13 mentioned before, we started the Picturing El Paseo Project. During that
 14 period, and it was from 2010 to 2011, the Blueprint Initiative, which
 15 created the Blueprint process happened in June of 2011. From that
 16 sprungboard (sic) the Community Blueprint for El Paseo itself and we held
 17 Stakeholder meetings back in November of 2011 and then had the first
 18 draft of the Blueprint itself out in March of 2012. Your work session was
 19 held on the 17th and then the Planning and Zoning meeting tonight, which
 20 you'll make recommendation. If the recommendation moves forward we
 21 tentatively have this going to Council for the June 18th meeting. With that,
 22 Srijana Basnyat will give you more of the details of the Plan itself... and it
 23 looks like we are sort of working here (*computer working again*) With that I
 24 will let Srijana take over.

25
 26 Scholz: Okay, we have video. Is this going out or are we just getting it on our
 27 screens here?

28
 29 Michaud: It should be up. It's up on our side. Yeah.

30
 31 Scholz: Okay.

32
 33 Basnyat: Good evening, Mr. Chair, Commissioners. As you are already familiar
 34 with the Blueprint I'll just very briefly go over the outline of the document
 35 and a little bit into the heart of the document, which is the Issues, Goals
 36 and Actions.

37 The document is divided into seven sections: Background
 38 information and maps, Issues, Goals, a list of recommended Actions,
 39 we've made some References, Related Plans and Policies, a Graphics
 40 page showing pictures and sketches from Picturing El Paseo and a
 41 Glossary for definitions with some website references for further
 42 information.

43 The purpose of the Blueprint is to act as a brief Policy Plan to guide
 44 future projects and planning endeavors in the area. The proposed
 45 planning area, as Paul already mentioned, is roughly bounded by the
 46 Central Business District and the South Mesquite Overlay to the north, the

1 University District to the South, Main to the west and then the eastern
2 boundary is one parcel width east of Espina.

3 The most prominent issues that came up during the public input
4 process had to do with the road conditions and the design of the road
5 itself. El Paseo is one of the most dangerous corridors in the city. The
6 Corridor is not designed for pedestrians or bicyclists. The Road Safety
7 Assessment identified some issues and made some recommendations,
8 including limiting the number of commercial driveways and median
9 crossovers. Other issues that were identified by the public were related
10 to the built environment, the overall lack of aesthetic appeal, lack of trees,
11 views of parking lots, unappealing architecture, etc. There was also some
12 discussion on the desire for more flexibility in land use to make it more
13 adaptable due to when needed and economic changing conditions.

14 Despite all the issues and, in some cases because of them, there
15 are several Opportunities that either presented themselves or that were
16 identified during the public input process, which are: expanding or
17 supplementing transit, making improvements for cyclists and pedestrians,
18 looking at El Paseo as a destination creating a unique environment or
19 meaningful civic spaces, expanding the housing stock allowing for higher
20 densities to support transit and affordable housing. And last but not least,
21 the El Paseo area provides a great opportunity to plan for and invest in
22 healthy community design: trees, green infrastructure, community gardens
23 and just making the area more walkable.

24 So then the issues informed the Goals and I need to point out at
25 this point there is a numbering error on page 4 of the Blueprint. The
26 second number 3 should be a number 4. There are still six Goals in total.
27 The Goals section is followed by a set of recommended Actions that are
28 supportive of the Goals and identify ways to implement them; for example,
29 Goal 1 states "Redevelop El Paseo Road as a safer and more user-
30 friendly corridor," which is achievable through Actions such as "Design El
31 Paseo Road as a Complete Street" or "Implement appropriate RSA
32 recommendations," "Incorporate the Institute for Transportation Engineers'
33 *Designing Walkable Urban Thoroughfares*" and the recommended
34 practices within it.

35 Then we have the Related Plans and Policies. The Blueprint is
36 supported by other policy documents. And then I believe Paul mentioned
37 we did email out the draft on March 14th to a hundred or so members of
38 the public, mostly those who had been involved in the public input
39 process. The email responses were supportive of the Blueprint, with the
40 exception of one. The revised draft was again mailed out to the same list
41 of people and there has not been any negative response. We did receive
42 one editing comment on an Action statement on page 4: a suggestion to
43 expand RSA to "Road Safety Assessment," which we'll go ahead and do
44 for the final version that goes to City Council.

45 Then there are some revisions. Staff did modify the document
46 based on the input received at the Planning and Zoning Commission work

1 session in April. On page 3 we've identified expanses of parking viewed
2 from the Corridor as an Issue, which was brought up during the public
3 process as well; and then on page 5 articulated the role and limitations of
4 the Blueprint as a Policy Plan and also identified the next steps in the
5 planning process. We've also added a definition for Green infrastructure
6 in the glossary. The definition was taken from the recently adopted
7 Regional Plan, One Valley One Vision: 2040.

8 And then we have the Findings. The findings are that the El Paseo
9 Corridor Community Blueprint is in conformance with the City's
10 Comprehensive Plan, the Community Planning Blueprint Initiative and the
11 City's Strategic Plan.

12 Staff recommendation for this meeting is for the Commission to
13 recommend to the City Council the adoption of the El Paseo Corridor
14 Community Blueprint. The Options are to: recommend adoption of the
15 proposed Blueprint; recommend adoption of the proposed Blueprint with
16 modifications; recommend denial of the proposed Blueprint, or; postpone
17 action and direct staff accordingly. With that, I end my presentation and
18 am standing by for any questions.

19
20 Scholz: All right, any questions for this woman? Okay. Thank you very much.
21 Anyone from the public wish to speak to this issue? Okay, sir, you are
22 rising to the occasion. Will you come up and identify yourself, please?

23
24 Cervantes: I am Renaldo Cervantes and I have some property right there on El
25 Paseo. You might be familiar with it right there behind the Wells Fargo
26 Bank.

27
28 Scholz: Okay.

29
30 Cervantes: And I come before you to speak on the Blueprint and the process that has
31 been taking place. The El Paseo Corridor connection between Downtown
32 and the University is certainly worthy of a major planning effort. I have
33 attended the sessions that have been presented by your staff and I have
34 found them very interesting. I have enjoyed them and happy to
35 participate.

36 But it seems to me that at this point a more serious effort from the
37 Planning should be taken up. Even if we wanted to, those of us in the
38 public do not have the information to engage in a Plan of this type. It
39 takes somebody from staff, somebody that knows where the infrastructure
40 and understands the traffic. There's a lot of work to be done yet before
41 this thing is advanced to another stage: the traffic counts have to be taken
42 and presented, widening of the street has to be considered, how much
43 property is going to be taken up by the Corridor. There is a canal there
44 and I don't know if anybody has mentioned that but there's a canal there
45 that needs to be considered. I don't know what they're going to do with
46 that.

1 The intersection between the Corridor and University is going to be
2 a major issue and a lot of consideration has to be given to that. That
3 intersection right now is already been taken: three of the corners have
4 already been taken by building the Convention Center and then the
5 development of the bank on the northeast corner and then there's a Glen
6 store there. So the only corner that's available right now for any kind of
7 planning will be the corner on the southeast of the intersection. I don't
8 know if anybody has looked into that in detail but I think it certainly has to
9 be done.

10 In that regard, you know I have offered a connection between
11 Espina and the Corridor. There isn't a cross-connection from University all
12 the way down to Frenger. There isn't a connection from University to
13 Frenger, I think, is the street, and I have offered that consideration be
14 given to a connecting street. And the plan that I have developed or
15 proposed would accommodate such a street and I have offered it to staff
16 for their consideration and I certainly wish that it was considered.

17 And possibly, in conclusion I think that the approach that I would
18 like to see taken is whereby the staff, instead of coming to the public and
19 asking us to design or do that...take into consideration of those things that
20 we want. It seems to me more appropriate that the staff should develop a
21 Plan with the detail that they have at their disposal, which is the traffic
22 infrastructures, widening, connecting streets, intersections; that they
23 develop the Plan and then bring it to the public for us to review and to
24 comment. We are not planners and we cannot actually design a master
25 plan of that magnitude. We know what we want: we want trees and
26 marked paths and all the nicest outdoor eating facilities and all that. But I
27 think that a planner has to be the one that develops the Plan and then
28 bring it to the public for their input and consideration.

29 And, of course, there is always the issue, I think, that was
30 mentioned: the issue of how is this going to be paid for and a time frame.
31 I haven't heard a time frame or where the money's going to come from. I
32 am in the process of developing my property and I certainly have an
33 interest in understanding or at least getting an idea about the time frame
34 of when any of this is going to be taken up and whether any of my
35 property is going to be used or taken up. And certainly we have to look at
36 the costs that are going to be involved and maybe start looking towards
37 our Legislators and seeing if there's funding available for a project of this
38 magnitude.

39
40 Scholz: Okay.

41
42 Cervantes: Thank you.

43
44 Scholz: Any questions for this gentleman? Sir? Questions from the Commission?
45 No? Okay, thank you very much. Anyone else from the public wish to
46 speak to this? Mr. Michaud, some of these questions were asked at the

- 1 last meeting, as I recall. I don't know if you were here. *(To Ms. Basnyat)* I
2 know you were here. Do you recall how we dealt with them? Because I
3 know the question of the cost came up and also the question of the time
4 table. Would you care to speak to that?
5
- 6 Basnyat: Mr. Chair, the reason why costs and time frames are not included in the
7 Blueprint, is not because they were not considered but because at this
8 stage we are simply presenting a Policy Plan. We don't necessarily have
9 the resources, or at least we don't have the framework to begin a major
10 redevelopment plan for the Corridor. But that would be part of the next
11 steps and so, if you notice in the last section of the Blueprint we do talk
12 about coordination between Public Works and the Finance Department
13 and researching funding. So that would come at a later stage but that
14 would be the logical next step.
15
- 16 Scholz: Okay. So what we're talking about here is the approval of Policy rather
17 than the approval of a specific Plan?
18
- 19 Basnyat: That is correct.
20
- 21 Scholz: Okay, thank you. Any other comments, gentlemen? I will close this to
22 public discussion. I will entertain a motion to approve.
23
- 24 Crane: So moved.
25
- 26 Scholz: Okay, Crane moves.
27
- 28 Evans: Second.
29
- 30 Scholz: And Evans seconds. All right, I'll call the role. Commissioner Crane.
31
- 32 Crane: Aye, findings and discussion.
33
- 34 Scholz: Commissioner Stowe.
35
- 36 Stowe: Aye, findings and discussion.
37
- 38 Scholz: Commissioner Evans.
39
- 40 Evans: Aye, findings and discussion.
41
- 42 Scholz: Commissioner Beard.
43
- 44 Beard: Aye, findings and discussions.
45
- 46 Scholz: And the Chair votes aye for findings and discussion. All right.
47

- 1 2. **Case Z2853:** Application of Tom Whatley on behalf of Samra, LLC to rezone
 2 from O-2C (Office, Professional-Limited Retail Service-Conditional) to C-3C
 3 (Commercial High Intensity-Conditional) on a 1.56 ± acre lot located on the
 4 southeast corner of Lohman Avenue and Indian Hollow Road within the
 5 Lohman Avenue Overlay; 3830 E. Lohman Avenue; Parcel ID# 02-27849.
 6 Proposed Use: A 15,000 square foot retail store; Council District 6.

