City of Las Cruces®

PEOPLE HELPING PEOPLE

Council Action and Executive Summary

Item # 17 Ordinance/Resolution# 16-095

For Meeting of _____ (Ordinance First Reading Date)

For Meeting of October 5, 2015 (Adoption Date)

Please check box that applies to this item:

☐ QUASI JUDICIAL ☒ LEGISLATIVE ☐ ADMINISTRATIVE

TITLE: A RESOLUTION ADOPTING THE AMADOR PROXIMO COMMUNITY BLUEPRINT.

PURPOSE(S) OF ACTION:

Adopt blueprint.

COUNCIL DISTRICT: N/A		
Drafter/Staff Contact: Andy Hume	**Department/Section:** Community Development / Planning & Neighborhood Services	**Phone:** 528-3048
City Manager Signature:	Daniel Ocle	

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

A wide variety of area stakeholders, City staff, and interested citizens participated in the Amador Próximo charrette to offer ideas and strategies for planning and redevelopment. The charrette was held June 25-29, 2015. The project consultant, PlaceMakers, provided the attached draft blueprint that includes a vision, goals, and tasks to spearhead redevelopment. The draft report has been available in various formats for public and staff review since July 27, 2015.

The Amador Próximo planning area is as follows: Amador Avenue (south), Valley Drive (west), Hadley Avenue (north), and the railroad tracks (east). Generally, the planning area is made up of underutilized parcels of industrial and commercial land uses. The entire planning area is within the Infill Overlay Zone defined by the Zoning Code.

The charrette was held to coalesce a range of input and experience and build an integrated approach to planning and redevelopment for the area. The resulting goals were endorsed by City Council on August 17, 2015, through Resolution 16-044. They are as follows:

- Leverage industrial and agricultural heritage;
- Pursue growth in bite-sized increments;
- Build on what is already in place to achieve a more walkable/bikeable mix of commerce and housing;
- Provide better connections between where people live and work; and

- Develop an expanded range of housing and job choices.

On August 25, 2015, the Planning and Zoning Commission recommended approval of the plan to City Council, with amendments, by a vote of 6-0. The amendments included two key items: 1) An expanded section on transportation options (page 22) within and connecting to the planning area, and 2) An implementation section (page 6) that outlines land use, infrastructure and platting details not contained in the previous version. These amendments are vital to making the blueprint a basis for well-organized redevelopment.

SUPPORT INFORMATION:

1. Resolution.
2. Exhibit "A", Amador Próximo Community Blueprint.
3. Attachment "A", Planning and Zoning Commission meeting draft minutes from August 25, 2015.
4. Attachment "B", Planning and Zoning Commission Comments.

SOURCE OF FUNDING:

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

BUDGET NARRATIVE

N/A

FUND EXPENDITURE SUMMARY:

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

OPTIONS / ALTERNATIVES:

1. Vote "Yes"; this action will adopt the draft Amador Próximo Community Blueprint.

2. Vote "No"; this action will deny adoption of the draft Amador Próximo Community Blueprint.
3. Vote to "Amend"; this action would modify the Resolution and provide further direction to staff.
4. Vote to "Table"; this action will delay adoption of the draft Amador Próximo Community Blueprint.

REFERENCE INFORMATION:

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

1. Resolution 16-044.

RESOLUTION NO. 16-095

A RESOLUTION ADOPTING THE AMADOR PROXIMO COMMUNITY BLUEPRINT.

The City Council is informed that:

WHEREAS, the planning area within the Amador Próximo Community Blueprint is bounded by Amador (south), Valley (west), Hadley (north), and the railroad tracks (east); and

WHEREAS, the planning area is generally made up of underutilized former industrial and commercial sites; and

WHEREAS, the planning area is within the City's Infill Overlay Zone; and

WHEREAS, area stakeholders, City staff, and many interested citizens participated in the Amador Próximo charrette held June 25-29, 2015; and

WHEREAS, the attached community blueprint includes goals and tasks to promote an integrated approach to area infill and redevelopment; and

WHEREAS, on August 17, 2015 City Council adopted Resolution 16-044 endorsing the vision and goals of the blueprint; and

WHEREAS, on August 25, 2015 the Planning and Zoning Commission recommended approval of the plan, with amendments, by a vote of 6-0.

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

(I)

THAT the Amador Próximo Community Blueprint, as shown in Exhibit "A," attached hereto and made part of this Resolution, is hereby adopted.

(II)

THAT City staff is hereby authorized to do all deeds necessary in the

accomplishment of the herein above.

DONE AND APPROVED this _____ day of _____20___.

APPROVED:

_____
Mayor

ATTEST:

_____
City Clerk

(SEAL)

VOTE:
Mayor Miyagishima: _____
Councillor Silva: _____
Councillor Smith: _____
Councillor Pedroza: _____
Councillor Small: _____
Councillor Sorg: _____
Councillor Levatino: _____

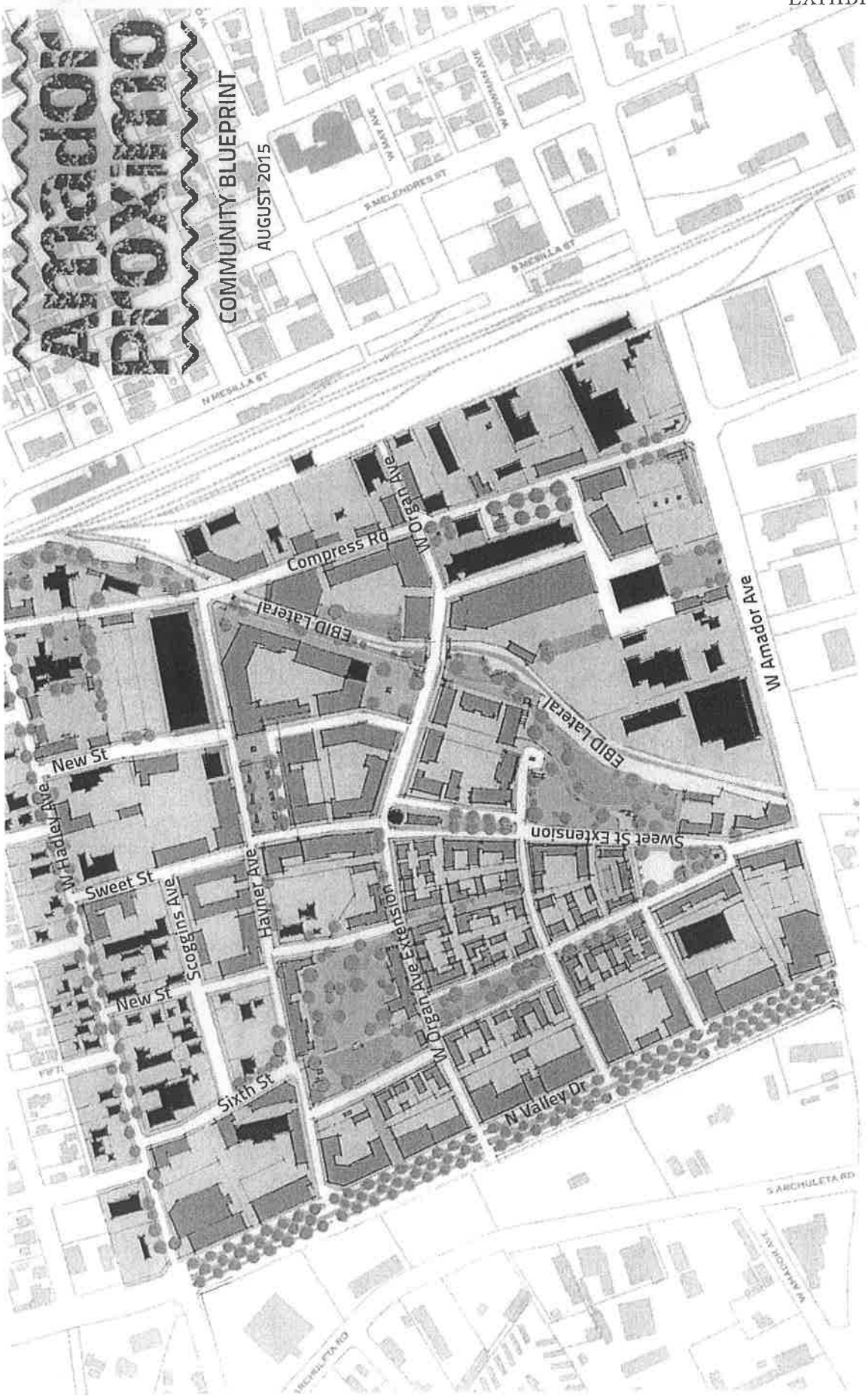
Moved by: _____

Seconded by: _____

APPROVED AS TO FORM:

_____
City Attorney

EXHIBIT "A"


Amador Proximo
COMMUNITY BLUEPRINT
AUGUST 2015
Compress Rd
W Organ Ave
EBID Lateral
W Amador Ave
New St
W Hadley Ave
Sweet St
Scoggins Ave
Hayner Ave
Sweet St Extension
W Organ Ave Extension
Sixth St
N Valley Dr
S MELENDRES ST
S MESILLA ST
N MESILLA ST
W MAY AVE
W DOWMAN AVE
S ARCHULETA RD
W AMADOR AVE

PLANNING TEAM

CITY OF LAS CRUCES

Mayor and Council

Ken Miyagishima, Mayor

Miguel Silva, City Councillor, District 1

Greg Smith, City Councillor, District 2

Olga Pedroza, City Councillor, District 3

Nathan Small, City Councillor, District 4

Gill Sorg, City Councillor, District 5

Ceil Levatino, City Councillor, District 6

Robert Garza, City Manager

Mark Winson, Assistant City Manager

Daniel Avila, Assistant City Manager

Community Development

David Wier, Community Development Director

Andrew Hume, Downtown Planning Coordinator

Planning and Zoning Commission

Mayor Ken Miyagishima

William Stowe, Vice Chair, District 1

Charles Beard, Secretary, District 2

Ruben Alvarado, District 3

Godfrey Crane, Chair, District 4

Joanne Ferrary, District 5

Kirk Clifton, District 6

PLACEMAKERS, LLC

Planning Consultant Team

Susan Henderson, Project Director

Hazel Borys, Performance + Coordination

Ben Brown, Communications + Facilitation

Scott Doyon, Communications

Andrew von Maur, Community Design + Illustration

R. John Anderson, Residential Design + Illustration

ICHARRETTE WEBSITE

Las Cruces Community Input

http://www.amadorproximo.org/

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NEIGHBORHOOD CONTEXT

Historic Amador Neighborhood Re-imagined

A healthy, prosperous community does a lot of things at once. It provides housing choices for a broad range of ages and incomes. It has options for attending to most daily needs without relying exclusively on cars. It has jobs close to where people live to cut down on the time and expense of commuting and to assure employers access to potential employees.

The Amador neighborhood could be such a place — provided redevelopment is carefully planned to get the right mix of housing, workplace and services, and provided the new version of the neighborhood complements the aspirations of residents and businesses nearby.

The best way to do all that is to plan the redevelopment together. Amador Proximo leverages the experience and expertise of neighbors, property owners, City of Las Cruces staff, elected officials and community non-profits to shape the Blueprint.

