

# **City Comprehensive Plan Update**



**City of Las Cruces**  
**Community Development**  
**Memorandum**

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To: Robert Garza, City Manager

From: Paul Michaud, Senior Planner

Subject: Modification of 1999 City Comprehensive Plan

Date: June 24, 2013

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In advance of the upcoming June 24 Council Work Session, I have outlined below the present status regarding the modification of the 1999 City Comprehensive Plan. In October 2012, staff held a work session with City Council to go over the purpose of the City Comprehensive Plan, the planning horizon, and the upcoming comprehensive plan process activities. Since then, in March 2013, the Planning & Zoning Commission approved the tentative schedule and public engagement plan. City Council received this schedule shown in Attachment 'A' and the public engagement plan with the City Manager Newsletter of March 8, 2013. Phase 1 involves preparation and adoption of an administrative update to the City Comprehensive Plan. The intent of this administrative update is to remove obsolete polices and completed actions, make formatting changes, and do updates based on current policies and plans adopted since 1999.

Attachment 'B' is a draft administrative update of the City Comprehensive Plan worked on by a City interdepartmental staff work group. A track change version is available online at the link at the end of this memo. The next phases will build off this administrative plan to incorporate any necessary new goals and polices, validate items, further evaluate the plan organization-themes, and make other refinements based on a more intensive outreach-engagement process. It is an iterative process whereby the goals, objectives, and policies will be further refined throughout each phase. The major changes to the existing goals, objectives, and policies included modification of most policies from a passive tense to an active tense to express a clearer, more direct statement of City policy, replacement of the subject of certain policies with a more general term when appropriate, reorganization of policies to remove duplication and consolidation, deletion of code-like policies, updates to concepts, and deletion of obsolete policies and implementation actions. Attachment 'C' provides a summary of the policies changed, completed, or not done.

Attachment 'D' summarizes the policies frequently referenced by the long-range planning section when evaluating development cases. Most referenced policies are commercial or residential land use, Planned Unit Development, and infill policies from the Land Use Element. Urban Design Element policies regarding mixed use, creative site planning, open space,

location of parks, arroyos, and architectural styles-design are frequently referenced. These referenced policies do not reflect references by other City Departments.

The modification of 1999 City Comprehensive Plan is relatively on track with the timeline outlined in the schedule. This June work session with City Council was an addition to the schedule. Due to the cancellation of the June 18 Planning & Zoning Commission work session, the Planning & Zoning Commission will discuss the draft administrative update of the City Comprehensive Plan at their regular meeting of June 25, 2013. Depending on the outcome of the June work sessions, it will likely be necessary to push back the Phase 1 schedule one or two months. If so, adoption of the administrative update by City Council may occur in November 2013. Regardless, staff will need to re-evaluate Phase 2, Plan Development, since it was dependent upon consultant funding that was not approved in the 2013/2014 budget.

Attachments:

A: Schedule

B: Draft Administrative Update

C: Policies Changed-Completed-Not Done

D: Comp Plan Policy Frequency

CC: Brian Denmark, Assistance City Manager/COO

David Weir, Community Development Director

Vincent Banegas, Community Development Deputy Director

Link to comprehensive plan documents:

<http://www.las-cruces.org/lc2040compplan>

Schedule Phases: City of Las Cruces Comprehensive Plan 2040				* Quarters are by fiscal year											
Phase	Work Days	Start Date	Finish Date	2013		2014				2015					
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Phase 1: Admin Update-Analysis	175	Mar 2013	Sept 2013												
Phase 2: Plan Development	300	Sept 2013	Nov 2014												
Phase 3: Plan Refinement	100	Nov 2014	Mar 2015												
Phase 4: Adoption	150	Mar 2015	Sept 2015												
Phase 5: Close-out (Internal)	25	Sept 2015	Dec 2015												
1	Date prepared: 3/26/13	<b>Proposed Las Cruces Comprehensive Plan Schedule [Preferred Schedule]</b>													
2	<b>Date (tentative)</b>	<b>Activity</b>													
3	<b>March 2013</b>	<b>Phase 1, Administrative Update &amp; Preliminary Plan Analysis [5 months]</b>													
4	March-May 2013	Interdepartmental-Planning Work Groups identify admin changes-background data													
5	April 2013	Branding for comp plan Phase 2													
6	May 2013	Interdepartmental-Planning Work Groups prepare preliminary vision statement													
7	May 2013	Planning Work Group prepare admin comp plan draft													
8	End May 2013*	Admin Comp Plan Ready													
9	Early June 2013	Interdepartmental-Planning Work Group Review Admin Comp Plan													
10	June 18, 2013	P&Z Work Session (Discuss admin comp plan draft)													
11	June 2013	Comp Plan Newsletter #1 (update on admin draft progress)													
12	July 16, 2013	P&Z Work Session (Discuss admin comp plan draft) [If needed]													
13	July 23, 2013*	P&Z Public Meeting (Consider recommendation admin comp plan draft)													
14	August 12, 2013	Council Work Session (Discuss admin comp plan draft)													
15	September 16, 2013*	Council Public Hearing (Consider adoption of admin comp plan draft/Evaluate Phases 2-5)													
16	<b>September 2013</b>	<b>Phase 2, Plan Development [14 Months] TENTATIVE</b>													
17	September 2013	Start RFP process for comp plan opinion survey consultant Phase 2													
18	September 2013	Comp Plan Newsletter #2 (update on Council action of admin draft)													
19	October 2013	Project Work Group preparation in advance of kick-off event													
20	October 15, 2013	P&Z Work Session (Discuss kick-off event preparation)													
21	September-October 2013	Interdepartmental-Planning Work Groups continue background data													
22	End October 2013	City Council Report - Mid October 2013 (Info on kick-off event)													
23	1st Half November 2013*	1/2 day kick-off event, include focus group meetings/SWOT)													
24	November 2013	Planning Work Group research-discuss ideas on comp plan survey													
25	December 2013	Consultant with Planning Work Group drafting comp plan survey													
26	December 17, 2013	P&Z Work Session (Discuss comp plan survey questions)													
27	Early January 2014	Comp Plan Newsletter #3 (update after kick-off event/progress update)													
28	January 2014	Start RFP process charrette consultant													
29	January 13, 2014	City Council Work Session (Project Update, include Comp Plan Survey)													
30	February 2013*	Public release of comp plan survey (3 weeks to complete)													
31	Early March 2014	Consultant with Planning Work Group analyze comp plan survey results													

## Attachment A

32	March-April 2014	Consultant with Planning Work Group pre-charrette logistics
33	March 18, 2014	P&Z Work Session (Discuss charrette preparation)
34	April/May 2014	Focus Groups (Charrette)
35	April/May 2014*	Various charrette events, include workshops at 3-4 locations within city limits/ ~ over 10 days
36	May 2014	Consultant with Planning/Interdepartmental Work Groups post-charrette analysis
37	May 2014	Comp Plan Newsletter #4 (progress update after charrette)
38	June-August 2014	Consultant with Planning Work Group working on Draft 1 comp plan, include implementation
39	June-August 2014	As needed, Planning Work Group meet with select Focus Groups-Interdepartmental Group
40	Early September 2014*	Draft 1 Comp Plan Ready
41	Early September 2014	Interdepartmental Work Group & Focus Groups (Discuss Draft 1 comp plan)
42	End September 2014	Work-in-Progress Meeting (Discuss Draft 1 comp plan at 3-4 locations within city limits)
43	October 21, 2014	P&Z Work Session (Discuss Draft 1 comp plan)
44	October 2014	Start RFP process for editor consultant Phase 3
45	November 10, 2014	Council Work Session (Discuss Draft 1 comp plan)
46	<b>November 2014</b>	<b>Phase 3, Plan Refinement [4 months] TENTATIVE</b>
47	End December 2014*	Draft 2 Comp Plan Ready
48	Early January 2015	Interdepartmental Work Group & Focus Groups (Discuss Draft 2 comp plan) [If needed]
49	January 2015	Comp Plan Newsletter #5 (progress update)
50	January 2015	Editor reviews Draft 2 comp plan
51	January 20, 2015	P&Z Work Session (Discuss Draft 2 comp plan)
52	End January 2015	City Council Report (Update on Draft 2 comp plan)
53	End February 2015*	Draft 3 Comp Plan Ready
54	March 2015	Editor reviews Draft 3 comp plan
55	March 2015	Appendices ready - 1st Pass
56	March 2015	Interdepartmental Work Group & Focus Groups (Discuss Draft 3 comp plan) [If needed]
57	<b>March 2015</b>	<b>Phase 4, Plan Adoption [4-6 Months] TENTATIVE</b>
58	April 2015	Interdepartmental Work Group (Review Draft 3 comp plan)
59	April 21, 2015	P&Z Work Session (Discuss Draft 3 comp plan)
60	May 19, 2015	P&Z Work Session (Discuss Draft 3 comp plan) [If needed]
61	May 26, 2015*	P&Z Public Hearing (Consider recommendation Draft 3 comp plan)
62	Early June 2015	Planning Work Group minor revisions (as needed)
63	June 2015	Comp Plan Newsletter #6 (progress update)
64	July 13, 2015	City Council Work Session (Discuss Draft 3 comp plan)
65	September 21, 2015*	City Council Public Hearing (Consider adoption Draft 3 comp plan)
66	November 2015	Comp Plan Newsletter #7 (wrap up)
67	<b>September - December 2015</b>	<b>Phase 5, Staff Close Out [2-3 Months] TENTATIVE</b>

\*Milestones

City of Las Cruces

**COMPREHENSIVE PLAN 2040**  
Administrative Update

**ADOPTED XXXXXX**

The following individuals have contributed substantially to the efforts involved in the update of the 1999 Comprehensive Plan. Their guidance and vision is greatly appreciated.

City Council

Ken Miyagishima, Mayor  
Councillor Sharon Thomas, Mayor Pro-Tem  
Councillor Miguel G. Silva  
Councillor Greg Smith  
Councillor Olga Pedroza  
Councillor Nathan Small  
Councillor Gill Sorg

Planning and Zoning Commission

Godfrey Crane, Chairman  
William Stowe, Vice-Chair  
Charles Beard, Secretary  
Joanne Ferrary  
Ray Shipley

Project Staff

David Weir, AICP – Community Development Director  
Vincent M. Banegas, AICP - Deputy Director  
Paul Michaud, AICP - Senior Planner  
Srijana Basnyat, CNU-A - Planner

[Do we want to include the PWG and IWG members, others?]

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# CHAPTER 1: INTRODUCTION

## LOCATION

Las Cruces is located in the scenic Mesilla Valley in south-central New Mexico. Located at the junction of three major highways, Interstate 10, US Highway-70, and Interstate 25, Las Cruces is 45 miles north of El Paso, Texas and Juarez, Mexico and 225 miles south of Albuquerque. At nearly 100,000 residents, Las Cruces is the second largest city in New Mexico, the largest city in Doña Ana County and the county seat.

Nestled within the Chihuahuan Desert, Las Cruces encompasses a panoramic natural landscape inclusive of picturesque desert mesas set against a green Rio Grande valley with fields of chile and cotton, groves of pecan trees and acres of vineyards and vegetables. Desert mesa and river valley blend with dramatic mountain ranges: the Organs, San Andres and Franklin Mountains to the east, the Caballo Mountains to the north, the Doña Ana Mountains to the northeast, and the Robledo Mountains to the northwest.

## WHAT IS COMPREHENSIVE PLAN 2040?

*Comprehensive Plan 2040* is a policy document that provides a vision of what the city should be, a guide for municipal decision-makers for capital improvements, and a tool for managing community changes that may affect the physical development of Las Cruces. It helps elected officials, appointed officials, and staff to make decisions based on furthering the community vision. It gives existing residents and people looking to relocate a look into the community now and what it aspires to become. It allows those people looking to invest in the community to start, expand, or relocate a business assurances based on the plan's long term goals and policies. It highlights the features of the community that assist those who market Las Cruces to both the business and recreational traveler.

The comprehensive plan covers a wide array of topics. These topics include land use, community facilities like museums/parks and police/fire facilities, urban design, utilities, economic development, housing, transportation, and environmental topics like water conservation and sustainability.

One may ask why Las Cruces should have a comprehensive plan. The city is in a constant state of change. Residents move in and out of the community. Businesses come, go and expand. Factors outside the influence of the city happen such as economic recessions or changes in State law. Having a plan that guides decisions instead of allowing change to happen and reacting to development proposals as they surface provides ways to reach the quality of life desired by residents, business owners and others. A major step in this process is the preparation, application and ongoing evaluation of a comprehensive plan.

## THE PLANNING PROCESS

The administrative update of *Comprehensive Plan 2040* is the first phase of a multi-phase process to update the *City of Las Cruces 1999 Comprehensive Plan*. The primary intent of this administrative update is to remove obsolete polices and completed actions, make formatting changes, and do updates based on current policies and plans adopted since 1999. Limited public engagement was done since these changes built off existing plans such as *One Valley, One Vision 2040, Transport 2040, City's 2012 Water Conservation Plan*, and several other technical plans that already went through their own public engagement process. The people who shaped this update included an interdepartmental group of staff, the Planning & Zoning Commission, and the City Council. The general public had opportunity to comment during the adoption process.

The next phases will build off this administrative plan to incorporate any necessary new goals and polices, validate items, further evaluate the plan organization-themes, and make other refinements based on a more intensive outreach-engagement process. It is an iterative process whereby the goals, objectives, and policies will be further refined throughout each phase. Below lists some of the items the community may want to explore during the next phases. As part of the next phases, the community will transform the administrative plan through providing insight on where the community is now, what it wants to be, how it might get there, and how to make it happen. The next phases are described in greater detail in the *Public Engagement Plan for Comprehensive Plan 2040*.

### Potential Next Phase Items

- Include a section in the comprehensive plan on amendment process to plan text and maps, along with establishing a periodic review of plan less than the City Code of 10 years.
- Map and define goals, objectives and policies for activity centers/corridors.
- Identify potential locations for Transit Oriented Developments and/or Regional Center Developments and establish policies to support such development.
- Consider inclusion of a digital sign display policy.
- Consider set of policies related to the Rio Grande and ways to protect environmental, agricultural functions, recreation, business development, and/or annexation based off OVOV 2040 Goal 6-10-4.
- Evaluate additional policies regarding the convention center.
- Develop policies related to private to public road conversions; arterial roads built by impact fee.
- Further refine Context-Sensitive Thoroughfare classification policies, including defining rural classification.
- Further refine Land Use and Transportation policies to develop a cohesive system of context zones and thoroughfare types.
- Evaluate the existing policy to create a regional Air Quality Control Board.

- Identify implementation actions, including the responsible City departments and timeframes such as short-term, mid-term, long-term, and ongoing actions.

## HOW THE PLAN WORKS

The format of the administrative update closely follows the *City of Las Cruces 1999 Comprehensive Plan* format organized into eight elements of land use, community facilities, urban design, utilities, economic development, housing, transportation, and environment. Emphasis on visuals, other graphics, and overall plan formatting will be part of Phase 3, Plan Refinement, described more in the *Public Engagement Plan for Comprehensive Plan 2040*. The administrative update plan is an interim plan step. The proposed format for the next phase of the comprehensive plan process is to consider organizing the plan into themes. The graphic below illustrates five possible themes.



Chapter 1, Introduction, provides locational information about Las Cruces, New Mexico. It defines the purpose of why the City has a comprehensive plan, the process taken to adopt the administrative update of *Comprehensive Plan 2040*, the comprehensive plan's relationship to other plans and documents illustrated by the Planning Framework, and a summary of the past comprehensive plans adopted by the City.

Chapter 2, Vision & Principles, provides the vision and principles for the administrative update of *Comprehensive Plan 2040*. The vision is an overarching image of the future for Las Cruces. It develops out of input from a wide variety of stakeholders, residents and persons interested in how the City develops. Minor updates were made to the existing vision of the *City of Las Cruces 1999 Comprehensive Plan* to reflect other plans adopted by the City since 1999. The principles come from the *Core Goals* of the *City Plan* of the *1999 Comprehensive Plan*. These principles guide not only the comprehensive plan process but the implementation of *Comprehensive Plan 2040* over time. They set the fundamental framework for the plan and provide direction when the details of the plan are insufficient to clearly resolve issues or make decisions. The next comprehensive plan phases will require a community-wide validation to ensure the vision and principles best represent the long-term views of the community.

Chapter 3, Existing Conditions, provides a range of demographic, socioeconomic, land use, and related information about Las Cruces. It is not meant to be an exhaustive inventory. The information selected supplements policies in this Comprehensive Plan, relates back to similar information presented in prior City Comprehensive Plans when establishing trends is useful to support policies, and provides the foundational data for this Comprehensive Plan. The *City of Las Cruces 1999 Comprehensive Plan* had existing conditions listed under each element. The administrative update of *Comprehensive Plan 2040* reorganized these existing conditions into this one chapter. Most of the existing information from the 1999 Comprehensive Plan was out-of-date and deleted.

Chapter 4, Issues & Opportunities, gives a description of current issues and opportunities that will require further input during the next phases of the comprehensive plan process. The issues and opportunities listed in this chapter come from the *City of Las Cruces 1999 Comprehensive Plan*, *One Valley, One Vision 2040 Regional Plan*, and preliminary input from the various City department staff.

Chapters 5 through 13 cover the goals, objectives, policies, and implementation actions for this Comprehensive Plan. As the administrative update is an interim plan step, further changes are likely when the comprehensive plan process moves through its upcoming phases and a more robust engagement occurs. The major changes to the existing goals, objectives, and policies included the following:

- Modification from passive to active tense  
This affected almost all of the goals, objectives, and policies. Active voice for the comprehensive plan provides a clearer, more direct statement of City goals, objectives, and policies. Some policies were left in passive voice if City staff found further changes or deletions may occur during the next comprehensive plan phases. For example, Policy 2.7 under Goal 1, Growth Management, describes the existing mixed use planning concept. The City regularly applies this concept during master plan processes, but has had difficulty tracking the mix of uses and getting desired results based on the simplified ratios that apply city-wide.
- Modification of the subject in certain policies  
The subject for most of the policies in the 1999 Comprehensive Plan is the City, referring to City staff, administrators and elected officials who will use the plan. Some policies speak to persons developing property or the community at large, and are identified as such. However, the Economic Development section included the Mesilla Valley Economic development Alliance as the subject of several policies. The administrative update changed instances where the subject was an entity outside of the formal City organization and used general terms over specific organizations since these organizations may change over time.
- Reorganization to remove duplication and for consolidation  
Reorganization in this administrative update is a first step to make the plan more streamlined. As noted earlier, the intent is to further reformat the plan into themes to mitigate the 'silo effect'. The 'silo effect' is a phenomenon that occurs when the plan format broken into elements results in a failure of those using the plan to see the connection between the goals, objectives, and policies throughout the rest of the plan, often resulting in duplication of efforts and inefficient use of resources. Reorganization included consolidation and editing several sections such as the existing conditions, issues-opportunities, growth management policies, and the various economic policies under Transportation to Economic Development. This consolidation will help in finding policies when it comes time to reorganize the plan by themes.
- Deletion of code-like policies  
Several policies mimic code requirements or operational policies. This creates confusion, particularly when the policies do not exactly match adopted code provisions. This includes detailed application submittal processes for master plans, plats and other applications that are more appropriate in an operational policy rather than the comprehensive plan since these can change more regularly. The buffering and screening matrices in the comprehensive plan do not match the City Zoning Code, and are best left as broad statements to support the details in the code. The Transportation section lists requirements

for a traffic impact studies and detailed roadway standards that are no longer appropriate for the comprehensive plan.

- Modification of concepts

The City prepared the present comprehensive plan 15 to 20 years ago. As such, circumstances changed affecting concepts. The administrative update resulted in three modifications to existing concepts.

- The Future Concept Map uses context-based classifications instead of use-based zoning classifications that will require further development. The City does not presently evaluate the Future Concept Map when making land development decisions, so a shift toward context-based planning areas is a way to build upon this concept from the 1999 Comprehensive Plan. The map represents the urban form for Las Cruces in 2040. This map does not necessarily show land uses or characteristics that exist today, nor does it show zoning information. Connections to land use and zoning districts are important from the point the City Comprehensive Plan is in general conformance to the City Zoning Code. However, this map and associated maps in this Comprehensive Plan must be used as a tool to base land development decisions to fully realize the vision of this Comprehensive Plan.
- The transportation policies now build upon the City's Complete Street and connectivity network policies instead of separating them for different modes of travel.
- The existing housing and economic development policies incorporate policies on a jobs-housing balance from the *One Valley, One Vision 2040* Regional Plan.

- Deletion of obsolete policies and implementation actions

The City completed many policies and actions since 1999. The 1999 Comprehensive Plan identified construction of many community facilities that have been completed, such as the convention center and expansion of the sewer treatment plant. It indicated code adoptions that are done, such as the 2001 Zoning Code Rewrite, noise ordinance, and dust/erosion control ordinance. Further evaluation of the remaining implementation actions is necessary to add specificity and evaluate missing actions.

Each goal represents an ideal future condition and may have one or more objectives that identify ways to achieve that goal. Each objective includes various policies to guide daily decisions by City staff and appointed and elected officials. The policies provide a basis for evaluating development proposals, zoning changes and other land development decisions to ensure consistency with the vision, principles and Future Concept Plan of *Comprehensive Plan 2040*. The goals, objectives and policies in this Comprehensive Plan are not rigid rules designed to be enforced in all land use-related situations, but are designed to provide the City with planning guidance in a majority of circumstances. As Las Cruces continues to grow, the needs of those who live, work and visit here will also grow. Creating policies that respond to these long-term needs demands that such policies are flexible to change over time: this defines the concept of a city's comprehensive plan as a "living document".

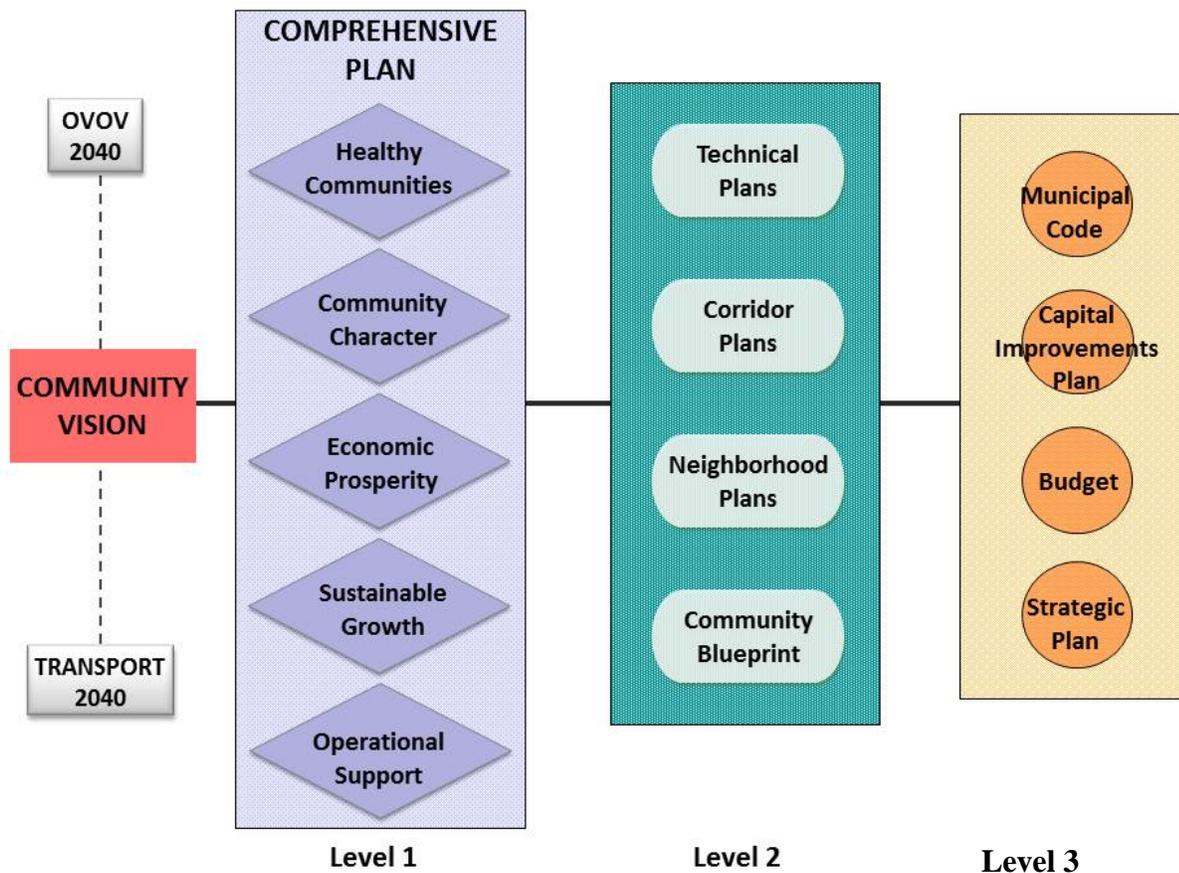
Chapter 14, Amendments & Updates, is a placeholder to develop a process on when the comprehensive plan should be amended.

The plan ends with a glossary which will require more evaluation. It may include other references like abbreviations, appendix references, and related documentation.

# COMPREHENSIVE PLANNING FRAMEWORK

The Comprehensive Planning Framework in Figure 1 illustrates how the comprehensive plan guides subsequent, more specific planning documents and the ordinances which implement them. The regional plan, *One Valley One Vision 2040*, and *Transport 2040*, the Mesilla Valley Metropolitan Planning Organization’s transportation plan, guide Comprehensive Plan 2040 indicated as Level 1. Level 2 represents planning documents which draw from the individual chapters of the comprehensive plan and describe more detailed policy regarding a specific issue or geographic area, for example the Lohman Avenue Overlay, the El Paseo Planning Blueprint, the Storm Water Management Plan, the South Mesquite Neighborhood Overlay and the Parks, Recreation and Open Space Master Plan. Level 3 represents the implementation component of the planning process and includes such documents as the Municipal Code, Capital Improvement Plans, the City’s budget and Strategic Plan. These are adopted by ordinance or resolution and direct the decisions of City staff, administrators and elected officials.

Figure 1 Comprehensive Planning Framework



Comprehensive Plan 2040 is the overarching plan for the City. It is guided by the Community Vision and other regional and related plans such as *One Valley, One Vision 2040*. The comprehensive plan serves as a guide for the many lower level plans and implementation documents illustrated in the Planning Framework. These lower level plans and implementation documents include the following:

- Sustainability Plan
- Parks, Recreation and Open Space Master Plan
- Storm Water Management Plan
- Water and Wastewater Plan
- Transit Plan
- Consolidated Plan
- Downtown Revitalization Plan
- Downtown Las Cruces
- Metropolitan Redevelopment Area (MRA) Plan
- 2011-2015 Consolidated Plan on housing

## COMPREHENSIVE PLAN HISTORY

The first planning document written for Las Cruces was the 1906 Sign Code, with adoption of a full zoning ordinance in 1930. The City's tremendous growth from 1930 to 1955 not only necessitated revision of the 1930 Zoning Code, but also development of the City's first comprehensive plan in 1955. The 1955 Comprehensive Plan addressed such issues as population, climate and topography, mineral resources, tourism, transportation, zoning districts, parks and recreation, city boundaries, and flood protection like construction of the Las Cruces Flood Control Dam. It identified the Mesilla Valley and Doña Ana County as one of the largest cotton producers in New Mexico at the time. The Plan went further to address other agricultural-related products, such as cotton by-products, pecans, commercial vegetables, dairy and beef cattle, and sheep production. It recognized that due to the City's proximity to El Paso and El Paso's rail system, the City may not be industrially and retail competitive with El Paso, Texas. It discussed in brief terms, housing conditions within Las Cruces and the need to develop more suitable and sanitary housing. Overall, this plan addressed automobile transportation and development of the Interstate Highway system.

With the establishment of White Sands Missile Range in 1945 and the NASA Research Facility in the early 1960's, the city grew in population by 300 percent, from 12,375 in 1960 to 37,857 in 1970. As these facilities attracted more people to the area, the City and County governments, the Las Cruces Public Schools, and New Mexico State University expanded and became major employers. In 1969, this growth resulted in the City approving its second comprehensive plan. It addressed the economy, population, land use issues, major streets, a downtown business district, schools/parks/recreation, public buildings, public utilities, housing, annexation, capital improvements, and planning administration. It identified issues that indirectly related to economic development, such

as urban renewal for downtown, commercial and industrial development, and infrastructure improvement such as utility extension and internal streets. It expounded on housing related to neighborhood preservation, identity, and accessibility. In the land use section, it had policies for each general category of land use and a future land use plan map to illustrate the form of the City's projected future land use needs. Despite the lack of specific policy for each individual land use and their respective densities, as well as standards for achieving compatibility among land uses, the future land use map was generally accurate concerning the form in which groupings of residential, commercial, and industrial uses would take in the years to follow.

The 1969 Comprehensive Plan was an extensive planning document, but it could not keep up with the issues brought forth by continued growth. The population increased to 45,060 in 1980, and with it came an approximate 50% increase in housing units from 1970. In 1985, the City approved its third revised comprehensive plan. It addressed eight elements of land use, community facilities, urban design, utilities, economic development, housing, transportation, and environment carried over in the 1999 Comprehensive Plan. It focused fair housing, public/private partnerships for increased housing supply and availability, energy efficiency, and neighborhood character/identity through housing design. The Plan's primary emphasis was on an urban form and transportation system that supported each mode of travel, served all segments of the population, and would optimize energy efficiency and environmental quality. It served as a general policy tool, but fell short in providing more detailed guidance. Some issues such as office uses, schools, and parks and recreation were either summarily addressed or neglected entirely.

As implementation of the 1985 Comprehensive Plan took place, Las Cruces continued to grow and based on 1990 Census statistics, was an integral part of one of the fastest growing metropolitan areas in the United States. Accordingly, in comparison with 1980 figures, population increased by 38%, housing stock increased by 45% and due to annexation policy during that decade, the city physically extended its boundaries to just under 37 square miles. This growth, and the development which followed, prompted the need to reexamine the comprehensive plan.

In 1999, the City approved its fourth revised comprehensive plan. It was more policy oriented, with greater emphasis on the planning process and the goals, objectives, and policies to help shape the physical, social and economic characteristics of Las Cruces. To this end, the 1999 Comprehensive Plan offered policy which not only provided greater guidance on issues which impact the community, but also sought to integrate existing policy with enough flexibility to accommodate future policy needs. It focused on policy to guide housing decisions and issues within and around the City regarding availability, affordability, preservation, and creation of housing for all residents.

In 2013, The City approved the administrative update of *Comprehensive Plan 2040*. It examines the 1999 Comprehensive Plan goals, objectives and policies. It deleted those

which had been accomplished or were no longer relevant. It added policies that support lower level plans such as the City Parks & Recreation Master Plan, the Sustainability Plan and various neighborhood and corridor plans.

Past comprehensive planning efforts, such as the 1968 Comprehensive Plan, were comprised mainly of inventories of existing parks, schools and public building and projected future needs. The 1985 Comprehensive Plan, however, furthered the planning process by stating objectives, and policies which the City could follow and were incorporated into 1999 Comprehensive Plan. Many of the policies and principles developed through time are still relevant today and will be incorporated into *Comprehensive Plan 2040*. New policies that speak to emerging trends to address changing lifestyles and community needs will also be included and ultimately blended together with all objectives and policies to address the community fabric.

# CHAPTER 2: VISION & PRINCIPLES

## VISION

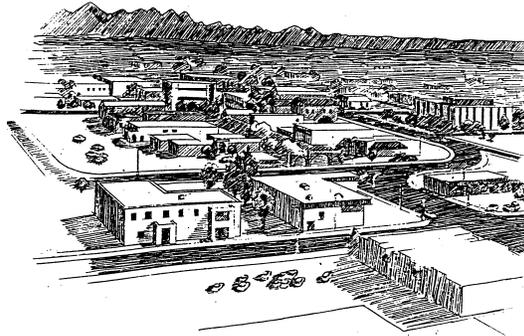
Continue to make Las Cruces a great place to live, work and play for persons of all ages, backgrounds, cultures and economic levels.

In support of this, Las Cruces promotes a sustainable natural and built environment, compatibility among differing land uses, preservation of desirable vistas/views and open spaces, equitable mobility opportunities, context-sensitive design, housing opportunities for all income levels, intergovernmental cooperation, and a robust economy.

## PRINCIPLES

In an effort to reinforce and achieve this vision, there are nine core principles that guide the goals, objectives and policies of this Comprehensive Plan.

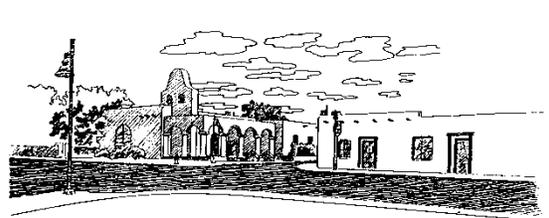
- ❖ Achieve an urban form which supports and enhances the unique aspects of the natural and built environment to improve quality of life.



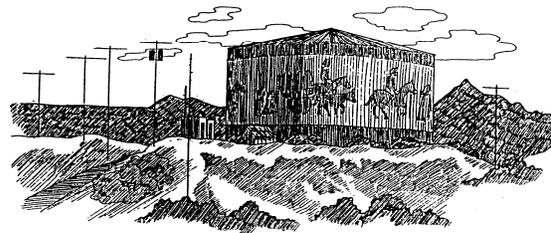
- ❖ Provide high quality parks, recreation, open space amenities and community services to promote healthy lifestyles and overall community wellbeing.



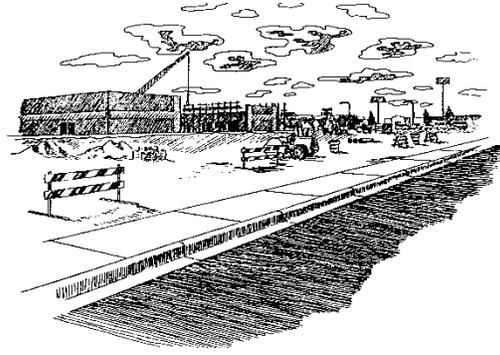
- ❖ Promote a healthy community through design of the built environment using landscaping, architecture, open space and conservation.



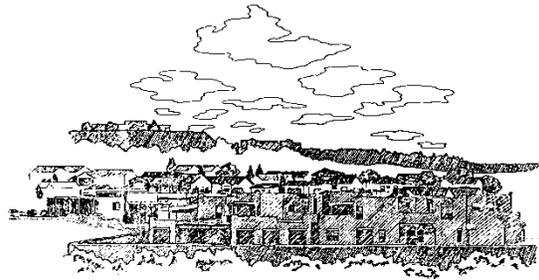
- ❖ Achieve optimum efficiency in the planning and operation of the City's infrastructure systems.