7
 8 Scholz: Okay, our next case, then is case Z2853 and Mr. Ochoa, you're up.

9
 10 Ochoa: For the record: Adam Ochoa, Development Services. Our final case
 11 tonight, gentlemen, is case Z2853. It is a request for a zone change from
 12 O-2C, which is Office, Professional and Limited Retail Service-Conditional,
 13 to C-3C, which is Commercial High Intensity-Conditional.

14 The subject property located south of Lohman Avenue, here where
 15 my cursor is, on the corner of Indian Hollow and Lohman Avenue. As you
 16 can see here and just to give you an idea where it's at: to the east is
 17 Roadrunner Parkway and to the northwest there we have the Dam. As I
 18 said, it is located in the southeast corner of Lohman Avenue and Indian
 19 Hollow Roadway. Currently the subject property is zoned O-2C and
 20 encompasses approximately 1.56 acres and is currently undeveloped or
 21 vacant. The subject property is also located within the Lohman Avenue
 22 Overlay. The proposed C-3C or Commercial High intensity-Conditional
 23 proposed zoning on the subject property will facilitate the use of the
 24 property for a new retail store, which is kind of in the works right now by
 25 the applicant to be brought to fruition. The subject property is located on
 26 Lohman Avenue, which is designated as a Principal Arterial roadway by
 27 the MPO or the Metropolitan Planning Organization here at the City.

28 Just to give you a little bit more background than what the staff
 29 report goes into on the property; it was initially zoned O-1C, which is
 30 Office from the 1981 Zoning Code. This was done around the time when
 31 the Lohman Avenue extension occurred. This zone change was highly
 32 contentious with the area and a number of conditions were placed on that
 33 zoning designation. Later, in 2002 another zone change came up for the
 34 subject property from O-1C, Office, from the 1981 Zoning Code to O-2C,
 35 the current zoning designation of Office, Professional and Limited Retail
 36 Service-Conditional, from the 2001 Zoning Code. This zoning change was
 37 essentially done to bring the property into compliance with the 2001
 38 Zoning Code. Staff at the time knowing that the previous zoning changes
 39 were so highly contentious kept the conditions from the original zone
 40 change for this zoning designation of O-2C. To go a little deeper into
 41 some of the history on the property, in 2005 there actually was a previous
 42 attempt to do a zone change on the subject property from its current O-2C
 43 designation to a C-3C, Commercial High Intensity-Conditional zoning
 44 designation that is being requested as of now. The zone change request
 45 was actually recommended for approved by the Planning and Zoning

1 Commission and later denied by the City Council at a City Council
2 meeting.

3 To kind of keep within what was previously approved with
4 conditions the applicant is proposing to keep a majority of the conditions
5 on the property minus one. There is a current condition on the property
6 limiting the maximum height of any proposed building on the property to
7 25 feet. The applicant is proposing to raise that elevation to 30 feet so as
8 to screen or shield for the purpose of screening any type of accessory
9 utility units or air conditioning units and so forth on the roof of the new
10 building that will be built for the retail store. This is actually a requirement
11 of the Lohman Avenue Overlay requiring of the shielding of these types of
12 accessory utility units on the roof.

13 Adding to that staff is recommending additional conditions for the
14 proposed zone change. We are continuing the requirement of limiting the
15 maximum building height on the subject property. Currently the C-3
16 zoning designation allows up to a 65-foot building in height. We are
17 restricting that to 30 feet and restricting it to a maximum of one story in
18 height. We are also bringing from the previous zone change a condition
19 requiring a 30-foot wide landscape buffer to be provided along the
20 southern boundary of the subject property. We are also bringing along a
21 prohibition of any temporary uses on the subject property except for a
22 temporary construction yard, of course, when construction of the building
23 is taking place on the property.

24 Some newer conditions we are placing on this proposed zone
25 change is that the permitted uses on the subject property shall be limited a
26 kind of general retail uses of the C-3 Zoning District, which are in
27 attachments to your packets. You can see the general, more retail-related
28 specialty shops type of thing, retail-based and keeping away from the
29 service-based and a little more, I guess, intensity-type of uses on the
30 property.

31 With this zone change request staff is also requiring that the
32 applicant dedicate his or her section of the property that makes up Indian
33 Hollow. That section of Indian Hollow, which I will show on the next map,
34 is actually part of the subject property and not public right-of-way. We will
35 require that be dedicated to the City. Along with that they will also be
36 required to provide any improvements at Indian Hollow Road, including
37 curb, gutter and sidewalk at the time of development of the new property.

38 We continue to the aerial here. Here is the vacant, subject property
39 we are speaking about now. This is the section of Indian Hollow that is
40 not dedicated to the City, which would be required, and where those
41 improvements will be required; and the southern property line where the
42 30-foot landscape buffer would be required with the development of the
43 property.

44 Here's kind of a proposed site plan of what the applicant is
45 proposing, showing roughly, a little under 14,000 square foot building with
46 the designated parking and the 30-foot landscape buffer the rear of the

1 property. Again, this is just a proposed, conceptual plan. Anything that
 2 they build on the property would have to follow not only the 2001 Zoning
 3 Code Requirements as well as conditions placed on the property, but also
 4 the Lohman Avenue Overlay as well.

5 With that, staff recommends that this proposed zone change be
 6 recommended for approval with conditions for the proposed zone change
 7 based on the findings outlined in the staff report. The conditions are: 1)
 8 again, the building height shall be limited to 30 feet and restricted to a
 9 maximum of one story; 2) a 30-foot wide landscape buffer shall be
 10 provided along the southern boundary of the subject property; 3) the
 11 subject property shall be prohibited from any temporary uses except for a
 12 temporary construction yard; 4) permitted uses on the subject property
 13 shall be limited to those general retail uses outlined in Attachment #4 of
 14 the staff report; 5) the applicant shall be required to dedicate that section
 15 of Indian Hollow that is located on their property, and; 6) the applicant
 16 shall be required to provide any and all improvements to Indian Hollow,
 17 including curb, gutter and sidewalk at the time of development of the
 18 property.

19 With that, gentlemen, your options tonight for case Z2853 are: 1) to
 20 vote "yes" to approve the request as recommended by staff; 2) to vote
 21 "yes" to approve the request with additional or modified conditions; 3) to
 22 vote "no" and recommend denial for the proposed zone change, and; 4) to
 23 table/postpone the proposed zone change and direct staff accordingly.

24 You have been handed an email, I believe, and a formal letter from
 25 a neighborhood association relatively close to the subject property in
 26 protest to the proposed zone change. As well, our staff has received a
 27 number of phone calls against the proposed zone change. With that, the
 28 applicant is here for any questions you might have of him and staff stands
 29 for questions as well.
 30

31 Scholz: Okay, questions for this gentleman? I just have one, Mr. Ochoa, and that
 32 is...would you go back to the close up of the site plan? Yeah, there it is.
 33 Are we thinking that there is going to be an exit or an entrance off of
 34 Indian Hollow, as well as one off of Lohman or is this just a speculative
 35 plan?
 36

37 Ochoa: Mr. Chairman, when this was given to me it was just a speculative plan as
 38 of now. That would be taken care of during the construction phase. As
 39 you can see under the staff report as well the Traffic Engineer did require
 40 that a Traffic Impact Analysis be required at the time of construction or
 41 development of the property. So at that time, I assume, is when they
 42 would decide on where accesses would be granted to this property.
 43

44 Scholz: Okay. Any other questions? May we hear from the applicant, please?
 45

46 Watley: Tom Watley with Steinborn. For full disclosure I do represent the current
 47 landowner and the potential buyer of this. I was surprised. We've been

1 on about a two-year project with these people that are from Colorado that
 2 building stores across the Southwest and we've done many site surveys
 3 and we've looked at Lohman Avenue. Lohman Avenue is always what
 4 they've come back to: being at the way corner you have Walgreen's and
 5 it's just progressing that Lohman has become a very popular retail
 6 corridor. So when we decided to move forward with the possible purchase
 7 of this corner we were all quite surprised that it was an O-2 zoning,
 8 considering that everything else along that corridor on both sides of the
 9 street and all the way behind Foothills is all C-3.

10 I am fully aware of the 2002 Ordinance. I am also aware of the
 11 2005 and at that time it was very contentious and a lot of objections but I
 12 think a lot of it had to do with the developer at the time and what was
 13 going on with him. This site is a retail site, I mean, the corner of it what it's
 14 designed. O-2 zoning does allow high traffic areas. If you look at it you
 15 can go back and build medical facilities, which are...you know, you could
 16 do in-and-out for patient or home healthcare. There is still that possibility
 17 of having high traffic.

18 When we looked at it, the site proposal, that you saw is just a
 19 concept. We have lived with the 30-foot buffer, we've asked for the
 20 increase in height from 25 feet to 30; but really the only purpose of that
 21 was to hide the HVAC, because that's part of the Lohman Avenue
 22 Corridor Plan of Lohman so we really haven't changed all that. And also
 23 when you look at the buffer, and we've got some questions on the
 24 property lines itself from the ALTA survey that buffer may be even more
 25 than 30 by the time we get done; it may be almost closer to 40. The
 26 building height, 30-foot is just to hide the HVAC. It's not going to build a
 27 30-foot building. It'll have parapets on it. We think this is a good design.