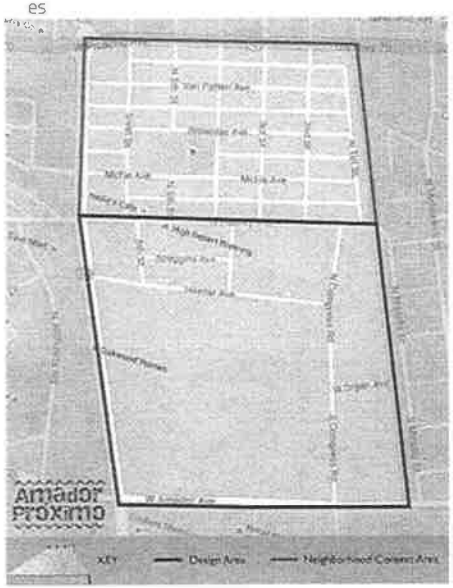
To do this, the City of Las Cruces planning staff and elected officials joined residents and business leaders June 25 - 29, 2015 to create a new neighborhood plan bounded by S Mesilla Street, W Hadley Avenue, Valley Drive and West Amador Avenue,.

It's an opportunity, says David Weir, City of Las Cruces Community Development Director, to 'build off previous planning efforts" to create 'a demonstration project." The idea, he says, is to not only suggest ways to redevelop this former industrial area but to also provide 'an example for other areas of the City."

While the neighborhood's assets have been underutilized in the recent past, a variety of residences and businesses have located here, with others suggesting they'd consider relocating if the mix of opportunities was right. That makes the area ideal for testing the City's strategies for encouraging more integrated approaches to infill and redevelopment.

Among those goals:

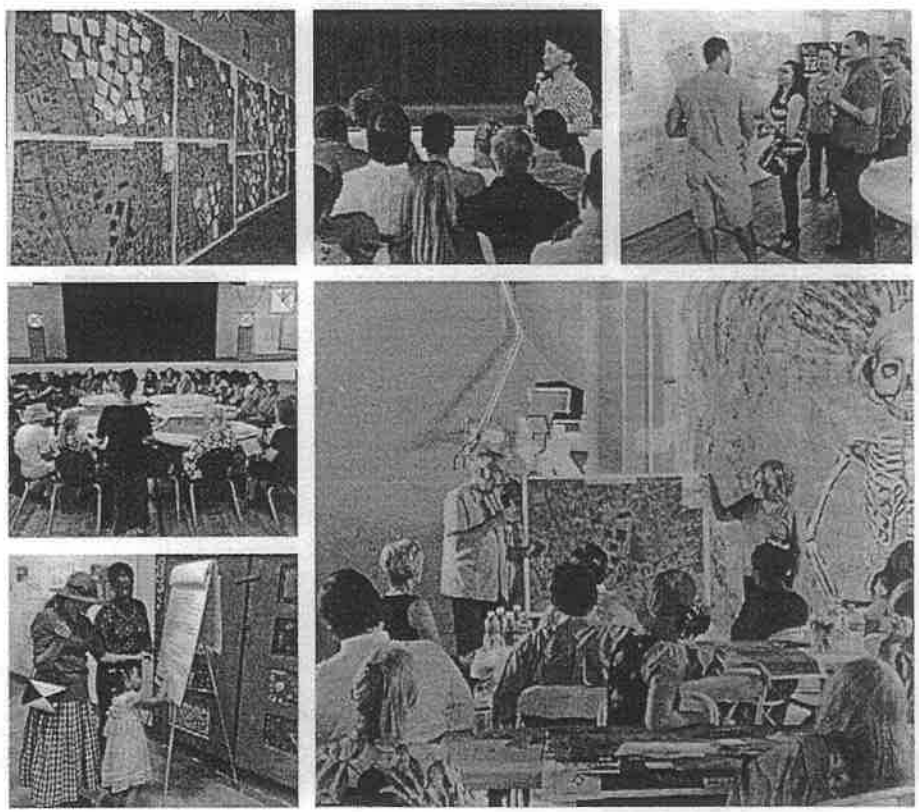
* Leverage industrial and agricultural heritage
* Pursue growth in bite-sized increments
* Build on what is already in place to achieve a more walkable/bikeable mix of commerce and housing
* Provide better connections between where people live and work
* Develop an expanded range of housing and job choices



COMMUNITY PLANNING EFFORT

Amador Proximo is a Community-Driven Plan

Through a week-long community charrette and ongoing public input on the project iCharrette website, http://www.amadorproximo.org/, the neighborhood blueprint was developed in collaboration with local residents, businesses and non-profits. Landowners, developers and employers chimed in as a reality check, to make the plan responsive to real market pressures and near term buildable programs. The round-table collaboration also provided opportunities to build working relationships and connections. While there are many challenges and issues to address, sitting together with the City of Las Cruces Department Directors as well as New Mexico Department of Transportation helped test the waters for infrastructure constraints and requirements.



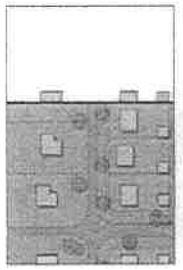
W Hadley Ave
Sweet St
Sixth St
Hayner Ave
EBID Lateral
Compress Rd
W Organ Ave
N Valley Dr
EBID Lateral
W Amador Ave
Legend
ADO-2
ADO-5
ADO-6
C-2
C-2C
C-3
C-3/M-1/M-2
C-3/M-1/M-2C
C-3/M-2C
C-3C
C-3C/M-1/M-2C
M-1
M-1/O-2
M-2
M-2C
PUD
R-1a
R-2
R-3
R-4
R-4C

INTENSITY KEY
- Low
- Medium
- High
- Parks

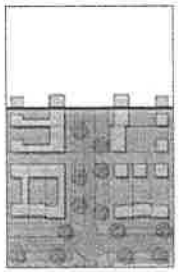
AMADOR COMMUNITY BLUEPRINT
LAS CRUCES, NM
AUGUST 2015

Amador Próximo

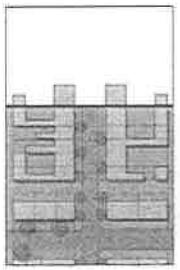
DEVELOPMENT INTENSITIES
Proposed
5



Low Intensity Amador Low Intensity development will be mostly single family and medium density multi-family residential, including town-houses and duplexes. The housing will be augmented with neighborhood-scaled services and retail, along with parks and trails that also serve as stormwater management.



Medium Intensity Medium to high density residential are buffered from major arterials by retail, office, restaurants, entertainment and employment centers. Artisanal manufacturing may occur in this area as well. This part of the neighborhood has parks and plazas that serves as gathering spaces and stormwater detention.



High Intensity This portion of the Amador neighborhood may have high density housing, but is largely employment and industrial uses along the tracks. Maker spaces work well as a buffer between the industrial uses and the other uses of the neighborhood.

ENTITLEMENT STRATEGY

The Amador neighborhood falls into the Infill Overlay District which permits flexibility in uses, infrastructure, and expedited permitting. This overlay with the intensities mapped on page 5 and described to the left shall provide the framework for development within the planning area.

Uses

Most areas within the neighborhood will develop as mixed use with higher intensities of retail along Valley Dr. and higher intensity of industrial east of Compress. The neighborhood-scale mixed use along Hadley Ave. is expected to intensity over time as the streetscape improvements are made.

Employment centers are desired within the neighborhood, and as they arrive, higher density residential should follow. However, the scale of the residential development should be within small block structure as is provided in the Illustrative plan on page 7.

Infrastructure

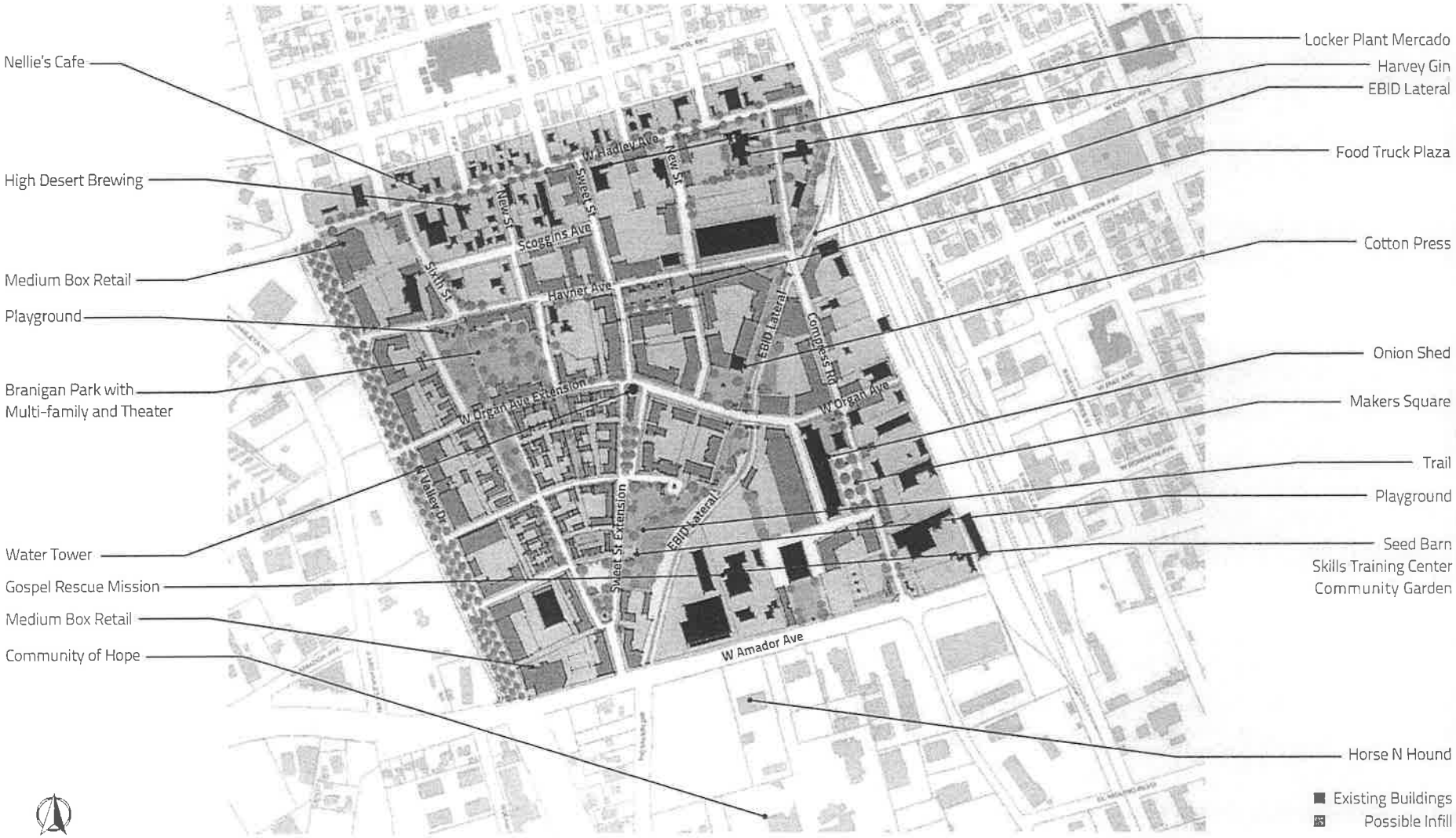
Hadley, Hayner, and eventually Compress must have streetscape improvements to incentivize new development. This should be a City of Las Cruces investment to leverage the potential employment base of the neighborhood. As development intensifies, landowners and developer groups will be responsible for the additional streets required to achieve the development capacity of the neighborhood. Two new streets are proposed east and west of Sweet. Organ should be extended through the neighborhood to Valley Drive over time, and Sweet St. should be extended south to Amador.