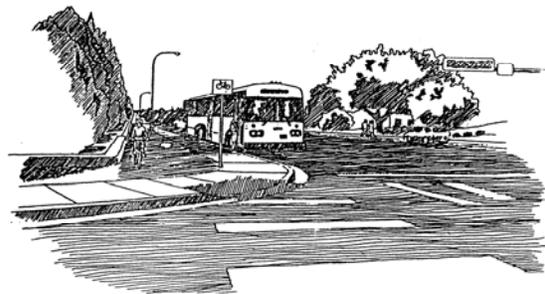
- ❖ Establish a diversified sustainable economy.



- ❖ Provide a range of housing alternatives within neighborhoods that are safe, well built, clean, comfortable and affordable at varying economic levels to promote equity and choice.



- ❖ Provide for a safe, efficient, effective, convenient and connected multi-modal transportation system which promotes healthy living and provides mobility alternatives.



- ❖ Protect the surrounding natural environment.



- ❖ Guide the location of future growth and development to best balance the positive aspects of the social, economic and environmental aspects that make the city a great place.



# CHAPTER 3: EXISTING CONDITIONS

This section is presently being worked on.

# CHAPTER 4: ISSUES & OPPORTUNITIES

This section is presently being worked on.

# CHAPTER 5: LAND USE

## PURPOSE

The physical development of a city involves development of a wide variety of land uses. The presence of these uses and their respective activities affect every aspect of a city's quality of life, as well as the city's ability to perform physical planning for the future.

The purpose of the Land Use Element is to achieve an urban form which supports and enhances the unique Las Cruces environment. Las Cruces' environment is a southwestern setting of desert, mountains, arroyos, mesas, and river valley. It is also a growing urban area. The City approaches planning in several directions. It strives to balance the needs of those who live, work and visit here with preserving the rural and natural environment. It assembles land use and zoning policies into a mutually connective and supportive system.

Although growth is occurring in all directions, it emphasizes systematic growth east of I-25 and focuses on coordinating appropriate development with open space and public facilities. It works toward using best-management practices of its infrastructure, promoting infill development wherever possible.

## GOALS, OBJECTIVES & POLICIES

The Goals, Objectives & Policies are organized into four subsections:

- **LAND USES:** Policies on individual land uses and land use interconnection.
- **FUTURE CONCEPT MAP:** Establishment of planning areas for Las Cruces.
- **ACTIVITY CENTERS/CORRIDORS:** Focal points for community life and business and highly traveled thoroughfares which often serve as gateways to Las Cruces.
- **URBAN FORM:** A physical outline form for Las Cruces.

## 5.1 LAND USES

Land use policy and zoning must work together in a systematic manner in order to realize the vision of this Comprehensive Plan, with land use policy supported through implementation in the City Zoning Code and all other applicable policy and regulatory documents.

Goal 1: Create an interconnected and supportive system of land use policy for the City.

Objective 1: Establish a policy link between this Comprehensive Plan, the City Zoning Code and all other applicable policy and regulatory documents.

Policies:

- 1.1 All land uses, and conditions under which land uses interact, shall be broadly defined by policy in this Comprehensive Plan.
- 1.2 Land Use policy shall be reflected in the City development codes.
- 1.3 Land use policies shall be based on a variety of disciplines that may include the following criteria:
  - a. Focus on design of spaces, buildings, and streets.
  - b. Consideration of complete mobility networks for various modes of travel and/or recreation.
  - c. Use of performance measures and incentive-based systems.
  - d. Development of higher densities, mix of housing options, vertically mixed land uses, good connectivity, and strong pedestrian and bicycling amenities around transit nodes and corridors.
  - e. Provision and access to utilities, community services and facilities.
  - f. Consideration of a jobs-housing balance.

## Agriculture

Agriculture in the Mesilla Valley is a part of the regional cultural heritage and has also enriched lives economically. It is an important sector of the Las Cruces area's economic base, and can continue to provide a relatively stable employment sector for the population. Consistently high quality products and agricultural research activities by New Mexico State University help ensure that the Las Cruces area will continue to play a strong role in the region's agricultural industry.

With the completion of Elephant Butte and Caballo Dams in the early twentieth century, the U.S. Bureau of Reclamation was able to control water flow in the Rio Grande to provide more efficient water delivery to area farmers. But in the coming decades, there will be greater demand for food, greater need for energy and water conservation, and greater interest in urban agriculture. There will also be scientific advances which will change the way crops are grown. To remain economically viable, farming practices in this area will change and will most likely change our land use patterns. To prepare for these changes, agriculture should continue to be a viable and compatible land use.

Objective 2: Establish policies to support the viability of agriculture and the co-existence of agriculture with other land uses.

Policies:

- 2.1 Encourage agricultural uses throughout the city to support traditional farming methods as well as less conventional growing practices such as urban farming and community gardens.
- 2.2 Encourage agricultural and ranching activities in the Rural Planning Areas of the Future Concept Map and fringe areas of the city.
- 2.3 Encourage land use mechanisms such as Land Trusts, Greenbelt Tax Status, and Transfer of Development Rights to preserve agriculture as a land use and a cultural heritage.
- 2.4 Explore options to finance a local food hub processing, aggregation, and distribution center to facilitate local sourcing.

## Residential Uses

Las Cruces neighborhoods are a point of citizen pride and places for community involvement. The many registered neighborhood associations and subdivisions-areas that residents call home represent distinct combinations of geography, culture, lifestyles, and architecture reflecting the City's Southwestern heritage.

Objective 3: Establish land use policy for urban and rural residential uses which supports the unique lifestyles of these areas.

Policies:

- 3.1 An urban residential use shall be so designated where these uses occur at a density of greater than two dwelling units per acre. A rural residential use shall be so designated where these uses occur at a density of less than or equal to two dwelling units per acre and lie within a Rural Planning Area on the Future Concept Map.
- 3.2 Rural and urban residential land uses may be distinguished via differing characteristics.
  - a. They have limited City services/infrastructure and commercial nodes/centers.
  - b. They have active farming and/or large-sized lots.
- 3.3 Provide various lot sizes for single-family residential developments to promote a variety of lifestyles within the community.
- 3.4 Encourage Transit-Oriented Development (TOD) along or near transit routes.
  - a. Generally locate TOD within a radius of one-quarter to one-half mile from a transit stop.
  - b. Promote high density within the TOD radius that is compatible with the future planned context for the area.
  - c. Develop mixed income housing.
  - d. Create pedestrian and bicycle connections.
  - e. Mitigate vehicular traffic flow through adjacent neighborhoods when necessary.
  - f. Support TOD when market conditions warrant it.

- 3.5 All residential development shall be compatible to the adjacent neighborhood in terms of architectural design, height/density, and the provision of landscaping.
- 3.6 Not divide and/or redevelop residential neighborhoods for non-residential uses unless it can be shown that demand for housing in a neighborhood is diminishing or that a need for a more compatible land use relationship can be demonstrated.
- 3.7 Not concentrate populations of low-income residents and housing, like group homes and shelters, in any one neighborhood or City area; rather encourage the dispersal of uses throughout the City in locations where they are compatible with neighborhood or City area building densities.
- 3.8 Coordinate land use and transportation planning to serve all transportation users safely and conveniently and create well-connected neighborhoods.
- 3.9 Low density housing shall not front on, or have direct access to, major collector or arterial streets.
- 3.10 The City's infill policy shall be consistent with neighborhood land use policies.
- 3.11 Maintain existing affordable housing stock well-distributed throughout the city.
- 3.12 New affordable housing stock shall be well-distributed throughout the City and compatible with surrounding densities.
- 3.13 Encourage urban and rural residential development pursuant to the Future Concept Map.
- 3.14 Encourage urban residential cluster development along major arroyos where such development lends to the preservation of arroyos in their natural state.

## Historic Districts

Previous land use policy encouraged the City to establish local historic district designations to maintain and enhance historic residential and commercial areas. The Alameda-Depot neighborhood and the Original Town Site/Mesquite neighborhood have been designated Historic Districts by the State and Federal governments. The City has also established overlay zones in these areas. Overlay zones provide the flexibility needed to allow land uses, development standards and urban design policies that preserve and enhance the unique characteristics of the City's historic districts.

There are many other buildings throughout Las Cruces that have historic significance and deserve to be protected. A comprehensive historic preservation program can guide the City and the community in developing methods to protect our important historic resources.

Objective 4: Develop a multi-faceted historic preservation program that includes a comprehensive survey, education, incentives, and minimal regulations.

Policies:

- 4.1 Periodically update historic surveys in designated historic districts, such as the Alameda Depot and Mesquite Neighborhood historic districts.
- 4.2 Research and survey other structures throughout the city for possible historic preservation beginning with the oldest and expanding to include those built before 1945 or 50 years older than the present day.
- 4.3 Develop a demolition delay ordinance so that alternatives to demolition of vacant or derelict buildings may be sought.
- 4.4 Support neighborhood groups in developing an awareness and educational outreach campaign to engage the public in historic preservation activities.

## Commercial Uses

The history of Las Cruces shows the development of the City's street network in a north/south orientation. With few major east/west roads to create major intersections, commercial corridors became the only feasible way to meet the retail and service needs of our quickly growing City. Main, Solano, Telshor, El Paseo, Lohman/Amador, and Picacho are the City's main commercial corridors. Policies to discourage commercial corridor patterns were not established until the adoption of the 1985 City Comprehensive Plan. By this time, commercial corridors were well established in the City.

Previous land use policy emphasized commercial node or center development patterns, discouraged strip commercial patterns, directed new commercial development to existing commercial areas, and promoted neighborhood commercial uses. While much of the contemporary commercial development has developed according to these policies, no clear policy exists to help in the distinction of when a nodal commercial development pattern starts becoming a corridor pattern. More importantly, clear policy was lacking in context to how such nodal developments would interact and serve other uses and how those uses would interact and serve the commercial node; admittedly, an overall development pattern involving mixed use and context sensitive design. Regardless, the City's commercial corridor patterns have been sustained by directing new commercial development to these existing commercial areas. The creation of new commercial land use policy, based not only on geography and population, but more clear on mixed use and context sensitive design, will better serve not only the commercial, but also residential, transportation and overall social needs of the City. Such policy will allow a more successful blending of uses that foster improved interactions between areas of commerce, whether having a neighborhood, community or regional focus, and our place of residence.

Commercial development should take the form of nodes or centers and help foster opportunities for mixed use wherever possible. Further strip commercial development should be discouraged, particularly in neighborhood areas. However, in the absence of major intersections and/or large lots, corridor or strip patterns, if properly designed, taking into consideration the context of the surrounding neighborhood, may be maintained in order to provide needed services to an area.

Commercial business policy shall be categorized based not only on use, intensity, and scale, but also on intended service areas and reasonable expectations as to how they relate to those areas and conversely, how those areas might otherwise benefit from those uses. In addition, commercial uses that are less intensive, may be placed alongside categories of higher intensity to encourage and further support multi-use nodes or centers.

Objective 5: Establish land use policy to serve commercial demand at a neighborhood, community and regional scale.

Policies:

- 5.1 Neighborhood commercial uses shall be defined as those commercial uses that are intended to serve neighborhoods, by providing low intensity small-scale retail and service needs as a convenience and generally, do not attract customers from the broader community or region. Uses may include home occupations and larger establishments whose smaller scale and intended market demographic are intended to serve primarily adjacent neighborhoods.
- a. Home occupations shall be permitted only where they are compatible with the neighborhood in which they are located and are intended to:
    - i. Protect residential areas from any negative impacts associated with home occupations.
    - ii. Allow residents a broad choice in the use of their homes as a place for income and livelihood.
    - iii. Follow all applicable standards related to business license and any necessary conditions for compatibility with the neighborhood.
  - b. Neighborhood Commercial uses shall generally fall within a range of 1,500 to 3000 gross square feet and serve few neighborhoods on a regular basis by providing beverages, food and sundries to area residents and other patrons on a regular basis.
  - c. Special uses may be required for any single use which is greater than 1,500 square feet, but may not exceed 3,000 square feet. Special uses to allow additional square footage are permitted for single uses only.
  - d. Multiple neighborhood commercial uses may locate within the same property or adjacent to one another as long as the total gross square footage does not exceed 3000. In cases where multiple neighborhood commercial uses are proposed exceeding 3000 gross square feet, the property must be reclassified. The number of uses within each development may be unlimited, but are restricted to a total of 1,500 square feet individually. Multiple neighborhood commercial uses may not locate adjacent to one another when the 3000 square foot threshold has been achieved.
  - e. The location of neighborhood commercial uses shall be considered on a case-by-case basis: but are generally located at the busiest entry point to a neighborhood at the intersection of roadways.

- f. Neighborhood commercial development generally do not locate within one-quarter (1/4) mile of one another, but are encouraged to locate adjacent to community building, parks and schools.
- g. The City shall pursue multi-modal access standards of auto, bicycle, pedestrian, and transit for neighborhood commercial uses.
- h. Neighborhood commercial development shall address urban design criteria of compatibility to adjacent development in terms of architectural design, height/density, and the provision of landscaping for site screening, parking and loading areas.
- i. Adequate space for functional circulation shall be provided for parking and service areas.
- j. The City encourages the development of neighborhood commercial uses to allow for maximum shopping convenience to the neighborhood they serve with minimal traffic and encroachment-related conflicts to adjacent uses.

5.2 Community commercial uses shall be defined as those medium intensity commercial uses which provide an array of goods and services geared toward the daily and occasional needs of the community and associated neighborhoods. Community commercial uses generally serve the needs of between 2,000 to 8,000 households within a service radius of one to four miles and should be established according to the following criteria:

- a. Generally speaking, individual community uses contain between 3,000 to 30,000 gross square feet. Centers style arrangements, ranging from 45,000 to 200,000 gross square feet may also be considered community commercial.
- b. A single community commercial business may apply for a special use when said business is greater than 30,000 gross square feet, but may not exceed 75,000 square feet total.
- c. Single community commercial uses shall be located on collector or higher designated streets or at intersections of streets with the same or higher classification and may further be situated at the entrance of two or more neighborhoods. Centers, should be located at the intersection of streets with at least one such street equal to an arterial designation and the other classified as a collector at minimum. Mid-block locations for single uses should be considered on a case-by-case basis: criteria should include street capacity, distance from an intersection where appropriate, multi-modal accessibility and shared vehicular access with other uses where appropriate, consideration of traffic and environmental impacts.

- d. An unlimited number of single neighborhood or community commercial uses may be located adjacent to one another (non-center) as long as the combined total of the uses does not exceed 75,000 gross square feet.
- e. With the exception of neighborhood commercial businesses, community commercial uses shall not be located within one (1) mile of another community commercial area.
- f. The City shall pursue multi-modal access standards of auto, bicycle, pedestrian, and transit for community commercial uses and centers.
- g. Community commercial development shall address the following urban design criteria of compatibility to adjacent development in terms of architectural design, height/density and a provision of landscaping for site screening, parking and loading areas.
- h. Adequate space for functional circulation shall be provided for parking and service areas.
- i. The City shall encourage the development of community commercial centers to allow for maximum shopping convenience with minimal traffic and encroachment related conflicts to adjacent uses.
- j. Neighborhood commercial uses are permitted in community commercial areas.

5.3 Regional commercial uses shall be defined as those high intensity commercial uses which generate considerable auto-oriented traffic. Such uses conduct retail, service, and wholesale activities on a large volume basis and generally have at least one anchor tenant. These uses are intended to serve the needs of those within a four-plus mile radius. Regional commercial uses (single) and centers generally serve a population greater than 50,000 people and should be established according to the following criteria:

- a. Single uses are generally greater than 75,000 gross square feet commercial use. A regional commercial center becomes a regional commercial use when the center contains one anchor store greater than 75,000 gross square feet.
- b. Regional commercial uses and centers shall be located at the intersection of major arterial streets and limited access highways. Location at intersections with a major arterial streets and mid-block locations shall be considered on a case-by-case basis using context criteria and assessment of impacts to the area. Multiple access points serving this use is typical and should not have any secondary egress/ingress from any roadway designated below collector status.

- c. The City shall pursue multi-modal access standards of auto, bicycle, pedestrian, and transit for regional commercial uses and centers.
  - d. Regional commercial development shall address the following urban design criteria of compatibility to adjacent development in terms of architectural design, height/density, and the provision of landscaping for site screening, parking, and loading areas.
  - e. Adequate space for functional circulation shall be provided for parking and service areas.
  - f. Encourage regional commercial centers to allow for maximum shopping convenience with minimal traffic and encroachment-related conflicts to adjacent uses.
  - g. Regional commercial uses and centers should not locate adjacent to rural or low density residential uses.
- 5.4 Special Districts, such as the Central Business District, University Avenue Corridor, Historic and any future overlay zone shall be evaluated for appropriate uses in accordance with neighborhood, community and regional commercial land use policy.
- 5.5 The City shall encourage the development of new commercial uses in the East Mesa area.

### Office Uses

In the spectrum of land uses, office uses may serve an important role in providing a transition between commercial and residential uses, establishing business, personal and professional services that can function without generating large volumes of vehicular traffic. For the purposes of implementing clear office land use policy, relationships must be established to insure that transitional roles designed for neighborhood and professional offices are well-suited to the type of residential and commercial areas which they serve.

Office uses will be arranged according to their intensity, scale, and how each particular use will act. Therefore, those office or commercial businesses less intensive in use may be placed in categories of higher intensity. For example, neighborhood office and community commercial use may be permitted in regional commercial areas.

Objective 6: Establish office use policy to identify neighborhood and professional office uses within the City as transitional uses.

Policies:

- 6.1 Neighborhood office uses shall be defined as those office uses which generate small-scale professional service activities between uses. There shall be no goods or merchandise prepared or sold on the premises of these uses. Neighborhood office uses and centers shall be established according to the following criteria:
- a. Neighborhood offices are typically within a range of 1,500 – 3000 gross square feet. Special uses may be required for any single use which is greater than 1,500 square feet, but may not exceed 3,000 square feet. Special uses to allow additional square footage are permitted for single uses only.
  - b. The location of neighborhood office uses and centers shall be considered on a case-by-case basis: criteria shall include location on collector or minor arterial streets as identified in the transportation element, distance from an intersection where appropriate (a coordinated mixture of uses rather than office/commercial uses as a predominant use), accessibility and shared vehicular access and parking when two offices are adjacent to one another, and consideration of the level of traffic and environmental impacts.
  - c. There shall be no limit to the number of uses in one development, but no more than two (2) neighborhood office developments may locate adjacent to each other. A neighborhood office use and center shall be considered as one development.
  - d. The City shall pursue multi-modal access standards of auto, bicycle, pedestrian, and transit for neighborhood office uses and centers.
  - e. Neighborhood office development shall address the following urban design criteria of compatibility to adjacent development in terms of architectural design, height/density, and the provision of landscaping for site screening, parking and service areas.
  - f. Adequate space for functional circulation shall be provided for loading areas.
  - g. The City shall encourage the development of neighborhood office centers to allow for maximum service convenience with minimal traffic and encroachment-related conflicts to adjacent uses.
  - h. Neighborhood office uses are also permitted in neighborhood, community, and regional commercial areas as well as professional office areas.

- 6.2 Professional office uses shall be defined as those office uses which generate larger-scale business and professional service activities. There shall be no goods or merchandise prepared or sold on the premises of these uses, with the exception of those activities which serve the primary use. Professional office uses and centers shall be established according to the following criteria:
- a. Generally 3,000 gross square feet and above shall be permitted for a professional office use or center.
  - b. Uses and centers shall be located on streets of collector level and above.
  - c. The City shall pursue multi-modal access standards of auto, bicycle, pedestrian, and transit where available for professional office uses and centers.
  - d. Professional office development shall address the following urban design criteria of compatibility to adjacent development in terms of architectural design, height/density, and the provision of landscaping for site screening, parking and loading areas.
  - e. Adequate space for functional circulation shall be provided for loading areas.
  - f. The City shall encourage the development of professional office centers to allow for maximum convenience with minimal traffic and encroachment-related conflicts to adjacent uses.
  - g. The City shall encourage the development of professional office uses and centers in the Central Business District and in the East Mesa area.
  - h. Professional office uses are also permitted in community and regional commercial areas.

## Industrial/Manufacturing Uses

Land use policy for manufacturing and industrial uses shall be established according to light (high-technology, electronics), standard (manufacture of consumer goods, food processing), and heavy (cement manufacture, refinery) manufacturing categories. Location of these uses shall be determined by their level of adaptability to surrounding uses and the natural environment.

Objective 7: Establish land use policy for light, standard, and heavy industrial and manufacturing uses.

Policies:

7.1 Light industrial uses shall be defined as those industrial uses which generate research, development, warehousing and manufacturing activities with minimal impact to the surrounding environment. Light industrial uses and parks shall be established according to the following criteria:

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

7.2 Standard industrial uses shall be defined as those industrial uses which generate fabricating, manufacturing, packaging, and processing activities, provided such uses can be operated in a relatively clean, quiet and safe manner with minimal impacts to the surrounding environment. Standard industrial uses and parks shall be established according to the following criteria:

- a. Standard industrial uses shall have direct access to, or shall be located on, collector and arterial streets.
- b. The City shall pursue multi-modal access standards of auto, bicycle, pedestrian,

and transit where available for standard industrial uses and centers.

- c. Standard industrial development shall address the following urban design criteria of compatibility in terms of architectural design, height/density, and the provision of landscaping for site screening, parking and loading areas.
- d. The City shall encourage the development of standard industrial parks to allow for minimal traffic and encroachment-related conflicts to adjacent uses.
- e. The City shall encourage the development of standard industrial uses and parks in the 17th Street, West Mesa Industrial Park, and East Mesa areas.

7.3 Heavy industrial uses shall be defined as those industrial uses which generate high-intensity industrial and manufacturing activities having physical and operational characteristics which are offensive and/or hazardous to the surrounding community. Heavy industrial uses and parks shall be established according to the following criteria:

- a. Heavy industrial uses shall have direct access to, or shall be located on, arterial streets.
- b. The City shall pursue multi-modal access standards of auto, bicycle, pedestrian, and transit where available for heavy industrial uses and centers.
- c. Heavy industrial development shall address the following urban design criteria of lot size and configuration allowing significant front, side, and rear setbacks, and provision of landscaping for site screening, parking and loading areas.
- d. The City shall encourage the development of heavy industrial parks to allow for minimal traffic and encroachment-related conflicts to adjacent uses.
- e. The City shall encourage the development of heavy industrial uses and parks in the 17<sup>th</sup> Street area.

7.4 Access to industrial and manufacturing areas through residential neighborhoods shall be prohibited.

7.5 Sufficient on-site parking shall be required for all industrial uses.

7.6 All outdoor storage shall be screened from view in all horizontal directions. Organic landscaping shall be among materials used for screening purposes.

7.7 The City shall encourage focusing development of light, standard, and heavy industrial uses in areas with existing compatible industrial zoning where these areas comply with industrial land use policies.

## Infill

The ability of the City to enable the process of infill development is very important in the maintenance and enhancement of the overall urban fabric as it lends physical, social and economic stabilization to areas with vacant land. The City shall continue to encourage appropriate infill development within developed areas of Las Cruces which protects the integrity of existing uses, densities, and urban design standards while optimizing the use of existing utility and transportation systems.

Objective 8: Encourage the development of vacant land within the urban area of the City.

Policy:

- 8.1 As needed, re-evaluate the infill area boundaries.
- 8.2 Infill development shall be compatible with the existing architecture, landscaping, and character of the surrounding neighborhood.
- 8.3 Any infill development that generally requires two or more variances as a result of topography, economic or other constraints shall be required to go through the Infill Planned Unit Development process.
- 8.4 Encourage participation from adjacent landowners and neighbors of proposed development via a neighborhood meeting where all neighborhood concerns may be addressed.
- 8.5 Create additional incentives to encourage infill development.
- 8.6 Periodically evaluate the Infill Policy Plan to further define infill incentives and policies.

## Public/Quasi Public Uses

Government administration, schools, parks and recreation facilities, arts and culture facilities such as libraries and museums, civic centers, and police and fire stations are generally viewed as public uses. Churches, civic clubs, and recreation and social organizations are generally viewed as quasi-public uses. Policy for the location of public/quasi-public uses shall be established to more clearly define a relationship between these uses and other City land uses.

Objective 9: Establish location standards for public/quasi-public uses throughout the City.

Policies:

- 9.1 Locate government administration and arts and cultural facilities in the Central Business District.
- 9.2 Community and regional commercial development areas are secondary sites for governmental administration, arts and culture facilities and libraries.
- 9.3 Locate quasi-public uses on streets of collector capacity and above.
- 9.4 Wherever possible, cluster public facilities with other facilities where such clustering allows optimal use of facilities, joint use of drainage facilities and an increased availability of recreation programs to neighborhoods throughout the City.
- 9.5 When located within or adjacent to a neighborhood, design public/quasi-public facilities so they are compatible with the neighborhood's character. The following criteria shall be observed in establishing neighborhood compatibility:
  - a. Access to public facilities (with the exception of parks, recreation, and school facilities) shall not be permitted from a local street or through a neighborhood.
  - b. Facility design and siting shall insure proper screening from an adjacent neighborhood. Traffic, noise, vehicle headlights and facility exterior lighting shall not spill over into the neighborhood. Setbacks, open space, rock walls, and organic landscaping are some recommended buffering techniques.
  - c. Residents adjacent to such facilities shall be given options for extending the height of their walls or fences between their properties and the facilities to ensure privacy and safety. Wall or fence extensions must meet all applicable structural standards for safety and demonstrate a level of aesthetic sensitivity to the surrounding area.
  - d. The City shall encourage organizations to strive toward excellence in architectural and site design for new facilities.
- 9.6 Design public/quasi-public facilities to be accessible to people of all abilities and age groups.
- 9.7 Encourage school sites be planned to permit safe, direct access of students and shall be relatively free from heavy auto traffic, excessive noise, and incompatible land uses such as regional commercial uses, and standard and heavy industrial/manufacturing uses.

- 9.8 Locate school sites central to the area it is planned to serve with safe approaches for all modes of travel.
- a. Locate elementary schools within residential areas.
  - b. Locate middle or junior high schools within residential areas on collector or minor arterials only.
  - c. Locate high schools on arterial streets where the speed limit on the arterial does not exceed 45 miles per hour.
  - d. Encourage traffic impact studies for a potential school site as part of the evaluation process for locating a new school.
  - e. Strongly encourage that the City process and approve school site design and location proposals.
  - f. Locate and design schools with safe access for pedestrians, bicyclist, and motorists and their passengers; with adequate buffering from nuisances detrimental to their operation; and to the extent possible, with active and passive recreation areas.
  - g. Locate schools so they are not adjacent to commercial, office, or industrial uses.
  - h. Connect pedestrian facilities with the neighborhood it serves and construct these facilities prior the school's opening.
- 9.9 Work closely with schools, the State of New Mexico, and the Bureau of Land Management to insure that future school sites can be acquired and reserved in the most optimal locations in addition to the cost of infrastructure being appropriately provided.
- 9.10 Retain existing school facilities in order to preserve the physical and social cohesiveness of a neighborhood or community wherever possible.
- 9.11 Encourage public or private adaptive reuse of public/quasi-public facilities.
- 9.12 Encourage schools to submit for City review and input regarding proposals for school site design and location. To the extent possible, the City should work closely with schools, the State of New Mexico, and the Bureau of Land Management to insure that future school sites can be acquired and reserved in the most optimal locations by providing information relating to future City development.

Objective 10: Improve coordination and cooperation between the City, Las Cruces Public Schools, New Mexico State University, and Doña Ana Community College to ensure the educational and quality of life needs are met.

10.1 Strongly encourage cooperative school location and site design planning between the school district, City and other applicable jurisdictions.

a. Work closely with schools, the State of New Mexico, and the Bureau of Land Management to insure that future school sites can be acquired and reserved in the most optimal locations by providing information relating to future City development.

b. Locate school sites central to the area it is planned to serve.

10.2 Support the efforts of New Mexico State University, Doña Ana Community College, and the Las Cruces Public Schools to provide training and education to those in the community.

### Open Space

Las Cruces is located within a unique and scenic environment. It is surrounded by picturesque desert mesas, a green Rio Grande valley, fields of chile, cotton, and pecan groves, all blended into dramatic backdrop views of the Organ, Doña Ana, and Robledo Mountains.

There are two crucial relationships which must be maintained and enhanced in a healthy urban fabric: the relationship of the fabric to its people, and to its natural surroundings. Open space, whether in the urban or rural environment, is the binding element to these relationships.

In the urban landscape, planners must anticipate and plan for open space in coordination with the development of the urban physical structure. The need for urban open space must be examined on a city-wide basis, establishing open space systems that include arroyos, irrigation channels, parks and recreation facilities, schools and private development.

Open space should also be organized in a systematic manner in rural and natural environments. Networks consisting of arroyos, irrigation channels, environmentally sensitive areas, mountain ranges and the Rio Grande valley should be organized to the extent possible to preserve land forms unique to the area, provide a respite from urban life, educate the public about nature, and provide passive recreation opportunities. Land use policies, and the zoning districts which implement them, should be responsive to these efforts to establish urban and rural open space networks.

Objective 11: Establish urban and rural open space networks in the area.

Policies:

- 11.1 Encourage the preservation and provide a system of open space on the mesas and in the valley in order to provide a desirable environment and quality of life in the urban area as well as perpetuating the unique natural and rural environments of the region.
- 11.2 Work with the Bureau of Land Management and the State of New Mexico to preserve arroyos on the east and west mesas as open space.
- 11.3 Encourage acquiring land and planning for open space networks.
- 11.4 Encourage the dedication of undeveloped open space. Undeveloped open space shall include all types of scenic areas, environmentally sensitive areas, wildlife habitat areas and land that may serve as part of the non-motorized transportation network.
- 11.5 Consider offering density bonuses, conservation easements, development covenants, waivers to park fees, or similar mechanisms for development in exchange for dedications of land for open space.
- 11.6 Protect arroyos and arroyo buffers in urban and rural areas from development where such arroyos lend positively to an open space network. Preservation of arroyos shall be consistent with the Storm Water Management Policy Plan and the Arroyo Preservation Plan.
- 11.7 Protect irrigation channels in urban and rural areas from development encroachment to preserve their open character and establish their role as pedestrian and bicycle trails linking open spaces in urban and rural settings.
- 11.8 Establish safety standards for bicycle and pedestrian use of irrigation channels.
- 11.9. Require any private land within open space networks such as arroyos, channels, canals or any drainage ways to be properly maintained, left in a natural state, and not impede or manipulate historic stormwater flows by means of development or alterations.

## Site Plan

A site plan is required of all forms of development. It shows setbacks, density, height, use, building elevations, landscaping, and provides information regarding adjacent uses. By showing such features, a site plan allows an opportunity to evaluate the impact of new development and redevelopment.

Objective 12: Establish policy for a thorough and coordinated approach to evaluate site plans in the City of Las Cruces Municipal Code (Building Ordinance, Design Standards and Zoning Ordinance).

Policies:

- 12.1 Not issue building permits unless all applicable City codes and standards, such as the Zoning Code, Design Standards, etc., are met.
- 12.2 Require applicants requesting special use permits to be completed in phases prepare a conceptual plan of the entire site before Special Use approval may be granted.
- 12.3 Lower level plans identified in the Planning Framework and/or specific overlay zones may be exempt from the City's mixed-use development policy.

## Master Plan

A Master Plan is conceptual in nature and serves as a tool to assist in identifying the appropriateness of a proposed development in context with its surroundings. Issues related to land use impacts, fiscal impacts, transportation impacts, and environmental impacts are often addressed through the Master Plan review process. The plan once approved, serves as a guide and is flexible in its application to subsequent development proposals within the Master Plan study area. The City requires a Master Plan for developments with multiple phases, varied uses, annexation requests, or more than 40 lots.

Objective 13: Establish development management policy for Master Plans through the Zoning and Subdivision Ordinance.

Policies:

- 13.1 Master Planning is a planning process where proposals are viewed as a conceptual tool reflecting the ideas and thoughts of future development and approval consists of a streamlined approach with the intent to provide the applicant with immediate feedback without substantial costs in development preparation.
- 13.2 Use the Master Plan review process to determine right-of-way acquisition in compliance with the MPO Transport 2040 Plan, as amended, and the policies of this Comprehensive Plan.

- 13.3. Require development within a Master Planned area go through the Preliminary Plat and Final Plat processes to ensure that an approved Master Plan concept is carried out in subsequent development.

#### Preliminary/Final Plat

A Preliminary Plat is an instrument to review site design characteristics of a proposed development. The purpose is to serve as a tool to establish quality design that promotes development compatibility with the physical and cultural aspects of Las Cruces. This process is used as a method to determine proper site design including mitigation of traffic and drainage hazards and appropriate lot configuration and street layout. Design flexibility and imagination should also be considered.

The Final Plat, including construction drawings, is the instrument of implementing the Master Plan and/or Preliminary Plat through the engineering process. The purpose is to conduct the engineering necessary to begin the process of developing a subdivision while ensuring the approved Master Plan and/or Preliminary Plat, as well as City development design standards, have been met.

Objective 14: Establish development management policy for Preliminary/Final Plats.

- 14.1 Require a preliminary/final plat process for the review and subsequent action by applicable City staff and boards/committees to ensure all City policies, rules, and regulations may be achieved.

#### Zoning

Zoning is a means of land use control whereby parcels of land are divided into districts which impose varying land use controls. These districts, or zones, specify land uses, the intensity and density of such uses, and the bulk in which these uses may occur. Land may be zoned when land is annexed into City limits or a zone change request by or on behalf of the property owner. In either case, both are processed through the Planning and Zoning Commission for recommendation purposes, and to the City Council for a final decision. Decisions to approve or deny zoning requests are made with insight as to how such a request may impact an existing area or if it may alter the character of the surrounding neighborhood.

Objective 15: Establish development management policy for initial zoning and zone changes through the Zoning Ordinance.

Policies:

- 15.1 Require zoning actions be in general conformance with this Comprehensive Plan.

## Planned Unit Development

A Planned Unit Development (PUD) encourages a creative approach to the development of land through greater flexibility and innovation in site planning. It can allow for a variety of land uses and densities and preservation of open space, natural features, and scenic views conducive to a quality lifestyle.

Objective 16: Establish development management policy for Planned Unit Developments through the Zoning Ordinance.

Policies:

16.1 Use the PUD's flexibility to create unique, quality developments that provide a meaningful benefit to the community.