28 We still have a lot of work to do with staff and we're hoping that
 29 staff...staff has been helpful in helping us with this. I do have somebody
 30 here from Colorado that is with the developer that if she would like to...her
 31 name is Monee Ragsdale; if she wants to tell a little bit about the
 32 company. It's still kind of a hush-hush but that's her option so I will stand
 33 for questions for now.

34
 35 Scholz: Okay, questions for this gentleman? I have just one and that is: this lot is
 36 the only that is O-2 right now in a line of C-3s...

37
 38 Watley: Yes, Mr. Chairman, and it is the corner lot which it's...you know, the
 39 interesting thing, if you go up there, and I'm sure you've done your site
 40 checks, that lot has been just deteriorating now for ten years. The water
 41 comes down and crosses Indian Hollow, I mean, it's just a big open area
 42 and if you go one lot over that's still a vacant lot that's owned by Dr.
 43 Hesser and then you have Millennium Chiropractic so it just kind of stair-
 44 steps. So it's kind of a low point...and then right there across Indian
 45 Hollow you have Compass Bank, Keller Williams, another realtor and then
 46 at Foothills that corner, which is also O-2, which I find kind of intriguing,

1 US Bank is going to be building and I think they've already put their
2 construction trailer out there. They're going to be building a new bank
3 branch. So it's just part of the retail traffic going up Lohman.

4
5 Scholz: Okay. No questions for this gentleman? Okay. We'll open this to public
6 discussion. Now I understand from the letter I got, it says, "We request
7 that our spokesman, Board Member Rob Wood be placed on the agenda."
8 Is Rob Wood here? There you are, Mr. Wood? Are you going to speak
9 for the whole group?

10
11 *(Mr. Wood speaking from audience – inaudible)*

12
13 Scholz: Okay, well, if there are other people who want to speak then we're going
14 to limit the time. Okay? And what we usually do is limit everybody to
15 three minutes. Okay? So can you do three minutes?

16
17 *(Mr. Wood speaking from audience – inaudible)*

18
19 Scholz: Well, hold on then. How many others want to speak?

20
21 *(Mr. Wood speaking from audience – inaudible)*

22
23 Scholz: Okay, and you, ma'am?

24
25 *(Woman speaking from audience – inaudible)*

26
27 Scholz: Okay, fine. I'll include you. Yeah. Thank you. Anybody else want to
28 speak to this? Yes. Okay. There's a fourth person. I'll give you your five
29 and then I'm going to limit the other people to three.

30
31 Wood: Thank you very much.

32
33 Scholz: Okay, go ahead.

34
35 Wood: Mr. Chairman, Members of the Planning and Zoning Commission. My
36 name is Robert Wood. I am a resident of the Northeast Foothills
37 Neighborhood. There used to be a television show on a long time ago
38 called *Dagnet* and Sergeant Friday used to say, "Just the facts, ma'am.
39 Just the facts," and that's what I'm going to give you today is just the facts,
40 not a pie-in-the-sky plan or what somebody proposes they're going to
41 build there.

42 The Northeast Foothills Neighborhood Association Board
43 unanimously opposes case Z2853, which proposes to change the zoning
44 of 3830 East Lohman Avenue, located at the corner of Lohman and Indian
45 Hollow from O-2C to C-3C. That location is directly adjacent to a
46 residential area and is inappropriate for a Commercial High Intensity

1 designation. The Northeast Foothills Neighborhood consists of about a
2 hundred single-family homes on Indian Hollow, Chimney Rock Road and
3 Squaw Mountain Drive. The neighborhood begins about 175-feet from the
4 subject property. The report by the City staff does not acknowledge the
5 existence of these single-family homes, which are the very reason buffer
6 zoning was established for the subject property. The Lohman Avenue
7 Overlay Code, which was designed over a decade ago, outlined urban
8 design criteria for this important city gateway.

9 The current zone of O-2C is consistent with the spirit and intent of
10 the LAO Code. Application to change the zoning to C-3C is not. The
11 recent construction of medical offices across Lohman from the subject
12 property in a district near a hospital demonstrates that there is still a
13 market for offices, so market conditions continue to make the existing
14 zoning viable. A high amount of traffic already exists in the area. Indian
15 Hollow Road is the main access road for residents in the Foothills
16 Subdivision. Many non-residents use Indian Hollow and Chimney Rock as
17 a shortcut to and from Missouri to avoid traffic on Telshor.

18 The proposed zoning indicates that and additional seven hundred-
19 fifty trips will be added to the already high traffic count. The City's report
20 inaccurately states that no on-street parking is permitted on Indian Hollow.
21 In reality, parking is allowed on both sides of Indian Hollow in the subject
22 area. The high level of existing traffic near the property in question is a
23 safety concern to the residents in the Foothills Subdivision. Since June of
24 2010 a total of fourteen traffic accidents have documented in the area;
25 eleven occurring at the intersection of Lohman and Indian Hollow,
26 precisely where the property in question is located and the remainder
27 occurring at streets that intersect Indian Hollow within two blocks from that
28 location. One of the accidents at Lohman and Indian Hollow resulted in
29 the death of an off-duty police officer. Residents of Northeast Foothills are
30 already at risk and the proposed rezoning will increase that risk.

31 Recognizing the problems traffic represents to our area, Foothill
32 residents have worked to improve the safety conditions of the Subdivision.
33 In the last twelve months the residents have removed trees on their
34 property that impeded visibility and have worked with the City to introduce
35 traffic-calming devices, such as street paint and property signs that
36 indicate the speed limit, in addition to the speed bumps that exist on
37 Chimney Rock.

38 A change in the zoning of the property in question would reverse
39 the effects of these efforts and introduce new and increased set of traffic
40 issues. The proximity of the property in question to a school bus stop is
41 about a half-block distance poses an additional safety concern. The light
42 and noise pollution that would be introduced into the residential areas as a
43 result of the proposed rezoning are equally troublesome. Both light and
44 noise pollution can distract drivers, disrupt sleep patterns and affect the
45 overall health and well-being of area residents. Regarding noise pollution
46 in particular, the World Health Organization links exposure to excessive

1 noise with numerous health risks, such as stress, hypertension and
 2 cardio-vascular issues. They note that children are particularly
 3 susceptible to the physiological and cognitive effect of noise pollution.

4 The Las Cruces Development Code indicates that O-2C zoning
 5 serves as a transition between commercial and residential uses. The
 6 current O-2C zoning is consistent with the purpose of that Code; while the
 7 application to change the zoning to C-3C is not. The Las Cruces
 8 Development Code further indicates that O-2C zoning includes business,
 9 personal and professional services that can function without generating
 10 large volumes of vehicular traffic. Development of the property with the
 11 current O-2C zoning would noticeably increase traffic along both Lohman
 12 and Indian Hollow; however, development of the property under a C-3C
 13 zoning would generate and excessive increase in traffic, it would
 14 negatively impact both the residential neighborhoods that border the
 15 property in question, as well as others whose principal access is gained
 16 via Indian Hollow.

17 Because of the concerns for the safety, health and welfare of the
 18 Foothills Subdivision and for our interest in preserving the character of the
 19 area all of which would be directly and adversely affected by a zoning
 20 change we request that the application of zoning from O-2C to O-3C be
 21 denied and that the current zoning designation be retained. I see no
 22 reason to allow a decision in favor of the rezoning to go on to City Council
 23 from this point for them to waste their time in making their decision on
 24 what has already been denied. Thank you and I hope your decision will
 25 be made in favor of the residential residents.

26
 27 Scholz: All right, questions for this gentleman? Commissioner Crane.

28
 29 Crane: It seems to me that the majority of the objections are based on expected
 30 traffic changes. Am I right? The street traffic?

31
 32 Wood: That's part of it. The main objection is the fact that you're changing the
 33 zoning of this piece of property that was zoned as an entrance to a
 34 residential area. So the traffic pattern is that, from your traffic studies,
 35 which the City will have to do; if that's a result of that then, yes, then that is
 36 part of our issue.

37
 38 Crane: I'm thinking of the impact of a single retail store on a C-3C, such as we've
 39 seen planned versus O-2C, which could have, I imagine on a lot that size
 40 several offices, which could have at some time of the day more traffic than
 41 a retail location. I'm wondering how firm your concern is that you're going
 42 to have a much more impact of traffic in a C-3C situation than an O-3C.

43
 44 Wood: Mr. Commissioner, from Mr. Watley's presentation he said, that I've read,
 45 that there will potentially be fifty employees working at the retail store that
 46 will be located there and there will be seven hundred-fifty cars a day

- 1 leaving and coming there. There aren't fifty people working in a doctor's
2 office. That requires a very large-sized store to have the manpower of fifty
3 people.
- 4
- 5 Crane: But you could have more than one office on that location? Could it be a
6 strip of offices?
7
- 8 Wood: I don't know. I'm not an expert on the original zoning. I know that that
9 was zoned for a low-use...whatever the C-2C...the 2C?...is less volume
10 than the 3, I mean, that's a known. That's a fact and so the only way
11 when you drive out of that said piece of property there's only two ways out
12 of it: you can either go out onto Lohman, which you can only turn right
13 and go east. The other direction is you have to go onto Indian Hollow and
14 you try and cross onto Lohman or you go up through the residential area.
15 So it's a bad situation; (*inaudible*) nothing but incredible congestion of
16 traffic there at the Indian Hollow and Lohman intersection, which is already
17 super-bad.
18
- 19 Crane: Thank you.
20
- 21 Scholz: All right, other questions? I just have one: you talked about the light and
22 noise pollution. Obviously there's a C-3C zoning already in one, two,
23 three, four properties surrounding this property and you folks knew that, I
24 assume, when you moved there right? When you bought property there?
25
- 26 Wood: Yes.
27
- 28 Scholz: Yeah. Okay. Well, I was just wondering.
29
- 30 Wood: And I knew that this was zoned a 2C at the corner there.
31
- 32 Scholz: Um-hmm. Okay.
33
- 34 Wood: Which made it the entrance to our area more acceptable than having
35 some type of store there, which...whatever they're proposing at this point
36 has no bearing on the reality of what will be built there. He can
37 say....draw it, put his little picture up all day long; but the reality is the
38 owner of that piece of property will want to maximize his return on
39 investment and he's going to put in the biggest thing he can put in there
40 under those zoning restrictions.
41
- 42 Scholz: Okay. Thank you. There were three other people who wanted to speak;
43 the gentleman down front first. I'm going to ask the Secretary of our
44 Commission, Commissioner Beard... nice to see you, Mr.
45 Commissioner...and he will be our timekeeper tonight.
46