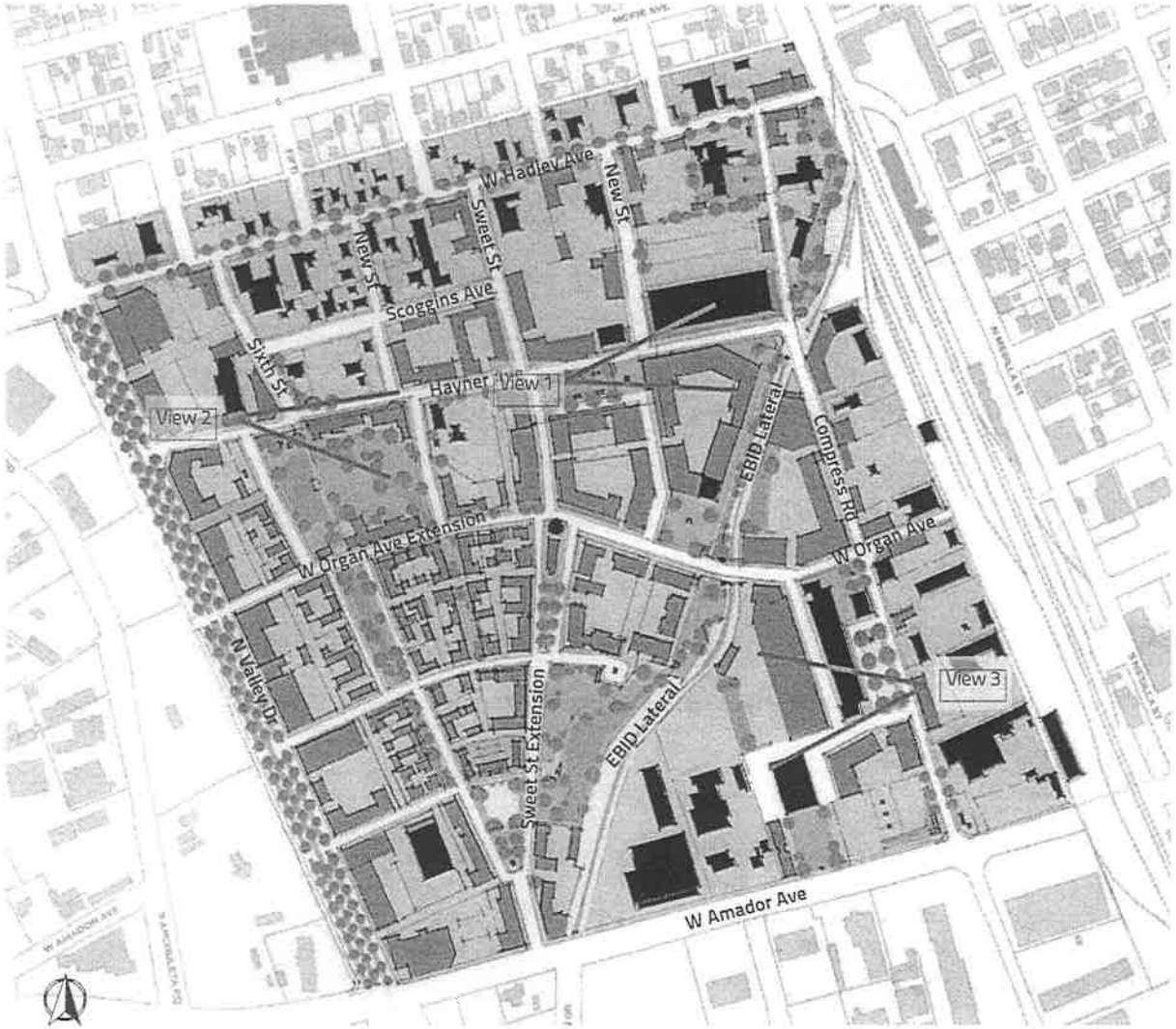
As final designs are made on the Valley Drive improvements with NM DOT, this process recommended an access lane that would permit businesses to continue to function during the construction process. This lane would be a slow speed urban section on either side of the higher speed main lanes. With on street parking and generous sidewalks, it would create a very urban edge along Valley Drive and build notable economic value on this corridor. See proposed schematic section and plan on pages 26 and 27.

This very flat site will have stormwater management issues as impervious surface is added. A strategy for local detention includes many public parks, playgrounds, trails, and community gardens throughout the neighborhood. While technically functional, these spaces provide a valuable amenity to the neighborhood.

Platting

This Blueprint requires a significant degree of platting to achieve the goals of the community and landowners that participated in the process. This Blueprint shall be considered under the Infill Subdivision Process per the Las Cruces, New Mexico Land Development Code, Chapter 37, Article V. With the extensive charrette process conducted June 25 - 29, 2015, platting that conforms with the Blueprint Illustrative Plan should be approved ministerally by the Planning Commission.


Nellie's Cafe
High Desert Brewing
Medium Box Retail
Playground
Branigan Park with
Multi-family and Theater
Water Tower
Gospel Rescue Mission
Medium Box Retail
Community of Hope
Locker Plant Mercado
Harvey Gin
EBID Lateral
Food Truck Plaza
Cotton Press
Onion Shed
Makers Square
Trail
Playground
Seed Barn
Skills Training Center
Community Garden
Horse N Hound
Existing Buildings
Possible Infill
W Hadley Ave
New St
Sweet St
Scoggins Ave
Sixth St
Hayner Ave
W Organ Ave Extension
W Organ Ave
Valley Dr
Sweet St Extension
EBID Lateral
Compress Rd
W Amador Ave



VIEW 1: EMPLOYMENT ON HAYNER

VIEW 2: HOUSING AT BRANIGAN PARK

VIEW 3: MAKERSPACE ON COMPRESS

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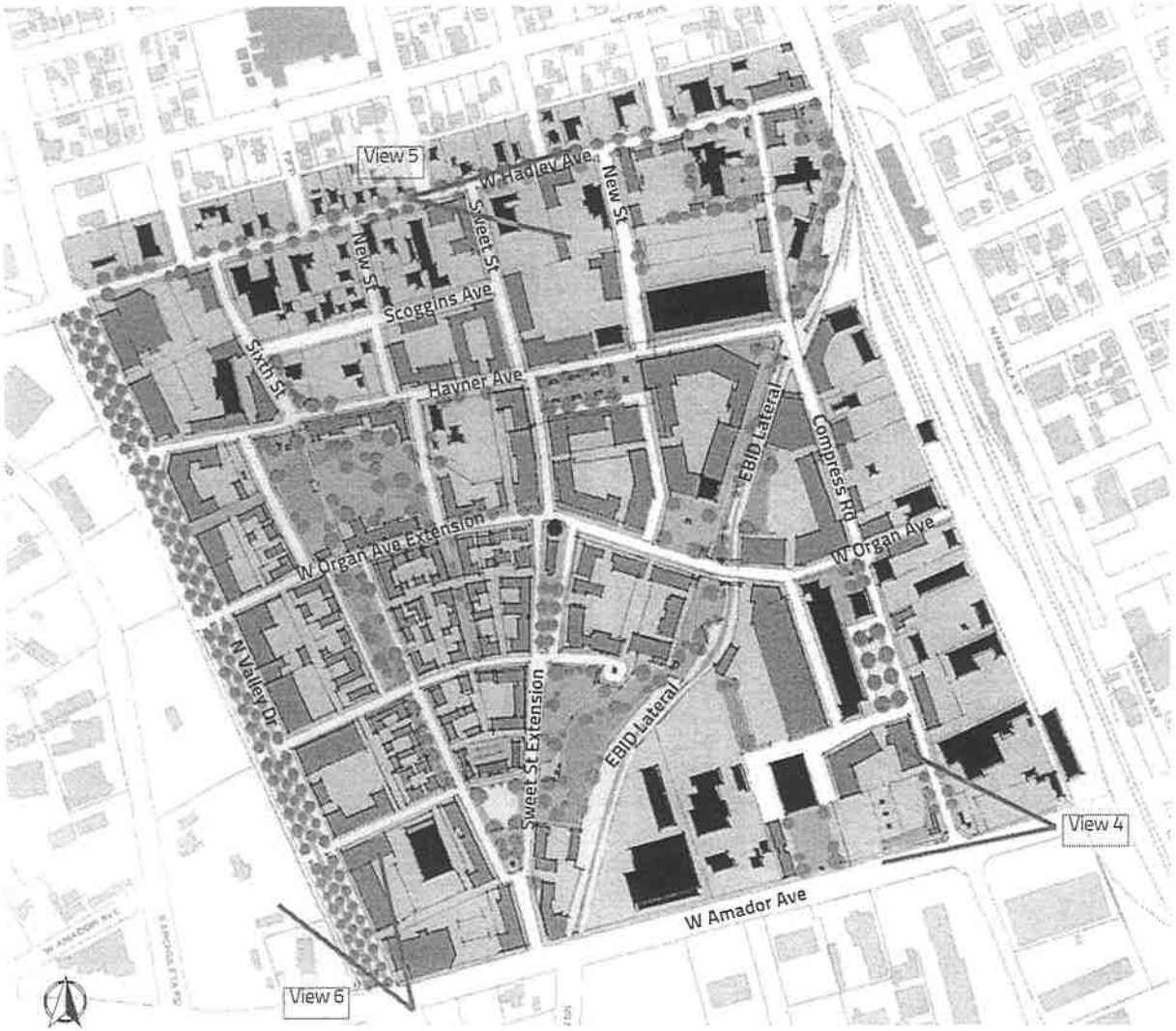


VIEW 4: GATEWAY ON AMADOR

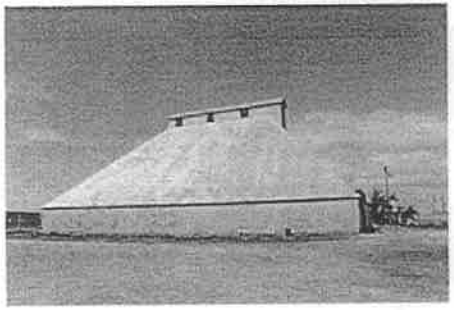
VIEW 5: HADLEY AVE INFILL

VIEW 6: VALLEY DR ACCESS LANE

CHALLENGES AND OPPORTUNITIES

Legacy of Agriculture and Industry

Amador Proximo's historic connection to the City's legacies of agriculture and industry gives it a special identity. And while its assets have been under utilized in the recent past, a variety of residences and businesses have located there, and others have indicated they would consider relocating if the mix of opportunities was right. That makes the area ideal for testing the City's strategies for encouraging more integrated approaches to redevelopment.