- a. Consider incentives like reduced setbacks, increased building height, additional density, and other deviations from typical requirements as a way to encourage developments that provide a meaningful benefit to the community.
- b. Support deviations from typical requirements when the development provides a community benefit as illustrated below.
  - i. Distinctiveness and excellence in design and landscaping
  - ii. Preservation of major arroyos
  - iii. Preservation of important cultural resources-archaeological sites
  - iv. Affordable housing and/or subsidized housing
  - v. Architectural variety
  - vi. Clustering of buildings
  - vii. Alternative transportation facilities
  - viii. Increased landscaping, including higher quality landscaping deeper vegetative buffers; or increased planting along roadways, in open spaces and recreational areas, and along the perimeter of the project
  - ix. Use of greenways or landscaped corridors linking various uses.
  - x. Screening of or rear placement of parking areas
  - xi. Extension, connection or creation of multimodal networks
  - xii. Traffic mitigation measures
  - xiii. Community center or day care center
  - xiv. Active or passive recreational areas
  - xv. Public access to community facilities
  - xvi. Recreational facilities for owners/residents
  - xvii. Advancement of City policy or plan
  - xviii. Other public benefit as deemed by plan or policy

16.2 Have the applicant clearly justify any deviations from required zoning and development standards.

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

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

Objective 17: Use incentives in addition to regulations in fulfilling the goals of this Comprehensive Plan.

#### Policies

17.1 Do demonstration projects on City owned or sponsored projects.

17.2 Consider code options that allow for more by-right zoning when balanced with context-based approaches.

## 5.2 FUTURE CONCEPT MAP

The Future Concept Map organizes the city into seven conceptual planning areas. Each planning area will have distinct land development patterns and/or physical form characteristics as it develops and evolves over time. The same planning area designation may exist in different geographical parts of the city. Each planning area will have distinct neighborhoods and districts that may be further planned through Community Planning Blueprints; Area, Neighborhood or Corridor Plans; and other lower level planning and zoning documents identified in the Planning Framework of this Comprehensive Plan.

Throughout the city are activity centers/corridors. These are places that draw people to shop, work, play, or live. Natural and developed mobility networks will connect the various neighborhoods and districts within each planning area to other planning areas, the activity corridors/centers within the city and locations outside the city.

Each planning area has its own set of development characteristics, goals, objectives and policies. For the administrative update phase of the comprehensive plan only certain development characteristics are introduced. Later comprehensive plan process phases will require community engagement to refine the planning areas. The conceptual planning areas for the city are Open Space, Conservation, Rural, City Neighborhood, Traditional Neighborhood, Intended Growth and Special District. These designations replace the use-based designations of the Future Concept Map in the *1999 Comprehensive Plan*. This allows the comprehensive plan to focus guiding development character through looking at the context of the surroundings more than emphasizing land use.

Goal 2: Create a Future Concept Map and planning process to reflect the desired development pattern for the city.

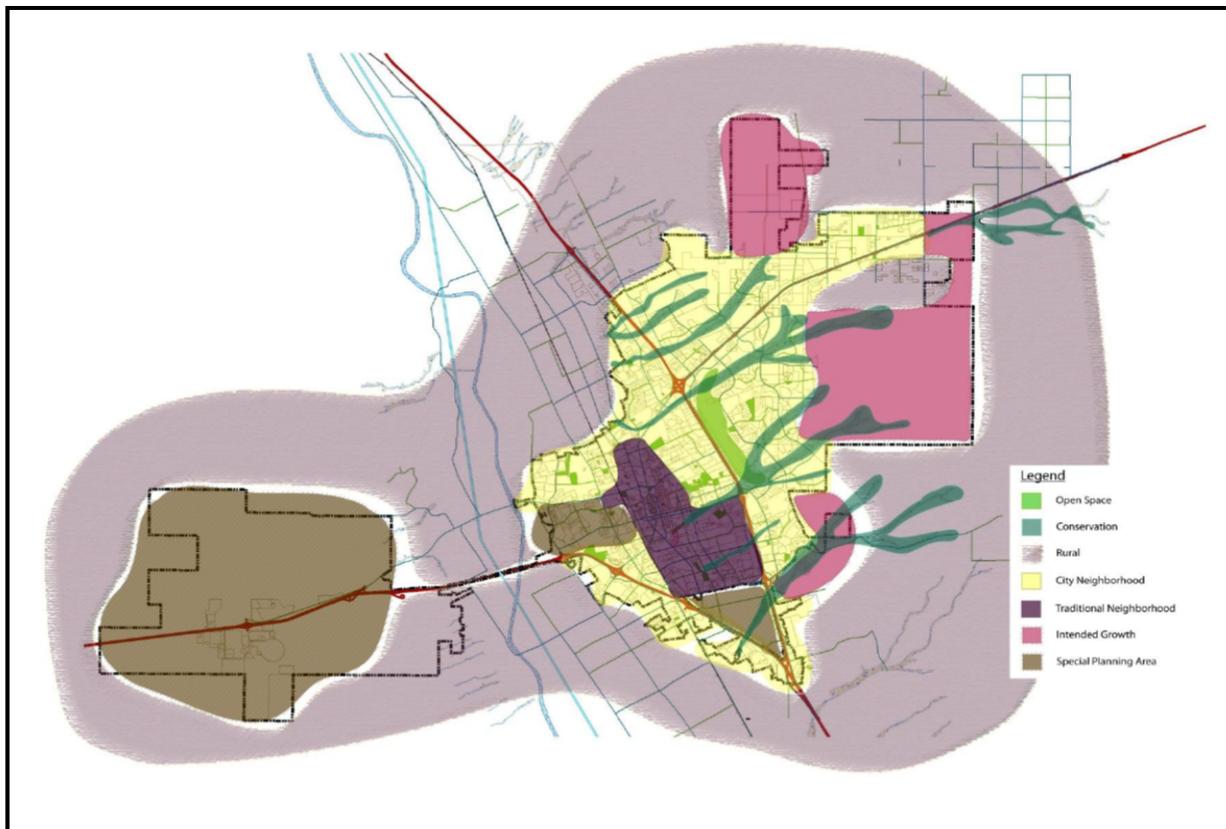
Objective 1: Use various planning and regulatory mechanisms as a means to best address development character and quality of life.

Policies:

- 1.1 Establish Planning Area designations and map planning areas as shown on Figure [X].
  - a. *Open Space*: consists of areas that permanently function as dedicated open space or civic space such as City parkland or the Las Cruces Dam.
  - b. *Conservation*: consists of areas of historical, cultural, environmental value or open areas that could become community assets and are worth conserving, such as arroyos.
  - c. *Rural*: characterized by existing undeveloped, agricultural or natural open lands with low development densities, and where retention of the natural

desert landscape is prioritized.

- d. *City Neighborhood*: mostly contains single-family residential subdivisions and some office parks-shopping centers at major intersections or corridors. Existing streets form a curvilinear, non-grid-like pattern with cul-de-sacs and long block lengths. This planning area is lacking in housing diversity, civic/recreational, commercial and other types of services and land uses.
- e. *Traditional Neighborhood*: contains small blocks with more grid-like street pattern and alley; buildings directly face streets; schools, parks, and small shops are integrated with residential areas. Mixed use is desired. Examples include three historic districts.
- f. *Intended Growth Area*: consists of undeveloped areas within the city that are in proximity to existing developed lands and/or transit nodes and have the potential to be developed into walkable, urban mixed-use communities.
- g. *Special District*: contains properties that are geographically isolated, politically independent or less likely to fit into the pedestrian and bicycle network due to its functional needs, such as the West Mesa industrial area or the NMSU campus.



- 1.2 Further plan neighborhoods and districts through the Comprehensive Planning Framework of this Comprehensive Plan.
- 1.3 Adopt regulatory documents as a way to allow by right or allow flexibility for unique land use and/or urban design that preserve and enhance the unique characteristics of historic districts and other areas of interest.
- 1.4 Further develop policies for each planning area to provide guidance for lower level plans.

### **5.3 ACTIVITY CENTERS/CORRIDORS**

Activity centers are focal points for community life and business, providing a combination of employment, shopping, services, schools, recreation, social interaction, learning, culture and places of worship. Activity centers have different sizes, functions, and character. Their mix of uses, composition and size will vary depending on the size of their service areas. Activity centers are places where citizens can interact in the public realm when going about their daily activities. Activity Centers shall be designed to support and enhance unique land use characteristics found in the Planning Areas in which they are located.

Activity corridors are highly traveled thoroughfares which often serve as gateways to a city and contain a variety of land uses. Planning for activity corridors in the City shall be performed in relation to the Planning Areas in which the corridors are located.

Goal 3: Enhance and develop activity centers/corridors to support the Future Concept Map.

Objective 1: Create vibrant activity centers/corridors

Policies:

- 1.1 Map activity centers/corridors.
- 1.2 Define goals, objectives and policies for activity centers/corridors.

## 5.4 URBAN FORM

Urban form refers to the physical layout and design of the city, including building densities and heights, street layout and aesthetic design. Growth management issues such as the pattern of growth, urban sprawl, phasing of developments as well as urban design issues of proximity, transition and overall shaping of built spaces that define the physical relationship among housing, places of employment and transportation, ultimately influence urban form. While the evolution of the City's urban form has been a product of expansion and planned growth in specific areas, the City has yet to achieve an urban form which reflects planning for overall efficient City growth and circulation.

The urban form of Las Cruces can be depicted by a rural-to-urban transect where different parts of the city display different characteristics of form. For example, the city core displays a denser, more grid-like layout with buildings and trees that define well-integrated civic spaces, whereas this same grid becomes less rigid, more curvilinear and spaced further apart as we move along the transect towards the peripheral developments of the city. Neighborhoods and places in the city are distinct from each other in different parts of the city. Therefore, when development or redevelopment reflects its context, it not only supports the existing urban form, but also contributes to a varying landscape and built environment to ultimately create an interesting experience for those who live or travel through the transect of Las Cruces.

Goal 4: Achieve an urban form which reflects planning for overall efficient City growth and circulation.

Objective 1: Establish an urban form which reflects coordinated and efficient City growth, circulation, development, redevelopment, and preservation practices.

Policies:

- 1.1 The City's urban form shall reflect policies of this Comprehensive Plan for overall efficient City growth and circulation.
- 1.2 City growth policy shall reflect the City's urban form concept.
- 1.3 Facilitate infill and/or higher density mixed use development in downtown and at key activity centers along transit.
- 1.4 Use service boundaries related to the provision of public infrastructure as a guide in delineating the City's urban form physical outline.
- 1.5 Coordinate utility and mobility extension/availability to designated growth areas shown in this Comprehensive Plan or a lower level plan identified in the Planning Framework.

## IMPLEMENTATION

1. Adopt changes to the City Zoning Code to include:
  - Provision for a form-based code
  - Updated mixed-use techniques and transition requirements between land uses
  - Transit Oriented Development (TOD) standards
2. Continue to adopt Community Planning Blueprints, Area Plans and corridor/neighborhood plans for those areas called out in this Comprehensive Plan or City Strategic Plan.
3. Regularly update the technical plans prepared by or for the City.
4. Amend the City Design Standards to re-examine, update them in accordance with current codes, including incorporating flexibility and consolidation of current codes in one location.
5. Establish a process for the purposes of acquiring land and assisting in planning for open space networks.
6. Develop a set of guidelines and standards for each planning area shown on the Future Concept Map and implement them through the City's Zoning Code, Subdivision Code and Design Standards.

# CHAPTER 6: COMMUNITY FACILITIES & SERVICES

## PURPOSE

The Community Facilities & Services section establishes policy for those services and amenities Las Cruces provides to its residents, such as police and fire protection, parks, libraries and schools; those elements typically associated with a community's "quality of life." Because people have more choices as to where they would like to live and work than in the past, today's communities must attract residents, businesses and/or industries for its economic well-being. A decision to locate in a particular community is often based on its perceived image; how the community looks along with the services and amenities it provides to its residents.

As a means of meeting resident's diverse needs and desires, Las Cruces provides a variety of parks, recreational facilities, activities for all age groups, and offers a number of community services. The Community and Cultural Services Department, the Parks and Recreation Department and the Facilities Section of the Public Works Department are responsible for and operate the City's recreational, social and senior programs, parks, various types of human services, and the library and museum system. Two City divisions deal with public safety. The Fire Department is responsible for fire protection, rescue, prevention services and community safety education. The Police Department is responsible for the protection of life, liberty, and property through preventative patrols, criminal investigations, and the enforcement of state and local laws. Subsequently, it is important to coordinate the policies of these components with current and future trends to ensure a cohesive urban fabric is created. As such, departmental policies must blend and otherwise relate to those policies which deal with the direction and manner in which Las Cruces will grow. In so doing, the City may better facilitate the expansion and improvements of these facilities and programs to better accommodate our residents and improve our over-all quality of life.

## GOALS, OBJECTIVES & POLICIES

The Goals, Objectives & Policies of the Community & Cultural Services section supports all the principles in this Comprehensive Plan. In particular, it directly relates to the principle, 'Provide high quality parks, recreation, open space amenities and community services to promote healthy lifestyles and overall community wellbeing.'

The Goals, Objectives & Policies have three subsections.

- **PARKS & RECREATION:** Provision of park facilities and programs operated by or sponsored by the City to all ages and activity levels.

- **COMMUNITY/CULTURAL:** The range and level of medical and human services, library, museums and other related facilities and programs that meet the quality of life expectations for Las Cruces.
- **PUBLIC SAFETY:** Approach in providing for the general welfare and safety of Las Cruces through City responsibilities of police, fire, emergency and related facilities and programs.

## 6.1 PARKS & RECREATION

**GOAL 1:** Provide a comprehensive, attractive, cost and resource-efficient system of parks and recreation facilities responsive to the needs and desires of the community.

**Objective 1:** Provide a variety of recreational opportunities to meet the various needs in Las Cruces.

**Policies:**

- 1.1 Actively solicit public input regarding facility, program and activity requests so that the City may meet the needs and desires of the community. Facilities that accommodate programs which emphasize social, cultural, arts, wellness and educational activities are encouraged.
- 1.2 Locate City facilities in areas most appropriate to their primary function so that said facilities may better serve their target populations.
- 1.3 Promote and locate City-sponsored activities and events in parks and/or facilities best suited to accommodate the activity/event.
- 1.4 Design flexibility when constructing or rehabilitating facilities so that the City may fulfill changing programmatic needs and expectations.
- 1.5 To the extent possible, create facilities with more than one purpose and/or group facilities together in order to maximize usage.
- 1.6 Time facility development to coincide with residential development as needed and as resources permit.
- 1.7 Bring levels of service to a uniform point with the aim of reaching a high standard of facility amenities throughout the city.
- 1.8 Work cooperatively with local schools, New Mexico State University, clubs, neighborhood groups and other similar organizations on the design, creation, connectivity, use and maintenance of parks, facilities and open space.

- 1.9 Work cooperatively with community-oriented agencies and organizations which provide community programs, services, or activities in order to maximize their availability to residents.
- 1.10 City facilities and City sponsored programs shall be served by public transportation and accessible by various modes when feasible.
- 1.11 Continually maintain and update, as necessary, the Parks & Recreation Master Plan in order to more accurately identify and respond to the changing needs of the community.

Objective 2: Provide attractive open spaces, parks, landscaped areas, trail corridors and other natural areas that serve multiple functions.

Policies:

- 2.1 Provide an array of park sizes to satisfy the differing recreational needs of residents which can vary from small playgrounds, skateboarding parks, model airplane fields, ball fields, and soccer fields, to areas set aside for community gardens and other civic activities and groups. These specialty uses may be established as the entire park or may be appropriately located within a designated area in conjunction with other park elements.
- 2.2 Construct parks in a timely manner in accordance with the policies of this Comprehensive Plan.
  - a. A developer shall dedicate land and/or pay park fees at the time of Master Plan approval.
  - b. Require developers to construct neighborhood parks as part of a new development. These parks may be developed before or at the time of construction of development for use as a marketing tool. Park development guidelines should reflect the policies found within the Land Use Element .
  - c. Increase park development fees in accordance with applicable regulatory authority or through new dedicated funding sources.
  - d. Consider modifying the neighborhood park classification to allow smaller neighborhood parks ranging in size from 1 acre to 2.5 acres. In addition to potentially decreasing the time needed to construct such a park, smaller parks may result in the creation of a greater number of parks in residential neighborhoods thus allowing residents greater ability to access public parks.

- 2.4 Support programs such as Adopt-a-Park and Tree Stewards so that residents, businesses, and/or organizations may actively assist in improving and maintaining parks, related facilities, and the community in which they live.
- 2.5 Use water conservation methods as illustrated below in parks, trails, and other types of open space.
  - a. Use drought tolerant and native plantings where feasible.
  - b. Leave native vegetation in its natural state, where feasible.
  - c. Employ timed drip irrigation systems, mulches, and other such methods/techniques as a means of controlling water usage.
- 2.6 Encourage a comprehensive trail system which provides linkage between parks, recreational facilities, and other activity centers. Trails should be multi-purpose and allow all citizens an opportunity to use them. Trails should be easily accessible and well maintained.
  - a. Continue to work with Elephant Butte Irrigation District, Bureau of Land Management, Bureau of Reclamation and other state and federal agencies so that the lateral and drainage way trail network may be expanded and improved.
  - b. Collaborate efforts with local governments to link facilities in order to provide connectivity between facilities for a more regional approach toward recreational planning.
  - c. Utilize arroyo buffers as trails.
  - d. Develop trails within existing easements.
  - e. Incorporate maintenance and safety strategies, such as lighting, landscaping and signage, into trail design.
- 2.7 Seek appropriate funding to purchase, create, maintain, and/or expand facilities and programs as needed as per the Parks & Recreation Master Plan, as amended.

Objective 3: Increase the number and enhance the quality of parks, programs, and associated facilities to satisfy the recreational, cultural, and educational needs of our residents.

Policies:

- 3.1 Utilize public and corporate partnerships, grants, and privatization strategies for the creation, expansion and/or improvements to our parks, programs, and facilities when and where needed.
- 3.2 Strengthen the cooperative joint-use agreement with the school district involving the creation of playgrounds, parks and the use of auditoriums and classrooms as a means of conserving money, reducing the demand for open space and parks, and supporting outreach efforts regarding community issues.
- 3.3 Conduct periodic citizen surveys to determine park, program and associated facility needs and to determine how well existing facilities and programs are being provided.
- 3.4. Establish standards and policies for trails, pocket, neighborhood, and community parks.
  - a. Provide a combined service standard of 1 acre per 1,000 persons of developed neighborhood and pocket parks.
  - b. Provide a combined service standard of 3 acres per 1,000 persons of developed community parks.
  - c. Pocket parks shall serve those who live in the surrounding area and shall generally serve a population of 500 - 2,500. Amusements, circuses, carnivals, craft fairs, etc., shall be prohibited; only recreational activities and neighborhood affairs, such as, concerts, shall be permitted.
  - d. Neighborhood parks shall serve those people who live in the surrounding area and generally serve a population of 1,000 - 7,500. Amusements, circuses, carnivals, craft fairs, etc., shall be prohibited; only recreational activities and neighborhood affairs, such as, concerts, shall be permitted.
  - e. Community parks shall serve all residents living in Las Cruces. Community parks shall generally range from 10 - 100 acres in size. Recreational activities, concerts, craft fairs, and small amusements shall be permitted.
  - f. Provide a combined trail service standard of 0.25 miles per 1,000 persons.
- 3.5 Control the timing, location and design of all parks.
- 3.6 Make developers responsible for developing neighborhood parks in accordance with the following standards.
  - a. 100 lots or below: The developer shall pay the designated park fee.

- b. 101 - 300 lots: The developer shall dedicate the land to the City for the park in lieu of paying park fees.
  - c. 300 - 599 lots: The developer shall develop a minimum of a one to 9.9 acre park, following the ratios above.
  - d. 600 lots and above: The developer shall develop either one (1) or two (2) parks with a combined acreage following the ratios above.
- 3.7 Develop a volunteer park improvement and maintenance from a variety of individuals, service clubs, churches and businesses.
  - 3.8 Continue the “neighborhood watch” program aimed at reducing vandalism at its parks and recreation facilities.
  - 3.9 Encourage opportunities to provide multiple uses in single locations, as well as share facilities and coordinate maintenance responsibilities with other agencies.
  - 3.10 Encourage the use of a comprehensive trail system as outlined in the Mesilla Valley MPO Transport 2040 Plan, as amended, to provide linkage among parks and recreation facilities and important urban activity areas.
  - 3.11 Increase the number of existing facilities in an existing park where needed as per the Parks & Recreation Master Plan, as amended.
  - 3.12 Introduce new facilities in existing parks as found within the Parks & Recreation Master Plan, as amended.
  - 3.13 Encourage an even distribution of parks and recreational facilities throughout the city.
  - 3.14 Encourage a distribution of activities in all parks and recreational facilities throughout the city.

## 6.2 COMMUNITY/CULTURAL

GOAL 2: Provide a balance of services meeting the needs of all segments of the city's population.

Objective 1: Continually improve and expand upon community's services in order to better quality of life.

Policies:

- 1.1 When applicable, establish cooperative agreements and seek joint financial assistance from public entities, such as Doña Ana County and the State, as well as private sources to create, improve and expand all types of community services in the community.
- 1.2 To the extent possible, group together community service facilities as a means of maximizing usage without compromising the ability to best serve their target population.
- 1.3 Redistribute resources and services as growth warrants.
- 1.4 Locate community services near public transportation and fund special transit programs to and from community service facilities when feasible.
- 1.5 Promote community involvement in the development of programs and facilities.
- 1.6 Continue to support and expand volunteer efforts in order to augment and optimize program availability and quality.

Objective 2: Provide library facilities and programs to allow public access to informational, educational, and leisure-time material and media resources.

Policies:

- 2.1 Continue to examine, both fiscally and physically, the possibility of expanding the Branigan Memorial Library and establishing branch locations in order to meet the increasing needs and demands.
- 2.2 Provide home delivered book services to reach people throughout our community who may not be able to use conventional library facilities.
- 2.3 Continue to explore options for increased public and private funding to meet the growing demand for library services.

- 2.4 Continue to investigate increased outreach to and cooperative arrangements with various segments of the community, including: the Spanish- speaking community, youth, public schools, higher education, senior citizens, and the business community.
- 2.5 Continue to identify the current and potential library customer base in order to assess and meet customer needs, thus encouraging greater usage of library services.
- 2.6 Work with library staff to explore options for providing additional multi-purpose space for meetings, programs, and Friends of the Library book sales.

Objective 3: Promote a City museum system that increases public understanding and appreciation for the arts, sciences, history, and diverse cultures.

Policies:

- 3.1 Support the museum systems efforts to renovate, expand, and/or construct new museum facilities as a means of increasing awareness of cultural and historical heritage as well as the environment in the region.
- 3.2 Explore all types of funding opportunities such as grants, the “One-Percent for Art” program, and corporate partnerships, in order to improve, expand, and/or create new museum facilities.
- 3.3 Continue to solicit support from community-oriented groups to provide funding and volunteer assistance.
- 3.4 Enhance and expand the museum’s outreach programs, such as the Museum School and various museum studio programs, as a means of furthering culture, historical, and scientific awareness.

Objective 4: Promote and maintain a balanced system of community and social services for the health, safety and welfare of all Las Cruces’ residents.

Policies:

- 4.1 Support state health and human service programs and facilities as a means of maximizing their availability, including encouraging public and private partnerships as a means of meeting the needs of the community.
- 4.2 Work with public and private agencies and volunteers to contribute time, money and/or expertise with health and fitness programs aimed at maintaining the health of Las Cruces.
- 4.3 As new and existing human services of various types evolve and/or expand, which may include child and adult day care, work with these industries to facilitate and support their needs by lending assistance in areas involving siting, funding,

transportation, and possible lease agreements.

- 4.4 Work with social service agencies and other government entities, including Doña Ana County, to ensure that all indigent persons are covered by the indigent care fund.
- 4.5 Expand and continue to support programs directed at Las Cruces' citizens to provide strong, positive influences when feasible.
  - a. Expand social and athletic activities provided by Parks and Recreation.
  - b. Encourage educational programs and other types of career and educational classes.
  - c. Provide and augment the para-transit (demand response/dial a ride programs for those eligible for special transportation assistance) program to assist our seniors with travel arrangements for daily living activities.
  - d. Expand the City's lunch program and support Meals-on-Wheels efforts as demand dictates.
  - e. Create volunteer programs using the knowledge of Las Cruces citizen's.
  - f. Continue and expand the Senior Long Term Care Programs to meet the needs of home-bound and other eligible seniors.
  - g. Expand senior citizen's facilities and activities when feasible.

Objective 5: Support programs and education for the safe and healthy quality of life for companion animals.

Policies:

- 5.1 Use Council meetings as a way to showcase companion animal adoptions.
- 5.2 Include pet amenities in public places.

## 6.3 PUBLIC SAFETY

GOAL 3: Ensure a safe and secure community.

Objective 1: Provide high quality, effective and efficient public safety services.

Policies:

- 1.1 Consider fire service standards, such as response time, when reviewing development proposals and encourage growth where subscribed standards can be met.
- 1.2 Plan future public safety locations where growth is anticipated and/or in accordance with policies of this Comprehensive Plan.
- 1.3 As a means of promoting community safety, expand community outreach programs to include a more comprehensive approach to safety. Programs may include, but may not be limited to, swimming pool safety and electrical safety.
- 1.4 Expand and/or enhance fire and rescue services when feasible.
- 1.5 Continue to monitor minimum response times for the entire city through benchmarking.
- 1.6 Continue and expand community policing and Neighborhood Watch programs as a means of increasing and strengthening crime prevention strategies.
- 1.7 Create and enhance new policing programs, such as gang intervention, when situations warrant.
- 1.8 Seek public input to improve upon public safety outreach programs to ensure continuous community involvement and support so that new strategies may be continually developed. In so doing, existing community education on relevant issues and community relations may be enhanced. Education may include providing information to the public regarding the roles of law and codes enforcement.
- 1.9 As necessary, address the expansion of all associated duties and sections within the Police Department, such as criminal investigations, special response teams, and codes enforcement.
- 1.10 Recognize the relationship between physical design and crime and Encourage public and private development to utilize Crime Prevention Through Environmental Design (CPTED) standards.

- 1.11 Regularly evaluate better and cost-effective ways to provide public safety services.

## **IMPLEMENTATION**

1. Adopt an updated Parks and Recreation Master Plan for the City to replace the current 2005 plan.
2. Amend the City's Development Standards to incorporate development flexibility and make these standards easier to use.
3. Establish a regional planning entity made up of various agencies to examine community facility needs and opportunities for facility sharing within Las Cruces.
4. Modify the City Municipal Code to address art on loan and public art investment.

# CHAPTER 7:URBAN DESIGN

## PURPOSE

The Urban Design section is a guide to the physical and aesthetic form of the city. City boundaries, urban and non-urban transitions, neighborhood identity, relationships between the public and private realm, architecture, landscaping and many other factors help define the urban design fabric for Las Cruces. Urban design is more difficult to quantify than other physical elements such as the placement of land uses. Urban design, however, is no less important than other elements. In many ways it may transcend other physical elements as they influence the perceived image of the city and quality of life.

Because people are more mobile in today's society, they have more opportunities to select where they live, work, shop, and spend leisure time. The physical appearance of a community and its convenience weigh heavily on this decision. As a result, good urban design plays an important part in the overall well-being of Las Cruces.

## GOAL, OBJECTIVES & POLICIES

The Goals, Objectives & Policies of the Urban Design section supports all the principles in this Comprehensive Plan. In particular, it directly relates to 'promote a healthy community through design of the built environment using landscaping, architecture, open space and conservation.'

The Goals, Objectives & Policies have three subsections.

- **IMAGE:** How the City can create a positive impression on various qualities that make up Las Cruces that include, but are not necessarily limited to, cleanliness, an orderly appearance, diversity, aesthetics, and the community's overall setting.
- **CONSERVATION/PRESERVATION:** Ways to retain and enhance the many natural, historic and cultural resources that make Las Cruces unique and memorable.
- **DESIGN:** The direction by the community on aesthetics, architecture, and site planning.

## 7.1 IMAGE

GOAL 1: Foster a unique and attractive character for Las Cruces to support an image which is distinct from surrounding communities.

Objective 1: Establish policies which will support an orderly and efficient community.

Policies:

1.1 Emphasize entrances/gateways and major corridors to relay a sense of arrival to those traveling to and through Las Cruces and contribute to the distinctive character of place.

- a. Gateways include:
  - i. Avenida de Mesilla
  - ii. Interstate 10
  - iii. Interstate 25
  - iv. Picacho Avenue (west of city limits)
  - v. South Main Street to I-10
  - vi. University Avenue
  - vii. U.S. 70/North Main Street
  
- b. Major corridors include:
  - i. El Paseo Road
  - ii. Missouri Avenue
  - iii. Picacho Avenue (city limits to Main Street)
  - iv. Solano Drive
  - v. Telshor Boulevard
  - vi. Valley Drive
  - vii. Spruce Avenue
  - viii. Sonoma Ranch Boulevard
  - ix. Roadrunner Parkway
  - x. Dunn/Holman Road
  - xi. Lohman/Amador Avenue
  
- c. The public realm shall emphasize a theme through elements that include, but are not limited to:
  - i. Architectural styles that respect a designated theme, existing character, and/or highlight Southwestern character where applicable.
  - ii. Monument signs introducing Las Cruces surrounded by landscaping.

- iii. Textured/stamped paving at major intersections asserting a “sense of arrival and place”.
  - iv. Landscape design and materials consistent with the area’s neighborhood/district theme especially when used in medians.
  - v. Non-glaring uniform lighting and lighting fixtures.
- 1.2 Make street signs and other directional signs on arterials and major transportation routes large and easy to read, allowing the traveler to distinguish these major routes from all other roadways.
- 1.3 Adopt identifiable bus stops and transfer stations throughout Las Cruces.
- 1.4 Mitigate visual clutter through the management of the number, size, height, location and appearance of signs.
- a. Use signs that are context appropriate and oriented to the street level environment, for example, ground or monument signs.
  - b. Investigate specific signage requirements for multi-tenant centers to encourage architectural harmony and unity within each center.
  - c. Apply density limits for off-premise signs along appropriate major corridors and gateways.
- 1.5 Encourage the use of underground utilities to avoid visual clutter.
- 1.6 Encourage parks and multi-use activity/recreational fields (functional open space) in conveniently located areas.
- 1.7 Encourage a balance of land uses as a means of providing convenience and functionality to those who may live and work in one area of the community.

Objective 2: Establish high maintenance standards for public and private properties as the city's appearance relates directly to its image.

Policies:

- 2.1 Improve the city's visual quality by reducing wind-blown trash/debris, dust, and vandalism.
  - a. Develop a schedule to clean up those vacant properties which are owned by the City and bring non-City owned public properties in the need of being cleaned-up to the attention of the appropriate City officials for immediate action.
  - b. Enhance existing programs and investigate other opportunities to deal with the clean-up and/or repair to properties affected by vandalism.
  - c. Encourage the surfacing of existing, unpaved roadways as a means of preventing dust-related problems.
- 2.2 Encourage the improvement and maintenance of existing commercial buildings and residential homes.
  - a. Offer workshops and design studios to address new construction, renovation, and any other significant exterior modification to assist local merchants to create compatible and unique commercial projects.
  - b. Consider programs such as beautification awards for commercial businesses as a way to promote community pride.
  - c. Assist owners on improvement and maintenance via awards, loans, grants, and/or a tool loan program.
  - d. Establish streamlined procedures for the demolition of structures which cannot be repaired/rehabilitated to eliminate unsightly properties which pose safety concerns.

Objective 3: Encourage the development of a character/theme for all distinctive Las Cruces neighborhoods and districts and support those already defined.

Policies:

- 3.1 Encourage commercial or residential districts and/or neighborhoods throughout the community to establish themes for their respective neighborhood or district.
- 3.2 Require new development in an existing neighborhood/district to respect and preserve the applicable character found therein.

Objective 4: Create a pleasant and attractive atmosphere in and around Las Cruces.

Policies:

- 4.1 Develop design standards to create aesthetically pleasing streetscapes. This should include, but not be limited to: street hardware and furniture, signage, lighting, fencing and walls, larger parkways, pedestrian circulation, landscape and street trees, terminating vistas and long term maintenance standards.
- a. Encourage the use of matching street furniture, traffic signals, street lights and directional signs to provide a coordinated approach to design thus helping to avoid visual clutter.
  - b. Continue to implement, and if needed, update the City's lighting ordinance to ensure:
    - i. Minimization of any increase of local nighttime atmospheric light from public and private sources.
    - ii. Integration of lighting design with the overall project in scale, form, and color palette in terms of the characteristics and use of the street with the district or planning area's character.
  - c. In addition to landscape buffering requirements in the City Code, Visually screen/buffer parking lots from the right-of-way to soften their overall impact through the use of required landscaping, various landscaping elements (berms, low walls, etc.) and transition techniques.
  - d. Promote street tree planting along street frontages to provide shade and visual relief and pedestrian comfort, such as placing street trees along arterials and collectors as a means of providing shade and enhancing Las Cruces' streetscape. Such trees should be of a drought tolerant variety and of a variety that does not create damage to sidewalk and curbing.
  - e. Require projects which are surrounded with walls to provide for an attractive streetscape.
    - i. Provide variation in plane and texture of walls.
    - ii. Employ landscaping techniques, trees and climbing vines for example, along the periphery of the walled area for visual relief.
    - iii. Encourage public art in new development and as an addition to existing developments.

- f. Encourage the decoration of water towers and other similar utility structures based on historical and cultural aspects of Las Cruces.
- 4.2 Encourage shared driving aisles and shared parking areas to lessen visual clutter and promote greater traffic circulation efficiency.
- 4.3 Emphasize low maintenance landscaping and tree plantings for median development, along sidewalks, bicycle routes, and other types of rights-of-way.
- 4.4 Plant trees within all parking areas for visual relief as well as to provide shade relief in parking areas.
- 4.5 Encourage existing businesses within Las Cruces to comply with the City's landscaping requirement to beautify individual parcels of land and to promote attractive streetscapes. Incentives may include waivers to the required number of parking stalls.
- 4.6 Employ site designs that respect adjacent land uses as well as designated gateways and corridors using mitigation techniques.
- 4.7 Establish minimum building design standards as a means of promoting an aesthetically pleasing environment which supports the design characteristics established for the surrounding area and which will assist in maintaining an areas appeal.
- 4.8 Design "franchise" or "corporate identity" architecture to be compatible with surrounding conditions/characteristics and our community's Desert Southwest character.
- 4.9 Encourage innovative design techniques to shield unsightly landmarks, for example, scarred embankments and flood control dams.