- 1 Warner: Thank you, Mr. Chair. Russ Warner. In 2004 and 2005 I chaired the City
2 Infrastructure Committee. It was the very part of the Strategic Plan that
3 was being established at that time. Our Committee was charged, were
4 looking at all the infrastructure in this city and we were asked to make
5 recommendations on infrastructure that would cover the next five, ten,
6 fifteen, twenty years. And during our Committee we talked about one of
7 the things that really had to be taken care of in this city and that was the
8 importance of not establishing areas that are congested and to reduce the
9 areas that were already congested.
- 10 Now I think that fits in pretty well with what you're talking about
11 here. I had a lot of people on that Committee and we worked very hard
12 and long. I had developers on that Committee and everybody talked
13 about, "We have to do this sensibly. We haven't done it sensibly in a lot of
14 areas in the past and it's time that we did it." Now there's no question that
15 if you go ahead and make this zone change you are going to add to the
16 congestion that already exists in the immediate area of Lohman and
17 Indian Hollow. Now I'll tell you: go ahead and do it if you want to and I'll
18 be at City Council and I'll talk to those folks about it and those folks sitting
19 there know darn well what I did on that Infrastructure Committee. So I
20 urge you not to do this. Thank you.
- 21
- 22 Scholz: All right. Questions for this gentleman? Okay, ma'am, come down and
23 identify yourself, please.
- 24
- 25 Taylor: Mr. Chairman and Commissioners. Thank you for hearing me and thank
26 you, Mr. Ochoa, for...I spoke with you today and thank you for doing the
27 research that I asked you to do.
- 28
- 29 Scholz: Say on mike, please.
- 30
- 31 Taylor: I asked Mr. Ochoa...
- 32
- 33 Scholz: And would you identify yourself, please?
- 34
- 35 Taylor: Pardon?
- 36
- 37 Scholz: Tell us who you are.
- 38
- 39 Taylor: I'm Armenia Taylor.
- 40
- 41 Scholz: Thank you very much.
- 42
- 43 Taylor: And we live right next door to where this is supposed to take place. We
44 did have a very contentious meeting with the City Council in 2005 over this
45 same thing and it had nothing to do with the developer at that time. It had
46 to do with exactly what's happening right now. We live in a complex that

1 has twelve units: each one of those are individually owned and we pay
 2 taxes. And we were not notified by anybody that this was taking place. I
 3 happened to find out from Mr. Wood that took a flyer around to us about
 4 this. We are individually owned and we're hoping that you do not have
 5 this happen to us. We have had so much noise pollution in our area. We
 6 have people there...the woman that lives right on the end of where this is
 7 being built is disabled. She's going to have all that noise. Some young
 8 man that bought the place next to her just recently would not have bought.
 9 He just signed the papers about two weeks ago...would not have bought
 10 that had he known this was taking place. We will have trouble selling our
 11 units if we want to. We have had problems with that since all of this has
 12 happened. Originally that was supposed to be a cul-de-sac.

13 We were not notified: all of a sudden there was Indian Hollow
 14 Road went into Lohman. There's a lot of things that have happened. I
 15 would ask you and I asked the City Manager in 2005 and the Community
 16 Development person in 2005 to please notify us. You know how they
 17 notified us this time? They sent it to the same person...they sent it to the
 18 man who has since has deceased that built those places. Nobody has
 19 notified any of us, any of the twelve units, the individually owned twelve
 20 units there and we would request that that is a change that is made
 21 immediately. I asked that before and we were told that that would take
 22 place and it hasn't taken place. I'm very disturbed. We found out about
 23 this three days ago...about this meeting three days ago.

24 I'm asking that you do not approve this or at least you table it
 25 because this is a very, very serious thing for us who live in that complex
 26 and the people across the street. The bank is not a problem. It is a C-2,
 27 it's not a problem. They are only there for a couple hours. There's also a
 28 doctor's office in there and when you talk about doctors' offices people
 29 make appointments and there's not that many people that come to the
 30 doctors' offices. But the noise that's over there is terrible and the traffic is
 31 terrible because they do use that as a cut-through to go to Missouri.

32 Something needs to happen over there in terms of the traffic even if
 33 this... I mean, this goes through maybe they should make that a cul-de-
 34 sac again and then we wouldn't have a problem. Thank you.

35
 36 Scholz: Okay, questions for this lady? Okay, thank you very much.

37
 38 Taylor: Thank you.

39
 40 Scholz: There was a lady over here also wanted to speak.

41
 42 Boles: Thank you, Mr. Chair. My name is Pamela Boles. My husband and I are
 43 fairly new residents to Chimney Rock. We enjoy the neighborhood
 44 immensely. We will not do so if the traffic impact is as proposed. I would
 45 also like to point out to Mr. Watley, when he pointed out that the
 46 Walgreen's also sits at Roadrunner and Lohman and that it has not

- 1 impacted that neighborhood. I might want to point out that Roadrunner
 2 does not go through to any residential units at that end of Roadrunner.
 3 Everybody with those businesses uses Lohman. We are very upset that
 4 you are planning on changing the zoning and I can only support Mr. Wood
 5 in his presentation that this is not the right plan for the neighborhood.
 6 Thank you.
 7
- 8 Scholz: Okay. Questions? All right, thank you very much. Anyone else in the
 9 public wish to speak to this? Go ahead.
- 10
 11 Beerman: I'm William Beerman. I live on Squaw Mountain Drive, a short distance
 12 from this proposed rezoning area and I didn't plan to speak but when I
 13 heard the references to the existing commercial not impacting the
 14 neighborhood, I just thought that I should mention that we bought our
 15 house in 2007 before Walgreen's was built and, with all the talk by the City
 16 government about light controls, Walgreen's absolutely lit up our
 17 neighborhood and there's talk about that going twenty-four hours. Then
 18 as someone else said, we have no problem with the existing property on
 19 the other side of Indian Hollow that's zoned for Office, with the bank and
 20 lawyers' office and the physicians' office. So I would hate to see the
 21 character of our neighborhood change, our property values decline further
 22 and traffic hazards increased. That's all I have.
 23
- 24 Scholz: Okay. Any questions here, gentlemen? Okay, anyone else from the
 25 public want to speak to this? I'll close it for public discussion. Gentlemen,
 26 you have questions, comments? Commissioner Crane.
 27
- 28 Crane: I'm impressed by the fact that there's only two patches of O-2C on the
 29 zoning map and everything else on Lohman is C-3C or C-3. That makes
 30 me rather sympathetic to the neighborhood residents; because as C-3C is
 31 built out and about half the lots right now are vacant I think they will have
 32 an impact on their lives. And if they would prefer to keep the O-2C I'm
 33 sympathetic to that.
 34
- 35 Scholz: Okay. Commissioner Stowe, I see you reaching for your button.
 36
- 37 Stowe: A number of people have mentioned that currently there are noise issues
 38 for people using Indian Hollow as a shortcut instead of using Telshor so
 39 you are already experiencing a problem with noise. I am not sure how
 40 much more noise would be the result of a retail outlet in that lot. That's it.
 41
- 42 Scholz: Okay. Commissioner Beard.
 43
- 44 Beard: I think it's important that there is an O-2 buffer between the C-3s and the
 45 other residential properties and this property that we're talking about today
 46 actually has that major thoroughfare that cuts through there and I can see

- 1 where the traffic would be a problem if that were upgraded to a C-3 and
 2 allowed to go to its maximum traffic density. So I do have a concern of
 3 changing that coding right there. I do like the ideas of having buffers there
 4 to the south a little bit. There's an O-1C buffer between the C-3. That's
 5 put there for a reason and I like it.
 6
- 7 Scholz: Okay. Commissioner Evans, any comments?
- 8
- 9 Evans: I think, ultimately, when all the C-3 is developed, I mean, you're going to
 10 feel that development and one thing to consider is that if they were to ever
 11 develop that corner lot they may put in a traffic light, which would control
 12 some of the traffic and reduce some of the flow going back and forth. So,
 13 ultimately, I don't see a big change one way or the other, whether it's O-
 14 2C or C-3.
 15
- 16 Scholz: All right, if there's no additional discussion, gentlemen, I'll entertain a
 17 motion to approve.
 18
- 19 Beard and Crane: So moved.
 20
- 21 Scholz: It was a tie between Crane and Beard so actually...Beard moved and
 22 Crane seconded. Okay, that's good. All right, I'll call the role.
 23 Commissioner Crane.
 24
- 25 Evans: Do we need to have conditions?
- 26
- 27 Scholz: Conditions read? Well, Mr. Ochoa read the conditions. If you would bring
 28 it back to the screen, Commissioner Beard you are going to read the
 29 conditions for us.
 30
- 31 Beard: The conditions shall include: 1) the building height shall be limited to 30
 32 feet and restricted to a maximum of one story per Ordinance 1954; 2) a
 33 30-foot wide landscape buffer shall be provided along the southern
 34 boundary of the subject property per Ordinance 1954; 3) the subject
 35 property shall prohibit any temporary uses except for a temporary
 36 construction yard per Ordinance 1954; 4) permitted uses on the subject
 37 property shall be limited to general retail uses listed in Attachment #4; 5)
 38 the applicant shall be required to dedicate the section of the subject
 39 property that makes up Indian Hollow Road, 1999 Comprehensive Plan
 40 Goal 2, Objective 1, Policy 6f; 6) the applicant shall be required to provide
 41 improvements to Indian Hollow road including curb, gutter and sidewalk at
 42 the time of development of the property, 1999 Comprehensive Plan goal
 43 2, Objective 1, Policy 6f.
 44
- 45 Scholz: All right. So you are moving approval of this with the conditions as read.
 46 Okay, I'll call the role. Commissioner Crane.