Complete Community

The Amador Proximo Community Blueprint uses approaches to future development and redevelopment that make it more likely to broaden opportunities for employment, expand the range of housing choices, and increase options for walking or biking to most daily needs, instead of relying only on cars.

Visual and Performing Arts

Community members support encouraging the arts and artists, many of whom are established in the neighborhood.

Safe Transportation Options

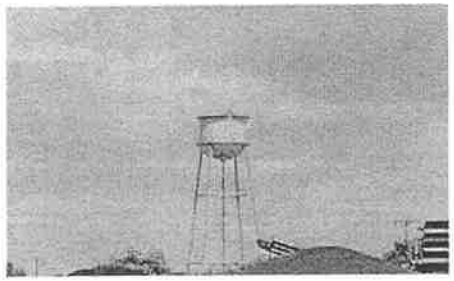
There was enthusiasm for expanding choices for safe walking and cycling, both within the interior of the neighborhood, and on the busy arterial roads on the periphery. One goal is to upgrade Valley Drive to include greater pedestrian and cycling facilities with on street parking — all without slowing down through traffic. This also allows existing business to continue to operate profitably during the road construction process because of phased access lanes.

Mixed-Use Development

Lots of participants had ideas for attracting the right mix of residential and commercial development appropriate for the neighborhood while maintaining its historic industrial uses. What might new choices in reasonably priced rental housing look like? How about converting some of the old industrial sites to 'maker spaces" or to new green industry uses such as 3D printing?

Preserve the Neighborhood's Iconic Characteristics

Neighbors identified with the water tower and the historic seed barn. Perhaps the tower could be painted in 'funky colors," to honor both the history and the offbeat artistic character now associated with the area.



Respect Homeless Population Challenges

Two non-profits provide services to the homeless, including transitional housing, food, counseling and childcare. These new planning strategies expand job opportunities and plan for a broader range of housing and transportation choices for everyone, including those at the lowest income levels.

Parks, Open Spaces, and Community Gardens

Participants favored creating a system of parks, trails and playgrounds to tie the neighborhood together, to nurture healthy, active lifestyles for kids and adults, and to deal with stormwater challenges. Development should build on the regional success of La Semilla community gardens, and consider a community kitchen to process and market some of the harvest as well as incubate small business and offer jobs training.

Water and Stormwater

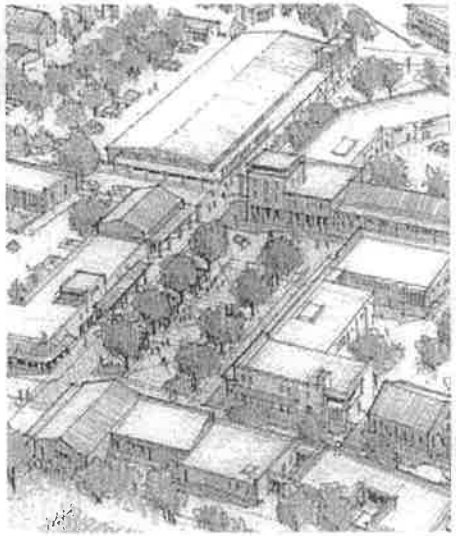
Encourage a greening of redevelopment with a minimum of impervious surfaces, neighborhood-scaled storm water management and a 'skipping stone" concept of parks, walking paths, and community gardens.

Jobs and Investment

New development should allocate and connect space in ways that attract new investment without trying to transform the area into something it's not. There should be opportunities for growing existing small businesses and for inventing new ones, and for buying or renting homes at prices affordable to a broad range of people.

Food Truck Plaza

In the old industrial area off Hayner Avenue, where a new business might locate, a new plaza is proposed with food trucks supplying the casual dining experience and informal meeting opportunities.



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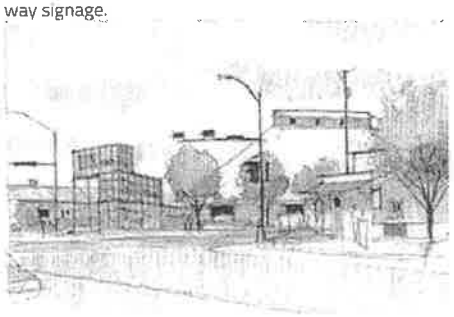
Makerspace

Makerspaces, or flexible facilities that provide an opportunity for start-up businesses (anything from a welder to a 3D printer or an artist) to rent small space to grow an idea into a viable livelihood, are appropriate at several locations throughout the Amador neighborhood. At Compress, designers tried out the idea of makerspace as infill with the historic agricultural buildings.

Gateway Identity

Development should look for places to signal gateways into the neighborhood. At Compress and West Amador, an entry feature could pay homage to the community's industrial and agricultural history as well as its new life, with stacked cotton trailers making for impressive gateway signage.



Complete Streets

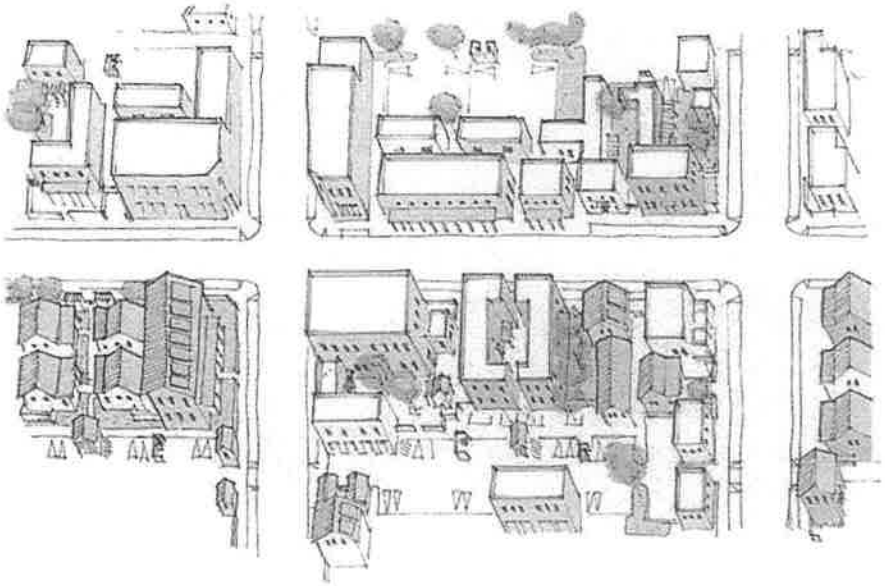
On Hadley, where Nellie's Café and the High Desert Brewery are located, take the opportunity to "complete the street" with more mixed-use development connected with cycling and pedestrian facilities.

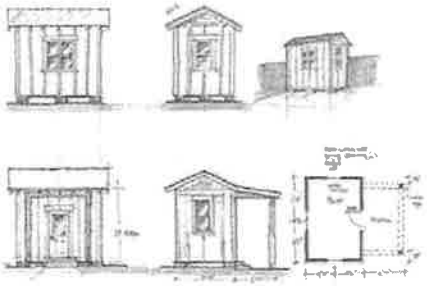
Infill Housing

Along the edges of the popular Branigan Park there could be small-scale housing infill to take advantage of recreational access to the park. With the higher densities proposed for affordable housing options, these units could be duplexes and triplexes that are family-oriented with park frontage.

Expand Housing Options

Housing type and scale should feel appropriate in the West Amador neighborhood. The large illustration below shows a range of single family homes, duplexes, 4-plexes, 6 to 8-unit walk-up apartment buildings and cottage courts mixed in with retail and commercial uses. This sort of live-work-play structure contributes to an affordable lifestyle as well as encouraging active transportation options for commutes and school.