## 7.2 CONSERVATION/PRESERVATION

GOAL 2: Preserve and enhance community assets that includes natural, visual, and historical/cultural resources while reinforcing an overall urban form and character that communicates sensitivity to its physical setting.

Objective 1: Protect those natural resources and features unique to the region.

Policies:

- 1.1 Advocate an appropriate balance between physical development and open space that will provide a desirable environment and quality of life in the urban area as well as preserving the unique natural and rural environments of the region.
- 1.2 Develop standards that assist in the expansion of open space networks as part of new development. Open space should be linked with parks and recreational trails so that any open space areas may be considered “usable” space. Develop incentives for developers to create and/or maintain additional open space.
- 1.3 Develop standards that protect arroyo systems and other sensitive lands from development so that they remain in their natural state especially where such areas lend to an open space network.
- 1.4 Encourage the preservation of agricultural pockets and create standards that support urban agriculture in the developed area of the city. Agricultural pockets will be considered as open space which will add to our unique urban/rural views. The preservation of these areas will serve as a reminder of our agricultural history.
- 1.5 Work with Doña Ana County, the Bureau of Land Management, and the New Mexico State Land Office to continue to preserve the designated buffer around the Organ Mountains. Encourage the acquisition of remaining private land and the development of park/open space as a natural buffer between the urban area and the Organ Mountains.
- 1.6 Discourage hillside development along Picacho Peak, Tortugas Mountain, the West Mesa escarpment and the other desert mountains which surround Las Cruces.
- 1.7 Acquire easements or purchase major arroyos and their buffers for public uses as drainage, open space networks and alternate transportation modes.

- a. Develop arroyo systems, rights-of-way and City-owned land as multi-use open spaces, stressing the development of recreational trails and other connections between parks and other public and private open spaces, maintenance of natural landscape and aesthetic drainage improvements.
- b. Work with the Bureau of Land Management, the New Mexico State Land Office, and private developers to preserve arroyos on the east and west mesas as open space.

1.8 Protect views and vistas for the community through appropriate standards and techniques.

Objective 2: Encourage the preservation and/or rehabilitation of historical buildings and places in Las Cruces.

Policies:

- 2.1 Seek local historic district designations to enhance national and state historic districts and create a Historic Preservation Board who will deal with those issues pertaining to designated historic districts.
- 2.2 Continue to identify and create neighborhood/district plans for those areas that come under a historic district designation. These would establish specific guidelines for new development and redevelopment that would help preserve the historic integrity of structures and neighborhoods.
- 2.3 Create guidelines for development or redevelopment that are compatible with the character and context of that historic district.
- 2.4 Provide incentives to those interested in rehabilitating historic buildings that may include, but are not limited to:
  - a. Property Tax Relief through abatement, credit, and/or tax freeze.
  - b. Revolving Loan Fund.
  - c. Low Interest Loans.
  - d. Waivers to current standards that may impede rehabilitation, preservation, or reuse of historic properties.

Objective 3: Foster public appreciation for Las Cruces' cultural heritage as a means of reinforcing a "sense of place" and history.

Policies:

- 3.1 Seek local, regional, and state support to promote Las Cruces' culture and cultural heritage through educational programs at museums, libraries, and cultural centers.
- 3.2 Promote cultural events and activities unique to our area, such as the Whole Enchilada Fiesta, Southern New Mexico State Fair, Chile and Wine Festivals, etc..
- 3.3 Advocate the construction/expansion of new museums, libraries, a visitor/convention center, and those events and activities which promote the community.

Objective 4: Coordinate all development with respect to our designated urban form as found in the Future Concept Map in this Comprehensive Plan.

Policies:

- 4.1 Discourage leap-frog development by requiring developers to follow the development policies found in this Comprehensive Plan.
- 4.2 Utilities and all other types of infrastructure shall comply with the City's Growth Management Policies found in this Comprehensive Plan, Capital Improvement Programs and/or as outlined within approved Master Plans.

## 7.3 DESIGN

GOAL 3: Maintain sensitivity to the city's image through the careful application of aesthetic and environmental guidelines of its neighborhoods and districts.

Objective 1: Enhance Las Cruces' natural environment, physical environment, and character through quality design.

Policies:

- 1.1 Preserve a regional Desert Southwestern image rooted in a variety of architectural styles and design elements and strengthened by creative contemporary expression in residential and commercial developments.
- 1.2 Encourage the use of landscape materials best suited to our location in the Chihuahuan Desert. Encourage developments located in mesa areas, such as the East Mesa, High Range, and Las Alturas, to use desert landscape materials. Encourage developments located toward the Rio Grande Valley to use those plant materials best suited for the Valley environment. Encourage developments located in the urban area to use drought tolerant landscape materials that are compatible with the landscaping styles of the surrounding area.
  - a. Promote the City's Water Conservation Ordinance and the concept of xeriscaping.
  - b. Investigate the possibility of designating geographic landscaping areas (pursuant to this policy) throughout Las Cruces as a means of furthering support for efficient, water-saving landscaping techniques and themes.
- 1.3 Require new development or redevelopment to utilize local and/or regional architectural styles and design elements in the downtown area, historic districts, gateways and designated corridors which are compatible with existing structures.
- 1.4 Encourage creative and sustainable site planning for all new development and redevelopment through a variety of means not limited to the following:
  - a. Maintain the topography and slope of a site in its natural state.
  - b. Encourage a balance between open space and built space in developments.
  - c. Develop standards to prevent monotony.
- 1.5 Encourage the development of lower level plans identified in the Planning Framework of this Comprehensive Plan, overlay zones, and form-based codes.

- a. Specific areas targeted for these plans, zones, and codes as illustrated below.
    - i. Lohman Avenue Corridor
    - ii. Central Business District
    - iii. High Range development
    - iv. Historic District(s)
    - v. Country Club development
    - vi. U.S. 70
    - vii. North Telshor area
    - viii. Picacho Street Corridor
    - ix. El Paseo Avenue Corridor
  - b. Use these plans, zones, and codes to address issues as land use, zoning, transportation, and aesthetics such as architecture, landscaping and utilities.
- 1.6 Support residential developments that contribute to a positive image for the city of Las Cruces by the creation, enhancement, and/or preservation of an identifiable neighborhood image.
- a. Encourage neighborhoods to develop an identifiable theme, for example, one with a Southwestern focus.
  - b. Incorporate design elements in residential developments to increase variety to each neighborhood as well as create a sense of neighborhood and include, but are not limited to:
    - i. Landscaped development signs or focus points at the entry of each development.
    - ii. Textured paving at the entry to or at crossroads throughout the neighborhood.
    - iii. Architectural themes shall provide varying styles, massing, roofs, facades, setbacks, and materials.
    - iv. Unified landscaping plan along rights-of-way.
    - v. Non-glaring, uniform lighting and lighting fixtures
- 1.7 Create developments in a manner that mitigates nuisances such as noise, light, and other nuisance impacts that may substantially affect quality of life.
- 1.8 Encourage development that is contextually designed at the human scale

Objective 2: Instill compatibility, function and practicality in and between new and existing development by establishing development guidelines to ensure quality site design.

Policies:

- 2.1 Require infill development, both new development and redevelopment to respect the architectural styles, massing, color palette, scale, character and site design relationships of the existing neighborhood.
- 2.2 Support those residential developments which possess an identifiable neighborhood image while still providing a variety of housing styles in order to avoid a monotonous, “cookie-cutter” appearance.
  - a. Require a variation of residential facades to provide visual interest in developments.
  - b. Develop standards to prevent monotony.
- 2.3 Encourage site built, mobile homes (parks, subdivisions, or otherwise), manufactured, modular, and paneled homes to be architecturally consistent with adjacent residential uses.
- 2.4 Encourage developers of commercial and industrial areas to respect the architectural styles found in adjacent areas.
- 2.5 Support a policy of mixed land uses which are not traditionally considered compatible that may be located next to one another depending upon design features and compatibility with the adjacent area as a result of the mixed land use policy of this Comprehensive Plan. Those uses with lower intensities must be protected from any negative impacts from adjacent uses with higher intensities in order to protect a desirable quality of life within the city.
  - a. Require land uses which differ from adjacent land uses to follow transition, buffering and landscaping requirements per City code.
  - b. Employ mitigation techniques to avoid any possible problems between differing land uses located adjacent to or near one another.
    - i. Require new development be compatible with the architectural style in the surrounding area.
    - ii. Require new development be human-scaled and respect building height, scale, and massing found in the surrounding area.

- iii. Orient and design high intensity uses locating adjacent to a lower intensity in a sensitive manner, with development located adjacent to public streets oriented and designed to enhance the public realm.
  - (a) Place parking areas away from adjacent residential uses when appropriate. All parking areas should use landscaping and screening techniques to buffer differing uses and when viewed from public streets.
  - (b) Screen delivery areas, loading zones, waste receptacle and pick-up areas, and any outside evidence of plumbing, electrical, and/or mechanical equipment from view by buffers, landscaping, architectural techniques, and other design measures.
  - (c) Landscape blank walls and fences which face streets or adjoining properties to soften their harsh, stark effects.
  - (d) Provide pedestrian scale facades on all sides of the building and design windows, doors, landscaping, and fine grain detail in materials to reflect human-scaled proportions and architectural harmony with the built form of adjacent lower intensity land uses.
  - (e) Screen stacking lanes/drive-up aisles from view with landscaping or placing such lanes where they are not readily seen from streets and sidewalks.
- c. Require appropriate mitigation techniques and transition/buffer requirements when a business registration, zone change, or new construction creates adjacent land uses which differ from one another. The use which is creating the change should mitigate any possible problems between other land uses using the techniques listed below.
- d. Develop and support specific landscaping regulations in lower level planning documents.

## IMPLEMENTATION

1. Modify the Zoning Code, Design Standards, and Landscape Ordinance to reflect all aesthetic and design-related issues found in this Comprehensive Plan.
2. Establish planning areas and develop policies to enhance the characteristics of each in context to applicable and appropriate urban design, transportation and land use policy.
3. Adopt lower level plans as illustrated in the Planning Framework for those areas identified in this Comprehensive Plan, the City's Strategic Plan or when formally requested by interested parties.
4. Develop a viewshed plan as a means to identify and preserve views and vistas.
5. Complete the implementation of the Storm Water Management Plan by adopting an Arroyo Plan to identify major arroyos that impact the city and offers policy recommendations regarding drainage, open space, recreation, and land use requirements.

# CHAPTER 8: UTILITIES

## PURPOSE

The decision of where and when to build capital facilities influences future land use patterns. Developers generally seek sites that have good road access and are close in proximity to water and sewer lines since these are costly for a developer to provide. As such, it is widely held that growth is influenced and occurs where utility and road networks are established. It is essential, therefore, that the policies of these components, which include utilities and transportation, are consistent with the land use policies of a community's comprehensive plan. When all three elements correlate, a community can better determine where and when utility and transportation expansion should occur.

Las Cruces Utilities (LCU), a department of the City of Las Cruces, is responsible for and operates the City's water, wastewater, natural gas, and solid waste service. Las Cruces Utilities is governed by a Policy Board, known as the Las Cruces Utilities Board of Commissioners. The Board is made up of two City Councilors and five Community members with professional business or government experience and they are appointed by the Mayor. The utility system is maintained through a high standard of service that is important to the health, safety, welfare, and quality of life to the residents of this community. This Utility section furthers this standard by providing a common set of goals, objectives and policies with the Transportation and Land Use sections of this Comprehensive Plan..

## GOALS, OBJECTIVES & POLICIES

The Goals, Objectives & Policies of the Utility section supports all the principles in this Comprehensive Plan. In particular, it directly relates to the principle to 'Achieve optimum efficiency in the planning and operation of the City's infrastructure systems.'

The Goals, Objectives & Policies has four subsections.

- **WATER:** Deals with the quality and supply of water for residences and businesses.
- **WASTEWATER:** Addresses the sewer infrastructure and capacity.
- **ENERGY:** Covers the provision and stance by the City on various energy sources, with specific interest in the City-owned natural gas utility.
- **WASTE:** Addresses recycling and solid waste collection and disposal.

## 8.1 WATER

GOAL 1: To provide an adequate and reliable supply of safe, clean drinking water at an affordable cost to the residents of Las Cruces.

Objective 1: Ensure that the City has sufficient water rights to supply the needs of the residents of Las Cruces while supporting measures which advocate water conservation.

Policies:

- 1.1 Continue to pursue additional water rights with the State of New Mexico for deep wells.
- 1.2 Continue to develop the well fields and continue to utilize the wellhead protection as a means to meet consumer demand.
- 1.3 Provide sufficient operational, fire, and emergency storage to ensure the community's health, safety, and welfare.
- 1.4 Extend water lines to those growth areas in the City as shown on the Future Concept Map as development extends to these designated areas and promote infill development in order to utilize existing water lines.
- 1.5 Screen water wells and pumping stations from view when located in residential or gateway areas through methods such as murals, landscape materials, walls, or a combination of said methods.
- 1.6 Pursue sustainability in water supply and conservation through using a combination of program actions, voluntary measures, and mandatory measures as detailed in the City 40 Year Water Plan, Sustainability Plan and the City Water Conservation Plan, as amended.
  - a. Continue to support measures to encourage the city's residents and businesses to utilize water conservation techniques.
    - i. Continue coordination on the landscape standards and a potential ordinance dealing with multi-family, commercial, and industrial developments promoting water conservation.
    - ii. Investigate an increase in water rates, when applicable, as a means of encouraging low water uses.

- iii. Continue to encourage the use of drought tolerant plants (xeriscaping), rainwater harvesting, gray water applications, and timed and drip irrigation systems.
  - iv. Continue to encourage the use of water-saving devices, such as flow regulators, faucet aerators, low-flow toilets and shower-heads.
  - v. Continue to use outreach and engagement techniques that educate residents and businesses about water conserving techniques and tips through public service announcements, flyers, advertisements and other such programs.
  - vi. Continue to use outdoor watering restrictions, when applicable.
- b. Continue to take a proactive approach to water conservation by identifying water conservation opportunities, monitoring water consumption at City-owned facilities through various demand and supply side water conservation techniques.
    - i. Encourage automatic reading meters, evaluation tools, and other similar measures.
    - ii. Regularly perform water and leak detection audits.
    - iii. Incorporate facility design and operations that promote water conservation.
- 1.7. Reduce total gallons per capita per day (GPCD) water use to 180 GPCD by 2045 in accordance with water rights requirements with the Office of the State Engineer.

Objective 2: Provide Las Cruces with safe, clean drinking water.

Policies:

- 2.1 Continue to systematically monitor potable water for possible contaminants and ensure all State and Federal drinking water requirements are met.
- 2.2 Continue to monitor changes to or trends in State or Federal legislation regarding drinking water requirements. Any regulation changes which result from legislation shall be implemented in a timely fashion.

## 8.2 WASTEWATER

GOAL 2: Provide dependable wastewater service for the health, safety, and welfare of the community at large.

Objective 1: Provide wastewater services to meet the needs of the region.

### Policies

- 1.1 Monitor and correct, as necessary, any deficiencies in its wastewater system so that it can better serve existing customers.
- 1.2 Prepare for stringent state and federal regulations in the future by researching new technologies to improve the City's wastewater systems and by keep abreast of proposed legislation.
- 1.3 Expand wastewater capacity and/or construct new wastewater facilities as demand warrants.
- 1.4 Continue to complement existing technology with new technologies to deal with any odor problems at wastewater facilities.
- 1.5 Continue to encourage the elimination of septic systems that exist within the city limits.
  - a. Continue to identify and prioritize existing septic systems within the city limits.
  - b. Continue to pursue federal and state funding to systematically eliminate these septic systems by extending wastewater collection system.
  - c. Encourage residents to utilize City wastewater facilities as soon as such facilities are available to them.
  - d. Require stubouts from septic tanks in the direction of the nearest future connection to sewage collection systems.
- 1.7 Research feasible techniques to expand reclaimed water facilities and usage.
- 1.8 Extend wastewater lines to those growth areas in the City as shown on the Future Concept Map as development extends to these designated areas and promote infill development in order to utilize existing wastewater lines.

## 8.3 ENERGY

GOAL 3: Provide residents with efficient energy resources and strongly encourage the use of energy conservation techniques

Objective 1 Provide, at minimum, affordable, basic energy services.

### Policies

- 1.1 Devise a long-term, on-going program to maintain close contact with customers to learn about particular user needs and problems and continually improve upon customer service.
- 1.2 Develop a natural gas master plan for planning and funding of major high pressure gas transmission pipelines.
- 1.3 Expand natural gas services to areas where services are not currently available.
- 1.4 Continue to monitor and cooperate with other agencies or businesses that provide City residents public services for gas, water, electricity, and telecommunications as a way to better ensure such services are consistent with this Comprehensive Plan.

Objective 2: Employ energy conservation techniques to reduce energy consumption and its associated cost which will, in turn, reduce inefficient energy consumption.

### Policies

- 2.1 Encourage ideas, programs and plans for the development of Las Cruces as an energy-efficient city.
- 2.2 Educate residents and businesses on a variety of methods to conserve energy consumption.
- 2.3 Use energy-saving site design and devices for all publicly owned facilities and encourage such techniques in privately owned buildings.

Objective 3: Advocate the use of alternative/non-traditional sources of energy and energy saving techniques as a means of reducing the use on non-renewable forms of energy.

#### Policies

- 3.1 Encourage the use of energy saving techniques through incentives.
- 3.2 Encourage cost and energy efficient site and building designs.
  - a. Use passive-active solar techniques through wall massing, window glazing, solar panels, building orientation, location of particular vegetation, and other methods.
  - b. Non-traditional building construction methods like reward-wall systems and rammed-earth techniques.
  - c. Use alternative sources of energy that may include biomass energies, geothermal resources and wind technologies.
- 3.3 Use non-traditional energy saving techniques and sources for City projects and facilities.
- 3.4 Encourage those bidding on City projects to utilize nontraditional energy saving techniques and sources.
- 3.5 Support educational research efforts regarding nontraditional energy saving techniques and sources.
- 3.6 Support funding at State and Federal levels for the research and development of alternative energy sources.

## 8.4 SOLID WASTE

GOAL 4: Provide Las Cruces with a reliable and economical solid waste collection and disposal service meeting all federal and state standards as well as safeguarding the area's environmental quality.

Objective 1: Ensure reliable and affordable waste collection service and support the efforts of the South Central Solid Waste Authority (SCSWA) to maintain adequate disposal capacity at Corralitos Landfill.

### Policies

- 1.1 Support SCSWA's efforts to meet all Federal and State requirements governing landfill operations.
- 1.2 Investigate and implement viable new technologies to minimize the cost of waste collection services.
- 1.3 Encourage waste disposal techniques that preserve the environmental quality of the area in and around the regional landfill site.
  - a. Educate people about the negative effects of illegal dumping.
  - b. Prosecute those caught illegally dumping waste materials.
  - c. Investigate the feasibility for a design of a gas recovery system to dispose of methane gas at the landfill.
  - d. Minimally bale and landfill tires to reduce storage space and prevent problems with vermin and harmful insects if recycling tires is unfeasible.
  - e. Have programs to dispose household, commercial, industrial and hospital hazardous wastes in an environmentally sound manner.
  - f. Use recycled materials for City projects that may include street furniture, trash receptacles, and roadways.
- 1.4 Continue a transfer-haul program whereby collection vehicles will be used for local curbside pick-up service and long distance truck and trailer rigs will be used to collect solid waste materials at the transfer station and deposit their cargos at the landfill.

Objective 2: Promote recycling as a means of reducing solid waste collection and disposal which will increase the lifespan of the regional landfill.

Policies

- 2.1 Educate the general public about how and what materials may be recycled, with recycling information and achievements reviewed and updated on a periodic basis.
- 2.2 Expand acceptance of different types of material for recycling when feasible.
- 2.3 Work towards meeting targeted recycling and source reductions as outlined in the City Sustainability Plan.
  - a. Continue to improve access to recycling through curbside recycling and convenient locations throughout the city.
  - b. Seek potential buyers of recycled materials as well as seeking those businesses who consume materials as an alternative to disposal.
  - c. Continue to improve the existing composting and biosolids programs.
  - d. Set recycling and compost rate benchmarks in the City Sustainability Plan.
- 2.4 Pursue any applicable state and federal funding.
- 2.5 Seek recycling partnerships with other regions and communities in the southwest in an attempt to attract recycling markets and/or business which use recycled products closer to the SCSWA.
- 2.6 Support recycling legislation at the State and Federal level.

## IMPLEMENTATION

1. Continue the efforts of updating the Las Cruces Utility Standards to reflect all aesthetic, economical and design-related issues found in this Comprehensive Plan.
2. Update the natural gas, water and wastewater service boundaries maps based on the Future Concept map of this Comprehensive Plan.

# CHAPTER 9: ECONOMIC DEVELOPMENT

## PURPOSE

The Economic Development Element provides guidance regarding the economic growth and development of the City in order to make the City a more pleasant place to live and work. The City's main priority for implementing this Element is to provide for an environment which allows existing businesses to thrive and new businesses and industries to be created or attracted in order to provide quality jobs for residents of all skill levels. This Element will identify potential growth industries and economic development strategies that will help diversify the local economy in order to hedge against economic downturns.

## GOALS, OBJECTIVES & POLICIES

The Goals, Objectives & Policies of the Economic Development section supports all the principles in this Comprehensive Plan. In particular, it directly relates to the principle to 'Establish a diversified sustainable economy.'

The Goals, Objectives & Policies has four subsections.

- **BUSINESS, INDUSTRY & AGRICULTURE:** Addresses the methods to encourage retention, expansion, and attraction of businesses in Las Cruces.
- **WORKFORCE DEVELOPMENT:** Ways the City can help create an adaptable and responsive business climate through training, education, and partnerships.
- **TOURISM:** Identification of how the City can promote and enhance tourist-related activities.
- **INFRASTRUCTURE:** Ways the infrastructure system can enhance economic development.

## 9.1 BUSINESS, INDUSTRY, AND AGRICULTURE

**GOAL 1:** Develop opportunities in all job sectors to allow for retention, expansion and attraction of economic activities that enhance economic capacity and the quality of life in the community by providing improved access to jobs, goods, and services.

**Objective 1:** Develop partnerships with local and regional economic development organizations for coordinating all types of business and industrial development.

**Policies:**

- 1.1 Coordinate the recruitment, retention, and expansion of businesses and industries in Las Cruces.
  - a. Enhance operating policies for the active recruitment of business and industries to Las Cruces.
  - b. Work to expand and retain existing jobs.
- 1.2 Provide financial and/or staff support to economic development partners where feasible to further goals of this Comprehensive Plan.
- 1.3 Focus on the long-term economic development of the city by providing support for all types of business, large and small, promoting city business and development processes, increasing private sector involvement in economic development, and facilitating the involvement of and coordination between existing organizations engaged in economic development.
- 1.4 Encourage and support entrepreneurship in Las Cruces.
  - a. Investigate the establishment of Small Business Incubator Center(s) in Las Cruces.
  - b. Provide assistance for small businesses and/or entrepreneurs.
  - c. Coordinate the dissemination of information about available business assistance resources and City processes related to business, building and development.
  - d. Provide assistance to businesses in negotiating city and state regulations and processes.

- 1.5 City-sponsored incubator centers shall support or provide services that are beneficial to the economic health of Las Cruces.
  - a. Support the expansion of home-based businesses.
  - b. Provide for coordinated office services and expenses including staffing, marketing and financing efforts, and shared utility costs.
  - c. Provide for expansion of locally-owned or operated businesses and may include those that assist disadvantaged persons.
  - d. Locate in an area such as the West Mesa Industrial Park for industrial businesses, the Downtown/Central Business District for mixed-uses, and the North Telshor area and East Mesa for commercial, office, and industrial users.
- 1.6 City-sponsored small business assistance and/or entrepreneurial centers shall support or provide services that are beneficial to the economic health of Las Cruces.
  - a. Disseminate information about starting a new business or expanding an existing business.
  - b. Provide guidance in finding financing, marketing, and distribution resources.
  - c. Provide guidance about City, State and Federal development, licensing and operating requirements, including tax information.
  - d. Preferably locate in an area that is financially depressed or is in transition in order to serve as an anchor to the area or neighborhood.
  - e. Promote connections with educational institutions.

Objective 2: Create incentives, opportunities, and policies that build a diversified business community.

Policies:

- 2.1 Support and implement mixed-use policies, flexibility of placing new uses, and office, commercial, and industrial zoning districts as outlined within this Comprehensive Plan.
  - a. Allow business cooperatives or multiple tenants/uses within single buildings or parcels, including those uses which provide for work at home provisions.
  - b. Allow overlay zones and planned unit developments, including those in which the City receives a direct or foreseen benefit in exchange for creative and unique designs that differ from mandatory development requirements.
- 2.2 Maintain an up-to-date Local Economic Development Plan in accordance with the Local Economic Development Act as defined within the New Mexico State Statutes
- 2.3 Create incentives for businesses and industries that enhance economic vitality and add to quality of life as identified in the Local Economic Development Plan.
- 2.4 Eliminate administrative barriers that impede the creation or expansion of office, commercial and industrial developments.
  - a. Mandate timely review of all City development codes and ordinances.
  - b. Continually strive to improve review processes for commercial building permits and business registrations within the City.
  - c. Adhere to established review periods for proposed business and industry development
  - d. Provide for a single permitting process for buildings and signs.
  - e. Support a single department that can adequately coordinate all development related activities, including building permits.
- 2.5 Gather necessary data and information that can provide improvement in business and industrial recruitment and expansion.
  - a. Maintain information on business registrations to better understand historical changes in business and land use.
  - b. Maintain historic data on gross receipts taxes, employment, salaries, building

square footage, and business and building ownership by industry type as part of the business registration process.

- 2.6 Implement the goals, objectives, and policies of other parts of this Comprehensive Plan that will specifically aid in economic development, including such things as:
  - a. Design transportation systems and corridors that provide multiple connections, include various modes of travel and support businesses and industries.
  - b. Continue to use and expand the Las Cruces International Airport for both commercial and general aviation services.
  - c. Develop, update and implement Community Planning Blueprints, Area Plans and other lower level planning and zoning documents.
  - d. Promote renewable energy businesses and support commercial renewable energy and efficiency practices to include the implementation of alternative energy sources such as solar, geothermal and wind energy.
  - e. Pursue the use of "gray" water for large industrial users, where feasible, and encourage the users of gray water to locate near large gray water producers.
  - f. Continue the development and implementation of water conservation policies for residential and commercial/ industrial users, especially for landscaping.
  - g. Continue efforts to obtain new water sources and mitigating any future limitations.
  - h. Promote utilization of the Foreign Trade Zone designation on the West Mesa.
  - i. Promote a jobs/housing balance.
    - i. Locate places of employment where they will minimize commutes and are accessible to other transportation modes to create a jobs-housing balance.
    - ii. Work with local housing authority to provide affordable workforce housing.
- 2.7 Target economic recovery efforts in qualifying areas of the city in order to help maintain and revitalize economically depressed neighborhoods.
- 2.8 Promote regulatory changes at all government levels that aid in economic revitalization and stability in Las Cruces, including, but not limited to

modifications to the State's "anti-Donation" clause for all types of governmental activities as a tool for commercial and industrial recruitment.

- 2.9 Acquire viable vacant buildings and land within growing areas for future uses and recruitment for potential businesses and industries. This could include retaining ownership of the buildings and land and providing reasonable rent in exchange for mandatory occupancy periods and local employment hiring.

Objective 3: Enhance the viability of existing industries.

Policies:

- 3.1 Support efforts of existing public sector employers, such as White Sands Missile Range (WSMR), NASA, New Mexico State University and Spaceport America.
  - a. Create industrial lands and business parks on the East Mesa that provide support/locations for contractors that serve WSMR and NASA.
  - b. Approve compatible land use development adjacent to military facilities to mitigate impact on operations, training routes, and special-use air space.
  - c. Support development of a road to improve access to Spaceport America from the south.
- 3.2 Support the growth and expansion of existing higher educational schools like NMSU, the Doña Ana Community College, and other satellite higher education branches throughout the county, including workforce development training.
- 3.3 Identify target employment markets best-suited to realize the vision of this Comprehensive Plan which includes supporting the creation and recognition of local manufacturing sectors, such as agricultural processing, aerospace, and other production manufacturers.

Objective 4: Maintain the viability of agricultural production within Las Cruces and the Mesilla Valley.

Policies:

- 4.1 Encourage agricultural producing properties to be maintained in large parcels or tracts to keep production at a premium.
- 4.2 Encourage small agricultural parcels within the urbanized area of the City as a means to provide open space, buffers between incompatible uses, community gardens, and/or options to offer locally-grown products directly from the source to residents and businesses.
- 4.3 Discourage encroachment of small lot development into large, unbroken agricultural areas located near or along the City limits between urbanized and rural areas.
- 4.4 Allow the transfer of development rights or provide bonuses in densities to other areas of the community in order to preserve agricultural properties and potentially environmentally sensitive area.
- 4.5 Allow packaging and shipping of locally produced agricultural products on properties zoned for agricultural or agricultural-related uses.
  - a. Production and shipping costs are reduced and the encroachment of industrial development (i.e. large scale packaging plants) into agricultural areas is discouraged.
  - b. Restrict cooking and/or processing of agricultural products on the property unless there is a certified commercial kitchen.

Objective 5: Continue efforts to develop industrial areas and uses within the City.

Policies:

- 5.1 Continue the implementation of lower level plans related to the industrial areas of the City such as the West Mesa Industrial Park and Las Cruces International Airport.
  - a. Promote the use of existing Foreign Trade Zones.
  - b. Create, if feasible, a business incubator industrial center or provide for development of a speculative building on the West Mesa.
  - c. Build streets and provide utilities to individual sites to avoid delays in recruiting and constructing individual buildings.
- 5.2 Pursue cooperative agreements between owners of large industrially zoned property, including a possible joint venture between the City's West Mesa Industrial Park and NMSU's Arrowhead Research Park that will support research and development activities at Arrowhead and the creation of full scale production industries at the West Mesa.
- 5.3 Encourage the placement of industrial uses within the East Mesa of the City, including the development of an industrial/office park.

## **9.2 WORK FORCE DEVELOPMENT**

GOAL 2: Attract and retain a highly trained and motivated work force.

Objective 1: Encourage the development of education and training programs that foster creation, innovation, and research.

Policies:

- 1.1 Work with economic development partners to expand and develop technical and vocational educational programs at area high schools and higher education schools.
- 1.2 Encourage entrepreneurship programs that assist residents to start and/or operate a business by partnering with education systems to host such programs, encouraging workforce training centers in key locations, supporting continuous learning programs and educational partnerships.

- 1.3 Provide technical and financial assistance to those local programs that provide employment, volunteer opportunities and/or training to citizens, including disadvantaged workers and other persons whose skills will strengthen the local economy.
- 1.4 Partner with economic development and education agencies to create and support manufacturing apprenticeship training programs.
- 1.5 Coordinate the placement of students within "real life" work experiences.
  - a. Continue the joint-agreement between NMSU's Cooperative Education Program and the City.
  - b. Engage in similar agreements with other area higher education entities.

Objective 2: Create public-private and multi-level public partnerships that further work force development, including financial and facility support.

Policies:

- 2.1 Utilize existing public facilities for work force training for all age groups in Las Cruces.
- 2.2 Continue to foster cooperation between, encourage the shared utilization of facilities, and provide training and professional development needs at places such as WSMR, NASA, Spaceport, NMSU, DACC, and Las Cruces Public Schools.
- 2.3 Support economic gardening strategies that create nurturing environments for small local companies.
- 2.4 Create programs that will help start new businesses and will help existing small to medium-size businesses grow.

## 9.3 TOURISM

GOAL 3: Promote and enhance Las Cruces and the Mesilla Valley as a tourist destination.

Objective 1: Continue to promote existing and create new tourist activities and events in Las Cruces.

### Policies

- 1.1 Support annual, seasonal and special events such as the Whole Enchilada Fiesta, the Southern New Mexico State Fair, area Wine Festivals, and special sporting Events.
- 1.2 Support the expansion of existing and the creation of new public facilities that support the tourism industry such as a visitor's center, local museums and cultural centers, the Alameda Historic Depot, large-scale sports facilities, and a convention center.
- 1.3 Implement the goals, objectives, and policies within the Urban Design Element that will improve the city's physical environment and make the city an attractive destination, such as unique street designs and furniture and landscaped corridors and entrances to the city.
- 1.4 Encourage Main Street Downtown property owners enhance their properties in accordance with downtown revitalization planning.
- 1.5 Support the activities of the Farmers and Crafts Market in cooperation with the Farmers & Crafts Market of Las Cruces, Inc. or its designee.
- 1.6 Promote local businesses as part of tourism promotion efforts.
- 1.7 Strengthen tourism through the development and improvement of active and passive recreational opportunities.
- 1.8 Develop opportunities within the city that support the New Mexico Spaceport Authority and related aerospace development to increase related tourism, hospitality, and supply and support services.
- 1.9 Further develop the Las Cruces Railroad Depot for tourist uses.
- 1.10 Support economic development in Las Cruces through the maintenance and expansion of the convention center.

## 9.4 INFRASTRUCTURE

GOAL 4: Enhance the infrastructure network to bolster economic development.

Objective 1: Identify ways to develop the infrastructure network to help attract, retain, and increase economic vitality for Las Cruces.

Policies:

- 1.1 Encourage development using the mixed use concept of this Comprehensive Plan, such as developing compatible non-residential uses within walking distance of existing residential areas.
- 1.2 Enhance pedestrian pathways in areas frequented by citizens and tourists through standardized designs, landscaping, signage, signals, lighting, and paint.
- 1.3 Encourage appropriate design and uses within the downtown area in order to stimulate pedestrian travel.
- 1.4 Emphasize tourist transit routes through advertising.
- 1.5 Consider adding a Convention and Visitors Bureau and/or Chamber of Commerce member to the Transit Advisory Board.
- 1.6 Provide transit service to hotels/motels in Las Cruces and Mesilla.
- 1.7 Establish "feeder bus/vans" bringing regional residents to Las Cruces' commercial, manufacturing, and/or industrial districts.
- 1.8 Support private sector development of airport facilities and the adjacent industrial park through the City's coordination of development activities. A vibrant local airport will enhance the Las Cruces urbanized area's marketability and competitiveness.
- 1.9 Work with NMSHTD on their efforts for a north/south passenger rail line.
- 1.10 Evaluate a potential rail spur to the West Mesa Industrial Park.