1
2 Crane: Nay, findings and discussion.
3
4 Scholz: Commissioner Stowe.
5
6 Stowe: Aye, findings, discussion and site visit.
7
8 Scholz: Commissioner Evans.
9
10 Evans: Aye, findings, discussion.
11
12 Scholz: Commissioner Beard.
13
14 Beard: No, findings and discussions.
15
16 Scholz: And the Chair votes aye, findings, discussion and site visit. So it passes 3
17 to 2. Okay, thank you, gentlemen. Thank you, folks.
18

19 VIII. OTHER BUSINESS – NONE

20
21 Scholz: All right, any other business, Mr. Ochoa?
22
23 Ochoa: No, sir, none tonight.
24

25 IX. PUBLIC PARTICIPATION

26
27 No public left in the audience.
28

29 X. STAFF ANNOUNCEMENTS

30
31 Scholz: Any staff announcements? I see someone rising to staff. Yes.
32
33 Harrison-Rogers: Yes, we have a few announcements this evening. This is Katherine
34 Harrison-Rogers for staff, Mr. Commissioner, Members of the Planning
35 Commission. We would like to introduce a new Planner, Susana
36 Montana. She's hiding over in the corner right there. We are really
37 excited to have her on board. She has a wealth of experience and we
38 look forward to her working with us.
39
40 Scholz: Great! Thank you.
41
42 Harrison-Rogers: Additionally, I just wanted to note that Mr. Paul Michaud did hand
43 out the final version of Vision 2040 as was approved by the County and
44 City Council.
45
46 Scholz: Right! That's the bound version we have on our desk.

1
2 Harrison-Rogers: Correct, and then one last item: there have been some recent staff
3 report modifications that we've been working on. They weren't
4 representative in this evening's packet; however in June we hope to
5 implement those. They are relatively minor. It's more of a re-shuffling of
6 the information that you have within the staff report just for easier reading.

7
8 Scholz: Okay. Good. Thank you very much.

9
10 **XI. ADJOURNMENT (7:21 PM)**

11
12 Scholz: Okay, if there's no other business before us then I'm going to say we are
13 adjourned at 7:21.

14
15
16 _____
17 Chairperson



City of Las Cruces®

**WORK SESSION OF PLANNING AND ZONING COMMISSION
FOR THE
CITY OF LAS CRUCES
City Council Chambers
April 17, 2012 at 6:00 p.m.**

BOARD MEMBERS PRESENT:

Charles Scholz, Chairman
Godfrey Crane, Vice Chair
William Stowe, Member
Donald Bustos, Member
Charles Beard, Secretary
Ray Shipley, Member

BOARD MEMBERS ABSENT:

Shawn Evans, Member

STAFF PRESENT:

David Dollahon, Chief Planning Adm., Planning & Neighborhood Services
Srijana Basnyat, Planner
Bonnie Ennis, Recording Secretary

I. CALL TO ORDER (6:02 pm)

Scholz: Good evening, and welcome to the work session of the Planning and Zoning Commission for April 17th, 2012. I'm Charlie Scholz, Chair of the Commission. Today we're going to hear from the Chief Planning Administrator and the subject is going to be a recommendation to City Council regarding adoption of the El Paseo Corridor Community Blueprint.

I might point out for those of you in the audience; I don't actually see anyone in the audience; but for those of you in the audience that this is a work session. The public is invited to attend but we don't allow the public to comment at this session.

II. APPROVAL OF WORK SESSION MINUTES – June 21, 2011

Scholz: So the first order of business is the approval of the minutes of the last work session. Are there any additions or corrections to those minutes? No? Okay, hearing none I'm going to ask for approval of the minutes.

1 Crane: So moved.

2

3 Scholz: Okay. It's been moved. Is there a second?

4

5 Two Commissioners at the same time: Second.

6

7 Scholz: Okay, it's been moved and seconded. All those in favor say aye.

8

9 All: Aye.

10

11 Scholz: Those opposed same sign...and abstentions... All right, the minutes are
12 approved.

13

14 III. NEW BUSINESS

15

16 1. **CPB-12-01:** Discussion of a recommendation to City Council regarding the
17 adoption of the El Paseo Corridor Community Blueprint.

18

19 Scholz: All right, Mr. Dollahon, you are going to present to us a recommendation
20 today.

21

22 Dollahon: Actually, Mr. Chairman... David Dollahon, for the record. Because this is
23 a work session we're not actually going to ask for a formal
24 recommendation today. Our intent is to come back to at your regular May
25 meeting for adoption of the recommendation then we'll be moving forward
26 to City Council after that. That's just our title at this point, our working title,
27 and so what Srijana Basnyat and I are going to present to you, two
28 components of it: I get the introduction and Srijana gets the actual
29 Blueprint; and so we'll give you a broad overview of where we are and
30 then be happy to answer questions and take directions and go from there.

31

32 So with that we'll get started. For most of you who've been in the
33 Planning and Zoning Commission for a while, in 2011 staff proposed and
34 this Body recommended to the City Council, who ultimately adopted what
35 we're calling the CPB or Community Planning Blueprint. It was intended
36 to be a shorter version of an overlay plan or some other special planning
37 district. So the overall purpose is to: achieve the goals, objectives and
38 policies of the current Comprehensive Plan; to insure consistency with the
39 MPO's current 2040 Transport Plan to provide a conceptual tool to
40 address fiscal impacts, neighborhood and stakeholder concerns, public
41 improvement needs, and/or community vibrancy and stability issues; as
42 well as identify characteristics, features or conditions that need to be
43 replicated, preserved, or enhanced throughout the community and, in
44 some cases, removed as the preference of the community may be;
45 consider needs, challenges or opportunities for the area, neighborhood,
corridor or place in an expedited manner; try to foster and improve

1 relationships with various neighborhood; head off and resolve any existing
2 land use conflicts, and; develop future land use plans for small areas.

3 This is intended to be what we at the staff level very "quick and
4 dirty" planning at the local level, a much smaller level. For some of you
5 who've been here on the Planning and Zoning Commission, it took us a
6 great while to do the last Overlay Zone, which was the Alameda Depot,
7 and so our intent is to move the process along faster than what we would
8 normally have under our normal neighborhood plan or sector plan or the
9 like.

10 Picturing El Paseo started all of this process. It was a two-year
11 effort for us; most of 2010 and 2011 involved that effort. The public input
12 process or the public input portion in the Draft Blueprint before is what
13 informed the Issues, Challenges and Opportunities section. Just to give
14 you a little bit of background on the Picturing El Paseo, the City in 2009
15 was the recipient of a Technical Assistance Program grant from the EPA
16 for their Smart Growth Implementation Efforts. We were one of four
17 communities selected in 2009 for that Effort. There was no cash involved
18 with the grant. Essentially, the EPA, HUD and DOT provided technical
19 assistance to the community for identification of issues that we had
20 proposed in addressing along El Paseo.

21 El Paseo Road is, as most of you know, and I remember it from my
22 first days starting in college, which is going on twenty-five years ago, has
23 changed significantly. It provides a variety of uses. It houses Las Cruces
24 High School. It has a very diverse population. It is heavily auto-oriented
25 and it also, because of the school and other uses in the surrounding area,
26 has a high level of pedestrian traffic. There is some bicycle traffic, but I
27 would call those dangerous enough to take its own accord; and then it
28 lacks facilities for both. When we're talking about lacking facilities for
29 both, we're talking about bicycle facilities and safety for pedestrian traffic.

30 The El Paseo Corridor provides an important link to the City's
31 ongoing Downtown revitalization efforts and the University Avenue
32 development and the new NMSU Master Plan. As some of you recall, in
33 the last two-and-a-half years we've updated the University District Overlay
34 Zone as well.

35 Some of the components that we were charged with doing or we
36 worked on are doing the Picturing the El Paseo through this EPA Smart
37 Growth Implementation Grant were visioning workshops, a Green
38 Infrastructure Conference, a Road Safety Audit for the entire corridor and
39 Brownfields Assessments on selected sites within properties adjacent to
40 El Paseo.

41 As a result of the effort, before you and I'm not going to read it, is
42 the Vision Statement for Picturing El Paseo. It is a forward-thinking vision.
43 It does not represent how El Paseo is now. It's what the public has
44 indicated to us that they would like to see El Paseo be in the future.

45 A timeline: this is a little bit looking backwards and going forward.
46 The Blueprint Initiative was adopted by City Council in June of 2011. We

1 spent most of 2010 and 2011 on the Picturing El Paseo effort. We've had
2 stakeholders' meetings. The last one was held November 15th of 2011.
3 There were approximately two property owners, realtors and developers
4 that were involved in that meeting. The Draft Blueprint was sent out for
5 public comment on March 14th. We've had quite a few comments come
6 in. Most of them were positive. I would say all of them were positive
7 except for one at this point. Our efforts are to go to this meeting tonight to
8 get your feedback and input. The next step is that your May, regular
9 public hearing at the end of May, would be for recommendation for
10 adoption and then we're shooting for either late June or early July for City
11 Council adoption of what is our first Blueprint for El Paseo. We're also in
12 the early works of starting our second Blueprint so we're having a meeting
13 with some neighbors relatively soon. So, with that, I'll turn it over to
14 Srijana, who is one of our Planners in the Planning Section and she will
15 carry us through the rest of the overview of the plan and we're both here
16 for questions.

17
18 Scholz: Thank you, Mr. Dollahon.

19
20 Basnyat: Mr. Chair, Commissioners. Good evening. Srijana Basnyat, Community
21 Development. The Draft before you is a short document with about six
22 pages of text. You'll see that it's divided into several sections. The main
23 three sections of the document are the Issues/ Challenges, the Goals and
24 the Actions and then to start off we have the Background Introduction to El
25 Paseo. We'll start with the planning boundaries. We are considering the
26 northern boundary to be where the Central Business District and the
27 South Mesquite Overlay end. The southern boundaries would be where
28 the University District Overlay ends; and on the west is Main Street and on
29 the east is Espina and we're going one parcel width east of Espina. The
30 Corridor itself is about 1.7 miles in length. Most of the issues and
31 challenges were informed by the Picturing El Paseo process and the most
32 prominent issues have to do with the road itself: the physical condition,
33 the sidewalks in disrepair, the high crash rates, the fact that El Paseo is
34 not really designed for other modes of transportation. It is essentially an
35 automobile-dominated commercial Corridor.