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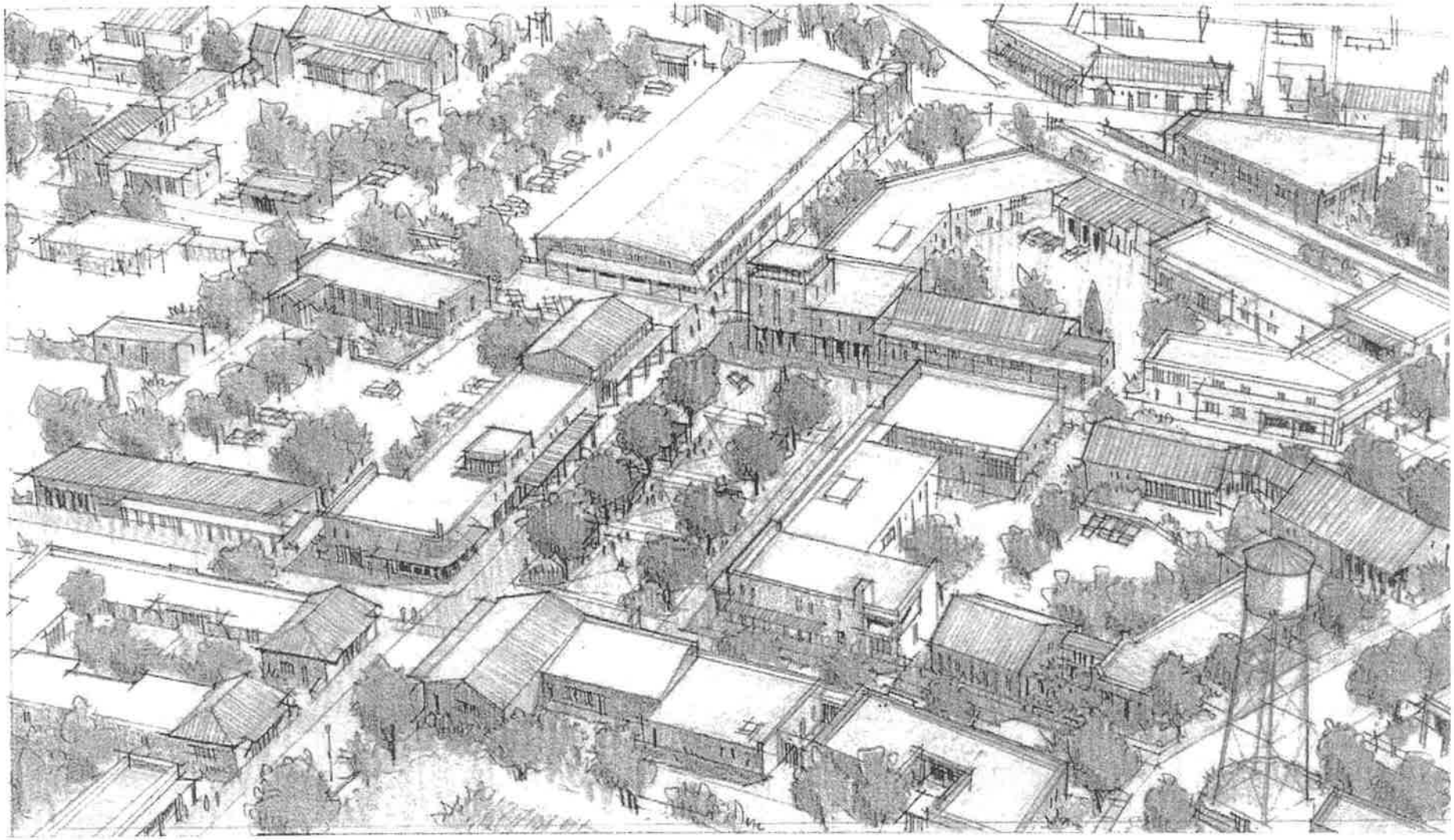
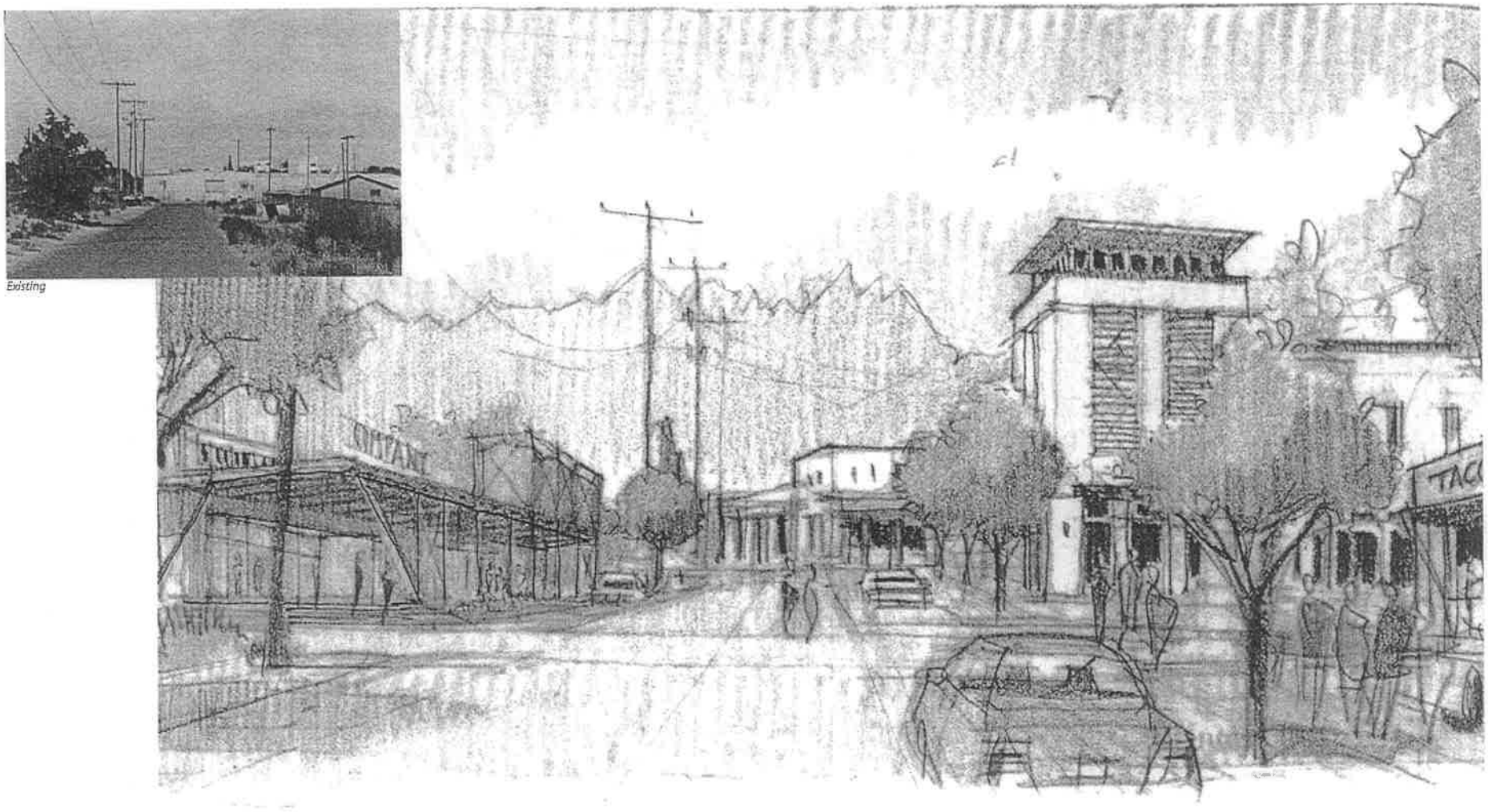