## IMPLEMENTATION

1. Implement the Local Economic Development Plan and Ordinance in accordance with the Local Economic Development Act of the New Mexico State Statutes.
2. Conduct Feasibility Studies for Business Incubators and Business Assistance Centers.
3. Determine the feasibility of constructing a building in the West Mesa Industrial Park or the Las Cruces Airport for future business or industry use.
4. Create agreements between the City, NMSU, Spaceport America, and other economic development drivers for industrial recruitment to the area.
5. Provide for economic development opportunities, where appropriate, within new and existing overlay zones
6. Consider designating or allocating, through zone changes, industrial land for new development on the East Mesa of the city.

# CHAPTER 10: HOUSING

## PURPOSE

The Housing section establishes coordinated and comprehensive policy which will help guide decisions on housing in Las Cruces. It is important to make suitable housing opportunities available for all socioeconomic levels. As the city grows, greater diversity in the composition and socioeconomic characteristics of families will take place, creating a greater demand for a variety of suitable housing. Therefore, addressing housing from various perspectives such as availability, choice, quality, and neighborhood preservation will be necessary in order to meet the housing needs of all Las Cruces citizens now and in the future.

## GOALS, OBJECTIVES & POLICIES

The Goals, Objectives & Policies of the Housing section supports all the principles in this Comprehensive Plan and the housing goals of the City of Las Cruces Consolidated Plan. In particular, it directly relates to the Comprehensive Plan principle to ‘Provide a range of housing alternatives within neighborhoods that are safe, well built, clean, comfortable and affordable at varying economic levels to promote equity and choice.’ The Consolidated Plan has goals more specific to affordable housing for low-income households and identifies the city’s housing and community development needs (including neighborhood and economic development), priorities, goals and strategies. It also stipulates how funds will be allocated to housing and community development activities.

The Goals, Objectives & Policies have three subsections.

- **HOUSING AVAILABILITY/AFFORDABILITY:** Promotes a variety of housing choices at all socioeconomic levels.
- **HOUSING/NEIGHBORHOOD PRESERVATION:** Encourages maintaining and preserving housing stock.
- **NEIGHBORHOOD ENHANCEMENT/CREATION:** Encourages creating and enhancing neighborhoods that offer a distinct socially-engaging environment beneficial to the city as a whole through its history and/or unique characteristics.

## 9.1 HOUSING AVAILABILITY AND AFFORDABILITY

Goal 1: Provide a variety of housing opportunities and types within neighborhoods that will satisfy the needs of existing and future households at all socioeconomic levels.

Objective 1: Provide and maintain an adequate supply of housing types which provide housing opportunities for the diverse types of households, families, and individuals; including those with special needs, e.g., the elderly and disabled, found throughout Las Cruces.

### Policies

1.1 Encourage the use of alternative housing types, styles, and living arrangements (i.e. conventional single family homes, apartments, mobile homes, modular homes, group homes, housing for older persons, accessory units, transitional housing etc.) as a means of making available additional housing opportunities for those who may not otherwise obtain suitable housing through conventional means.

- a. Require that Master Plan, Concept Plan and other similar development documents clearly identify proposed locations of affordable housing, in context with surrounding land uses in a manner consistent with the Growth Management section of this Comprehensive Plan.

Developers are encouraged to make additional efforts such as disseminating the subject land use information in marketing brochures and other similar means to ensure area residents are aware of proposed phasing/build-out..

- b. Utilize mitigation techniques and/or other appropriate design strategies in the development of alternative housing sites to ensure and/or increase overall compatibility with surrounding
- c. Disperse subject housing throughout the City unless it would otherwise be advantageous in a centralized location. For example, locating group homes or other housing facilities whose clientele require special health care assistance, in areas where such assistance is readily accessible, would be a reasonable exception to this policy.
- d. Amend existing codes and regulations as necessary, in order to incorporate alternative housing types, styles and arrangements as accepted land uses.

1.2 Work with applicable agencies to, monitor housing trends and market demands to ensure that the housing stock remains at levels suitable to support population increases and overall housing demand. Throughout this process, place emphasis

on ensuring that greater cooperation exists among all parties interested in providing housing opportunities within Las Cruces.

Objective 2: Create residential developments which provide housing opportunities for individuals and families of all socioeconomic levels.

#### Policies

2.1 Investigate, implement, or promote, where feasible, measures which contribute to the containment of initial and operating housing costs. Generally speaking, HUD and several lending institutions typically establish housing debt to gross family income ratios between 30% and 32%.

- a. Increase overall housing efficiency and reduce overall construction and/or housing costs by using innovative and contemporary building construction practices.
- b. Monitor and implement as necessary, alternative development/design standards which accomplish the intended purpose and reduce costs.
- c. Encourage the use and expansion of development and/or impact fees, waivers or payment in lieu of programs currently in place by the City.
- d. Subdivision and building designs should be designed to the extent possible, to take advantage of available solar access, green infrastructure and low impact development techniques which will help reduce life cycle cost for owner.
- e. Incorporate appropriate landscaping designs for the home to assist in increasing energy efficiency.
- f. Encourage the use of contemporary energy efficient building system equipment such as HVAC components.

2.2 Provide a supply of housing available to low and moderate income families within all areas of Las Cruces. To accomplish this, the City supports a partnership approach, between public and private sectors, to ensure affordable housing needs are met. Accomplishment of this policy may be achieved through a variety of means, but not limited to the following policies.

- a. Use density bonuses or similar incentives as a means to facilitate the implementation of this provision.
- b. Require that Master Plan, Concept Plan and other similar development documents clearly identify proposed locations of affordable housing, in context with surrounding land uses in a manner consistent with the Growth

Management section of this Comprehensive Plan. Developers are encouraged to make additional efforts such as disseminating the subject land use information in marketing brochures and other similar means to ensure area residents are aware of proposed phasing/build-out

- c. Regularly update the City Affordable Housing Strategic Plan

2.3 Utilize PUD and Infill development regulations to create housing that meets the needs of low, moderate, and middle income groups. These regulations should address:

- a. Provisions for design standard flexibility as a means of offering suitable opportunities for successful affordable housing creation.
- b. Incentives such as density bonuses, streamlined development reviews, and waivers to or payment from other City sources of applicable development impact fees as a means to support and enhance development opportunities, especially those which primarily propose affordable housing for the target groups.
- c. Methods of mitigating potential impacts to adjacent properties through application of design strategies aimed at increasing overall neighborhood compatibility.
- d. Require that Master Plan, Concept Plan and other similar development documents clearly identify proposed locations of affordable housing, in context with surrounding land uses in a manner consistent with the Growth Management section of this Comprehensive Plan.

Developers are encouraged to take additional efforts such as disseminating the subject land use information in marketing brochures and other similar sources of information to ensure area residents are aware of proposed phasing/build-out.

2.4 The City will consider the recommendations in the final report of the Las Cruces Affordable Housing Strategies, or as amended.

- a. Set production and preservation goals, establishing a goal for an overall proportion of affordable rental and units for sales, also setting annual production goals to meet these overall goals and monitor the affordable stock on an annual basis.
- b. Seek ways to stock a land bank, whereby land is acquired by donation, trade or purchased with the purpose of developing affordable housing or revitalization activities. Land in the land bank could also be sold with

revenues from the sale of land to be used for affordable housing activities.

- c. Strengthen the Affordable Housing Trust Fund by acquiring specific funds through legislation, ordinance or resolution. Through these mechanisms, the cost of affordable housing is shared throughout the community and the dollars can be used for a variety of affordable housing activities and be tailored and changed to meet the needs of the market.
- d. Make changes to development policies that impact zoning, parking requirement/ accessory dwelling unit regulations, and expand impact fee exemptions.
- e. Develop a vacant building ordinance and mobile home park redevelopment program.

2.5 Maintain fair housing opportunities for all residents regardless of race, religion, sex, marital status, ancestry, national origin, color, age, or physical or mental handicap.

- a. Ensure that Enforce Federal, State, and Local law in the case of a discriminatory practice in the sale or rental of any unit.
- b. Provide assistance and/or referral services to appropriate agencies for those households unable to obtain housing because of unlawful discriminatory practices.

## 9.2 HOUSING AND NEIGHBORHOOD PRESERVATION

Housing and neighborhood preservation are related and important aspects of housing which are often addressed together. Through the successful maintenance and preservation of housing stock, whether old or new, a positive image is projected within the neighborhood. The image often expresses the residents' pride and community values as they try to maintain a pleasing, functional, and safe environment where their families can live, work, and play.

Goal 2: Foster and support housing and neighborhood preservation throughout the city to help maintain and/or increase the live ability of the community as a whole.

Objective 1: Increase opportunities for the housing stock to be maintained in a safe and sanitary living condition.

Policies:

- 1.1 Promote the importance of property owners maintaining their properties as a means to promote neighborhood and community pride in accordance with regulations regarding debris, noxious weeds, and other unsafe and unsanitary conditions. Where applicable, increase enforcement of existing regulations pertaining to the maintenance of properties and investigate options for regulation enhancement.
- 1.2 Stress the importance of acquiring applicable permits for the repair, remodel, alteration, or construction of housing and related facilities to ensure that all work conducted meets or exceeds approved construction industry code regulations.
- 1.3 Strive to implement regulatory mechanisms which allow greater flexibility in the development of existing lots/parcels.

Objective 2: To the extent possible, minimize internal and external impacts which may detract from a neighborhood's ability to offer a safe and aesthetically pleasing environment.

Policies:

- 2.1 Support and encourage the public input and participation process so that residents have an opportunity to voice opinions on issues which may impact the neighborhood in which they live. The City may consider:
  - a. Continue the neighborhood association registration process. Doing so affords the City and other interested parties easy access to information concerning these associations so that relevant information can be disseminated as necessary.
  - b. Continue outreach programs like the Las Cruces Notification System by which neighborhood residents may receive relevant information on applicable issues.
- 2.2 Work with existing neighborhoods to identify neighborhood priorities and needs related to infrastructure improvement (i.e. street and utilities), provision of parks and open space, and other related concerns
- 2.3 Investigate and implement, if feasible, a one-for-one housing replacement program when housing stock is eliminated by means of a public works or related project. This program should serve to facilitate the replacement of housing in neighborhood areas and stabilize housing opportunities found therein.
- 2.4 Follow established policies within the Transportation section related to proposed placement, functionality, and general design of roadways within and adjacent to

neighborhoods, in a manner which minimizes potential adverse impacts to these areas.

- 2.5 Support and enhance programs such as Keep Las Cruces Beautiful because such programs lend themselves to promoting community and neighborhood pride and an overall positive image for the city as a whole.
- 2.6 Except for structures on the historic registers, demolish substantially dilapidated public structures that are beyond rehabilitation or repair, and rehabilitate viable vacant properties which contribute to safety concerns and a general poor image of the neighborhood in which they are located.
- 2.7 Support and enhance programs such as Community Policing in order to strengthen bonds, increase levels of cooperation, accessibility, and safety between residents and City officials.

### **9.3 NEIGHBORHOOD ENHANCEMENT/CREATION**

This section champions efforts toward the enhancement of various existing neighborhoods which, by their history and/or unique characteristics, may offer a distinct, socially engaging environment for their residents. In addition, similar support is provided for the creation of new neighborhoods which through their design, land use distribution, and treatment of related development issues, offer similar opportunities.

Goal 3: Create distinct neighborhoods which, through their design, functionality and aesthetic appeal, contribute to the quality of life that residents' desire.

Objective 1: Support Planning Area policies of this Comprehensive Plan that directly affect residential neighborhoods.

#### **Policies**

- 1.1 Continue to adopt, where appropriate, lower level plans identified in the Planning Framework to help achieve desirable, aesthetically pleasing, and functional areas throughout the city. Efforts should focus on those areas which may directly impact or benefit residential development.
- 1.2 Continue overlay district/zone or similar mechanisms to create guidelines and regulations for the enhancement, development, or redevelopment of properties within existing historic districts as illustrated below.
  - a. Determine boundaries for the respective districts and mechanisms for property selection allowing boundary expansion if appropriate.

- b. Adopt local regulations that are consistent with Federal and State laws regarding historic district designation criteria.
- c. Establish various incentives for the preservation/maintenance of historically significant properties.
- d. Establish various incentives for the development or redevelopment of properties in a manner which closely relates to the historical significance of the district to which they pertain.
- e. Create regulations which offer flexibility in meeting applicable development standards, yet allow consistency and compatibility with historic district design criteria.
- f. Identify financial resources which may be used to assist in the renovation and upkeep of qualifying properties.

## IMPLEMENTATION

1. Amend the Zoning Code, Design Standards, Subdivision Code, Landscape Ordinance, and companion codes to implement the policies found within this Comprehensive Plan.
2. Establish Community Planning Blueprints, area plans and corridor/neighborhood plans as a means of improving neighborhood image, preserving neighborhoods, and maintaining/creating viable urban environments in which to live work and play.
3. Establish historic district overlay zones and/or adopt a specific historic preservation ordinance specifically addressing issues which take into consideration the importance of preservation and enhancement of these unique areas.
4. Monitor the availability of Federal and State funding sources/programs which further promote and strengthen existing housing program efforts conducted in Las Cruces. When such resources become available, submit applications seeking participation in related programs.
5. Encourage and actively solicit participation from various private, non-profit, and public agencies which may assist in carrying out existing housing related programs.

# CHAPTER 11: TRANSPORTATION

## PURPOSE

The purpose of the Transportation section is to provide policies to help create a multi-modal transportation system which efficiently and effectively supports the transportation needs of Las Cruces. This system includes thoroughfares for motorized vehicles plus rail, air, bicycle, and pedestrian systems allowing for commercial, public, and personal travel within and through Las Cruces.

## GOALS, OBJECTIVES & POLICIES

The Goals, Objectives & Policies of the Transportation section supports all the principles in this Comprehensive Plan, the Federal program of Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) and the Mesilla Valley Metropolitan Planning Organization (MPO) Transport 2040 Plan. In particular, it directly relates to the Comprehensive Plan principle to 'Provide for a safe, efficient, effective, convenient and connected multi-modal transportation system which promotes healthy living and provides mobility alternatives.' MAP-21 incorporates a more comprehensive performance-based approach to decision making on a variety of mobility modes. Transport 2040 covers multi-modal transportation planning for the City of Las Cruces, the Town of Mesilla, and Doña Ana County. The MPO's plan is prescribed under the MAP-21 which mandates that all MPO's prepare, adopt, and periodically update a comprehensive long-range transportation plan.

The Goals, Objectives & Policies has two subsections.

- **MULTI-MODAL-COMPLETE STREETS:** Policies for motorized vehicles and various types of roadways, encouraging walking-cycling as a form of transportation/recreation, transit, carpooling, transportation for those with special needs, cycling for transportation and recreation, and rail access.
- **AVIATION:** Policies on air transport for economic development and commuter choice.

### 11.1 MULTI-MODAL-COMPLETE STREETS

**GOAL 1:** Plan the design, construction, and maintenance of public rights-of-way such that each Las Cruces will have transportation options to safely and conveniently travel to their destinations.

**Objective 1:** Seek transportation solutions that complement and enhance community values and objectives through appropriate physical design and form.

**Policies:**

- 1.1 Establish a hierarchy of street classifications, street locations, and street classification principles.
  - a. Use the Mesilla Valley MPO's Functional and Proposed Thoroughfare Plan, as amended, to determine street classification and location.
  - b. Base street classification and location on street use, land uses served, and to a lesser degree street design to determine streets not listed on the Mesilla Valley MPO's Functional Classification Map or Major Thoroughfare Plan, as amended.
  - c. Emphasize the type of travel on a street and not solely the volume of traffic it carries or its design when classifying streets.
  - d. Base classification on "prevailing use", since streets often possess characteristics of more than one classification.
  - e. Maintain a reasonable degree of spacing such that higher classified streets are interspersed (one mile) with lower classified streets placed between them.
  - f. Classify new or recently reconstructed streets on the basis of "future intended function," not current or historic function.
  - g. Classify streets from a community-wide perspective and take into account who the street is designed to serve.
  - h. Consider a one-way road together with its one-way counterpart in the opposite direction in any assessment of the functional classification characteristics.
  - i. Evaluate reclassification when street characteristics and functions change.
  - j. Have street name suffixes reflect their existing or proposed classification.
- 1.2 Define functional and thoroughfare street classifications for Las Cruces.
  - a. Freeways and Interstates
    - i. Design in accordance with applicable Federal Highway Administration, American Association of State Highway and Transportation Officials, and/or New Mexico Department of Transportation standards.
    - ii. Limit access to interchanges and grade separations identified within the MPO's Transportation Plan, as amended.

b. Arterials, Collector, Locals and Private Streets

i. Follow standards in Table X.

<b>STANDARD</b>	<b>PRINCIPAL ARTERIAL</b>	<b>MINOR ARTERIAL</b>	<b>COLLECTOR</b>	<b>MAJOR LOCAL</b>	<b>LOCAL</b>	<b>PRIVATE STREET</b>
<b>VEHICLE LANES</b>	4+, divided, 1-way pair	3+, 1-way pair	2 or 3, double center stripe or 1-way pair	2, 1 way pair	Varied 2, 1 way pair serving residential	Varied
<b>ALTERNATIVE MODES</b>	Separate through planning process	Separate through planning process	Separate/In-road through planning process	Separate/In-road through planning process	Separate/In-road through planning process	Separate/In-road through planning process
<b>DIRECT ACCESS ALLOWANCE</b>	Limited & shared; Major traffic generators generally 10+ acres & high intensity uses	Limited & shared; Medium scale developments 3+ acres	Limited & shared;	Limited & shared	Individual property access per City Code	Individual property per City Code
<b>ACCESS RESTRICTIONS</b>	Single-Family	Single-Family, only by adopted plan-Council action	Single-Family, only by adopted plan-Council action	Single-Family, only by adopted plan-Council action	Not Applicable	Not Applicable
<b>TRAFFIC FLOW PROTECTION</b>	Maximize & protect	Conservative level of non-residential	Moderate level of non-residential /high density residential	Based on amount non-residential property frontage	Not Applicable	Not Applicable
<b>TRAFFIC FLOW PROTECTION TECHNIQUES</b>	Medians, raised curbs, other	Medians, raised curbs, other	Striping, raised curbs, other	Medians, striping, raised curbs, other	Not Applicable	Not Applicable
<b>FREQUENCY &amp; SIZE ACCESS POINT DETERMINANTS</b>	Adjacent land use & zoning	Adjacent land use & zoning	Adjacent land use & zoning	Adjacent land use & zoning	Not Applicable	Not Applicable
<b>ON-STREET PARKING</b>	No, only by adopted plan-Council action	No, only by adopted plan-Council action	No, only by adopted plan-Council action	Yes, per City Code	Yes, per City Code	Yes, per City Code for Local Streets
<b>GENERAL DESIGN</b>	Per City Code (i.e., intersection, cul-de-sac)	Per City Code (i.e., intersection, cul-de-sac)	Per City Code (i.e., intersection, cul-de-sac)	Per City Code (i.e., intersection, cul-de-sac)	Per City Code (i.e., intersection, cul-de-sac)	Per City Code (i.e., intersection, cul-de-sac)
<b>OTHER</b>				Design per traffic study when peak trips > 100	Alternate/emergency access to residential subdivisions allowable	Alternate/emergency access to residential subdivisions allowable

- ii. Adjoining property owners are responsible for coordinating shared access agreements with their neighbor.
- iii. Corner properties having less than the required frontage for access may only be granted access from the lower classified street, lower volume street, and/or by shared access agreements with abutting properties having the appropriate road access.

c. Context-Sensitive Streets

- i. Establish the relationship between functional classification as identified by City Code, as amended and thoroughfare types as defined by the Institute of Transportation Engineers’ (ITE) recommended practice (RP) *Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*.

Thoroughfare Type								
Functional Class	Freeway Expressway Parkway	Rural Highway	Suburban Arterial	Boulevard	Avenue	Street	Rural Road	Alley Rear Lane
Principal Arterial								
Minor Arterial								
Collector								
Local								

Boulevard: A street designed for high vehicular capacity and moderate speed, traversing an urbanized area. Boulevards serve as primary transit routes. Boulevards should have bike lanes. They may be equipped with bus lanes or side access lanes buffering sidewalks and buildings. Many boulevards also have landscaped medians.

Avenue: A street of moderate to high vehicular capacity and low to moderate speed acting as a short distance connector between urban centers and may be equipped with a landscaped median.

Street: A local, multi-movement facility suitable for all urbanized transect zones and all frontages and uses. A street is urban in character, with raised curbs (except where curbless treatments are designed), drainage inlets, wide sidewalks, parallel parking, and trees in individual or continuous planters aligned in an alley. Character may vary in response to the commercial or residential uses lining the street.

- ii. Plan a transition from the functional classification system to the ITE thoroughfare type classification and incorporate other context-sensitive thoroughfare types as needed, whereby conflicts between Table X and context-sensitive thoroughfare types, the latter will take precedence.

Objective 2: Provide a guide for consistent construction and right-of-way specifications and practices on all roadways regardless of classification.

Policies:

- 2.1 All streets should have an asphaltic concrete pavement designed according to 20 year forecasted traffic volume of both cars and heavy vehicles. However, where high turning volumes are expected, portland cement concrete may be used in those areas.
- 2.2 All new streets should be constructed from the outside travel lanes toward the inside median so that sidewalks, curbs, and lighting may be put in place at time of initial construction.
- 2.3 Curb and gutter should be used to channelize traffic and storm water run-off. Roll-over type curbing may be used in low density residential areas.
- 2.4 A concrete header curb should be installed at locations susceptible to erosion and/or asphalt degradation if an area is to remain undeveloped for a period of two years.
- 2.5 Upon approval by the Development Review Committee, temporary asphalt curbs may be used where planned and programmed street expansion would necessitate the curb's relocation within a specified time frame.
- 2.6 A 10-year storm event may be accommodated at the curb not extending into the street beyond the outer lane of travel. If a bike lane is present, alternate means of storm water conveyance or street design free of storm water conveyance may be necessary to accommodate bicyclists. A 100-year storm event may be accommodated in the outside travel lane.
- 2.7 Every effort shall be made to strategically locate manholes and drainage grates to minimize inconveniences to motorists and bicyclists. Utilities will be placed within the right-of-way but not necessarily under the travel lanes.
- 2.8 Sidewalks should be placed on each side of a street built to the Americans with Disabilities Act (ADA) standard with wheelchair ramps at each intersection.
- 2.9 Street lighting should consist of high pressure sodium vapor street lighting with shielded, fully enclosed, non-polluting light fixtures. Light standards may be of

those approved by a specific plan adopted by the City.

- 2.10 Standardized signalization shall be used by the City or of a design specifically approved by the City Traffic Engineer for a specific area.
- 2.11 All signage and traffic control devices must conform to the Manual on Uniform Traffic Control Devices and/or City standards.
- 2.12 Traffic control boxes, meters, drainage grates, light standards, pedestrian shelters, etc. should be placed to avoid conflict with sidewalks, bike facilities, and clear sight triangles.
- 2.13 Fences and/or walls should be placed to avoid conflict with sidewalks and bike facilities and screened with vegetation, paint, etc., as called for in the Urban Design Element of the Comprehensive Plan.
- 2.14 At intersections of differently classified streets, the design standards of the higher classified street shall supersede those of the lower for the intersection's design.
- 2.15 All street layouts must be appropriately designed for topography, design speed, classification, projected traffic volume, traffic composition and surrounding land uses.
- 2.16 Developers/subdividers are responsible for construction on-site and adjacent improvements as required by these policies. Builders are responsible for constructing sidewalks, and if not yet installed, curbs and gutters at the time of building construction.
- 2.17 Developers/subdividers are responsible for their pro-rata share of off-site improvements as determined by a traffic impact study for such improvements necessitated by the development of their property. Such off-site improvements shall include structures or facilities required along existing roadways or other transportation facilities. If such roadways or other facilities are planned but not built, a payment in lieu of physical improvements may be given and applied toward its future construction.

Objective 3: Build attractive and functional rights-of-ways.

Policies:

- 3.1 Incorporate landscaping and landscaping design techniques within the right-of-way and public areas.
  - a. Maximize the visibility within the clear site triangle at intersections and

accessways.

- b. Be compatible with and not damage other facilities (e.g., root damage on sidewalks)
  - c. Maintain a consistent theme within a defined planning area of the city as determined by this Comprehensive Plan.
  - d. Allow within drainage facilities.
  - e. Provide if parking lot driving aisle reductions and parking spaces are designated for compact vehicles provided the changes do not create additional congestion at the site's access point(s) to adjacent streets.
  - f. Encourage “drought tolerant” vegetation.
  - g. Water through automatic irrigation unless using low intensity water use plants as approved by the City.
  - h. Make use of reclaimed water (purple pipe).
  - i. Plant landscaping in recessed medians and curb cuts to utilize stormwater runoff.
  - j. Conform to the City’s landscape ordinance, water conservation plan, sustainability plan, and related plans as amended.
- 3.2 Encourage the "adoption" of medians by civic groups, clubs, religious organizations, and businesses that may include taking over maintenance of existing medians or their initial preparation and planting.
- 3.3 Place street furniture, transit stops, fire hydrants, drainage facilities, and other public utilities at appropriate locations to provide pedestrian refuges and situated to avoid intrusions into sidewalks or bike facilities.
- 3.4 Street signage should have larger letters for major and minor arterials and collectors than for other classes of streets. Signs shall be placed at conspicuous and uniform locations within intersecting rights-of-way and shall be visible at all times; address ranges shall be incorporated into all new or replaced street signs.
- 3.5 Use decorative lighting, sidewalk design or traffic control standards (poles) approved by the City if they are part of a plan adopted by City Council.

Objective 4: Develop a walkable environment for safe and convenient pedestrian access throughout the city.

Policies:

- 4.1 Establish a minimum width of five feet for all pedestrian facilities on local streets and wider on streets that project higher speeds and volumes, make them free from obstacles, and require they conform to the Americans with Disabilities Act of 1991 (ADA), as amended.
- 4.2 Make reasonable efforts to bring all existing pedestrian facilities into conformance with ADA when it coincides with major street reconstruction, redevelopment, etc.
- 4.3 Construct sidewalks at the time a home or main structure is built. Subdivided land adjacent to a roadway with a designation of collector or greater shall install sidewalks as part of the required pro-rata share of road improvements. Tract “set-asides” of five acres or less, anticipating future subdivision activity, must meet this policy.
- 4.4 Construct pedestrian facilities part of a roadway cross section from concrete.
- 4.5 Construct pedestrian paths outside of roadway cross sections from any variety of materials.
- 4.6 Design pedestrian facilities to maximize personal security that may include, but not be limited to, lighted walkways and emergency access phones.
- 4.7 As a measure of ensuring safe walkways for school age children, actively participate in and request assistance from the Metropolitan Planning Organization’s Safe Routes to School Program to aid in the determination of safe school routes and identification of related facilities in need of improvement.
- 4.8 Evaluate developments for pedestrian mobility (mobility zone analysis) as a means of determining whether alternate design considerations are necessary to increase pedestrian safety and efficiency.

Objective 5: Maximize public transportation availability to the general public while maintaining existing ridership and expanding service to more users.

Policies:

- 5.1 Maintain a transit advisory board.
- 5.2 Have the City Transit Department serve as the primary staff support for all public transportation activities including fixed route, demand service, and rideshare activities.
- 5.3 Have the City Transit Department actively participate and coordinate with the Mesilla Valley Metropolitan Planning Organization and follow the MPO Transport 2040 Plan, as amended.
- 5.4 Make a consistent "on time" schedule a priority with the objective of providing service to expanded coverage areas as identified in the Long Range Transit Plan, as amended.
- 5.5 Upgrade fixed route buses with the necessary technology to effectively operate on congested streets as reconstruction projects make the installation of such technology feasible.
- 5.6 Use appropriate training, technology and methods to ensure the personal safety of all public transportation users.
- 5.7 Where possible, use smaller buses to conserve resources.
- 5.8 Explore additional and innovative revenue sources.
- 5.9 Advertise through all communication media to promote public transportation in order to reduce traffic congestion.
- 5.10 To increase the comfort of transit users, continue to install bus shelters as fiscally feasible targeting high use routes and stop locations first.
- 5.11 Regularly evaluate the Long Range Transit Plan.
- 5.12 Consider financial and liability constraints, roadway design, user demand, economic development opportunities, opinion surveys, and scheduling requirements as some determinants for setting coverage area.

Objective 6: Advance the use of bicycles as a viable mode of transportation within the City of Las Cruces and MPO area.

Policies:

- 6.1 Establish a method whereby coordinated bicycle planning and route alignment may include but is not limited to the following: identifying funding sources, producing user friendly maps, recognizing various types of users and trip purposes, and establishing design standards.
- 6.2 Follow the procedures and standards contained with the MPO Transport 2040, Action Plan for Bicycle Friendly Communities, and related plans, as amended.
- 6.3 Incorporate bicycle facilities with new or redeveloped transportation infrastructure as identified within approved plans.
- 6.4 Base designs on approved and consistent development standards with regard for public safety.
- 6.5 Enhance bicycle facilities through stripping, lighting, pedestrian access, drainage covers, pavement, signage, landscaping, and other design components.

Objective 7: Enhance rail transportation as a viable alternative mode for goods and a potential mode for passengers.

Policies:

- 7.1 Support heavy industry near rail facilities if appropriately screened from the Las Cruces Railroad Depot and residential areas.
- 7.2 Work through the MPO to identify funding sources, public and private.
- 7.3 Protect truck to rail centers from encroachment by residential uses.
- 7.4 Encourage buffering between existing rail and future development of residential uses.
- 7.5 Encourage development exclusive of residential uses in an area west of the railroad tracks, north of Brown Avenue, east of Valley Drive, and south of Hadley Avenue, unless off-site improvements take precedence.
- 7.6 Maintain signal crossing guards at all intersections.
- 7.7 Apply conditions, if necessary, to zone change and special use permit requests to meet the provisions of this section.

7.8 Solicit cooperation from rail companies and rail-oriented activities to reduce noise and rail speeds through urbanized areas.

Objective 8: Unite all methods of personal travel and the transport of goods and services under the concept of intermodalism.

Policies:

8.1 Any facility or development that accommodates more than one mode of transportation shall be considered intermodal.

8.2 Accommodate vehicular, truck, bus, pedestrian, and bicycle travel within the same right-of-way through the Complete Streets concept given the function of the street or as called for through plans adopted by City Council.

8.3 Provide reasonable accommodations for alternative mode's to access high density residential, commercial, and industrial developments when the adjacent right-of-way can or is planned to accommodate that given mode.

8.4 Construct pedestrian facilities on all roadways except interstate highways and developments with residential lot sizes greater than .75 acre.

8.5 Incorporate striped pedestrian walkways from sidewalks, transit stops, and parking areas to the site's main use (excluding temporary parking areas for special events) on large parking lots.

8.6 Incorporate a multi-purpose, "run, walk, jog" concept for facilities separated from vehicular travel.

8.7 Develop multi-modal access that connects to destination areas such as public parks, schools, retail, and dining.

8.8 The Transit Department, in coordination with the Community Development Department and the Las Cruces Metropolitan Planning Organization should establish defined intermodal sites providing service to automobiles, buses, bicycles, and pedestrians that may incorporate benches, shelters, pull-off areas, bike parking facilities, etc.

8.9 All fixed route buses shall accommodate bicycles and be fully accessible vehicles.

8.10 Any new passenger facilities should incorporate specific design and planning to enhance the transfer of people from private autos or shuttle busses to the airport. This may include but not be limited to coordination or partnering with local shuttles and/or the Transit Department for passenger pickup and drop off at the airport.

- 8.11 Consideration shall be given in the master planning process for the exchange of products between air transport providers and businesses in the local planning area.
- 8.12 Evaluate truck access on all decisions regarding rail uses, with provisions made to allow truck-rail freight service to industrial parks.

## 11.2 AVIATION

GOAL 2: Maximize general aviation activity and convenient commercial aviation meeting the needs of the local service area, and to support aviation-related industrial and transportation development at the Las Cruces International Airport.

Objective 1: Support the development of aviation activities.

Policies:

- 1.1 Have an Airport Advisory Board or similar board to provide policy advice to the City Council.
- 1.2 Adhere to the Las Cruces Metropolitan Planning Organization's Transport 2040 Plan, the Airport Master Plan, and the West Mesa Industrial Park Master Plan and Development Strategy, as amended.
- 1.3 Encourage an increase in air transportation infrastructure, e.g., expanded hangars, taxi-ways, run-ways, and passenger terminal to promote growth on the West Mesa.
- 1.4 Work with the private sector, MPO, and state and federal agencies to secure funding for aviation infrastructure.
- 1.5 Condition zone change and special use permit requests to meet the provisions of this section.

## IMPLEMENTATION

1. Revise the Design Standards of the City Code to increase the minimum sidewalk width from four feet to five feet in accordance with the MPO Transport 2040 Plan.
2. Track the ADA conversion of existing pedestrian facilities as a line item in the City Infrastructure Capital Improvement Plan (ICIP).
3. Update the master plan of the airport and/or West Mesa industrial areas at least once every ten years or as required by NMSHTD or the Federal Aviation Administration.

# CHAPTER 12: ENVIRONMENT

## PURPOSE

The Environment section provides policies for continued protection of the natural environment and reducing or limiting the impacts made by human activity.

## GOALS, OBJECTIVES & POLICIES

The Goals, Objectives & Policies of the Environment section supports all the principles in this Comprehensive Plan. In particular, it directly relates to the Comprehensive Plan principle to 'Protect the surrounding natural environment.'

**GOAL 1:** Encourage the conservation, protection and maintenance of environmentally sensitive areas and valuable features of the existing natural environment and minimize impacts on the natural environment created by development and human activities.

**Objective 1:** Maintain and improve air quality for particulate matter.

**Policies:**

- 1.1 Include the minimal requirements for implementation as required by the Federal Clean Air Act and amendments in the Natural Events Action Plan as illustrated below.
  - a. Establish public notification and education programs for various air quality matters.
    - i. Short and long-term harmful effects of particulate matter.
    - ii. Types of natural events that occur in the area that contributes to air quality problems.
    - iii. A warning system for high wind and other natural events that may lead to air quality problems from increased particulate matter.
    - iv. Actions necessary to avoid exposure to particulate matter and minimize the health risks from such natural events.
  - b. Implement programs to minimize public exposure to high concentrations of particulate matter from future natural events such as high winds.