36 In 2010 we had the Road Safety Assessment, which delivered a set
37 of recommendations to improve user safety on the corridor and most of it
38 had to do with limiting the number of access points, reducing turning radii,
39 lane widths, etc. are things to do with the actual design of the Corridor
40 itself. The other issues that were brought out were related to the
41 environment: people really wanted to see more green infrastructure, just
42 some shade trees along El Paseo and, in general, to improve the
43 aesthetics along the Corridor. Lastly, they also wanted...when we had a
44 stakeholders' meeting, the developers and property owners really wanted
45 to see some flexibility in the use of their properties.

1 Besides these issues we also have several opportunities along the
2 Corridor, basically Roadrunner Transit already has a service along that
3 Corridor, but there is ample opportunity to provide a multi-modal
4 transportation network. We have received many comments for bike lanes
5 and to make the Corridor pedestrian-friendly. This will, of course,
6 contribute to placemaking and then, of course, we already do have an
7 existing housing stock around the Corridor but it could really use a lot
8 more housing to support the commercial businesses.

9 Of course, the public really wanted to see some active living and
10 healthy living standards; just to see a lot of walkability and just things to
11 enhance the Corridor in general, which would eventually contribute to
12 healthy living. So taking all of the Issues and Opportunities we developed
13 a set of six Goals for this planning area: 1) to redevelop El Paseo Road
14 as a safer and more user-friendly Corridor; 2) allow diverse land uses and
15 housing types to locate in proximity to each other; 3) to allow for flexibility
16 in land and building uses so the development can respond to economic
17 and ownership changes; 4) to improve the aesthetic appeal of the Corridor
18 and to foster a "sense of place" or community identity; 5) encourage
19 climate-responsive and environmentally sustainable development
20 practices, and; 6) to support active living and healthy community design.
21 These goals were all derived from the public input either during the entire
22 Picturing El Paseo process or input received at the stakeholders' meeting
23 held in November, 2011.

24 Then we have a set of Actions that support these Goals: and the
25 first one would be to develop and adopt a form-based code; to design El
26 Paseo Road as a Complete Street; to implement the RSA
27 recommendations as they pertain to the Goals; to incorporate ITE's The
28 Institute of Transportation Engineer's manual recommendations in
29 *Designing Walkable Urban Thoroughfares*; to encourage strongly
30 speaking higher density housing along and around the Corridor in order to
31 support affordable housing strategies and the transit-study studies; to
32 encourage the integration of affordable housing units or the
33 redevelopment projects around the Corridor; to develop standards for
34 destination-oriented or transit-oriented development with more human-
35 scaled civic spaces and the like; to adopt urban design and architectural
36 standards, which also came from the stakeholder's meeting; to adopt
37 Green Development Standards both for land development and building
38 practices, and lastly: to research incentive programs and tools.

39 So then the Draft really works off of Transport 2040, the Complete
40 Streets Guiding Principles, a resolution that was adopted by City Council,
41 also the City of Las Cruces Long Range Transit Plan and the City of Las
42 Cruces Affordable Housing Strategies Plan.

43 As David mentioned before, we've received six comments in total
44 on the Blueprint Draft, three in favor of bike lanes. There are some of the
45 excerpts in case anybody wants to read them. And with that I actually end
46 my presentation. I'm happy to take any questions.

1
2 Scholz: All right, gentlemen?
3
4 Crane: I have two minor observations, things I've pulled: directions, I have a
5 question on that, a large observation. I don't know how far this document
6 goes in terms of distribution but I think, under the second paragraph on
7 the Background on page 2, it starts through a long public engagement
8 process... the 4th line; I think this input "led," l-e-d, is correct. "Lead" is
9 wrong.
10
11 Basnyat: That is correct.
12
13 Crane: Okay.
14
15 Scholz: Yup. My God! A grammarian in the crowd here! Proceed, Commissioner
16 Crane.
17
18 Crane: And towards the back there's a new word, which substitutes for an existing
19 word, page 5, the bullet points on the left column, 4th one, "develop
20 standards to guide the, how about "evolution?" ...just a suggestion. Okay.
21 The question is back on page 3, "A multi-modal transportation system
22 along the Corridor would not only make housing...and so on...more
23 accessible." What do you have in mind for "multi-modal transportation
24 system?" We have a bus and there are cars and there's bicycles, at some
25 risk to life and limb, but there are those three.
26
27 Basnyat: Mr. Chair, Commissioner Crane, we are referring to a more robust public
28 transit system and also bikes and pedestrians.
29
30 Crane: And the big observation and this is very much of a long-term thing as I live
31 in the neighborhood. I've lived there twenty years. I shop a great deal
32 along El Paseo from Alameda down to University Avenue. This is a
33 problem for all North American cities but it's just a pity that as you drive
34 down there, particularly at the northern end of the study zone; we look at
35 this huge acreage of parking at the back of which there's a big box or a
36 strip mall. I know down University Avenue there's been an endeavor to
37 make the buildings actually front the sidewalk and the parking be in the
38 back. There's a very large parking area for Sutherlands and the Video 4
39 and since the Video 4's closing, I don't think that much parking will be that
40 much use in the future and; also in front of Pro's Ranch, although that's
41 somewhat screened from the street; on both sides of the K-Mart, the east
42 side and the south, K-Mart at Idaho, and there's probably a couple of other
43 spots; and I feel it would be really nice if, as part of this Plan some strip
44 malls, smallish buildings could be set up there to screen out the parking
45 lot. The people who own the large boxes probably wouldn't be too happy
46 but nothing is particularly interesting about a parking lot.

1 In Santa Clara County, California, I noticed when I first moved there
2 the way they deal with the fact that they have these buildings set back
3 maybe a hundred feet from the street with the necessary parking in front
4 of the building is to put a berm about four-feet high along the street
5 between the sidewalk and the parking lot with trees on it. So as you're
6 driving along you might be able to see the tops of cars but at least you
7 don't see parking. Maybe this is an opportunity.

8
9 Basnyat: Mr. Chair, Commissioner Crane, your concerns were considered by staff.
10 In fact, we had a mapping exercise during both at the stakeholder's
11 meeting and Picturing El Paseo and people actually drew buildings in front
12 of these very parking lots that you're talking about. If you look at the first
13 bullet point, which is to develop and adopt a form-based code, this would,
14 in fact, incorporate almost all of the things that you just mentioned; and
15 also incorporating the Institute of Transportation Engineer's
16 recommendations in their manual would also help because they do speak
17 to making corridors more walkable by basically doing things like bringing
18 buildings to the street and screening parking.

19
20 Crane: Thank you.

21
22 Scholz: Commissioner Shipley.

23
24 Shipley: One of the things...just a housekeeping thing: back on the last page on
25 your...it's actually on page 5, excuse me. Under references you have
26 Environmental Systems Research Institute and it's "Esri." Shouldn't those
27 all be capitalized? When you make an acronym usually the first letter of
28 the word is capitalized.

29
30 Basnyat: Mr. Chair, Commissioner Shipley, this is the way that esri writes their...

31
32 Shipley: That's why I asked. Okay, the other thing is: I thought overall the
33 Blueprint I very good but the bottom line is, we're dealing with a major
34 corridor and this is not, in my opinion, is not the document to use for that
35 because you have so many stakeholders in such a large area, 1.7 miles.

36 The first thing I would say is: this is 2012; where are the costs?
37 What is it going to cost us to do this? You know, when I looked at your
38 photographs and when I went in and looked at the disc and the backup
39 data and I looked at photographs and pictures of traffic signals where the
40 handicapped person can't have access through there because there's a
41 pole there. That means that you're either going to have to underground
42 everything or you're going to have to move poles and do all that kind of
43 stuff; and utility-wise that's going to be extremely expensive and so you're
44 not going to be able to formulate, you know, on the envelope-type of
45 approach to do this.

1 There's going to have to be a major Plan done to do this and the
 2 people that are stakeholders have no idea of what the costs are for a
 3 traffic light, for example. And you can tell them that it's \$300,000 or
 4 \$500,000 and they're going to say, "Well, why do I have to pay for that?"
 5 And, you know, all of these ideas that we've got...when you drive El
 6 Paseo, for example, and you look at the old cigarette places and the gas
 7 stations where you can get the cheapest gas in town; it's that way
 8 because the parking lot hasn't been resurfaced in thirty-five years and it's
 9 full of potholes and the reason it's full of potholes is because they don't
 10 make enough money to go out and have it resurfaced or to do that or to
 11 pay their pro-rata share of the infrastructure that's going to have to be
 12 done, sidewalks, etc., the curb cuts and all that. So one of the things that
 13 this Plan has to address, it has to address the cost.

14 It also has to address phasing. Are we going to phase this and is it
 15 going to be a five-year project, a ten-year project, a fifty-year project?
 16 Where are we going to go? This doesn't give us enough information to do
 17 that and, in my opinion, I think that's a weakness of this is because we've
 18 got pie in the sky but we don't have a, you know...you said these are the
 19 steps, one through six, but you can't get there if you don't know how much
 20 one through six costs and how long it's going to take to do that. So I'm of
 21 the opinion that there needs to be a little more in-depth work before we
 22 send this up to the City Council and say, "Here's what you should be
 23 doing," because, if I were sitting on the City Council, my first question
 24 would be, "How much? How much and how long?" Now the other question
 25 I have and I want that to just be a point that you can think about; I don't
 26 need an answer right now, but what I would like to say is: You used the
 27 term "placemaking." Please define what you mean by "placemaking."
 28

29 Basnyat: Mr. Chair, Commissioner Shipley, in the glossary there is a definition for
 30 placemaking.

31 Shipley: All right.

32 Basnyat: It is a multi-faceted approach to creating places that have meaning to
 33 people. There is a web site called "The Project for Public Spaces" and
 34 they're the group that initiated Placemaking. However, in its generic form
 35 it's being used just to indicate an approach to create places instead of just
 36 spaces.
 37

38 Shipley: Okay. But in the Plan you ought to highlight: where are the places for
 39 placemaking? Are you doing parks? Are you doing, you know,
 40 entertainment complexes? You know, to me, a Plan means that you cover
 41 things; that you give examples of areas where that could be. On your
 42 diagram in the front you've highlighted intersections and you highlighted
 43 buildings like Pro's Ranch. But, I thought overall I like where we're going
 44 with this. I just didn't...it's like you whet my appetite but you haven't told
 45
 46

1 me how much it's going to cost and you haven't given me really any
2 examples to go by; and I think there needs to be a little more detailed than
3 that for us to make a recommendation.
4

5 Basnyat: Mr. Chair, Commissioner Shipley, I do understand that you are making a
6 very good comment. The goal of this document is to act as a policy plan
7 to implement the very, as you mentioned, general policies. We have a set
8 of Actions that are recommended. To actually come up with a cost
9 analysis for redeveloping or resurfacing a street would require the design
10 for the street and that comes in under Actions, bullet point number two is
11 to design El Paseo Road as a Complete Street. Along with that Action,
12 several others, such as develop a form-based code or incorporate some of
13 these other RSA recommendations, these all would be considered at a
14 project-feasibility analysis, which is not currently part of this document, as
15 you pointed out, but is something that would be the next step.
16

17 Shipley: Then I would recommend that you state that in this document, that here's
18 what has to be done next, you know, and this is what we have to
19 determine because, I think, you know, this is kind of like getting the menu
20 at the restaurant and you've got all these choices and these ideas and
21 everything looks mouthwatering and I'm chomping at the bit to clean up El
22 Paseo and Main Street and, you know, all the way down to University. But
23 then, when you hand me the check at the end day, you know, and I go into
24 cardiac arrest, it's not helpful to do that and I think, you know, a Plan is
25 just that.