Existing

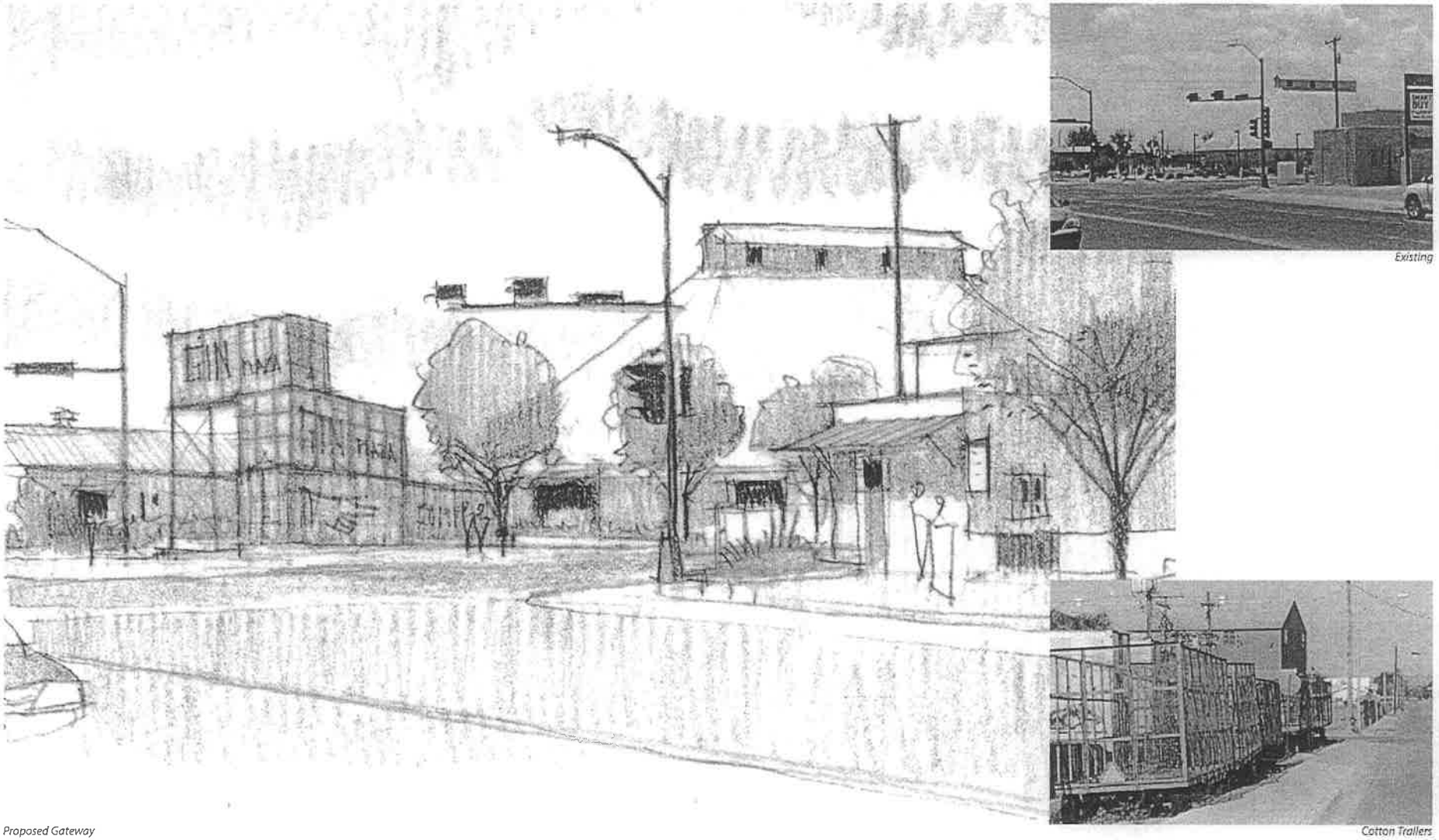
Proposed Redevelopment

Existing

Infill Housing Proposed

Proposed Infill

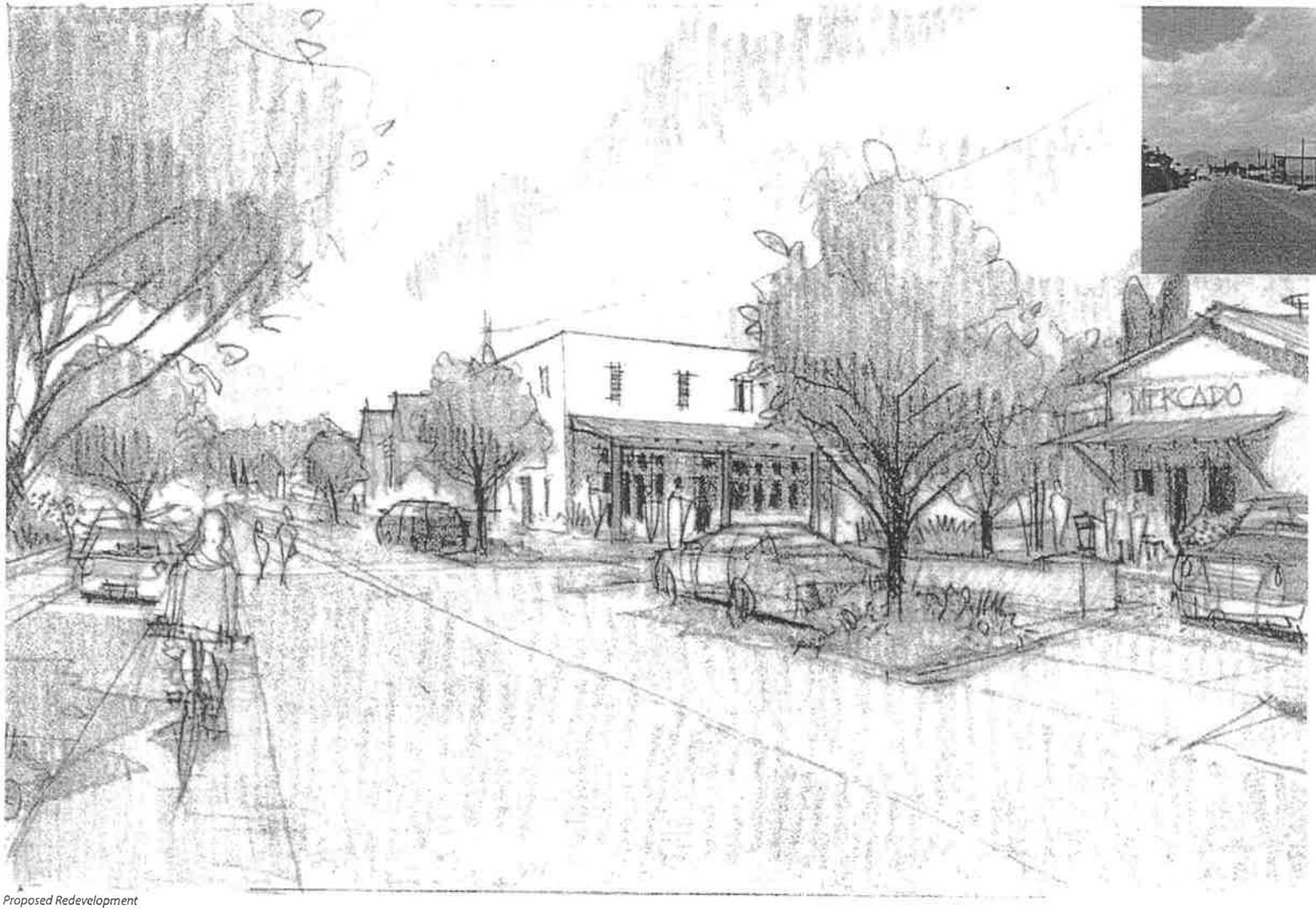
Existing



Existing

Proposed Gateway

Cotton Trailers



Proposed Redevelopment

Existing

Existing

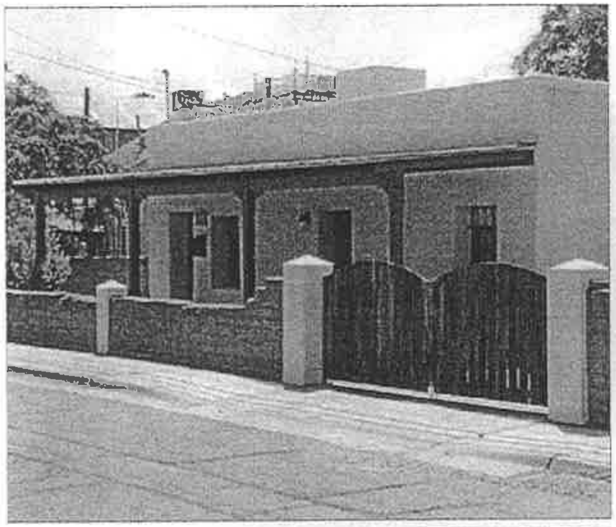
Proposed Access Lane and Redevelopment

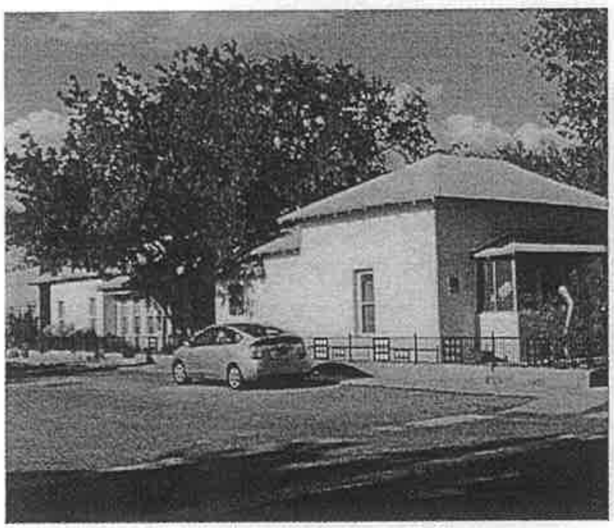
LOW INTENSITY>> MEDIUM INTENSITY >>> HIGH INTENSITY