- i. Identify at-risk populations, such as the very young, the elderly, and persons with respiratory disorders and ailments.
    - ii. Notify at-risk populations that a natural events is imminent or in progress.
    - iii. Suggest actions to be taken by the public to minimize exposure to high concentrations of particulate matter.
    - iv. Suggest precautions to take if exposure cannot be minimized or avoided.
  - c. Reduce or eliminate known or suspected sources of particulate matter pollution as illustrated below.
    - i. Continue “No burn” ordinances that prohibit fireplace and grass fires on days and nights during and leading upto high wind or natural events.
    - ii. Increase or expand street cleaning programs prior to high wind events.
    - iii. Carry out Best Available Control Measures (BACM) for disturbed soils from man’s activities.
  - d. Identify, study, and implement practical mitigation measures for new particulate matter reduction techniques, including pilot or test programs.
- 1.3 Form cooperative agreements to establish uniform BACM’s for the urbanized area as part of the Natural Events Action Plan as illustrated below.
- a. Apply chemical dust suppressants to unpaved roads, parking lots, and open areas.
  - b. Enforce dust suppression ordinances for construction sites or limited grading of new development sites (i.e. road and building pad sites only).
  - c. Apply mandatory road construction standards for new developments within the city and ETZ, that cannot be waived or reduced to a lower standard that would allow for increases in windblown dust or sand.
  - d. Implement vacant parcel development, such as the City’s Infill Policy Plan, or mandatory ground cover plantings and maintenance on vacant parcels not ready for development.
  - e. Encourage the use of conservation farming practices on agricultural lands and

- adopting ordinances limiting farming activities before and during high wind events.
- f. Designate natural or man-made wind break areas where windblown dust problems during high wind events are known to occur.
  - g. Prohibit or restrict off-road vehicle activities.
  - h. Reconsider or modify the current weed control ordinance to recognize and identify the benefits that weeds/grasses provide to reduce wind blown particulates,
  - i. Encourage minimal changes to the natural topography in new subdivisions or developments to allow for natural drainage to occur and to help prevent increased wind-blown particulates.
  - j. Utilize appropriate plants to reduce harmful pollens and improve soil stability.
- 1.4 Maintain a list of roads, primarily in the East Mesa, that are currently unpaved and prioritize said listing for stabilized surfacing. Priority should be given to surfacing roads in the upwind direction first in order to reduce the impact to the city.
- 1.5 The City and the County shall review and determine uniform road development standards and implementation procedures that are consistent and compatible within the city and the county.
- 1.6 Limit construction-related activities that may contribute to PM<sub>10</sub> pollution on days of predicted high wind events.
- 1.7 Develop, implement and maintain a dust suppression program.

Objective 2: Maintain and improve air quality for ozone, ozone precursors, and carbon monoxide.

Policies:

- 2.1 As warranted, implement alternative or modified fuels to reduce ozone precursor and carbon monoxide emissions.
  - a. Continue replacing City-owned fleet, transit, and senior center vehicles with those that use alternative fuel.
  - b. Encourage the State to implement emission reducing vapor caps on vehicles and gasoline nozzles.
  - c. Promote the installation of alternative fueling sites and encourage the replacement or acquisition of alternative fuels vehicles by companies with large vehicle fleets, including private utility companies and other government agencies.
- 2.2 Provide for or encourage increased usage of public transportation vehicles and ride-share programs, especially to large employment sectors, such as NASA, White Sands Missile Range, El Paso, Texas, and the West Mesa Industrial Park.
- 2.3 Encourage the facilitation of alternative modes of transportation on all future transportation projects, including bicycle and public transportation lanes, in addition to pedestrian walkways.
- 2.4 On days in which meteorological events are anticipated to increase ozone readings, encourage use of public transportation through incentives such as reduced or eliminated fees and benefits of rideshare.
- 2.5 Investigate the issues related to ozone generators that are available for private use and their effects on ozone pollution or the contribution to ozone pollution.
- 2.6 Discourage the use of industrial processes within industrial and manufacturing businesses that will emit known ozone precursors or carbon monoxide emissions.

Objective 3: Maintain and improve overall air quality.

Policies:

- 3.1 Encourage the establishment of a county-wide or regional Air Quality Control Board to oversee the monitoring and implementation of air quality regulations within Doña Ana County.
  - i. Have Board and staff representation for all jurisdictions within the County.
  - ii. Establish and operate similar to the Air Quality Board for Albuquerque/Bernalillo County and create with the agreement with the New Mexico Air Quality Bureau.
- 3.2 Encourage the New Mexico Air Quality Bureau to implement more air quality monitoring sites throughout the city and county that would facilitate accurate representation of air quality conditions and allows for adequate transportation and air modelling of the current situation.
- 3.3 Designate a staff person within the City who will gather and review new information, data, practices, and updates on air quality issues for Las Cruces and the surrounding areas and make the information available to those who request it.
- 3.4 Reach cooperative operating agreements with the New Mexico Air Quality Bureau to share air quality and related demographic data on a regular basis.
- 3.5 Develop procedures for review of proposed industrial/commercial operations that require review of air quality permits and make recommendations or identify issues with the New Mexico Air Quality Bureau. Building permits should not be issued unless the reviews insure that all other environmental impacts and issues are addressed before or as part of the plan review.
- 3.6 Attract industries that meet or exceed air quality regulations and support the attraction of those industries that will make an effort to assist in complying with air quality regulations through continued self-monitoring and reporting of air quality violations.
- 3.7 Increase usage of public transportation and other modes of transportation that decrease the use of single-occupancy vehicles, including increased transit service to underserved neighborhoods and the placement of transit pull-off lanes in new developments.

Objective 4: Promote a water-wise community through reduction, reuse, and innovation.

Policies:

- 4.1 Continue to test and treat all waters provided by the municipal water system to meet and exceed both State of New Mexico and federal safe drinking water standards.
- 4.2 Continue to implement water conservation programs.
- 4.3 Pursue allowing the use of multiple meters for required landscaping as part of redevelopment or new construction within the city limits, which could include providing for adjustable rate fees and/or modified development impact fees. Any changes such as this should include consideration of the City's revenue stability for this issue.
- 4.4 Continue activities that aid in finding viable and safe sources of new water.
- 4.5 Update as required the wastewater system's National Pollutant Discharge Elimination System (NPDES) permit.
- 4.6 Enhance existing programs that prevent toxic or hazardous material from reaching the water and wastewater systems, including the Industrial Pretreatment, Backflow Prevention and Well Head Protection programs.
  - a. Maintain monitoring and inspection standards that meet or exceed all requirements associated with the Industrial Pretreatment and Backflow Prevention programs.
  - b. Continue implementing the Well Head Protection program in accordance with the State Well Head Protection Program and the EPA Safe Drinking Water Act, which prohibits certain uses within specified distances of each City-owned water well.
- 4.7 Pursue the adoption of ordinances that protect privately owned water wells from contamination from outside sources.
- 4.8 Encourage changes in state statutes, regulations and policies that would allow the City to find industries that can use gray water from other gray water producing industries.
- 4.9 Continue pursuing viable and economical reuse of treated sludge produced at its wastewater treatment plants, including developing and marketing such material .
- 4.10 Attract industries that recognize the need to meet or exceed water quality

regulations and to support the attraction of those industries that will make an effort to assist in complying with water quality regulations through continued self-monitoring and reporting of water quality violations.

- 4.11 Educate the public about prevention of non-point source water pollution, such as runoff from agriculture, urban environments and other natural and human-made sources.

Objective 5: Increase the efficient and safe removal of solid waste while encouraging the reduction in the amount of solid waste generated by both residents and businesses.

Policies:

- 5.1 Provide equipment and operational procedures that increase the efficiency of the existing curbside solid waste program for residential uses and investigate the need for increased pick-up needs for commercial, industrial, and multi-family sites.
- 5.2 Provide opportunities for both public and private recycling programs to reduce the amount of solid waste generated in the city as illustrated below.
- a. Continue curbside recycling.
  - b. Increase community recycling bins within or adjacent to parks and various City and County buildings.
  - c. Increase effort to gather large quantities of recyclable material from individual businesses and business complexes.
  - d. Improve public awareness about the importance of recycling through public awareness campaigns and school outreach programs.
  - e. Implement programs within specific neighborhoods or through existing clubs and organizations.
- 5.3 Continue a community-wide composting program at various locations within the city such as the yard waste composting site at the old landfill off of Lohman Avenue.
- 5.4 Continue to test and monitor all landfill cell sites to meet all state and federal standards and develop plans for the long-term monitoring and use once cell sites are closed.
- 5.5 Investigate adding provisions to the Zoning Code to address the placement and development requirements for commercial and/or for-profit solid waste disposal and composting operations within the city limits.

- 5.6 Develop a viable long-term plan for the old landfill off of Lohman Avenue for future use, such as dedicated park land or open space.
- 5.7 Streamline and publicize processes related to the reporting, removal and prosecution of illegal dumping activities that occur within the city limits on both public and private property. This may include establishing a telephone hotline within the solid waste or codes enforcement departments.
- 5.8 Continue to promote the existing household hazardous waste disposal program and to conduct a feasibility assessment to determine the need for a similar program for business and industrial hazardous waste disposal.
- 5.9 Improve the current hazardous material program within the Fire & Emergency Services Department by looking to provide improved and updated equipment, continued training for personnel, and mandatory reporting and inspection of hazardous material used or stored at businesses and industries as part of yearly business registration activities. Business registration activity may include the creation of a GIS database for each business/parcel specific information for use by the Fire & Emergency Services Department.
- 5.10 Continue with the pollution prevention program to assist the commercial sector in identifying pollution and waste sources and recommending reduction strategies.

Objective 6: Address soil erosion that is associated with storm water run-off through storm water Best Management Practices described in the Storm Water Management Plan (SWMP).

Policies:

- 6.1 Continue to update and implement the City's Storm Water Management Policy Plan (SWMPP) through Chapter 32, Design Standards, of the City Code, as amended, to reflect current and changing practices.
- 6.2 Identify and monitor businesses that could potentially contribute pollutants or contaminants into storm water run-off.
- 6.3 Updates to the SWMPP should include policies and direction to address storm water issues that may affect or be affected by hillside and escarpment development.
- 6.4 Increase enforcement activities that retain existing on-lot ponding, specifically in residential properties.
  - a. Allow the movement of on-lot ponds but not their elimination.

- b. Inform the landscaping and building communities about the negative impacts of altering or eliminating on-lot ponds and the benefits of xeriscaping, stormwater capture and use, and green infrastructure.

6.5 Discourage on-lot ponding and promote on-site ponding within subdivisions.

Objective 7: Decrease noise pollution and any existing and future light pollution associated with all types of land uses.

Policies:

7.1 Minimize unhealthful exposure to noise and light through ordinance requirements, education and other means.

7.2 Provide the City personnel responsible the appropriate tools for monitoring noise.

Objective 8: Increase the awareness and protection of endangered, threatened, or rare wildlife and plant species and their respective habitats within Doña Ana County.

Policies:

8.1 Identify wildlife habitat areas on City properties and implement methods to protect them.

8.2 Create a procedure that would temporarily halt a development project in the event that an established species habitat is discovered during construction. The moratorium would provide time to mitigate the situation, either by changing the development plan, relocating the habitat or other such measures that would protect the species in question. In the absence of federal regulation, this policy would apply to projects using federal monies.

8.3 Carry out policies in existing plans that call for protection and restoration of wildlife habitat.

8.4 Add objectives and policies regarding species and habitat protection to existing lower level plans and ordinances (e.g. Stormwater Management Policy Plan, Arroyo Preseservation Plan, Design Standards, etc.) or create a new plan, for example a Habitat Conservation Plan that addresses protection of threatened or endangered species that lie within the path of future urban development.

Objective 9: Address safe and reasonable arroyo, hillside and escarpment development as the city grows toward the Organ Mountains to the east and the West Mesa to the west.

Policies:

- 9.1 Amend the Storm Water Management Policy Plan to address the amounts and types of cut and fill activity allowed adjacent to and surrounding identified arroyos and drainage facilities.
- 9.2 Identify, map and characterize arroyos, hillsides and escarpments within the ETZ and the city limits, and prepare a plan to address protection of environmentally-sensitive areas or the types of development allowed given the specific characteristics of the subject area. The Plan should address, but not be limited to:
  - i. Determination of appropriate degree of slope
  - ii. Stability requirements
  - iii. Fire protection and emergency access
  - iv. Stormwater run-off and erosion controls
  - v. Wildlife protection, connectivity and interaction
  - vi. Habitat protection or mitigation
  - vii. Aesthetics, urban design, and visual quality guidelines
  - viii. Open space protection
  - ix. Infrastructure and roadway development standards
  - x. Allowed land uses and density restrictions
  - xi. Development standards related to lot size, setbacks, and building heights.
- 9.3 Create the Arroyo Preservation Plan to reflect overall desired protection measures for major arroyos within the city and ETZ.

Objective 10: Attain an overall high level of environmental quality and ensure timely review by the appropriate boards and agencies at all levels of government as part of the development processes within the city and ETZ.

Policies:

- 10.1 Implement activities within existing ordinances that address specific environmental issues related to specific department functions, including zone change and subdivision reviews and business registration activities.
- 10.2 Continually strive to address all aspects of environmental quality and issues and identify and differentiate those environmental issues for both residential and commercial/industrial users.

## IMPLEMENTATION

1. The Environment section will be implemented through the adoption, enforcement and amendment of the Municipal Code.
2. Update the Natural Events Action Plan as required by the New Mexico Environment Department.
3. Review and amend, as necessary, the water conservation ordinance to continue smart water usage practices and education and enforcement programs.
4. Further promote the use of the community composting program.
5. Review the hazardous material program and include new equipment as part of the yearly capital budget.
6. Update, amend, and implement the Storm Water Management Plan (SWMP), and include provisions to further address soil erosion, hillside, and/or escarpment issues. The amendment should include the adoption of the Arroyo Preservation Plan
7. Hire a consultant to determine, if any, endangered, threatened, or rare wildlife and plant species exist within the City and ETZ boundaries to determine the need for any separate Wildlife and Plant Protection Plans and Habitat Conservation Plans.
8. Continuously review its policies, resolutions, ordinances, and review processes to ensure that actions related to overall environmental quality are considered and implemented, where appropriate.
9. Evaluate establishing an Environmental Department or Section that supports all programs that have an environmental component or a federally mandated permit.

# CHAPTER 13: GROWTH MANAGEMENT

## PURPOSE

Growth management has many objectives; most importantly, that it is used as a decision-making tool when evaluating development through initial zoning, zone changes, special use permits, site plans, master plans, planned unit developments, and other development processes. City policy on managing development and its effect on neighborhood character shall be founded on a context sensitive, mixed-use development concept. Lower level plans in the Planning Framework of this Comprehensive Plan may further define this context sensitive, mixed-use development concept. The mixed-use ratios are intended to be flexible in nature and serve as a gauge in the establishment of the mixed-use concept.

## GOALS, OBJECTIVES & POLICIES

Goal 1: Approach growth management through the coordination of the policies of this Comprehensive Plan and the physical development on the ground as a way to mitigate 'sprawl.'

Objective 1: Establish City procedural and development requirements.

Policies:

- 1.1 Follow City comprehensive planning policy and regulatory requirements when reviewing development, redevelopment, rehabilitation activities, and infrastructure requests.
- 1.2 Establish by City Code, as amended, on-site and off-site infrastructure requirements a person developing land must meet.
- 1.3 Roadway and associated drainage infrastructure that is extended shall consist of a minimum 24' double penetration roadway surface if not more than a total of 50 dwelling units are proposed for the subject development. A minimum 30' double penetration roadway surface shall be required if the proposed development exceeds 50 dwelling units. Associated storm water infrastructure such as culverts and drainage ditches along the roadway may also be required. Any additional development that increases the number of dwelling units beyond what exists must modify the roadway to provide a 30' roadway.
- 1.4 Development-related requests, such as, site plans, master plans, zoning, and planned unit developments shall adhere to the City's mixed use development concept of this Comprehensive Plan where such adherence lends to the support and enhancement of the character of the Planning Area in which the

development takes place.

- 1.5 Apply a tiered approach for processing modifications to codes and regulations as a means to reduce development review processing times.
  - a. Grant the Development Review Committee (DRC), the Director of Public Works and Utilities and/or the appropriate designee administrative approval on engineering-related variances or other technical development-related design specifications.
  - b. Grant administrative approval by the DRC, Community Development Director, and/or the appropriate designee on minor modifications from certain planning-related development standards.
  - c. Grant approval to the Planning and Zoning Commission or City Council on major minor modifications from certain planning-related development standards.
- 1.6 Not issue building permits unless the development is in compliance to its respective site plan, Master Plan, or concept plan.
- 1.7 Apply city-wide substantial completion procedures for infrastructure and other required improvements that are tied to the timing of issuing building permits or building occupancy.
- 1.8 Regularly update all technical plans of the Planning Framework illustrated in this Comprehensive Plan.
- 1.9 Require a traffic impact study as outlined in applicable codes in order to evaluate the traffic impacts of any development project, with mitigation for traffic impacts such as turn, acceleration, and deceleration lanes provided by the developer.
- 1.9 Bring non-conforming streets into conformance at the time of major right-of-way reconstruction, exclusive of routine maintenance or repaving.
- 1.10 Reserve or acquire rights-of-way through the redesign process of existing streets and through the subdivision process for new streets, bringing them into compliance pursuant to this Comprehensive Plan and City Code.
- 1.11 Collect and maintain infrastructure data provided by the City in an electronic format like a Geographic Information System (GIS), such data may include mobility inventories, traffic volumes, bicycle and pedestrian facilities, utility sites, and other data helpful for growth management.
- 1.12 When necessary, condition zone change, special use permit, and similar requests to

meet the policies of this Comprehensive Plan.

Objective 2: Encourage sustainable practices that move toward a compact mixed-use urban form and discourages "leap frog" growth.

- 2.1 Take a more active role in ensuring that the design of proposed development enhances both efficiency in infrastructure and services, as well as promoting a higher quality of life for Las Cruces.
- 2.2 Extend infrastructure in accordance to City specifications and the context of the Planning Areas of the Future Concept Map of this Comprehensive Plan, which may result in negotiation and reimbursement on over-sizing infrastructure to serve areas beyond the particular development.
- 2.3 Accommodate targeted economic development and quality of life needs and initiatives with infrastructure extensions.
- 2.4 Continue a cost-recovery approach to infrastructure development such that persons developing pay their *pro rata* share toward infrastructure.
  - a. Strive toward a ten (10) year cost-recovery agreement or as otherwise negotiated and approved by the City.
  - b. Ensure the original developer receives payment for the previously completed utility, roadway and associated infrastructure costs upon the time future developments pay their *pro rata* share.
- 2.5 Encourage infill development as defined by City Code, as amended, as a way to support the utilization of property within the urbanized areas of the City and enhancement of the existing infrastructure network.
- 2.6 When an area's existing essential infrastructure and services are inadequate and where sufficient public funds are not available to adequately address new development, the developer of any proposed new development may be required to make or contribute to improvements to eliminate the present deficiencies and to ensure the new development bears a reasonable share in the costs of the public facilities and services made necessary by the development.
- 2.7 Criteria such as existing land use distribution and their integration within adjacent areas shall be considered when determining a proposal's significance in providing a mixed use, sustainable and reasonable distribution of land uses. In general, a minimum ratio of 40% single family residential, 10% multi-family, 20% non-residential (office, commercial, and industrial), and 30% miscellaneous (residential, non-residential, public and quasi-public) within the "study area" should be achieved. The "study area" shall include all parcels within a one (1) mile

radius of the proposed limits of the site plan proposal. When a "study area" reflects a deficiency with the established land use ratio, the proposal's location with regards to its overall compatibility to the surrounding area shall be taken into consideration to see if application of the land use ratio is feasible.

- 2.8 Not approve development where it significantly decreases the level of service of surrounding infrastructure.
- 2.9 Continue using an impact fee program as one of the methods to fund the expansion of infrastructure in an equitable and proportionate manner.
  - a. Periodically evaluate the feasibility of the City's impact fee program to determine impacts to existing development and their associated costs.
  - b. Adhere to the New Mexico impact fee enabling act and amendments thereto.
  - c. Fees shall be proportionate to the cost of service.
- 2.10 Continue infrastructure master planning to evaluate connection, extension, and administration of City-owned utilities, water, wastewater, and similar infrastructure.
  - a. Minimally service area maps shall show location and extent of existing infrastructure and service areas, planned facilities and service areas, and how these service areas relate to the Future Concept Map and adjacent and/or regional service areas.
  - b. Grant infrastructure provisions when development is in concurrence to service area provisions and restrict provisions under certain circumstances to tap into or extend City-owned public infrastructure when development is outside the service area unless it can be shown to be a public benefit.
  - c. Discourage leapfrog growth by requiring that developers be responsible for the extension of all infrastructure to their development.
- 2.11 Investigate new technologies to update and improve service for City-owned utility customers.
- 2.12 Monitor and maintain City-owned utility systems to increase infrastructure efficiency and reduce repair time and associated costs.
- 2.13 Use franchise, inter-agency, and other similar agreements when necessary to delineate service area boundaries, schedules for facility provision, mechanisms to ensure adequate capacity, and other provisions that are in the public benefit.

Objective 3: Encourage development that is context-sensitive and compatible to the surrounding area.

- 3.1 Require development design to facilitate drainage, street, mobility, utility, and urban design compatibility within and adjacent to development projects and existing neighborhoods.
- 3.2 Follow mitigation requirements in the City Code, as amended, related to buffering, spacing between uses, site design, and architectural controls as a means to place potentially incompatible uses adjacent to one another to encourage flexibility in land use that provides for compatibility and quality design.
- 3.3 Encourage high-density and/or mixed use development that is compatible with the neighborhood at locations throughout the city where such development furthers livability and mobility options to build a strong sense of community.
- 3.4 Design streets to operate at a Level of Service (LOS) of C upon completion of construction, except reconstructed streets may operate at a LOS of C where development costs are prohibitive and/or the street is scheduled for improvements within the Mesilla Valley MPO's Transportation Improvement Program or the City's Capital Improvement Program and as approved by the Development Review Committee (DRC).
- 3.5 Design principal arterials as "gateways" or entrances to the urbanized area through the implementation of special and standardized designs, landscaping, signage, signals, lighting, and paint, with minor arterials and collectors as entrances to specific areas of Las Cruces.
- 3.6 Evaluate traffic calming and traffic demand measures before the installation of new traffic signals and/or stop signs. Examples include, but are not limited to reduced pavement width, additional turn lanes, or metered parking.
- 3.7 Subdivisions and/or master planned areas shall have more than one vehicular and pedestrian access point
- 3.8 Prioritize pedestrian facilities over vehicular facilities in the downtown area and other unique commercial areas as identified in plans illustrated by the Planning Framework of this Comprehensive Plan.
- 3.9 Design parking to fit the context and needs of the area.
  - a. Provide adequate on-site parking designed to prevent the stacking of vehicles onto the street, with shared or reduced parking options available 'on a case-by-case basis.

- b. Where appropriate and at the discretion of the City, if a site is located along an existing or planned transit route, allow for a 10-percent reduction in the number of spaces to encourage the use of alternative modes, provided a minimum of two automobile parking spaces (one regular and one accessible space) and two bicycle parking spaces remain after the reduction.
  - c. Evaluate parking requirements for each change in a site's land use.
- 3.10 Use a diversified best practices approach of transportation demand management for improving efficiency, optimizing usage patterns, allowing for a variety of mobility choices, utilizing technology, evaluating adding capacity, and coordinating with adjacent jurisdictions.
  - 3.11 Design new streets to the Complete Street policy of the City and its appropriate context.
  - 3.12 Modifications to an existing street shall Incorporate design techniques and other considerations to achieve a complete street and/or a context-sensitive street when modifying an existing street.

Objective 4: Establish annexation policies that support and is consistent with this Comprehensive Plan.

- 4.1 Encourage petitioned annexations in areas identified for future growth on plans illustrated by the Planning Framework of this Comprehensive Plan.
- 4.2 Prioritize annexation of areas that close open spaces between irregular City boundaries.
- 4.3 Prioritize annexation of areas with existing public facilities which conform to City standards.
- 4.4 Have municipal boundaries follow, wherever practical, natural topographical features such as ridge lines, streams, escarpments, rivers, and man-made features such as drains, canals, laterals, major paved rights-of-way, and property and section lines.
- 4.5 Require proposed annexation areas conform to City infrastructure plans illustrated in the Comprehensive Planning Framework of this Comprehensive Plan.

Objective 5: Strengthen communication and cooperation in addressing regional matters, guiding quality growth, and conveying the City's policies.

Policies

- 5.1 Pursue a joint operating agreement with New Mexico State University (NMSU) and the Bureau of Land Management (BLM) to insure that any BLM release of land for development is consistent with City growth policies and with NMSU facility-related needs.
- 5.2 Participate in regional and local comprehensive planning processes such as military installation, NMSU, the Town of Mesilla, Doña Ana County, and Extra-Territorial Zone (ETZ) plans.
- 5.3 Encourage communication and cooperation with adjacent property owners in assisting in the improvement of extended utility, roadway, drainage, and other infrastructure.
- 5.4 Continue using a collaborative staff interdepartmental team, to ensure land use, transportation, and infrastructure development occurs in a consistent and compatible manner.

## IMPLEMENTATION

None at this time

# CHAPTER 14: AMENDMENTS & UPDATES

This section is a placeholder for later phases of the *Comprehensive Plan 2040* process to include information on what constitutes an amendment, how someone can request modification of the comprehensive plan, and the process to approve an amendment.

Updates to the plan relate to Article VI of the City Municipal Code which states, “**The council shall adopt by resolution a comprehensive plan containing, in graphic and textual form, policies to guide the future physical development of the city and shall provide for the administration, implementation and a complete review and updating of the comprehensive plan at least every ten (10) years.**” City staff discussed the possibility of establishing a periodic review of the comprehensive plan less than the City Municipal Code of 10 years.

# GLOSSARY

Refer to the City Municipal Code, the Mesilla Valley MPO Transport 2040 Plan, and other approved plans illustrated in the Planning Framework of this Comprehensive Plan, as amended, for definitions.

**Annexation:** Annexation is the process whereby the incorporated boundaries of the City are extended to encompass additional land. Annexation allows for expansion of physical size and tax base.

**Development Review Committee (DRC):** A formal group of representatives employed by the City whose duties include reviewing subdivision or development related proposals and resolving conflicting comments, recommendations or design differences between City reviewing departments and/or applicants.

**Fair Housing:** Provisions adopted by the City pursuant to Title VIII of the Civil Rights Act of 1968 which complement applicable Federal and State laws regarding discriminatory housing practices which may occur on the basis of race, color, national origin, religion, sex, familial status, or persons with disabilities.

**Housing For Older Persons:** Housing which: 1) the Housing and Urban Development (HUD) Secretary has determined is specifically designed for and occupied by elderly persons under a Federal, State, or Local government program; or 2) is occupied solely by persons who are 62 or older; or 3) when designed as a facility, is occupied by at least one person who is 55 or older in at least 80 percent of the occupied units and which has significant services for older persons unless a waiver to this provision is obtained.

Incentives:	Incentives are those actions which the City can legally provide to a private person or organization towards obtaining a result that will meet public goals. Incentives as used within the text of the Comprehensive Plan may include such things as legal modifications or waivers in zoning requirements, development standards and similar regulations.
Infill:	Infill is the concept of utilizing for building or similar development purposes, those lots and small parcels of land within the developed areas of the city. In all instances, infill addresses those lots which already have sufficient City services immediately available to them.
Leap-frog growth:	Leap-frog growth means land development and municipal growth outside areas that receive full municipal services and lack readily available and suitable public infrastructure. Leap frog development bypasses areas of vacant or rural land and requires the extension of new roads, utilities and other facilities in accordance to City specifications.
Mixed-use Concept:	A concept which encourages the establishment and integration of a mix and/or variety of land uses within the same area. Issues such as architectural scale, density, and other development-related issues shall be considered in order to ensure the land use mix cumulatively supports and enhances the overall character of the City and compatibility between adjacent uses
MPO (Metropolitan Planning Organization):	The agency designated by the Governor (or Governors in multi-state areas) to administer the federally required transportation planning process in a metropolitan area. An MPO must be in place in every urbanized area of 50,000 population.
Multi-Modal:	A transportation term, multi-modal indicates the use of more than one type of transportation system; for example bicycles and automobiles are two separate modes of transportation.
NMSHTD:	New Mexico State Highway and Transportation Department, the state agency responsible for the administration and maintenance of the state and federal highway systems in New Mexico.

Neighborhood: An area of the community with characteristics that distinguish it from other areas. It generally has definition by physical boundaries, such as arroyos or other drainage channels and major roads. Often times a neighborhood can be centered around a school, a park or encompass a single subdivision.

South Central Solid Waste Authority: The South Central Solid Waste Authority (SCSWA) is a joint City/County financial venture which owns two facilities; the Corralitos Regional Landfill and the Transfer & Recycling Facility. It is governed by a board of six elected officials; three City Councilors and three County Commissioners, with the City and County managers acting as ex-officio members

TAC/TC (Technical Advisory Committee): Sometimes referred to as the "TC", Technical Committee. A subcommittee of the Policy Committee. It is composed of staff members representing all local governments within the planning area. The TC provides technical and professional advice to the Policy Committee.

Transit-Oriented Development: Compact, mixed-use development within walking distance of public transportation.

# APPENDIX

**Policies Changed-Completed-Not Done – Administrative Update Comprehensive Plan 2040**

June 5, 2013

	<b>Element</b>	<b>Changed/Completed</b>
1	All	No content change; Put goals, objective and policies in active voice
2	All	Changed subject if entity outside of formal City organization and used general terms over specific organizations
3	All	Reorganized-consolidated sections such as existing conditions, issues-opportunities, growth management policies
4	All	Deletion of code-like policies: Application submittal processes plats and others; buffering and screening matrices best left as broad statements to support code; requirements for a traffic impact studies and detailed roadway standards
5	All	One Valley One Vision 2040 Regional Plan completed 2012 (Link to issues throughout CP: regional centers, trails, waste disposal, transportation, air quality)
6	Community Facilities	Ongoing expansion of public facilities (e.g., library services, senior centers, parks, fire-police services, intermodal transit center, etc.)
7	Community Facilities	Updated technical plans (i.e., Parks Master Plan in 2005, MPO Transport 2040 in 2010)
8	Community Facilities	Amended impact fees in 1995, 2011
9	Community Facilities	Established a liaison with public safety via Public Information Office
10	Community Facilities	Matched the park type classes with new 2013 Parks & Recreation Master Plan
11	Community Facilities	Added policies on companion animals to support existing City animal programs
12	Community Facilities	Created/expanded new policing programs (i.e. Weed 'n Seed program 2004, Juvenile Probation Program 2003)
13	Economic	Created programs and assistance on economic development via MVEDA and City Economic Development Administrator
14	Economic	Developed an economic development plan
15	Economic	Added policy on utilization of the Foreign Trade Zone designation on the West Mesa
16	Economic	Added policy on jobs-housing balance to support OVOV regional plan
17	Economic	Added policy on compatible land use development adjacent to military facilities to support JLUS and OVOV regional plan
18	Economic	Incorporated in existing policies support for Spaceport America to support OVOV regional plan

## Attachment C

### Policies Changed-Completed-Not Done – Administrative Update Comprehensive Plan 2040

June 5, 2013

19	Economic	Began a joint-agreement between NMSU's Cooperative Education Program and the City (ongoing)
20	Economic	Added policy on economic gardening strategies that create nurturing environments for small local companies to support OVOV regional plan
21	Economic	Built a convention center, now in expanding operations
22	Environment	Adopted a Sustainability Plan in 2011, hired Sustainability Officer in 2010, and Farm to School Program in 2012 (tie back to utility-environment policies)
23	Environment	Developed Natural Events Action Plan in 2000, and amendments in 2005
24	Environment	Established a program to pave dirt roads (ongoing)
25	Environment	Adopted dust/erosion control ordinance in 2011, and amendments 2012
26	Environment	Established a City-fleet program for alternative fuel vehicles (ongoing)
27	Environment	Updated National Pollutant Discharge Elimination System (NPDES) permit
28	Environment	Added policy on education about prevention of non-point source water pollution to support Sustainability Plan
29	Environment	Created a hazardous waste and pollution prevention program (ongoing)
30	Environment	Adopted a noise ordinance in 1999
31	Environment	Adopted amendment to Uniform Building Code on cut and fill materials
32	Environment	Designated a staff person on air quality issues via role of the MPO
33	Environment	Established phone hotline for illegal dumping via City website
34	Environment	Updated Storm Water Management Plan, and amendments
35	Growth Management	Consolidation of all the growth management sections into one place, with edits to use current terminology context-sensitive-sustainable practices
36	Housing	Added to policy recommendations in the final report of the Las Cruces Affordable Housing Strategies (e.g., land bank, affordable unit benchmarks, etc.)
37	Housing	Established Affordable Housing Trust Fund (ongoing)
38	Housing	Developed an Affordable Housing Strategic Plan in 2009
39	Housing	Established a neighborhood association registration program in 2005 (ongoing); hired coordinator in 2013
40	Housing	Continued resident outreach via PIO and Las Cruces Notification System

**Policies Changed-Completed-Not Done – Administrative Update Comprehensive Plan 2040**

June 5, 2013

41	Land Use	Built upon concept of planning areas; Future Concept Map's shift away from use-based zoning classifications to context-based classifications
42	Land Use	Adopted historic overlays for Mesquite and Alameda neighborhoods
43	Land Use	Adopted infill plan and ordinance in 1998, with amendments in 2012
44	Land Use	Adopted a new Zoning Code in 2001 to add in land use, buffering, master plan-process, and other standards
45	Land Use	Amended subdivision-design standards to grant DRC authority on engineering variances in 2006
46	Land Use	Adopted several area plans and overlays (ongoing action) <ul style="list-style-type: none"> <li>• Airport Master Plan updated 2008; Overlay 2008</li> <li>• Alameda Depot: Plan 2009; Overlay 2010</li> <li>• Avenida de Mesilla: Plan 1996; Overlay 1997</li> <li>• CBD: Plan; Overlay 1997</li> <li>• Lohman: Plan 2000; Overlay 2000</li> <li>• N &amp; S Mesquite: SM Plan 2005; Overlays 2005</li> <li>• University Avenue: Plan rewritten 2010; Overlay replaced 2010</li> <li>• WMIP: Plan 1996; Overlay 1997-1999</li> </ul>
47	Transportation	Reorganized section to build upon the City's Complete Street policies and connectivity instead of separating policies for different modes of travel
48	Transportation	Put in chart form functional street classifications, removing the pages of text descriptions
49	Transportation	Added thoroughfare street classifications to support context-sensitive design and form-based code action on El Paseo/Downtown
50	Transportation	Added a policy on Safe Routes to School Program in operation at the City
51	Transportation	Added a policy related to mobility zone analysis being done as a means to increase pedestrian safety and efficiency
52	Transportation	Created a Transit Board and Regional Transit District program (ongoing)
53	Transportation	Adopted a Long Range Transit Plan, included an amendment in 2012
54	Transportation	Expanded policies on bicycle and other mobility modes via reference to Transport 2040, Action Plan for Bicycle Friendly Communities, and related plans
55	Transportation	Installed signal crossing guards at all rail intersections in City (ongoing maintenance)
56	Transportation	Created and Airport Advisory Board
57	Transportation	Several right-of-way projects completed (e.g., US 70 improvements; Lohman widening-extension)
58	Transportation	Completed extension-improvements of airport runways (ongoing)