26 This is really not a Plan yet because if we don't know how much the
27 Plan costs, we may never activate the plan. It may be a concept but it's
28 not a Plan, the way I see it. So conceptually I think this is a wonderful
29 document and I think it's hitting the right spots. I just think that there's two
30 things that are missing, you know, the time frame and the cost. But other
31 than that I was very impressed and I was very grateful for this little piece
32 of documentation because I spent a lot of time looking at the pictures in
33 here and looking at the statements and to understand that there's seventy-
34 three accidents that have happened at the corner of Idaho and El Paseo
35 over a short period of time means that it's not something that we can take
36 a lot of time to do because people's lives are at stake in what we do here.
37 So even if we just adjust the things that are from an ADA-compliant thing
38 or traffic-safety things, those things have got to drive this train to get
39 something like this Plan into, basically, into implementation.
40

41 Dollahon: Mr. Chair, I would add to what Srijana said: our intent was not to create a
42 detailed plan as you know how long it takes us to get to that point and
43 there are efforts underway by City staff that address some of the issues
44 that are identified within this Plan. We're looking at medians at the Wyatt
45 and El Paseo intersection. We're looking at redesign and reconstruction
46 of the Idaho and El Paseo intersection, which has long been in the works

1 but, to tell you what, our Public Works and our Engineers have designed it
2 one way, in contrary to some of the input that was provided through the
3 Picturing El Paseo Process. So they're essentially redesigning the
4 intersection to take some of the issues that have been previously identified
5 into consideration and those two projects are going to move forward
6 regardless of this, but it's the input from the earlier part of this process that
7 has gotten those projects moving forward.

8 So that's why we're a little bit concerned about putting the cost in
9 there in too much detail is because: one, we don't have it and the timing of
10 it is going to be tough and so there are certain things that we can give you
11 some cost estimates and some potential phasing on, but it's not going to
12 be the detail that we would give you for a Utility Master Plan or a Parks
13 Master Plan. That is not our intent and that's not what we want the
14 document to be, because sometimes that's what people get hung up on
15 and we want to move it forward. Everything that we're proposing can
16 move forward without all that detail. We'll try to find a way to strike a
17 balance between the costs and the phasing but we don't want to tie our
18 hands on some of that information in here because that's what people
19 hold us accountable to and that's not really how it's always going to work.

20
21 Shipley: One other thing: I understand that and, you know, but it's something that
22 is very important. I just wanted you to understand that. Also, in your
23 diagram here you showed some very nice photographs. There's one in
24 particular, the top one, where it says, "Green Infrastructure, Bio-Swale and
25 Parking Lot." I have been a commercial property manager in large, box,
26 shopping centers that have these kinds of things in the middle and the first
27 lesson that we learned is that this all looks very nice and very pretty but
28 there are certain things that you've got to have. You have to have some
29 kind of curb stop to keep cars and trucks from driving off into those
30 medians, especially in this part of the Southwest where every other guy
31 has a pickup truck that he likes to back in and your curb stop doesn't
32 protect it and they may knock down your trees because whoever's
33 managing this is going to be replacing the flowers and the shrubs and all
34 that over and over and over again because that's so... There are some
35 things that look good but they need to be tweaked a little bit.

36
37 Basnyat: Mr. Chair, Commissioner Shipley, the photograph that you referred to was
38 actually taken from the, I believe, it was the Visual Preference Survey
39 during the Picturing El Paseo and understanding your concern for... this
40 was just put in because it was one of the preferences shown by the public.

41
42 Scholz: Okay. Commissioner Beard.

43
44 Beard: I really would like to have something happen to this corridor and after
45 reading this it was like, "Yeah, this is really a dream thing," and I didn't go
46 with too many suggestions. So I tried to think, "What would I do in order to

- 1 make this a better place,” and I find it very, very difficult, to tell you the
2 truth. But the first thing is: what is a green infrastructure?
3
- 4 Basnyat: Mr. Chair, Commissioner Beard, green infrastructure refers to anything
5 that basically provides an alternative stormwater management practice; for
6 example, instead of paving, having paved drainageways, a bio-swale
7 would act as the green infrastructure.
8
- 9 Beard: Okay. On that same paragraph, the one thing I think that could fairly soon
10 or could be done, it would be to put in the drought-tolerant shade trees. I
11 think this town needs trees, to tell you the truth. It makes it more pleasant.
12 If you want people to walk on your sidewalks...people don't walk on
13 sidewalks because it's dusty and it's sunny. But trees would be one of my
14 number one priorities, and “putting in trails”... I don't know where you'd put
15 the trails. I don't know where you'd the parks. Like he says, we don't
16 know where these things would really go. Down at the bottom of page
17 four ...I'm on page four but I'm on the left side just before Goals it says,
18 “The City anticipates continued development and road improvements on
19 El Paseo Road over the coming decades.” Just what kind of road
20 improvements would they be? I'm trying to think of what I would do as to
21 what, you know, to improve it; but it'd be nice for us to know what it's
22 going to be, what they're thinking.
23
- 24 Scholz: Commissioner Beard, I think Mister Dollahon mentioned two of them,
25 yeah: redesign of two intersections.
26
- 27 Beard: Right.
28
- 29 Scholz: I assume that's part of it.
30
- 31 Beard: And I still don't know what you would do to redesign it, but...that's a sort
32 of...you know, this road is really a...I don't know...it's a difficult road to
33 make improvements on. I mean, it's a heavily used road; people are
34 moving fast; people are trying to get in and out of all those restaurants and
35 places. The places that I see that could be...improvements could really
36 be made are where the large parking lots are. Well, those are privately
37 owned so how do you get the private owner to do what you want to do or
38 what we would like to do?
39 Pictures, I've looked at the pictures, too. There's no cars in these
40 pictures. This place is all about cars and I don't know where you would put
41 these buildings up next to the road. On University Avenue where they
42 have started putting the buildings up next to the road and putting the
43 parking lots behind, they were working with vacant lots and they were able
44 to do that. Where there are existing parking lots, I don't know that they'll
45 get that done. That's a challenge right there and I don't know that there's
46 too many places on El Paseo that you could get the buildings up next to El

1 Paseo, up next to the road, and do the parking in the rear. That would be
2 nice if you could but I see it as almost a dream-type of thing.

3 And, the last thing, and my comment...I mean, I'm all for you. I
4 want to do something. I want to make the whole city... I want to do
5 something... on page 5, number 4; 98% of the respondents indicated that
6 mobility safety was a high priority and also on that 94% and a
7 95...anybody would want to do that but I really think that that the mobility
8 safety: probably a high priority right there. How do you make that road
9 more safe? Because you're taking your chance when you try to pull out
10 on that road and when you stop in order to turn in to something there's all
11 kinds of traffic backs up behind you and I can see you getting rear-ended
12 real easy, and I don't know how you solve that. I really don't. But I think
13 that that's a very important thing is that I agree with those people
14 and...who wouldn't agree with those people? And what was my last
15 item...I guess I can't find what my next item is. I'm all for it and I see it as
16 almost an impossible challenge.

17 Oh, I know what it was...if there's deviations between the current
18 Code and you're going to make new Codes I'd like to see the list, write
19 down the list, you know: this is what it was and this is what we would like
20 to change it to; whether... it was a setback or whatever it is, one-for-one,
21 I'd kind of like to see that as...if you're going to do it.

22
23 Scholz: All right. Thank you, Commissioner Beard. Commissioner Stowe,
24 comments?

25
26 Stowe: Yes. In about the fifth or the sixth slide that David presented one word
27 that jumped up to me was that the Corridor is the "link," the link between
28 Downtown and University and I would like to see a lot more emphasis on
29 transportation costs, modes of transportation; because to me that is
30 almost a definition of El Paseo is from Point "A" to Point "B." I think that's
31 important. Just to be a little wild about it: is the City prepared to support
32 transportation? It doesn't make a profit for five or six years in the early
33 stages. That's a pretty big commitment but in order for people to change
34 what they're doing and to use the transportation they need some
35 encouragement on that.

36
37 Scholz: Okay. Thank you. Commissioner Bustos? Comments?

38
39 Bustos: Actually the only thing that I'd be concerned with is especially the traffic. I
40 know that on University and El Paseo, especially, between Foster? Most
41 of El Paseo's pretty busy but I know between Foster and Idaho right there
42 it's really a mess and then all of University. I was speaking, you know,
43 talking to some other drivers out there and it's just really... it's just really
44 crazy and I think that if somehow the transportation was fixed I think that'd
45 be a real, real big benefit. That's all.

46

1 Scholz: I have a couple of comments and then we'll go back to the group again.
2 My primary concern is pedestrian access and pedestrian safety. There
3 are several intersections in town, some near my house. I live just off of
4 Telshor, where you take your life in your hands when you try to cross the
5 street, even if you cross with the light, because there're constantly cars
6 turning and things like that. And I recall a situation...I think it was in
7 Pasadena, where I saw a basic intersection downtown with a lot of traffic,
8 and all the traffic stopped for the pedestrians and there was a pedestrian
9 cross. As I recall, we used to call that the "fruit basket" or something like
10 that where everybody could go any direction across the road. It seems to
11 me that that would be a possibility for some of these intersections, to allow
12 pedestrians to flow across these intersections, you know, you can go
13 "kitty-corner" to "kitty-corner" or you can go, you know, straight across and
14 all traffic stops so you don't have to contend with people who are turning
15 and that sort of thing. I think that would be a minor adjustment that could
16 be done when we redesign these intersections and I would ask that the
17 Traffic Engineers, you know, consider something like that.