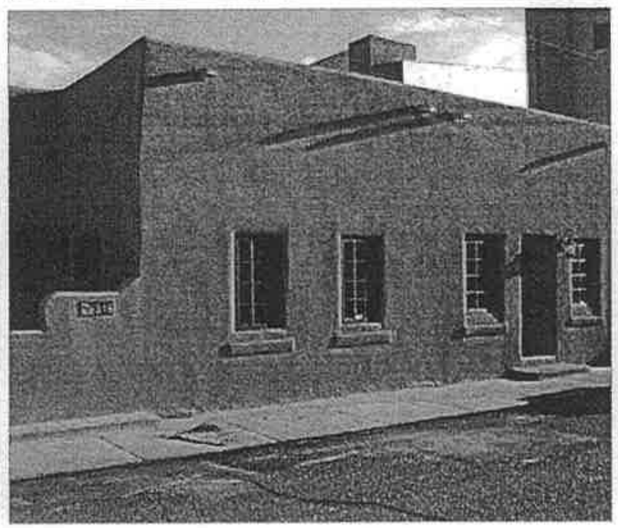
COTTAGES

DUPLEX/TRIPLEX/QUADPLEX

WALKUP APARTMENTS







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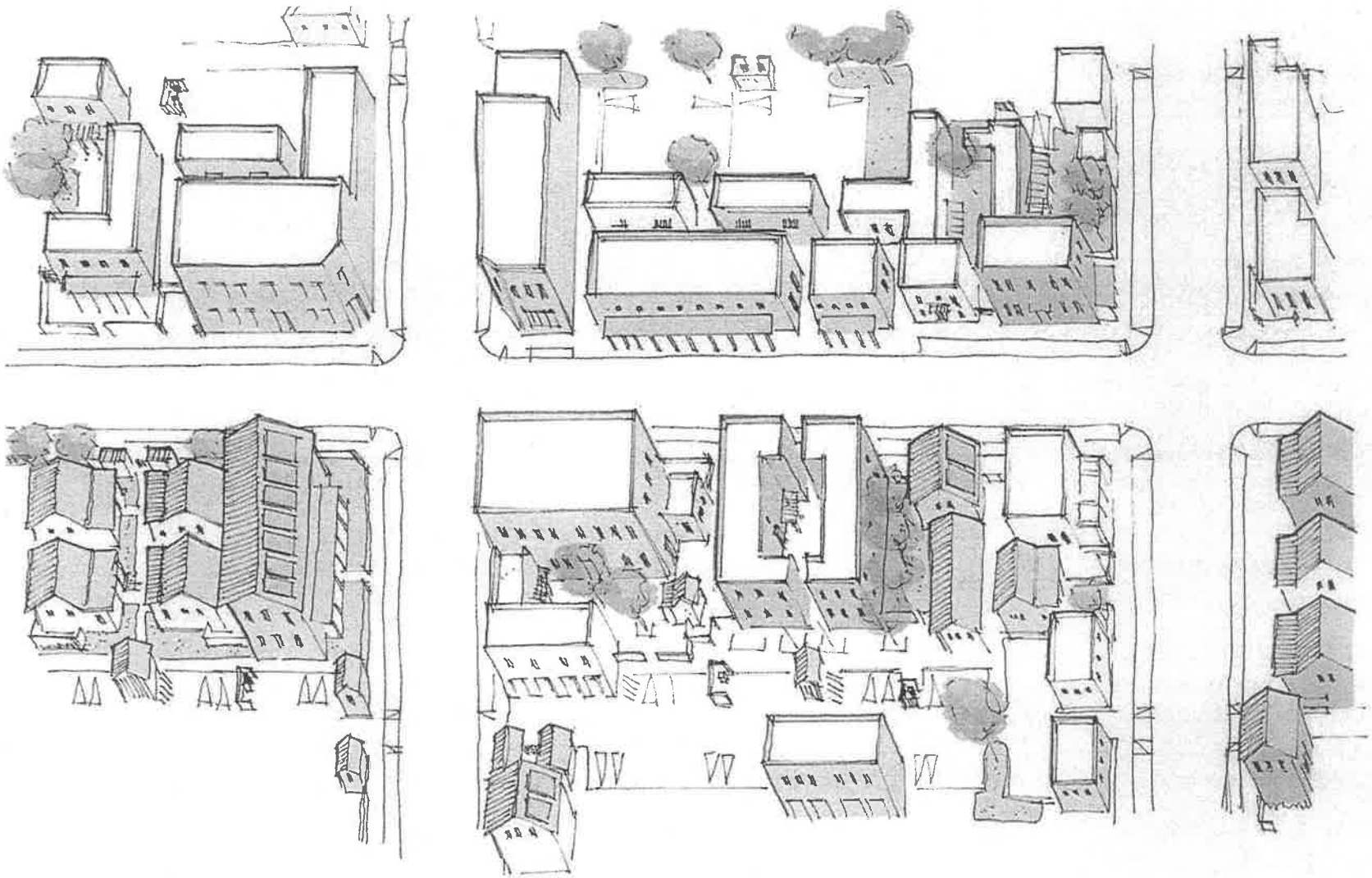
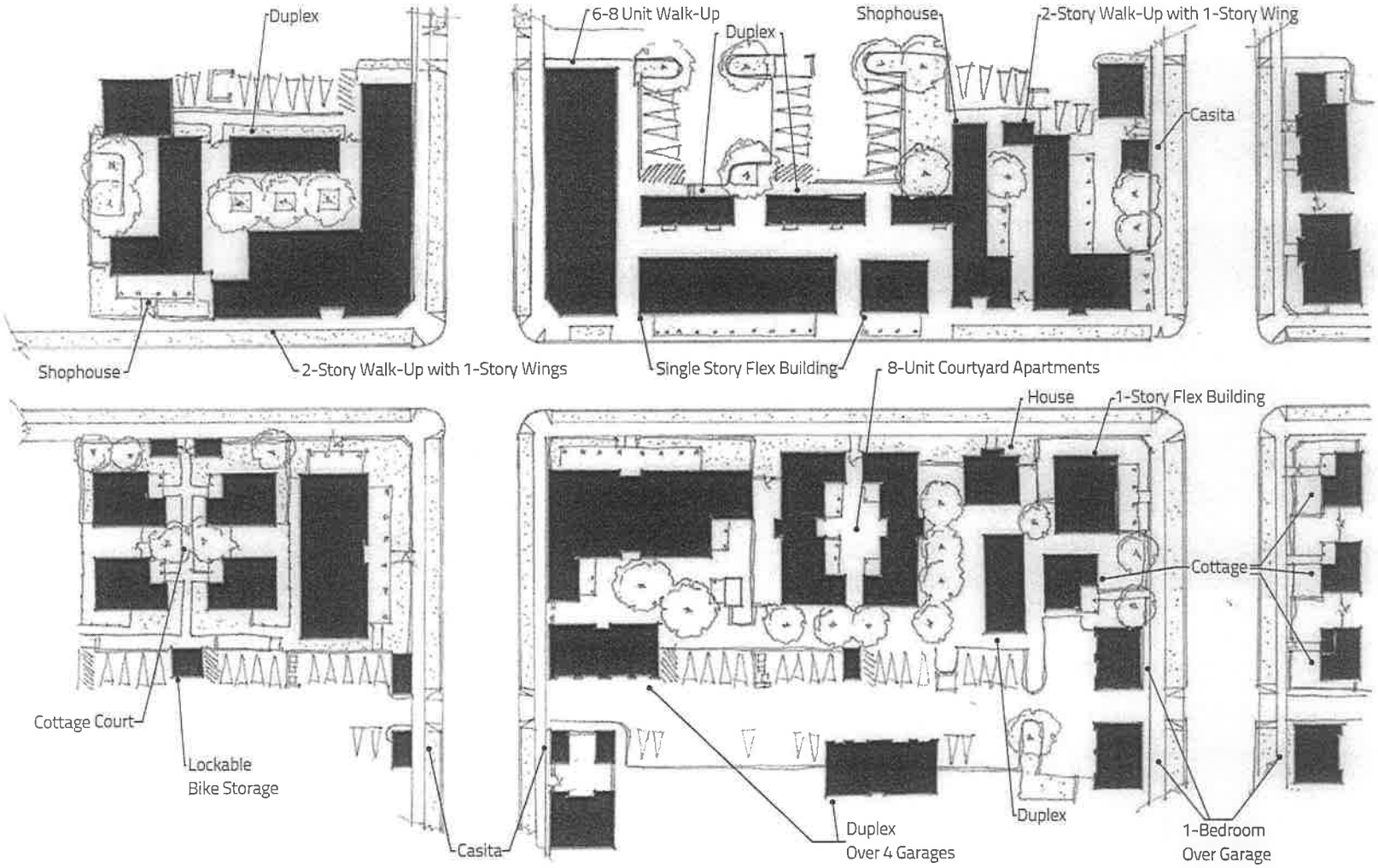
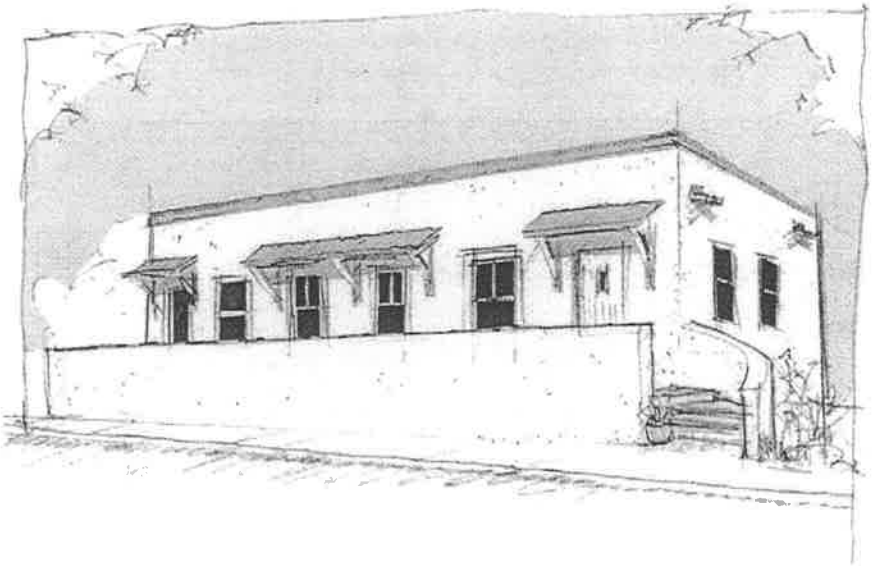
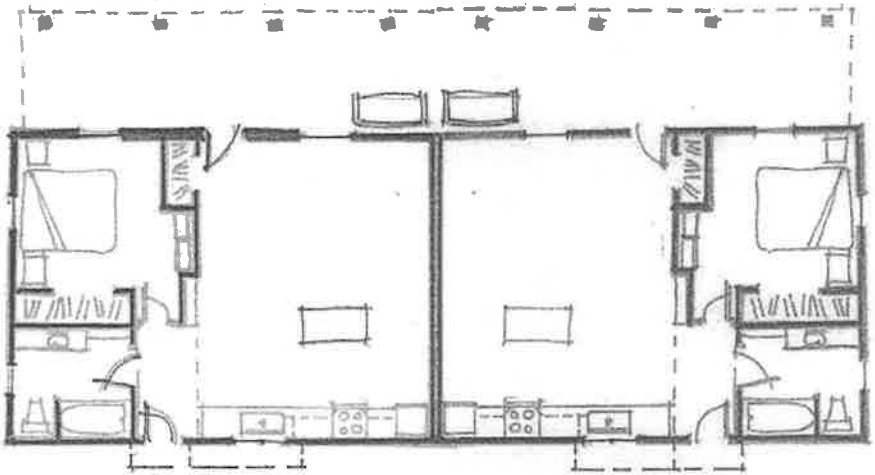
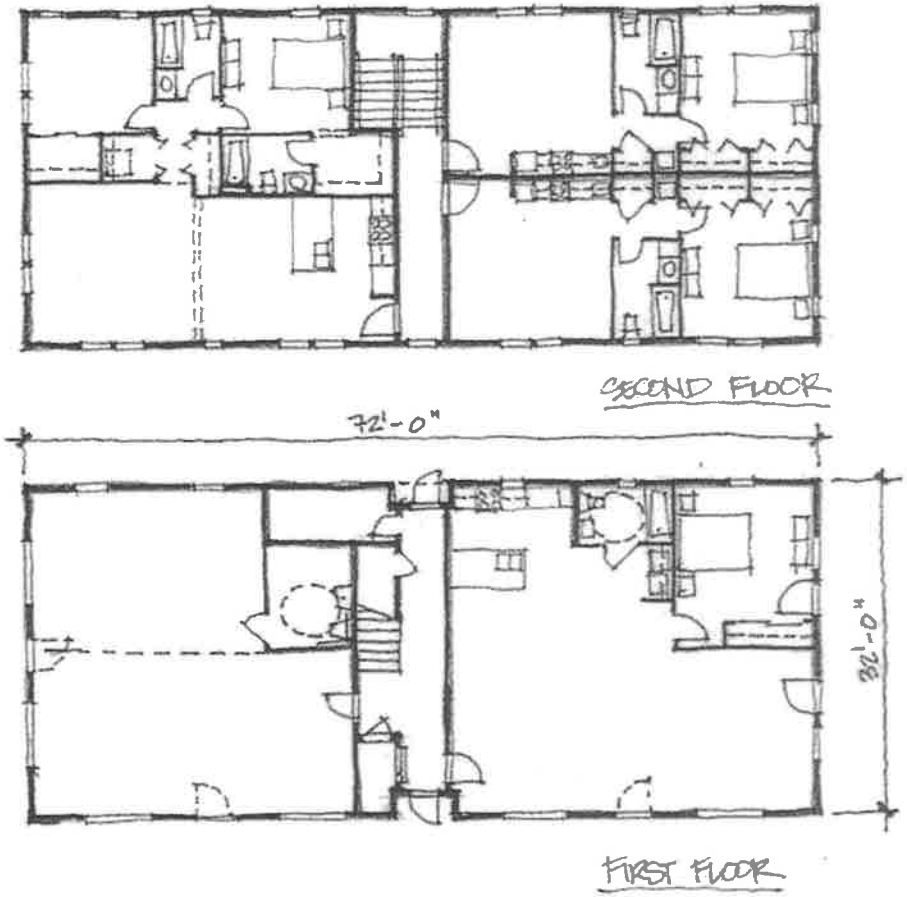
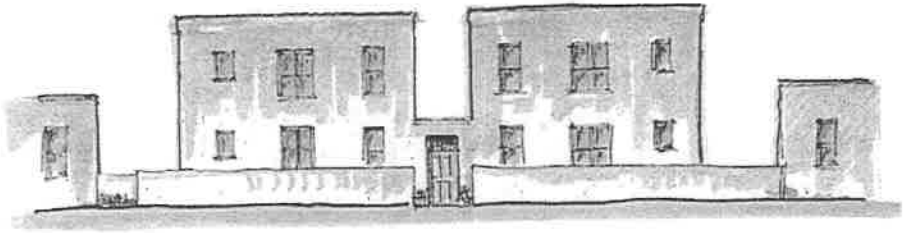


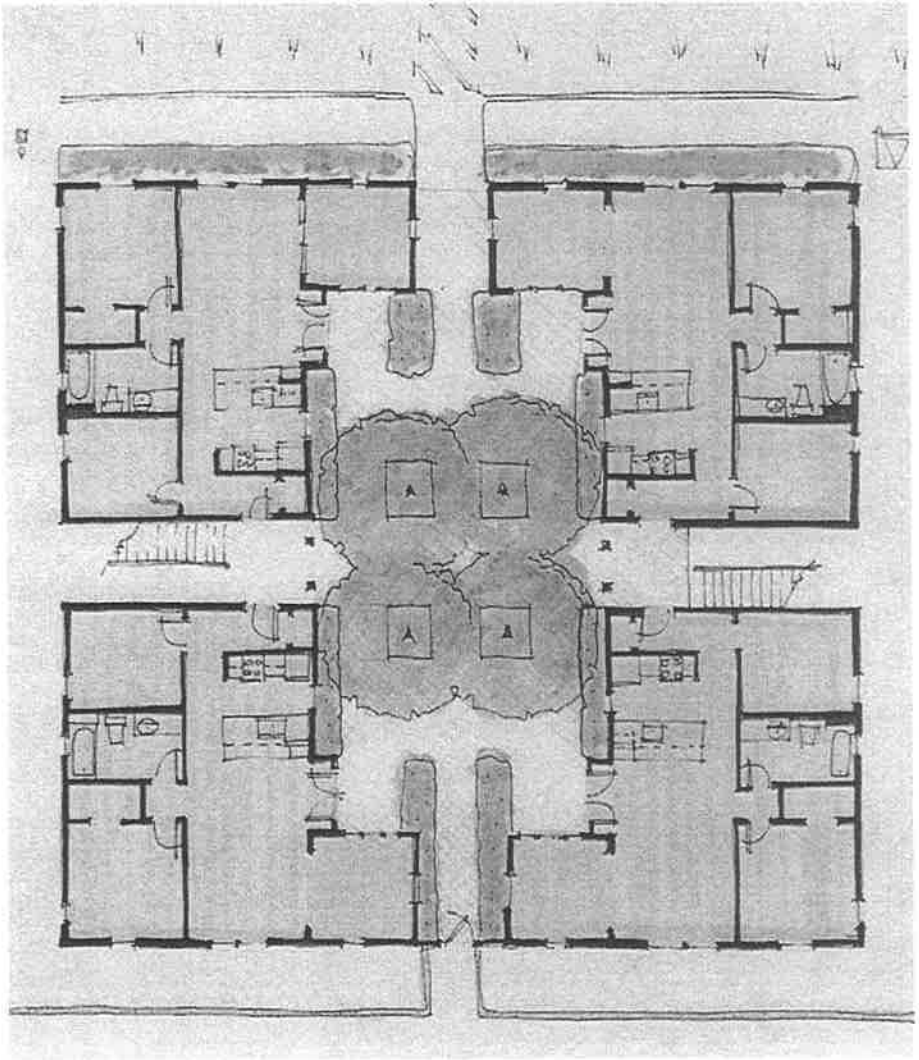

Duplex
Shophouse
2-Story Walk-Up with 1-Story Wings
6-8 Unit Walk-Up
Duplex
Single Story Flex Building
Shophouse
2-Story Walk-Up with 1-Story Wing
Casita
8-Unit Courtyard Apartments
House
1-Story Flex Building
Cottage
Cottage Court
Lockable
Bike Storage
Casita
Duplex
Over 4 Garages
Duplex
1-Bedroom
Over Garage