**Attachment C**

**Policies Changed-Completed-Not Done – Administrative Update Comprehensive Plan 2040**

June 5, 2013

59	Transportation	Expanded transit fixed-route bidirectional, on-time schedule in 2008, bike racks on all buses
60	Transportation	Approved MOU w/ EBID allows canals to be used as trails in 2010 (part of existing policy to encourage trails)
61	Urban Design	Adopted a lighting ordinance in 2000, amendments in 2012
62	Urban Design	Amended Design Standards in 2005 to address consistent road construction and ADA rule changes
63	Utilities	Added new well fields and wellhead protection for water (ongoing policy)
64	Utilities	Supported water conservation via adoption of Water Conservation Plan in 1996/2012, adoption of watering restrictions, hire of Water Conservation Officer, and new operational procedures
65	Utilities	Expanded capacity at Jacob Hands wastewater treatment facility; constructed start of network using reclaimed water, expanded program on sludge reuse
66	Utilities	Began program to phase out septic systems (ongoing)
67	Utilities	Settled service boundary dispute with Rio Grande Natural Gas
68	Utilities	Added to develop a natural gas master plan
69	Utilities	Completed transfer stations, curbside recycling in 2011, and composting program in 2004 (ongoing)
70	Utilities	Added policy on biosolid program (in progress)
71	Utilities	Pursued additional water rights (i.e., Moongate in 2010)

**Policies Changed-Completed-Not Done – Administrative Update Comprehensive Plan 2040**

June 5, 2013

	<b>Element</b>	<b>Not Completed</b>
1	Environment	Require mandatory vehicle testing for reducing emissions for both ozone precursors and carbon monoxide
2	Environment	Establish a county-wide or regional Air Quality Control Board to oversee monitoring-implementation of air quality regulations
3	Environment	Adopt in Zoning Code placement and development requirements for commercial and/or for-profit solid waste disposal and composting operations
4	Environment	Develop a viable long-term plan for the old landfill off of Lohman Avenue for future use (in process)
5	Environment	Use Environmental Quality Advisory Committee, moved to staff-driven approach
6	Environment	Participate in Border 21 program for shared vision along the U.S./Mexico border; environmental protection. Border plan underway with DAC meets this policy
7	Environment	Establish an Environmental Department or Section (partly met)
8	Land Use	Establish open space authority to acquire land for open space networks
9	Land Use	Establish Sector Plans for the planning areas on 1-61 (e.g., East Mesa, Airport)
10	Land Use	Establish neighborhood plan for High Range (but operates under master plan)
11	Urban Design	Adopt a viewshed plan/ordinance
12	Urban Design	Adopt a major arroyo plan to implement Storm Water Management Plan
13	Utilities	Have City provide its own electric service

**Comp Plan Policy Frequency (6-14-13)**  
**(Element.Goal.Objective.Policy)**

**Attachment D**

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
1	92	LU.1.5.3	High intensity commercial use shall be defined as those commercial uses which generate retail, service, and wholesale activities within a specific sector within the City. High intensity commercial use and centers shall generally serve a population of 15,000 to 85,000 people and shall be established according to the following criteria.....Square footage, street location, adjacent uses, design standards	LU.1.5.3	Regional commercial uses shall be defined as those high intensity commercial uses which generate considerable auto-oriented traffic. Such uses conduct retail, service, and wholesale activities on a large volume basis and generally have at least one anchor tenant. These uses are intended to serve the needs of those within a four-plus mile radius. Regional commercial uses (single) and centers generally serve a population greater than 50,000 people and should be established according to the following criteria.....Square footage, street location, adjacent uses, design standards [combined high and regional policies since Zoning Code only uses high intensity, used the terms neighborhood-community-regional instead of low-medium-high intensity, and retained intensity term first part of policy to tie to Zoning Code]
2	67	LU.1.3.4	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.	LU.1.3.4	Encourage Transit-Oriented Development (TOD) along or near transit routes. a. Generally locate TOD within a radius of one-quarter to one-half mile from a transit stop, b. Promote high density within the TOD radius that is compatible with the future planned context for the area., c. Develop mixed income housing, d. Create pedestrian and bicycle connections, e. Mitigate vehicular traffic flow through adjacent neighborhoods when necessary, f. Support TOD when market conditions warrant it. [Modified to support TOD strategies in Transit Plan (p.37) and Transport 2040 (p.97)]

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
3	59	LU.1.3.5	All residential development shall address the following urban design criteria: compatibility to the adjacent neighborhood in terms of architectural design, height/density, and the provision of landscaping. Architectural and landscaping design standards for residential uses shall be established in the Comprehensive Plan Urban Design Element.	LU.1.3.5	All residential development shall be compatible to the adjacent neighborhood in terms of architectural design, height/density, and the provision of landscaping
4	44	LU.1.3.1	An urban residential use shall be so designated where these uses occur at a density of greater than two dwelling units per acre. A rural residential use shall be so designated where these uses occur at a density of less than or equal to two dwelling units per acre.	LU.1.3.1	An urban residential use shall be so designated where these uses occur at a density of greater than two dwelling units per acre. A rural residential use shall be so designated where these uses occur at a density of less than or equal to two dwelling units per acre and lie within a Rural Planning Area on the Future Concept Map.
5	34	LU.1.3.1 0	High density residential uses shall be located and designed to minimize traffic flow through adjacent neighborhoods, and should locate on or near existing or future planned transit routes.	LU.1.3.4	See line item # 2, combined into this policy
6	21	LU.2.5.6	The City realizes that there must be an advantage and genuine interest for developers to initiate the PUD process. The City also realizes that it must make some inducements to motivate the developer to use the PUD's flexibility to create a unique, quality development. In return, a developer should provide a meaningful benefit to the community by providing specific types of development. Consequently, standard housing developments (typical R-1, single family zoning) shall not use the PUD process. In order to accomplish this, only particular types of development may utilize PUDs as a means to an end.....gives types, incentives and benefits	LU.1.16.1	Use the PUD's flexibility to create unique, quality developments that provide a meaningful benefit to the community. a. Consider incentives like reduced setbacks, increased building height, additional density, and other deviations from typical requirements as a way to encourage developments that provide a meaningful benefit to the community, b. Support deviations from typical requirements when the development provides a community benefit as illustrated below.... List of 18 benefits. [Deleted some code provisions and examples]

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
7	20	LU.1.5.2	Medium intensity commercial uses shall be defined as those commercial uses which provide retail and service activities within a neighborhood area. Medium intensity commercial uses shall generally serve a population of 5,000 to 30,000 people and shall be established according to the following criteria.....square footage, street location, adjacent uses, design standards	LU.1.5.2	Community commercial uses shall be defined as those medium intensity commercial uses which provide an array of goods and services geared toward the daily and occasional needs of the community and associated neighborhoods. Community commercial uses generally serve the needs of between 2,000 to 8,000 households within a service radius of one to four miles and should be established according to the following criteria.....Square footage, street location, adjacent uses, design standards [changes to square foot ranges]
8	20	LU.2.5.1	The Planned Unit Development process shall observe growth management policy as established in the Land Use Element, other applicable elements and all companion documents	GM.1.1.1	Follow City comprehensive planning policy and regulatory requirements when reviewing development, redevelopment, rehabilitation activities, and infrastructure requests[Deleted, but policy in growth management states when reviewing development (include PUD) to follow comp plan]
9	20	LU.2.5.7	The applicant shall clearly state that any deviations from required zoning and development standards are deserving of such waivers. The City shall not experience a decrease in level-of-service, increase tax burden or maintenance burden beyond typical development. Justification for waivers shall be in the form of traffic analysis, land use assumptions, or any other source which clearly demonstrates that such variations would not adversely impact the health, safety, and welfare of residents. Impacts resulting from code deviations must be thoroughly addressed and mitigation strategies provided before the City may grant any waivers... 2 sub policies on standards and scenarios	LU.1.16.2	Have the applicant clearly justify any deviations from required zoning and development standards. a. Deviations shall not decrease level-of-service, increase tax burden or maintenance burden beyond typical development, b. Justification for deviations shall be in the form of traffic analysis, land use assumptions, or any other source which clearly demonstrates that such variations would not adversely impact the health, safety, and welfare of residents, c. Impacts resulting from code deviations must be thoroughly addressed and mitigation strategies provided before the City may grant any waivers. [modified, but kept same intent]

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
10	19	LU.2.5.2	Planned Unit Developments will only be used for those developments which can be created to benefit both the community and the developer	GM.1.1.1	See line item #82, deleted and new policy incorporates the benefits to community
11	19	LU.2.5.4	Those developments which request variances to engineering standards (non-planning-related issues) will be considered and acted upon by the Development Review Committee (DRC).	None	Deleted, it is a code provision
12	18	LU.2.5.3	The PUDs process shall be required for those subdivided, multi-phased developments which generally request more than two (2) planning-related variances	None	Deleted, it is a code provision
13	18	LU.2.5.8	A developer will not be granted a waiver to the City's design standards that may pose a threat to public health, safety, and welfare. Waivers must also be consistent with City policies found in all City documents and plans	LU.1.16.3	Not grant a developer a waiver to the City's design standards that may pose a threat to public health, safety, and welfare. Waivers must also be consistent with City policies found in all City documents and plans.
14	17	LU.1.8.2	Infill development shall be compatible with the existing architecture, landscaping, and character of the surrounding neighborhood. (See Appendix 1 for further information.)	LU.1.8.2	Same, deleted Appendix reference
15	17	UD.3.10.5	Support a policy of mixed land uses as discussed in the Land Use Element. Land uses which are not traditionally considered compatible may be located next to one another depending upon design features and compatibility with the adjacent area as a result of a mixed land use policy. Those uses with lower intensities must be protected from any negative impacts from adjacent uses with higher intensities in order to protect a desirable quality of life within the City...several mitigation sub-policies	UD.3.2.5	Similar, modified to active tense and removed reference to buffering matrix
16	16	LU.1.8.5	Incentives to create infill development will be considered for all types of development in the infill	LU.1.8.5	Create additional incentives to encourage infill development.

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
			area		
17	15	LU.1.3.3	An assortment of lot sizes should be provided for single-family residential developments to promote a variety of lifestyles within the community. With small urbanized lots (such as 3,500 square feet parcels) to large tracts of land (five acres in size), the City shall address all segments of the population.	LU.1.3.3	Provide various lot sizes for single-family residential developments to promote a variety of lifestyles within the community.
18	15	LU.1.8.1	The infill area shall be defined as the area buffered by Interstate 25 on the east, University Avenue to the south, Valley Drive from University Avenue to Hoagland Road on the west and Hoagland Road/Three Crosses/N. Main Street as the northern boundary	LU.1.8.1	As needed, re-evaluate the infill area boundaries.
19	15	LU.1.8.6	Additional infill policies and incentives to create infill development shall be furthered defined through the development of an Infill Policy Plan	LU.1.8.6	Periodically evaluate the Infill Policy Plan to further define infill incentives and policies.
20	14	LU.1.7.2	Standard industrial uses shall be defined as those industrial uses which generate fabricating, manufacturing, packaging, and processing activities, provided such uses can be operated in a relatively clean, quiet and safe manner with minimal impacts to the surrounding environment. Standard industrial uses and parks shall be established according to the following criteria..... street location, adjacent uses, design standards	LU.1.7.2	Same, minor format change to sub-policy c
21	14	LU.1.8.4	The City strongly encourages the developer to seek participation from adjacent landowners and neighbors of the proposed development via a neighborhood meeting where all neighborhood concerns may be addressed	LU.1.8.4	Encourage participation from adjacent landowners and neighbors of proposed development via a neighborhood meeting where all neighborhood concerns may be addressed.

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
22	14	LU.2.1.1 0	Criteria such as existing land use distribution and their integration within adjacent areas shall be considered when determining a proposal's significance in providing a mixed use, sustainable and reasonable distribution of land uses. In general, a minimum ratio of 40% single family residential, 10% multi-family, 20% non-residential (office, commercial, and industrial), and 30% miscellaneous (residential, non-residential, public and quasi-public) within the "study area" should be achieved. The "study area" shall include all parcels within a one (1) mile radius of the proposed limits of the site plan proposal. When a "study area" reflects a deficiency with the established land use ratio, the proposal's location with regards to its overall compatibility to the surrounding area shall be taken into consideration to see if application of the land use ratio is feasible	GM.1.2.7	Same, will need modification in Phase 2 of comp plan process
23	14	UD.3.9. 4	Encourage creative site planning for all new development and redevelopment, The topography and slope of a site should be maintained in its natural state, Encourage a balance between open space and development, Encourage variation in setbacks and structure spacing as a means of avoiding monotony and unity	UD.3.1.4	Encourage creative and sustainable site planning for all new development and redevelopment through a variety of means not limited to the following: a.Maintain the topography and slope of a site in its natural state.b.Encourage a balance between open space and built space in developments c.Develop standards to prevent monotony.
24	14	UD.3.10 .1	Infill development, both new development and redevelopment, should be required to respect the architectural styles, bulk, setbacks, color, scale, character and site design relationships of the existing neighborhood.	UD.3.2.1	Require infill development, both new development and redevelopment to respect the architectural styles, massing, color palette, scale, character and site design relationships of the existing neighborhood.
25	13	LU.1.3.1 4	The City shall encourage urban residential development on the East Mesa	LU.1.3.13	Encourage urban and rural residential development pursuant to the Future Concept Map.

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
26	13	LU.1.7.1	Light industrial uses shall be defined as those industrial uses which generate research, development, warehousing and manufacturing activities with minimal impact to the surrounding environment. Light industrial uses and parks shall be established according to the following criteria..... street location, adjacent uses, design standards	LU.1.7.1	Same, minor format change to sub policy d
27	13	UD.2.5.1	Advocate an appropriate balance between physical development and open space that will provide a desirable environment and quality of life in the urban area as well as perpetuating the unique natural and rural environments of the region	UD.2.5.1	Same, changed perpetuating to preserving
28	13	UD.2.5.2	Encourage new development to provide networks of open space. Open space should be linked with parks and recreational trails so that any open space areas may be considered "usable" space. Development waivers, such as density bonuses, shall be used as incentives to developers to create and/or maintain open space.	UD.2.5.2	Develop standards that assist in the expansion of open space networks as part of new development. Open space should be linked with parks and recreational trails so that any open space areas may be considered "usable" space. Develop incentives for developers to create and/or maintain additional open space
29	12	LU.1.9.8	School sites shall be located central to the area it is planned to serve. Sites shall have safe approaches for all modes of travel. School location shall be determined based on the following criteria...street and adjacent use locations by school type	LU.1.9.8	Locate school sites central to the area it is planned to serve with safe approaches for all modes of travel. Format changes to sub-policies a-e and the addition of sub-policy f: (align withSRTS); sub-policy g: (moved from a-c); sub-policy h: (moved from Transportation, Goal 2, Policy 1.9)
30	12	UD.3.9.1	Residential and Commercial development should preserve a regional Desert Southwestern image rooted in a variety of architectural styles and design elements and strengthened by creative contemporary expression.	UD.3.1.1	Preserve a regional Desert Southwestern image rooted in a variety of architectural styles and design elements and strengthened by creative contemporary expression in residential and commercial developments. This is now under U.D.3.1.1 from U.D.3.9.1 (objective 9 was deleted)

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
31	11	LU.1.6.2	Professional office uses shall be defined as those office uses which generate larger-scale business and professional service activities. There shall be no goods or merchandise prepared or sold on the premises of these uses, with the exception of those activities which serve the primary use. Professional office uses and centers shall be established according to the following criteria.....Square footage, street location, adjacent uses, design standards	LU.1.6.2	Same. Minor changes to sub-policy a, c, d, h
32	11	LU.1.11.9	Arroyos in urban and rural areas shall be protected from development where such arroyos lend positively to an open space network. Preservation of arroyos shall be consistent with the Storm Water Management Policy Plan	LU. 1.11.9	Require any private land within open space networks such as arroyos, channels, canals or any drainage ways to be properly maintained, left in a natural state, and not impede or manipulate historic stormwater flows by means of development or alterations
33	10	UD.1.1.6	Parks and multi-use activity/recreational fields (functional open space) should be encouraged to develop in conveniently located areas	UD.1.1.6	Encourage parks and multi-use activity/recreational fields (functional open space) in conveniently located areas
34	10	UD.2.5.3	Encourage the protection of arroyos and other sensitive lands from development so that they remain in their natural state especially where such areas lend to an open space network	UD.2.1.3	Develop standards that protect arroyo systems and other sensitive lands from development so that they remain in their natural state especially where such areas lend to an open space network
35	9	LU.1.11.1	The City shall encourage the preservation and provide a system of open space on the mesas and in the valley in order to provide a desirable environment and quality of life in the urban area as well as perpetuating the unique natural and rural environments of the region	LU.1.11.1	Encourage the preservation and provide a system of open space on the mesas and in the valley in order to provide a desirable environment and quality of life in the urban area as well as perpetuating the unique natural and rural environments of the region

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
36	8	LU.1.3.6	Residential neighborhoods shall not be divided and/or redeveloped for non-residential uses unless it can be shown that demand for housing in a neighborhood is diminishing or that a need for a more compatible land use relationship can be demonstrated.	LU.1.3.6	Not be divided and/or redevelop for non-residential uses unless it can be shown that demand for housing in a neighborhood is diminishing or that a need for a more compatible land use relationship can be demonstrated. (The policy may conflict with integrating mixed use in certain areas)
37	8	LU.1.11.5	The City shall encourage the dedication of undeveloped open space. Undeveloped open space shall include all types of sensitive areas, such as arroyos	LU.1.11.4	Encourage the dedication of undeveloped open space. Undeveloped open space shall include all types of scenic areas, environmentally sensitive areas, wildlife habitat areas and land that may serve as part of the non-motorized transportation network
38	8	LU.1.11.8	The City may consider offering density bonuses, or waivers to park fees, for development in exchange for dedications of land for open space where such dedications lend to open space networks	LU.1.11.5	Consider offering density bonuses, conservation easements, development covenants, waivers to park fees, or similar mechanisms for development in exchange for dedications of land for open space. (The Parks Master Plan Policy 3.10 had conservation easements-development covenants as low cost way to preserve open space)
39	8	UD.1.1.7	Encourage a balance of land uses as a means of providing convenience and functionality to those who may live and/or work in one area of the community	UD.1.1.7	Same
40	7	LU.1.3.16	The City shall encourage rural residential uses in the north and south fringe areas of the City.	LU.1.3.13	Deleted, needs to be combined with LU.1.3.13
41	7	LU.1.7.7	The City shall encourage focusing development of light, standard, and heavy industrial uses in areas with existing compatible industrial zoning where these areas comply with industrial land use policies	LU.1.7.7	Same
42	7	LU.1.11.2	The City shall work with the Bureau of Land Management and the State of New Mexico to preserve arroyos on the east and west mesas as open space	LU.1.11.2	Work with the Bureau of Land Management and the State of New Mexico to preserve arroyos on the east and west mesas as open space

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
43	6	LU.1.6.1	Neighborhood office uses shall be defined as those office uses which generate small-scale professional service activities between uses. There shall be no goods or merchandise prepared or sold on the premises of these uses. Neighborhood office uses and centers shall be established according to the following criteria.....Square footage, street location, adjacent uses, design standards	LU.1.6.1	Same. Change to sub-policy a: may need modification in Phase 2 of comp plan process. Minor changes to sub-policies: d, e, h
44	6	LU.2.5.5	PUDs are required to follow an appropriate process for the review and subsequent action by applicable City staff and boards/committees. PUDs shall be similar to Master Plans and special use permits in terms of the time-frame as well as the process itself. The PUD process requires the following information.....	N/A	2.5.5 is deleted, process steps already outlined in City Code or by operational policy
45	5	LU.1.3.1 1	The City's infill policy shall be consistent with neighborhood land use policies.	LU.1.3.10	Same: moved from 1.3.11 to 1.3.10
46	5	LU.1.3.1 2	Affordable housing throughout the City shall be retained where feasible.	LU.1.3.12	New affordable housing stock shall be well-distributed throughout the City and compatible with surrounding densities. Will need modification in Phase 2 of comp plan process (add policy on mixed use)
47	5	LU.1.3.1 3	Affordable housing developments shall be encouraged to locate throughout the City where they are compatible with surrounding densities.	LU.1.3.13	Encourage urban and rural residential development pursuant to the Future Concept Map
48	5	LU.1.5.1	Low intensity commercial uses shall be defined as those commercial uses which generate small-scale retail and service activities as a convenience to adjacent neighborhoods which also include home occupations (home businesses). Low intensity commercial uses shall be established according to the following criteria.....Square footage, street location, adjacent uses, design standards	LU.1.5.1	Neighborhood commercial uses shall be defined as those commercial uses that are intended to serve neighborhoods, by providing small-scale retail and service needs as a convenience and generally, do not attract customers from the broader community or region. Uses may include home occupations and larger establishments whose smaller scale and intended market demographic are intended to serve primarily adjacent neighborhoods

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
49	5	LU.1.7.5	Sufficient on-site parking shall be required for all industrial uses	LU.1.7.5	Same
50	5	LU.1.7.6	All outdoor storage shall be screened from view in all horizontal directions. Organic landscaping shall be among materials used for screening purposes	LU.1.7.6	Same
51	5	LU.1.7.8	The Comprehensive Plan Environmental Element will establish environmental impact standards for light, standard, and heavy industrial uses.	N/A	Deleted: reference location in the Environmental Element as it relates to industrial regulatory requirements-see line item 152
52	5	UD.1.4.1	Standards to create aesthetic streetscape designs should be developed. This should include, but not be limited to: street hardware and furniture, signage, lighting, fencing and walls, larger parkways, pedestrian circulation, minimum landscape and long term maintenance standards...6 sub-policies	UD.1.4.1	Develop design standards to create aesthetically pleasing streetscapes. This should include, but not be limited to: street hardware and furniture, signage, lighting, fencing and walls, larger parkways, pedestrian circulation, landscape and street trees, terminating vistas and long term maintenance standards. Changes to sub-policy b and sub-sub-policy ii/Change to sub-policy c/Change to sub-policy d/changes to sub-policy e and sub-sub-policies i, ii, iii
53	5	UD.3.9.3	New development or redevelopment should be required to utilize local and/or regional architectural styles and design elements in the downtown area, historic districts, gateways and designated corridors which are compatible with existing structures	UD.3.1.3	Require new development or redevelopment to utilize local and/or regional architectural styles and design elements in the downtown area, historic districts, gateways and designated corridors which are compatible with existing structures. Policy is listed under 7.3 Design in most current draft. (objective 9 was deleted)
54	4	LU.1.7.4	Access to industrial and manufacturing areas through residential neighborhoods shall be prohibited	LU.1.7.4	Same

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
55	4	LU.2.1.6	The City shall discourage "leap frog" growth. "Leap frog" growth shall be defined as any development proposed beyond the predominantly urbanized area and lacks readily available infrastructure. Such development bypasses areas of vacant or rural land and requires the extension of new roads, utilities, and other facilities in accordance to City specifications...7 sub polices on mostly infrastructure	GM-Objective 2	2.1.6 is changed to GM-Objective 2. Encourage sustainable practices that move toward a compact mixed-use urban form and discourages "leap frog" growth
56	4	LU.2.1.8	Development-related requests, such as, site plans, Master Plans, zoning, and Planned Unit Developments shall adhere to the City's mixed use development concept where such adherence lends to the support and enhancement of the character of the sector in which the development takes place	GM.1.1.4	Same (Policy LU.2.1.8 changed to GM.1.1.4)
57	4	LU.2.3.3	Master Planning shall be considered a planning process where proposals are viewed as a conceptual tool reflecting the ideas and thoughts of future development. The process in which to receive Master Plan approval consists of a streamlined approach with the intent to provide the applicant with immediate feedback without substantial costs in development preparation. Master Plan approval shall adhere to the following process.....	LU.1.13.1	Similar, deleted all the sub-policies describing process submittal items since these are in City Code or operational policy
58	4	LU.5.1.2	The City encourages petitioned annexations in areas identified in urban form policy for future growth	GM.1.2.1	Encourage petitioned annexations in areas identified for future growth on plans illustrated by the Planning Framework of this Comprehensive Plan. (Policy LU.5.1.2 changed to GM.1.2.1)
59	4	LU.5.1.3	In annexing territory, priority shall be given to those areas which would close open spaces between irregular City boundaries	GM.1.2.2	Prioritize annexation of areas that close open spaced between irregular City boundaries. (Policy LU.5.1.3 changed to GM.1.2.2)

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
60	4	UD.3.9.2	Encourage the use of landscape materials best suited to our location in the Chihuahuan Desert. Developments located in mesa areas, such as the East Mesa, High Range, and Las Alturas, are encouraged to use desert landscape materials. Developments located toward the Rio Grande Valley should be encouraged to use those plant materials best suited for the Valley environment. Developments located in the urban area are encouraged to use drought tolerant landscape materials that are compatible with the landscaping styles of the surrounding area... 2sub-policies	UD.3.1.2	Encourage the use of landscape materials best suited to our location in the Chihuahuan Desert. Encourage developments located in mesa areas, such as the East Mesa, High Range, and Las Alturas, are encouraged to use desert landscape materials. Encourage developments located toward the Rio Grande Valley to use those plant materials best suited for the Valley environment. Encourage developments located in the urban area to use drought tolerant landscape materials that are compatible with the landscaping styles of the surrounding area- policy changed from 3.9.2 to 3.1.2 (objective 9 was deleted) Minor changes done to sub-policies a, b
61	4	UD.3.9.6	Support residential developments that contribute to a positive image for the City of Las Cruces by the creation, enhancement, and/or preservation of an identifiable neighborhood image... 2sub-policies	UD.3.1.6	Same-policy changed from 3.9.6 to 3.1.6 (Objective 9 deleted). Change to sub-policy b and sub-sub-policies iii, iv, v
62	4	UD.3.10.2	Support those residential developments which possess an identifiable neighborhood image while still providing a variety of housing styles in order to avoid a monotonous, cookie-cutter appearance... 2 sub-policies	UD.3.2.2	Same-policy changed from 3.10.2 to 3.2.2 (objective 10 deleted). Changes to sub-policies a, b
63	3	LU.1.3.1.5	The City shall encourage urban residential cluster development along major arroyos where such development lends to the preservation of arroyos in their natural state.	LU.1.3.13	Deleted 3.15 and added to 3.13- Encourage urban and rural residential development pursuant to the Future Concept Map
64	3	LU.1.9.3	Quasi-public uses shall locate on streets of collector capacity and above	LU.1.9.3	Locate quasi-public uses on streets of collector capacity and above. Possible conflict with zoning code: see line item 166/ may need modification in Phase 2 of comp plan process: see line item 167

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
65	3	LU.1.9.4	Wherever possible, public facilities shall be clustered with other facilities where such clustering allows optimal use of facilities, joint use of drainage facilities, and an increased availability of recreation programs to neighborhoods throughout the City	LU.1.9.4	Wherever possible, cluster public facilities with other facilities where such clustering allows optimal use of facilities, joint use of drainage facilities, and an increased availability of recreation programs to neighborhoods throughout the City. May need modification in Phase 2 of comp plan process: see line item 168
66	3	LU.1.9.6	All public/quasi-public facilities shall be designed to ensure accessibility.	LU.1.9.6	Design public/quasi-public facilities to be accessible to people of all abilities and age groups. May need modification in Phase 2 of comp plan process: see line item 172
67	3	LU.1.9.7	School sites shall be planned to permit safe, direct access of students and shall be relatively free from heavy auto traffic, excessive noise, and incompatible land uses such as regional commercial uses, and standard and heavy industrial/manufacturing uses	LU.1.9.7	Encourage school sites be planned to permit safe, direct access of students and shall be relatively free from heavy auto traffic, excessive noise, and incompatible land uses such as regional commercial uses, and standard and heavy industrial/manufacturing uses. Have new school siting committee evaluate
68	3	LU.2.1.1.1	When new development, redevelopment, and/or special uses place potentially incompatible uses adjacent to one another, spacing between land uses, screening/buffering, site design, architectural controls, and other mitigation controls shall be considered as per Appendix 1 and Matrices 1 and 2. The intent is to encourage flexibility in land use, but reflect and ensure both compatibility and quality design	GM.1.3.2	Follow mitigation requirements in the City Code, as amended, related to buffering, spacing between uses, site design, and architectural controls as a means to place potentially incompatible uses adjacent to one another to encourage flexibility in land use that provides for compatibility and quality design.
69	3	LU.3.1.1	The following areas shall be established as Planning Areas in the City (FIGURE 8)	LU.2.1.1	Establish Planning Area designations and map planning areas as shown on Figure (X). Sub-policies a/Open space..., b/Conservation..., c/Rural..., d/City Neighborhood..., e/Traditional Neighborhood..., f/Intended Growth Area..., g/Special District... (new sub-policies added)

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
70	3	LU.5.1.1	The City encourages growth consistent with urban form policy	GM-Objective 2	Establish annexation policies that support and is consistent with this Comprehensive Plan.
71	3	LU.5.1.4	In annexing territory, priority shall be given to areas with existing public facilities which conform to City standards	GM.1.2.3	Prioritize annexation of areas with existing public facilities which conform to City standards. (Policy LU.5.1.4 changed to GM.1.2.3)
72	3	LU.5.1.5	New municipal boundaries shall conform wherever practical with natural topographical features such as ridge lines, streams, escarpments, rivers, and man-made features such as drains, canals, laterals, major paved rights-of-way, and property and section lines	GM.1.2.4	Have municipal boundaries follow, wherever practical, natural topographical features such as ridge lines, streams, escarpments, rivers, and man-made features such as drains, canals, laterals, major paved rights-of-way, and property and section lines. (Policy LU.5.1.5 changed to GM.1.2.4)
73	3	UD.3.10.3	Encourage site built, mobile homes (parks, subdivisions, or otherwise), manufactured, modular, and paneled homes to be architecturally consistent with adjacent residential uses	UD.3.2.3	Same-policy changed from 3.10.3 to 3.2.3 (objective 10 deleted)
74	2	LU.1.3.7	Group homes and shelters shall not be concentrated in any one neighborhood or City area. The City shall encourage the dispersal of these uses throughout the City in locations where they are compatible with neighborhood or City area building densities	LU.1.3.7	Not concentrate populations of low-income residents and housing, like group homes and shelters, in any one neighborhood or City area; rather encourage the dispersal of uses throughout the City in locations where they are compatible with neighborhood or City area building densities.
75	2	LU.1.8.3	Any infill development that generally requires two (2) or more variances as a result of topography, economic or other constraints, shall be required to go through the Planned Unit Development process. (See Planned Unit Developments for further information).	LU.1.8.3	Any infill development that generally requires two or more variances as a result of topography, economic or other constraints, shall be required to go through the Infill Planned Unit Development process.

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
76	2	LU.1.9.5	When located within or adjacent to a neighborhood, public/quasi-public facility design shall be compatible with the neighborhood's character. The following criteria shall be observed in establishing neighborhood compatibility....access, siting, wall height and other design standards (4 sub-policies)	LU.1.9.5	When located within or adjacent to a neighborhood, design public/quas-public facilities so they are compatible with the neighborhood's character. The following criteria shall be observed in establishing neighborhood compatibility: ... There are line item notes for sub-policies a/169, b/170, c/171
77	2	LU.3.1.1	Within the designated Planning Areas, the City shall establish Sector, Neighborhood and Corridor Overlay Zones where deemed needed. Overlay zones will provide the means of allowing the flexibility that is needed to create special land use and urban design policies exclusively designed to preserve and enhance the unique characteristics of our historic districts	LU.2.1.1	Establish Planning Area designations and map planning areas as shown on Figure (X). Sub-policies a/Open space..., b/Conservation..., c/Rural..., d/City Neighborhood..., e/Traditional Neighborhood..., f/Intended Growth Area..., g/Special District... (new sub-policies added)
78	2	CF.2.6.3	As new and existing human services of various types evolve and/or expand, which may include child and adult day care, Las Cruces should work with these industries to facilitate and support their needs by lending assistance in areas involving siting, funding, transportation, and possible lease agreements	CF.2.4.3	As new and existing human services of various types evolve and/or expand, which may include child and adult day care, work with these industries to facilitate and support their needs by lending assistance in areas involving siting, funding, transportation, and possible lease agreements. Policy changed from 2.6.3 to 2.4.3 (objective 6 deleted)
79	2	CF.2.6.4	The City should assist with siting a location for Group Homes when necessary so as to obtain appropriate distribution throughout the City as per the Land Use Element of the Comprehensive Plan and federal law	N/A	Deleted: see line item
80	2	UD.1.3.2	New development constructed in an existing neighborhood/district should respect and preserve the applicable character found therein	UD.1.3.2	Require new development in an existing neighborhood/district to respect and preserve the applicable character found therein
81	2	UD.1.4.4	Trees should be planted within all parking areas for visual relief as well as to provide shade relief in large-scale commercial parking areas	UD1.4.4	Plant trees within all parking areas for visual relief as well as to provide shade relief in parking areas.

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
82	1	LU.1.2.2	Agriculture and ranching activities are encouraged in the fringe areas of the City.	LU.1.2.2	Encourage agricultural and ranching activities in the Rural Planning Areas of the Future Concept Map and fringe areas of the city.
83	1	LU.1.3.9	Low density housing shall not front on, or have direct access to, major collector or arterial streets.	LU.1.3.9	Same
84	1	LU.1.7.3	Heavy industrial uses shall be defined as those industrial uses which generate high-intensity industrial and manufacturing activities having physical and operational characteristics which are offensive and/or hazardous to the surrounding community. Heavy industrial uses and parks shall be established according to the following criteria..... street location, adjacent uses, design standards (5 sub-policies)	LU.1.7.3	Same-Changes to sub-policies b, c
85	1	LU.1.9.1	Priority shall be established to locate government administration, arts and cultural facilities in the Central Business District	LU.1.9.1	Locate government administration and arts and cultural facilities in the Central Business District
86	1	LU.1.9.9	The City shall work closely with schools, the State of New Mexico, and the Bureau of Land Management to insure that future school sites can be acquired and reserved in the most optimal locations in addition to the cost of infrastructure being appropriately provided	LU.1.9.9	Work closely with schools, the State of New Mexico, and the Bureau of Land Management to insure that future school sites can be acquired and reserved in the most optimal locations in addition to the cost of infrastructure being appropriately provided
87	1	LU.1.9.10	In order to preserve the physical and social cohesiveness of a neighborhood or community, existing school facilities should be retained wherever possible	LU.1.9.10	Retain existing school facilities in order to preserve the physical and social cohesiveness of a neighborhood or community wherever possible
88	1	LU.1.9.11	The City encourages public or private adaptive reuse of public/quasi-public facilities.	LU.1.9.11	Encourage public or private adaptive reuse of public/quasi-public facilities.