18 Along with that I'm also concerned about the parking lots and the
19 emptiness that the parking lots show and, of course, it's not fun to walk
20 across acres of asphalt either and I think if we do some plantings there, if
21 we do some swales, you know, plan on greening the space up it will make
22 it more attractive. Walking across the University campus this afternoon I
23 realized that the leaves are out on the trees and we have shade, you
24 know. Wow! And it all happened like in the last two weeks and that's a
25 great thing and I agree that we need some type of landscape there to
26 make it not only friendlier but more comfortable for pedestrians.

27 I'm very happy to see that the High School is going to bridge El
28 Paseo. My concern...I heard a rumor last year that the High School was
29 asking to reroute El Paseo, which I think would have been a disaster in
30 that part because of the traffic. Will we be able to count on the High
31 School students using the bridge to get from one side to the other instead
32 of wandering across the street like they often do?
33

34 Dollahon: Mr. Chairman, I believe the way the School is structuring their operations
35 that they're going to be strongly encouraging the bridge between what will
36 be the two campuses; but we still run into the issue with the El
37 Paseo/Missouri/Boutz intersection, especially during the noon hour...
38

39 Scholz: Sure.
40

41 Dollahon: ...for the students. And one of the discussions in the Road Safety Audit is
42 what you talked about at that intersection where they call it the "Pedestrian
43 Hoe-Down" or "Square Dance" or something like that where all vehicle
44 traffic stops and then it's a free-for-all at the intersection for the
45 pedestrians so they can go straight across or "catty-corner" or whatever
46 and that was a discussion that was addressed in the Road Safety Audit

1 and it was a recommendation for that intersection and, potentially, the
2 Idaho intersection.

3
4 Scholz: Good. Yeah, I think you have to consider the amount of pedestrian and
5 certainly it's huge at that corner because of McDonald's, and Sonic and all
6 those other pizza places and so on; and, obviously, restricting students to
7 campus is, you know, might be an admirable idea but I think it's
8 impossible. I think the only place it's going to work initially is at Centennial
9 High School because there's nothing around there; but that'll probably
10 change.

11 The other thing I was concerned about, I guess, was empty
12 buildings. Is there anything in the Plan or did anyone talk about, you
13 know, the potential reuse of space? The video 4, for instance, is going to
14 go out of business next year, the Allen people tell us because they can't
15 get film to show in those and it's not worth, evidently, converting those
16 spaces. So there's a large empty space, probably, you know, I don't
17 know, the size of a warehouse, I guess. I don't recall I've ever been in
18 there but I'm sure it's cut up into small theatres. But did anybody talk
19 about this, about the reuse of existing space?

20
21 Dollahon: Mr. Chairman, I think that gets back to one of the difficulties that we face
22 in the cause for redevelopment. That gets back to our very last bullet
23 under Goals: that investigate options to incentivize redevelopment, such
24 as investing in infrastructure, improvements, pilot/catalyst projects,
25 public/private partnerships, shared parking, density bonus allowances.
26 That's our intent and that's something that we haven't done in Las Cruces
27 and it's very much an effort that we're looking at for Downtown and for
28 other areas of the community. Trying to find ways to get people to
29 redevelop is part of our challenge and it's very difficult in New Mexico
30 because of anti-donation so we have to find some way. We can't buy it
31 unless there's a public safety issue or need that we can clearly identify,
32 but it's tough for us to just give money for the development process. We
33 have to recognize some type of benefit out of it...

34
35 Scholz: Right.

36
37 Dollahon: ...back to the community so that last bullet is probably our biggest
38 challenge and that's the intent behind that bullet, in my opinion.

39
40 Scholz: Well, I can see that it would be. I noticed that when Pro's Ranch Market
41 came in it really sparked the use of that space and I think there were at
42 least one or two restaurants or stores in place before the Market actually
43 opened in anticipation of larger traffic.

44
45 Dollahon: And that's part of their marketing effort is being part of being a community
46 partner. That's an effort that Pro's Ranch undertook.

1
2 Scholz: Oh! Okay.
3
4 Dollahon: They recruited businesses to go into the shopping center and they own
5 most of the shopping center so that was something that they saw as a
6 benefit to them and that's part of their corporate mission.
7
8 Scholz: Um-hmm. Good. Good. Well, it's nice to see corporate partners like that.
9 I'm hoping that we can find some way to do this. There are also a couple
10 of restaurants on the west side of El Paseo that have gone in and out of
11 business on a regular basis and I don't know if they can be salvaged or,
12 you know, whatever. And I think that's the extent of my comments. I like
13 the report. I'm very glad you did this. I think it's a noble effort and I think
14 we need this kind of visioning in your neighborhoods rather than, you
15 know, do piecemeal repairs and changes and so on, to do an overall kind
16 of thing and I appreciate this. Commissioner Shipley?
17
18 Shipley: I just wanted to say the crosswalk that you mentioned, we had those in my
19 home town when I was a kid and it works in the downtown area where you
20 have a high concentration of businesses along the streets and, because
21 people can go, you know, "catty-corner" from corner to corner.
22
23 Scholz: Sure.
24
25 Shipley: So, I grew up with that; also they have it in San Francisco and other
26 places, other large cities. It would work on the corner where the High
27 School is during that one period of time, generally during school starting,
28 closing and lunch. Down the street, though, the businesses are so spread
29 out that you don't have the concentration of people because you need
30 probably forty, fifty people at a time crossing the crosswalk to make it
31 viable to do that. Otherwise you get people who do right turn on red, you
32 know, because there's nobody in the crosswalk, then they do it and they
33 get a ticket and then it's all up in the air. But that is a really good
34 suggestion.
35 The other thing is: along Pro's Ranch; the key thing there, I think,
36 is you could make live/work spaces along there, you know, the....I think a
37 couple of those restaurants went out of business....
38
39 Scholz: There was a McDonald's there, yes,
40
41 Shipley: Yeah, and it's gone; but there was also a seafood restaurant that's
42 gone.... Is it still there? *(Inaudible voices from audience)* Okay. *(Inaudible*
43 *voices from audience)* Yeah, but what I'm saying is that along there it
44 depends on how much parking you're going to give up. In other words,
45 you could build kind of live/work things and make it like a Main Street
46 along Espina as you're going along there and then the parking's still

1 behind it. But how deep would it be and how many spaces would they
2 give up and would they still have adequate spaces to cover their basic
3 business, plus the addition of the new business? So, you know, if there
4 was a beauty shop and a person lived up above, or a barber shop, or
5 something...a small business. It doesn't have to take up a lot of space; but
6 it would be two-story more than likely, or maybe even three-story; and so
7 that would change that neighborhood considerably and that's what I think
8 your pictures are showing, you know, three-and-four-story buildings along
9 as frontage there, commercial spaces with residential above; and, you
10 know, that would...again, it doesn't tie in to anything.

11 It's, you know, when you look at your map and you look at the
12 Downtown area north of it and, you know, this is basically an extension.
13 This is the shopping area of the Downtown. Whereas, the Downtown
14 now, there's nothing there except the Courthouse, the City buildings, a
15 laundry, some small things and a lot of museums. They're not open at
16 night so there's no draw for there. So everybody's going down here to
17 shop and meetings until 9:00-10:00 at night and the theatre that was down
18 there, those kinds of things draw people. So you've really got two distinct
19 areas here that this is tying into and you're trying to do some of the things
20 that you would do in a Downtown area, you know, more live/work type
21 things as opposed to this being more of a suburban area.

22
23 Scholz: Okay. Any other comments? Commissioner Beard, you had a question or
24 a comment.

25
26 Beard: I don't know which it is. *(laughing)*

27
28 Scholz: Okay. I'll make a ruling.

29
30 Beard: And I figured that works pretty well, too, with this; but I looked at all of the
31 acknowledgements here. Everybody's name is first name, last name,
32 except for Charles B. Scholz. How come you get the middle initial? *(all*
33 *laughing)*

34
35 Scholz: Well, that's because I'm unique. I'm the only one and...I'll just tell this
36 story. I was getting my first email account on AOL. Remember AOL when
37 it was hot in 1992? It had like, you know, 300,000 people and then it had
38 700,000 people and then it had 4,000,000. Anyway I was one of those
39 who joined AOL in 1992 and they asked for a handle and I thought, "Well,
40 my initials are CBS. It was my father's joke I think, but I thought I'll make it
41 "THISCBS:" This is CBS. Right? Which was their slogan at the time,
42 you know, and I had that for about a year, year-and-a-half, something like
43 that; and then Connie Chung did her famous interview at which time I think
44 it was somebody called Hillary Clinton a "Bitch," you know. Do you
45 remember that one? And it was broadcast on the air and I began getting

1 emails questioning my involvement with CBS and so I changed my handle
2 to "CSCHOLZ."

3 Well, if there are no other comments or questions, thank you very
4 much for your presentation. I hope we've been helpful and, you know, you
5 have some more ideas, you can go back. A final comment about the
6 structure that Commissioner Shipley referred to: I think if you put a caveat
7 in there and say, "Okay, this is a vision," right? "This is a vision of how we
8 would like it or how the community would like it..." you know, "...what's
9 been developed." And it doesn't include the nuts and bolts of the costs of
10 the actual things because those will have to be left to a later time. But you
11 might think about including a time table and say, you know, "We're going
12 to try and do this in five years or ten years or whatever," if you think that's
13 possible; and say, "These are the things we'd like to accomplish in the
14 next 'X' number of years." I think that'll give people a better sense of the
15 vision.

16 But I certainly appreciate the time and the energy that you folks
17 have put into this. I didn't get a chance to attend any of those meetings,
18 unfortunately; but I know, after reading the comments and looking at the
19 decisions, I think a lot of the things reflect the ideas that I have as well.
20

21 **IV. ADJOURNMENT (6:57 pm)**

22
23 Scholz: Anything else, gentlemen? All right, our work session is over then at,
24 6:57. Thanks a lot.
25
26

27 _____
28 Chairperson