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
89	1	LU.2.1.3	All development shall adhere to quality design that facilitates the coordination and compatibility between citizens, services and infrastructure...2 sub-policies	LU.2.1.3	Adopt regulatory documents as a way to allow by right or allow flexibility for unique land use and/or urban design that preserve and enhance the unique characteristics of historic districts and other areas of interest. The 2 sub-policies were deleted/possibility of combing policies 2.1.2, 2.1.3, 2.1.4-see line item 252
90	1	LU.2.3.1	The Master Plan development process shall observe growth management policy as established in the Land Use Element, other applicable elements, and all companion documents	N/A	Deleted
91	1	LU.2.3.2	Master Plans proposing generally more than two (2) planning-related variances shall be processed through the Planned Unit Development process	N/A	Deleted, in City Code
92	1	LU.2.3.4	Planning-related variances may be requested at the time a Master Plan is submitted; however, the variance request will be acted upon by the Planning and Zoning Commission during the consideration of the Preliminary Plat	N/A	Deleted, in City Code
93	1	LU.2.3.5	Those developments which request variances to engineering standards (non-planning related issues) will be considered and acted upon by the applicable Chief Engineer. Decisions may be appealed to the Development Review Committee followed by the Planning and Zoning Commission and then to the City Council should the need arise	N/A	Deleted, in City Code
94	1	LU.2.3.6	The Master Plan review process shall be the planning mechanism used to determine right-of-way acquisition in compliance with the MPO Transportation Plan and the Transportation Element of the City Comprehensive Plan	N/A	Deleted

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
95	1	LU.2.3.7	To ensure that an approved Master Plan concept is carried out in subsequent development, the City requires that development within a Master Planned area go through the Preliminary Plat and Final Plat processes. The Preliminary Plat and Final Plat shall reflect and ultimately implement all issues and/or mitigation mechanisms which specifically support the Master Plan concept and the objectives and policies of the Comprehensive Plan. All plats shall comply with the Las Cruces Zoning Code, City of Las Cruces Design Standards, Las Cruces Subdivision Code, Storm Water Management Policy Plan, MPO Transportation Plan and all other development-related regulations and/or plans. In determining compliance criteria, the letter of the law or plan and the spirit in which it was written shall be considered.	LU.1.13.3	Require development within a Master Planned area go through the Preliminary Plat and Final Plat processes to ensure that an approved Master Plan concept is carried out in subsequent development.
96	1	LU.2.4.1	All zoning actions shall observe growth management policy as established in the Land Use Element, other applicable elements, and all companion documents	GM.1.1.1	Follow City comprehensive planning policy and regulatory requirements when reviewing development, redevelopment, rehabilitation activities, and infrastructure requests.
97	1	LU.2.4.2	Industrial zoning is encouraged in areas specifically deemed appropriate through the Comprehensive Plan. Inasmuch as the potential uses resulting from the industrial zoning may significantly impact adjacent uses, careful application of the mixed use concept when dealing with industrial zoning is strongly encouraged	LU.1.7.7	Deleted, similar to Policy LU.1.7.7
98	1	LU.2.4.3	All zoning actions shall be consistent with policy within the Comprehensive Plan, and its companion documents	LU.1.15.1	Require zoning actions be in general conformance with this Comprehensive Plan.

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
99	1	CF.1.2.5	Because landscaping materials are needed in parks, trails, and other types of open space, both for recreation and relief from our arid environment, water use should be off-set by The use of drought tolerant and native plantings where feasible, Leaving native vegetation in its natural state, where feasible, and Employing timed drip irrigation systems, mulches, and other such methods/techniques as a means of controlling water usage...3 sub-policies	CF.1.2.5	
100	1	CF.1.2.6	The City should encourage a comprehensive recreational trail system which provides linkage between parks, recreational facilities, and other activity centers. Trails should be multi-purpose thus allowing a myriad of people to use them and should be easily accessible and well maintained... 5 sub-policies	CF.1.2.6	Encourage a comprehensive trail system which provides linkage between parks, recreational facilities, and other activity centers. Trails should be multi-purpose and allow all citizens an opportunity to use them. Trails should be easily accessible and well maintained. Changes to sub-policies: a, c, d, e
101	1	CF.2.1.2	Community Services should be located in areas which will best serve their target population	CF.2.1.2	To the extent possible, group together community service facilities as a means of maximizing usage without compromising the ability to best serve their target population
102	1	CF.2.1.4	Community services should locate near public transportation when feasible	CF.2.1.4	Locate community services near public transportation and fund special transit programs to and from community service facilities when feasible
103	1	CF.2.1.5	To the extent possible, community service facilities should be grouped together as a means of maximizing usage	CF.2.1.5	2.1.5 has been merged with 2.1.2 (2.1.6 has been moved to the place of 2.1.5: Promote community involvement in the development of programs and facilities)
104	1	UD.1.1.1	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...3 sub-policies	UD.1.1.1	Emphasize entrances/gateways and major corridors to relay a sense of arrival to those traveling to and through Las Cruces and contribute to the distinctive character of place. Changes made to sub-polices a, b, c/iii, iv, v

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
105	1	UD.1.4.3	Emphasize low maintenance landscaping and tree plantings for median development, along sidewalks, bicycle routes, and other types of rights-of-way	UD.1.4.3	Same
106	1	UD.2.6.3	Development or redevelopment should be required to be compatible with the character of that historic district	UD.2.2.3	Create guidelines for development or redevelopment that are compatible with the character and context of that historic district. Policy changed from 2.6.3 to 2.2.3 (objective 6 deleted)
107	1	UD.3.10.4	Encourage developers of commercial and industrial areas to respect the architectural styles found in adjacent areas	UD.3.2.4	Same. Policy changed from 3.10.4 to 3.2.4 (objective 10 deleted)
108	1	U.1.1.4	Water lines should be extended to those growth areas in the City as shown on the Future Concept Map (see appendix) as development extends to these designated areas. Emphasis should be given on promoting infill development in order to utilize existing water lines	U.1.1.4	Extend water lines to those growth areas in the City as shown on the Future Concept Map as development extends to these designated areas and promote infill development in order to utilize existing water lines
109	1	ED.1.1.5	Any incubator center, if determined feasible, should: a. Support the expansion of home-based businesses or occupations to expand into larger-scale ventures. b. Provide for coordinated office services and expenses including secretarial staff, marketing and financing efforts, and shared utility costs. c. Provide for expansion of locally-owned or operated businesses and may include those that assist minorities and persons with disabilities. d. Locate in an area such as the West Mesa Industrial Park for industrial businesses, the Downtown Mall/Central Business District for mixed-uses, and the North Telshor area and East Mesa for commercial, office, and industrial uses	ED.1.1.5	City-sponsored incubator centers shall support or provide services that are beneficial to the economic health of Las Cruces. a. Support the expansion of home-based businesses. b. Provide for coordinated office services and expenses including staffing, marketing and financing efforts, and shared utility costs. c. Provide for expansion of locally-owned or operated businesses and may include those that assist disadvantaged persons. d. Locate in an area such as the West Mesa Industrial Park for industrial businesses, the Downtown/Central Business District for mixed-uses, and the North Telshor area and East Mesa for commercial, office, and industrial users

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
110	2	ED.1.5.1	Implement provisions within the West Mesa Industrial Park (WMIP) Master Plan and Development Strategy and continue recruitment activities...3 sub-policies	ED.1.5.1	Continue the implementation of lower level plans related to the industrial areas of the city such as the West Mesa Industrial Park and Las Cruces International Airport. Changes to sub-policies a, b, c
111	1	ED.1.5.2	Pursue creating cooperative agreements between owners of large industrially zoned property, including a possible joint venture between the City's West Mesa Industrial Park and NMSU's Arrowhead Research Park that will support research and development activities at Arrowhead and the creation of full scale production industries at the WMIP related to said research.	ED.1.5.2	Pursue cooperative agreements between owners of large industrially zoned property, including a possible joint venture between the City's West Mesa Industrial Park and NMSU's Arrowhead Research Park that will support research and development activities at Arrowhead and the creation of full scale production industries at the West Mesa
112	1	ED.1.5.3	Encourage the placement of industrially zoned and uses within the East Mesa of the City, including the development of an industrial/office park.	ED.1.5.3	Encourage the placement of industrial uses within the East Mesa of the City, including the development of an industrial/office park
113	1	ED.3.8.2	Determine the feasibility of providing support for the expansion of existing and the creation of new public facilities that support the tourism industry such as a visitor=s center, local museums and cultural centers, the Alameda Historic Depot, and large-scale sports facilities and a convention center.	ED.3.1.2	Support the expansion of existing and the creation of new public facilities that support the tourism industry such as a visitor's center, local museums and cultural centers, the Alameda Historic Depot, large-scale sports facilities, and a convention center. Policy changed from 3.8.2 to 3.1.2 (objective 8 deleted)
114	12	H.1.1.2	Encourage the use of alternative housing types, styles, and living arrangements (i.e. Conventional Single Family Homes, Apartments, Mobile Homes, Modular Homes, Group Homes, Housing for Older Persons, Accessory Units, Transitional Housing etc.) as a means of making available additional housing opportunities for those who may not otherwise obtain suitable housing through conventional means...4 sub-policies	H.1.1.1	Same: Policy 1.1.2 changed to 1.1.1. Changes to sub-policies: a, b, c, d

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
115	1	H.1.1.3	Work with applicable agencies such as the Las Cruces Home Builder's Association and local housing corporations/organizations to collaboratively monitor housing trends and market demands to ensure that the housing stock remains at levels suitable to support population increases and overall housing demand. Throughout this process, emphasis should be placed on ensuring that greater cooperation exists amongst all parties interested in providing housing opportunities within Las Cruces.	H.1.1.2	Work with applicable agencies to, monitor housing trends and market demands to ensure that the housing stock remains at levels suitable to support population increases and overall housing demand. Throughout this process, place emphasis on ensuring that greater cooperation exists among all parties interested in providing housing opportunities within Las Cruces. Policy 1.1.3 changed to 1.1.2
116	1	H.1.2.2	The supply of housing available to low and moderate income families should be provided within all areas of the City. To accomplish this, the City supports a partnership approach, between public and private sectors, to ensure affordable housing needs are met. As a goal, 10% of land availability within any area of the City should be devoted to affordable housing, as defined by the Land Use Element's development ratios. Affordability criteria for these income groups should follow the most current Department of Housing and Urban Development definitions/guidelines which are provided in the Appendix. Accomplishment of this policy may be achieved through a variety of means, but not limited to the following policies...5 sub-policies	H.1.2.2	Provide a supply of housing available to low and moderate income families within all areas of Las Cruces. To accomplish this, the City supports a partnership approach, between public and private sectors, to ensure affordable housing needs are met. Accomplishment of this policy may be achieved through a variety of means, but not limited to the following policies: a. Use density bonuses or similar incentives as a means to facilitate the implementation of this provision. b. Require that Master Plan, Concept Plan and other similar development documents clearly identify proposed locations of affordable housing, in context with surrounding land uses in a manner consistent with the Growth Management section of this Comprehensive Plan. Developers are encouraged to make additional efforts such as disseminating the subject land use information in marketing brochures and other similar means to ensure area residents are aware of proposed phasing/build-out. c. Regularly update the City Affordable Housing Strategic Plan. (Deleted original sub-policy a & moved sub-policy b up to a/moved original sub-policy c up to b/deleted original sub-policy d & moved original

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
					sub-policy e up to c...only 3 sub-policies)
117	5	H.1.2.3	Consider establishing PUD and Infill development regulations which specifically address development requirements for the creation of housing meeting the needs of low, moderate, and middle income groups. These regulations should address...4 sub-policies	H.1.2.3	Utilize PUD and Infill development regulations to create housing that meets the needs of low, moderate, and middle income groups. These regulations should address: Changes to sub-policies: a, b, c, d
118	1	H.1.2.4	The City should continue to seek out new and strengthen its existing Federal housing programs which provide housing opportunities for low and moderate income families.	H.1.2.4	The City will consider the recommendations in the final report of the Las Cruces Affordable Housing Strategies, or as amended. Major changes to sub-policies: a, b, c, d. Will need modification in Phase 2 of comp plan process-see line items 467 & 469

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
119	1	T.1.1.1	Establish a hierarchy of street classifications and their locations based on the Las Cruces MPO's Functional Classification Map or Major Thoroughfare Plan (See Figure 5). Where a roadway is not listed, classification and location should be based on how the road is used, the land-use it serves, and to a lesser degree how it is designed. The following principles may be used to determine a facility's classification (See Table 6 for reference)...7 sub-policies	T.1.1.1	Establish a hierarchy of street classifications, street locations, and street classification principles. (Goal 1/Objective 1 has been changed). (Major changes to sub-policies: a, b, c, d, e, f, g, h & sub-policies l, j have been added). (Will need modification in Phase 2 of comp plan process-see line items: 499, 500, 501)
120	2	T.1.2.1	Standard designs should be based on roadway classification as follows: Freeways and Interstates; Major Arterials; Minor Arterials; Collectors; Major Locals; Locals; Private Streets (7 total sub-policies above)	T.1.1.2	Define functional and thoroughfare street classifications for Las Cruces. (Goal 1/Objective1 has been changed). (Policy is changed from 1.2.1 to 1.1.2) (All the sub-policies a-g have been completely modified-new tables and sub-sub-policies added. Currently has sub-policies a, b, c). (May need modification in Phase 2 of comp plan process)
121	2	T.1.5.3	All high density residential, commercial, and industrial developments should make reasonable accommodations for alternative mode=s to access the site provided the adjacent right-of-way can or is planned to accommodate that given mode.	T.1.8.3	Provide reasonable accommodations for alternative mode's to access high density residential, commercial, and industrial developments when the adjacent right-of-way can or is planned to accommodate that given mode (Policy changed from 1.5.3 to 1.8.3)
122	2	T.2.1.6	All pedestrian facilities should be designed to maximize personal security. This may include but not be limited to lighted walkways and emergency access phones.	T.1.4.6	Design pedestrian facilities to maximize personal security that may include, but not be limited to, lighted walkways and emergency access phones (Policy changed from 2.1.6 to 1.4.6)
123	1	T.2.2.1	Pedestrian facilities shall be constructed on all roadways except interstate highways and developments with residential lot sizes greater than .75 acre.	T.1.8.4	Construct pedestrian facilities on all roadways except interstate highways and developments with residential lot sizes greater than .75 acre (Policy changed from 2.2.1 to 1.8.4)

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
124	2	T.2.2.3	A multi-purpose, "run, walk, jog" concept should be employed for facilities separated from vehicular travel.	T.1.8.6	Incorporate a multi-purpose, "run, walk, jog" concept for facilities separated from vehicular travel. (Policy changed from 2.2.3 to 1.8.6)
125	4	T.2.3.1	Development shall be encouraged using the mixed use concept of the Land Use Element of the Comprehensive Plan. Compatible non-residential uses would be developed within walking distance of existing residential areas; thereby, increasing pedestrian activity for work, school, shopping, and recreation.	ED.4.1.1	Encourage development using the mixed use concept of this Comprehensive Plan, such as developing compatible non-residential uses within walking distance of existing residential areas. (Policy T.2.3.1 changed to ED.4.1.1)
126	1	T.2.3.2	Pedestrian pathways should be enhanced in areas frequented by citizens and tourists through special or standardized designs, landscaping, signage, signals, lighting, and paint.	ED.4.1.2	Enhance pedestrian pathways in areas frequented by citizens and tourists through standardized designs, landscaping, signage, signals, lighting, and paint. (Policy T.2.3.2 changed to ED.4.1.2)
127	1	T.4.1.2	New or redeveloped transportation infrastructure shall incorporate bicycle facilities within their design as identified within the master plan.	T.1.6.3	Incorporate bicycle facilities with new or redeveloped transportation infrastructure as identified within approved plans. (Policy 4.1.2 changed to 1.6.3)
128	1	T.5.1.3	The City shall adhere to Las Cruces Metropolitan Planning Organization's Transportation Plan, the Airport Master Plan, and the West Mesa Industrial Park Master Plan and Development Strategy.	T.2.1.2	Adhere to Las Cruces Metropolitan Planning Organization's Transport 2040 Plan, and the West Mesa Industrial Park Master Plan and Development Strategy, as amended
129	1	T.5.3.1	Support private sector development of airport facilities and the adjacent industrial park through the City's coordination of development activities. A vibrant local airport will enhance the Las Cruces urbanized area's marketability and competitiveness.	ED.4.1.8	Same. (Policy T.5.3.1 changed to ED.4.1.8)
130	1	T.6.2.2	Truck access should be considered on all decisions regarding rail uses. Provisions should be made to allow truck-rail freight service to industrial parks.	T.1.8.12	Evaluate truck access on all decisions regarding rail uses, with provisions made to allow truck-rail freight service to industrial parks (Policy 6.2.2 changed to 1.8.12)

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
131	1	T.6.3.3	The City shall support the concept considering a potential rail spur to the West Mesa Industrial Park.	ED.4.1.10	Evaluate a potential rail spur to the West Mesa Industrial Park. (Policy T.6.3.3 changed to ED.4.1.10)
132	1	T.7.1.11	Subdivisions and/or master planned areas shall have at least two automobile access points and should strive to accommodate additional alternate mode access points unless developed along a cul-de-sac no greater than one thousand five hundred feet in length terminating in a cul-de-sac or temporary turn-around.	GM.1.3.7	Subdivisions and/or master planned areas shall have more than one vehicular and pedestrian access point. (Policy T.7.1.11 changed to GM.1.3.7)
133	2	T. 7.1.18	The City shall have the option to condition zone change and special use permit requests to meet the provisions of this section. This may include but not be limited to requirements for coordination with bike, public transportation, or pedestrian facilities, additional right-of-way, and coordination with other developers.	GM.1.1.12	When necessary, condition zone change, special use permit, and similar requests to meet the policies of this Comprehensive Plan.
134	1	EV.1.2.3	The City should provide for or encourage increased usage of public transportation vehicles and ride-share programs, especially to large employment sectors, such as NASA, White Sands Missile Range, El Paso, Texas, and eventually the West Mesa Industrial Park.	E.1.2.2	Provide for or encourage increased usage of public transportation vehicles and ride-share programs, especially to large employment sectors, such as NASA, White Sands Missile Range, El Paso, Texas, and eventually the West Mesa Industrial Park. Policy changed from 1.2.3 to 1.2.2
135	1	EV.1.2.7	The City should discourage the use of industrial processes within industrial and manufacturing businesses that will emit known ozone precursors or carbon monoxide emissions.	E.1.2.6	Discourage the use of industrial processes within industrial and manufacturing businesses that will emit known ozone precursors or carbon monoxide emissions.

Line Item	Freq	1999 ID	1999 Policy	2013 ID	2013 Policy
136	1	EV.1.3.5	The City should develop procedures for review of proposed industrial/commercial operations that require review of air quality permits and make recommendations or identify issues with the New Mexico Air Quality Bureau. Building permits should not be issued unless the reviews insure that all other environmental impacts and issues are addressed before or as part of the plan review.	E.1.3.5	Same



**City of Las Cruces**<sup>®</sup>  
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# City Council Work Session

Admin Update

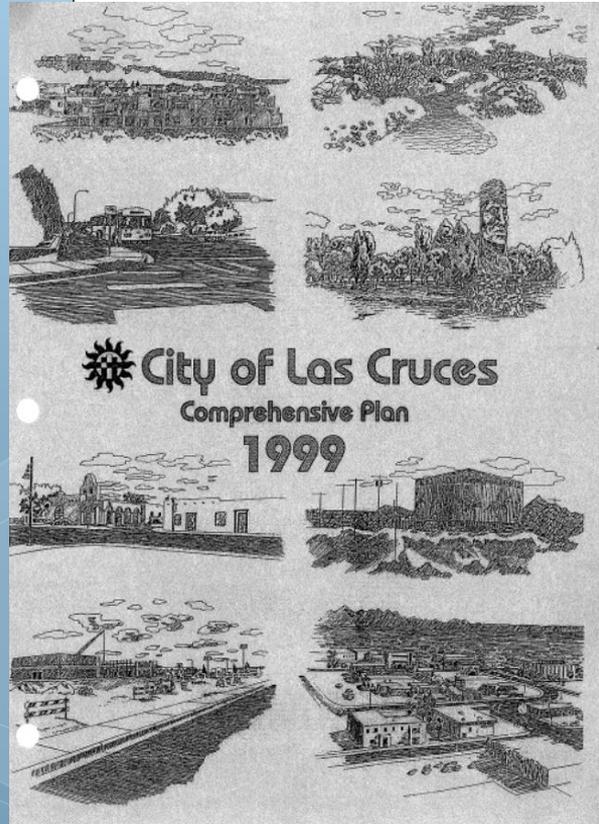
Comp Plan

June 24, 2013

# Agenda

1. Comp Plan Background (3 min)
2. Update Process (5 min)
3. Admin Plan Changes (5 min)
4. Next Steps/Questions (2 min +)

# City Comprehensive Plan



- Sets policy related to use and physical development
- Serves guide on financing and capital improvements
- Looks long-range, over 10 years
- Covers a wide array of topics across all City Departments

- State Statute
  - Comp plans not mandatory
  - Must conform to zoning ordinance
- State Statute proposed legislation
  - Replace master plan language
  - Add suggested elements
- City Municipal Code
  - Require prepare comp plan, review 10 yrs

**Proposed Statute Elements:**

1. Community Profile
2. Land Use & Housing
3. Transportation
4. Water Resources
5. Public Facility & Services
6. Natural Resources
7. Economic Development
8. Implementation

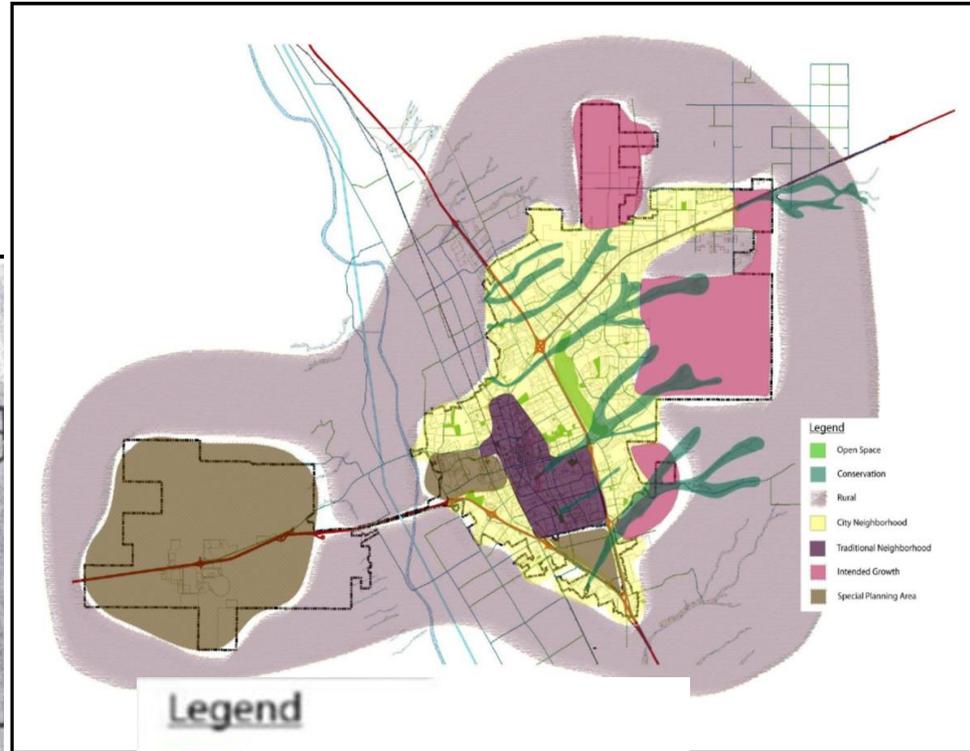
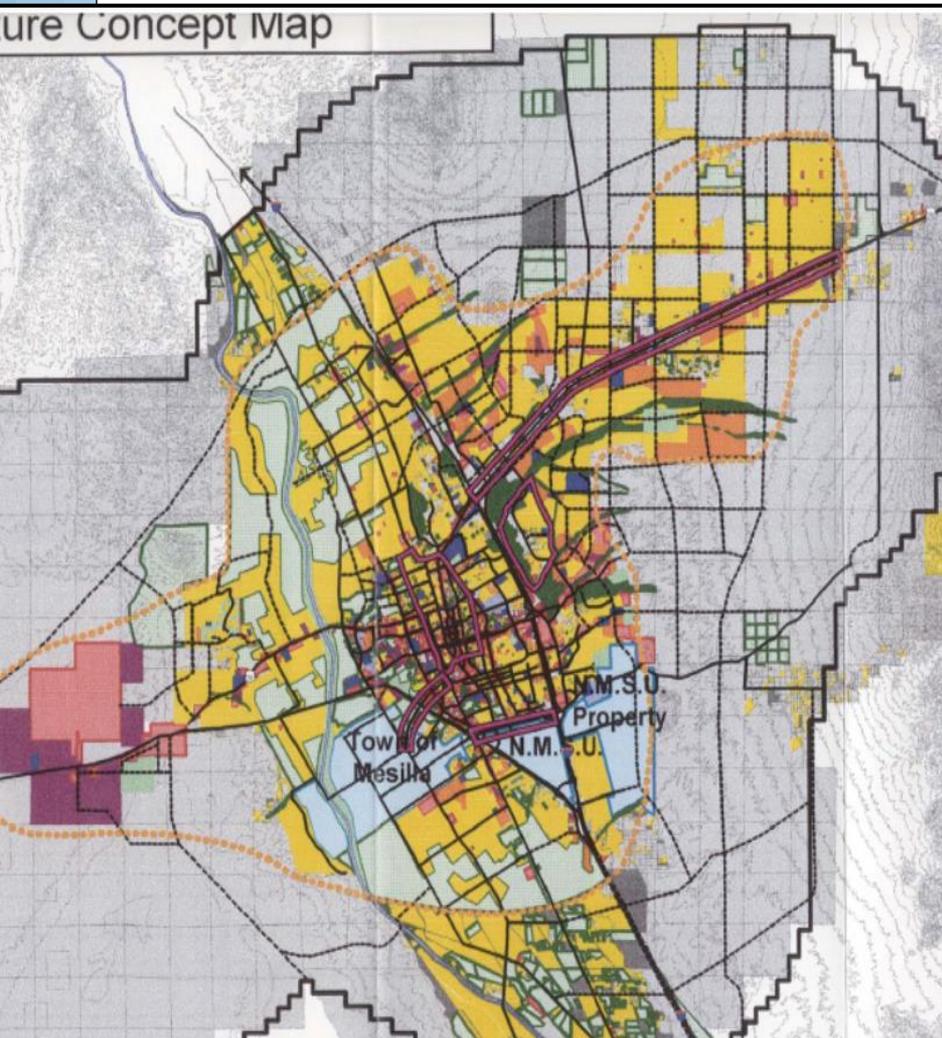
# Long-Range Plan Components

- **Vision (Purpose)** - Overarching future image
- **Data** - Info and/or maps on the past and current condition broken into elements or resource topics
- **Goals** - General statements of ideal future conditions that include values and cannot be measured
- **Strategies, Objectives, and/or Policies** - Preferred ways to carry out goals - usually measurable
- **Actions** - Specific ways, procedures, programs, or techniques to accomplish or implement goals or strategies telling you the how, who, when, how much it may cost, or what progress is made to date

# Comp Plan 2040

- 2012
  - Evaluation of other comp plans
  - Pre-evaluation of 1999 City Comp Plan
  - Schedule/Public Engagement Plan Prep
  - Existing Land Use Inventory
  - Process/Concepts Council WS 10-22-12

# Context-Based vs. Use-Based



# Comp Plan 2040

- Jan - May 2013
  - Process/Concepts P&Z WS 1-15-13
  - P&Z Schedule/Public Engagement
    - WS 2-19-13
    - CM Newsletter 3/8/13
    - Approved 3-26-13
  - Existing Land Use Inventory (clean up)
  - IWG, admin plan starting 3-13-13

## **Schedule**

- Tentative scope outlining the process phases and major activities envisioned to update the 1999 Comp Plan

## **Public Engagement Plan**

- Describes the proposed outreach and engagement strategies

Where find? [www.las-cruces.org/lc2040compplan](http://www.las-cruces.org/lc2040compplan)

## Refer to Attachment A

### Schedule Phases: City of Las Cruces Comprehensive Plan 2040

\* Quarters are by fiscal year

Phase	Work Days	Start Date	Finish Date	2013		2014				2015					
				Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2
Phase 1: Admin Update-Analysis	175	Mar 2013	Sept 2013	5 Months											
Phase 2: Plan Development	300	Sept 2013	Nov 2014			14 Months									
Phase 3: Plan Refinement	100	Nov 2014	Mar 2015								4 Months				
Phase 4: Adoption	150	Mar 2015	Sept 2015									6 Months			
Phase 5: Close-out (Internal)	25	Sept 2015	Dec 2015											2 Mo	

## Phase 1 Admin Update

- Remove obsolete goals-policies
- Delete completed actions
- Make changes to reflect current operational procedures and/or plans adopted since 1999
- Update data-text (Phases 1&2)
- Update vision statement
- Start reorganization-formatting changes

## Phase 2-5 Comp Plan Tasks

- Engage all stakeholders (i.e. public, focus groups)
- Consider new goals-policies-actions not reflected in current procedures and/or plans
- Complete additional update of data-information
- Validate city-wide vision statement
- Consider adding measures to goals-policies
- Address changes in Admin Update Council defers

## Potential Items Phases 2-5

- Map-define goals & policies for activity centers/corridors
- Identify potential locations for TODs
- Further refine Context-Sensitive Thoroughfare classification policies
- Identify actions, inc dept and timeframes
- Identify-map annexation areas by 2040

## Major Activities Phase 2:

- Rethink timing-events (funding sensitive)
- Stakeholder-public engagement
- Kick-Off Event
- Comp plan opinion survey
- Charrette
- Draft 1 Plan
- Work-in-Progress Event

- First public event
- Open to everyone
- Introduce the plan process
- Exercises drive opinion survey-charrette
  - Preliminary vision statement
  - SWOT
  - Preliminary planning-activity areas



- Collaborative event open to all
- Educational event to define-explain points
- Workshops (Tentative 4 different locations)
  - Refine vision
  - Identify issues-opportunities
  - Validate-identify goals
  - Further develop planning areas
  - Further identify-define activity centers-corridors



## Major Activities Phase 3-5:

- P&Z/Council Work Sessions
- As needed, stakeholder meetings
- Prepare Drafts 2-3 Comp Plan
- Adoption process via P&Z/Council Work Sessions-Hearings



# Frequency

- Regularly-referenced policies by CDD
- Refer to Attachment D
  - Land Use Element
    - Commercial, residential, PUD, Infill
  - Urban Design Element
    - Mixed use, site planning, open space, parks

# Admin Changes

- Iterative process, so expect refinements as move through process
- Focus is on text not visuals, formatting, etc.
- Staff-driven phase, engagement in later phases

# Admin Changes

- Make policies clearer, more direct
- EXAMPLE: Policy LU.1.8.5
  - Use 'Create additional incentives to encourage infill development' vs. 'Incentives to create infill development will be considered for all types of development in the infill area'

# Admin Changes

- Kept some passive tense if expect edits
- EXAMPLE: Policy GM.1.2.7
  - Mixed use policy w/in 1 mile radius
    - 40% Single-Family
    - 10% Multi-Family
    - 20% Non-Residential
    - 30% Miscellaneous

# Admin Changes

- Subject of the policy was too specific
- EXAMPLE: Policy ED.1.1.1
  - Use 'Coordinate the recruitment, retention, and expansion of businesses and industries in Las Cruces.' vs. 'MVEDA should coordinate the development of existing & new businesses and industries to Las Cruces on behalf of CLC.'

# Admin Changes

- Reorganization to remove duplication and consolidation (in process)
- **EXAMPLES:**
  - Moved all existing conditions to one section
  - Moved growth management to one section
  - Converted text to tables in Transportation

# Themes

- Organize by themes to mitigate 'silo effect'
- Phenomenon when plan format results in failure to see connection throughout plan, often resulting in duplication of efforts and inefficient use of resources.
- Proposed themes make sense?
- Make changes Phase 1 or Phase 2?

# Themes



# Admin Changes

- Many policies mimic or have too much detail
- Several still remain
- **EXAMPLES:**
  - Application submittal processes (i.e. master plans, plats) - operational items not comp plan
  - Buffering and screening matrices do not match Zoning Code - broad to support ZO
  - Traffic impact study, detailed roadway standard requirements

# Admin Changes

- Building upon/folding in current terminology
- EXAMPLES:
  - Future Concept Map - context vs. use based
  - Complete Streets and thoroughfare types

Thoroughfare Type								
Functional Class	Freeway Expressway Parkway	Rural Highway	Suburban Arterial	Boulevard	Avenue	Street	Rural Road	Alley Rear Lane
Principal Arterial								
Minor Arterial								
Collector								
Local								

- Jobs-Housing balance concept OVOV 2040

# Admin Changes

- Since 1999, many actions-policies done
- Refer to Attachment C
- EXAMPLES:
  - Community Facilities (e.g., convention center)
  - Approval of area plans/overlays
  - Adoption of several codes
    - 2001 Zoning Code Rewrite
    - Noise & dust/erosion control ordinance

# Next Steps

- June - Dec 2013
  - Continue Existing Conditions
  - Modify Schedule/Public Engagement Plan
  - Reorganize admin plan into themes?
  - Admin Update Adoption Process

# Next Steps

- June - Dec 2013 Tentative Timing

Event	PEP	Modified Plan If Themes
P&Z WS Admin Plan	June 18	June 25
Reorganize themes and IWG	N/A	July
P&Z WS Admin Plan	July 16	Late Aug ?
P&Z Hearing Admin Plan	July 23	Sept 24
Council WS Admin Plan	Aug 12	Oct ?
Council Hearing Admin Plan	Sept 16	Nov ?