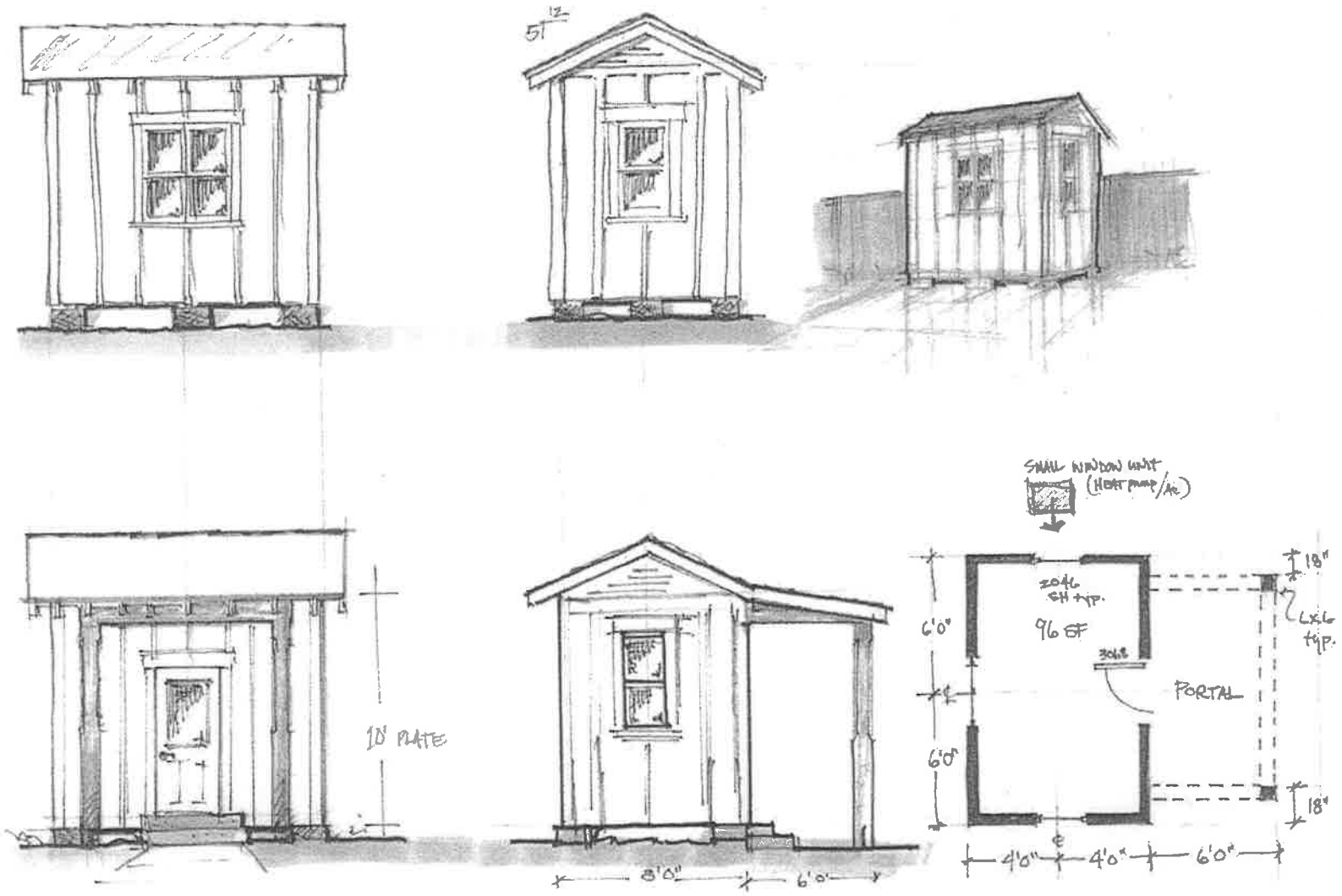


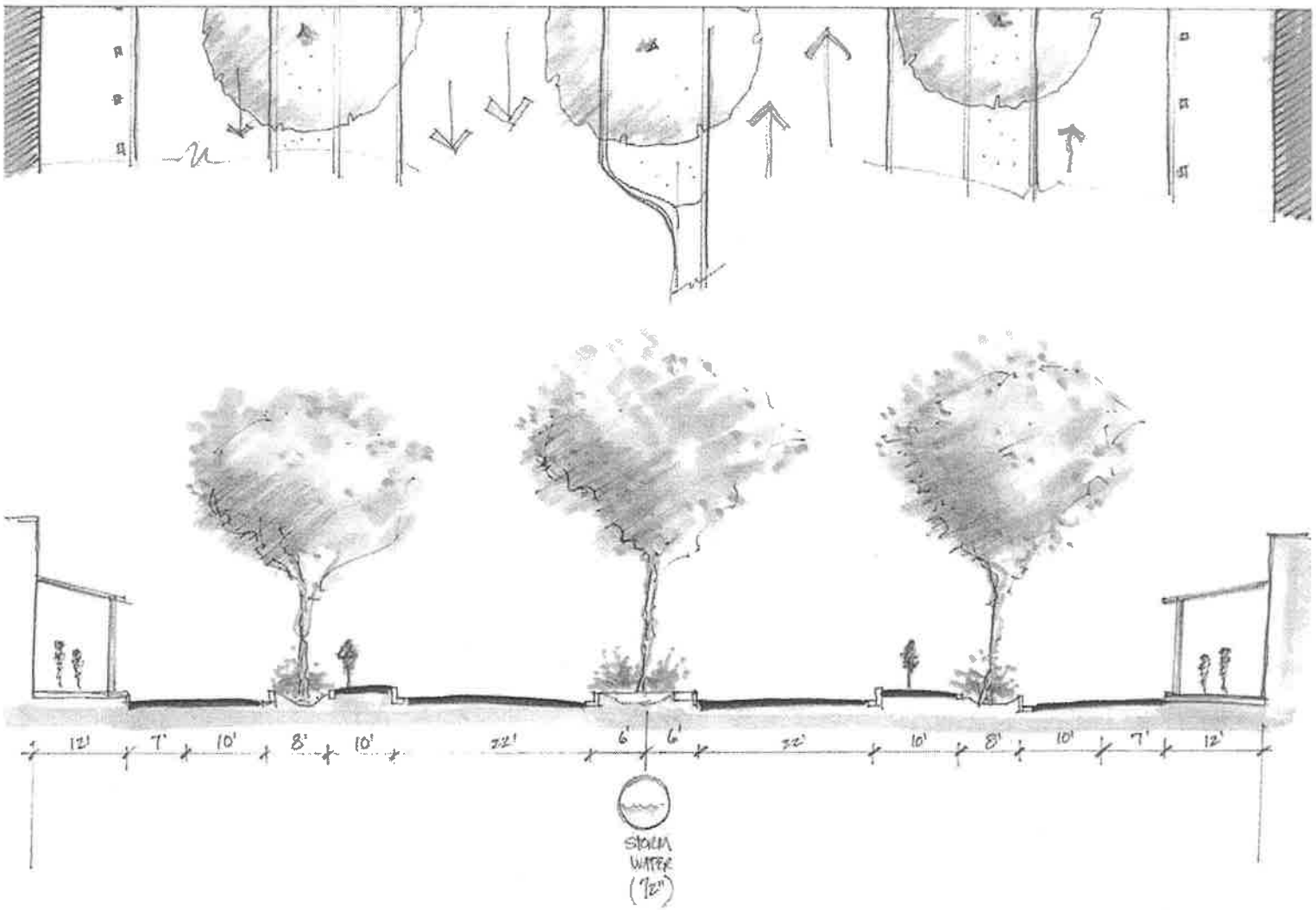


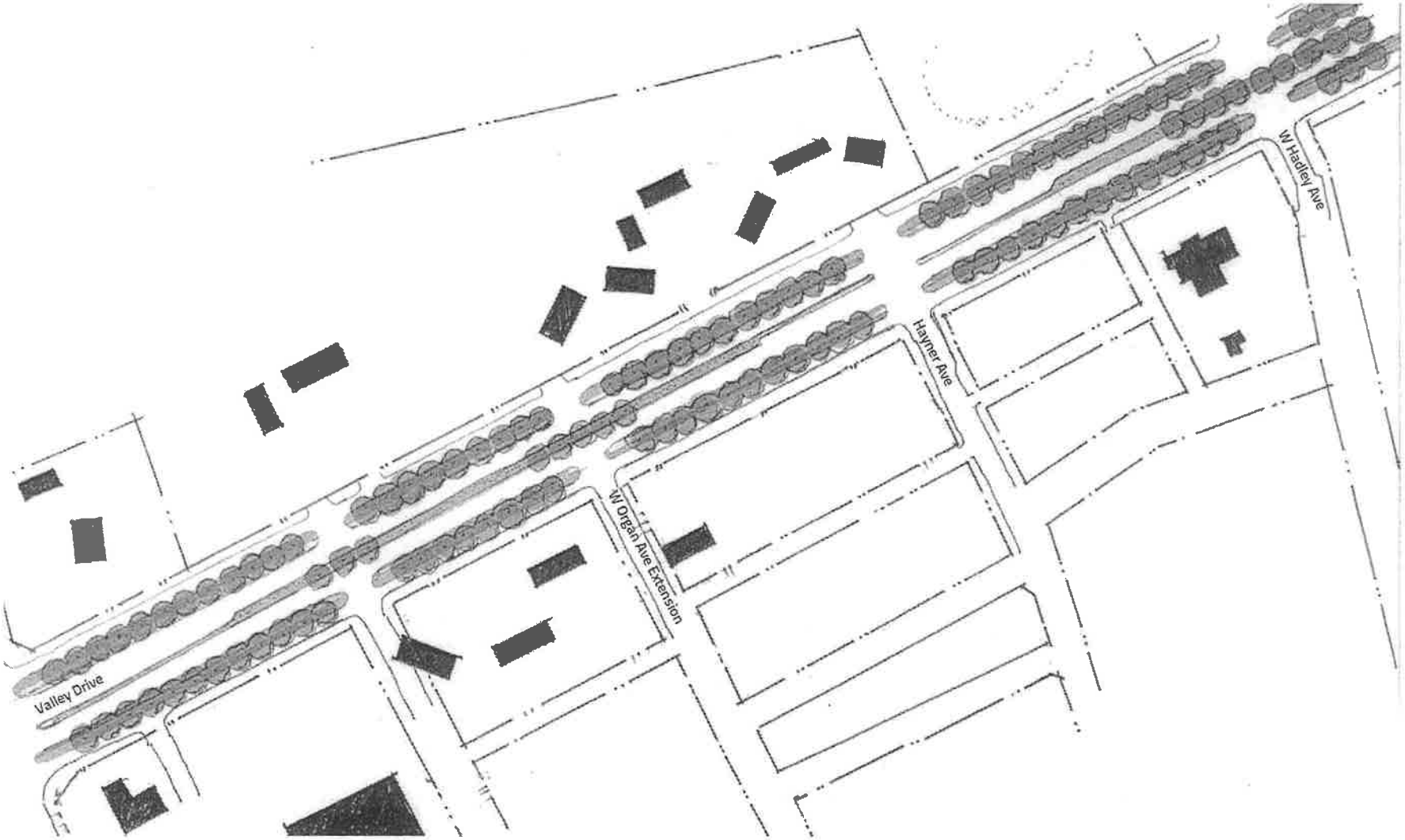

SECOND FLOOR
72'-0"
32'-0"
FIRST FLOOR

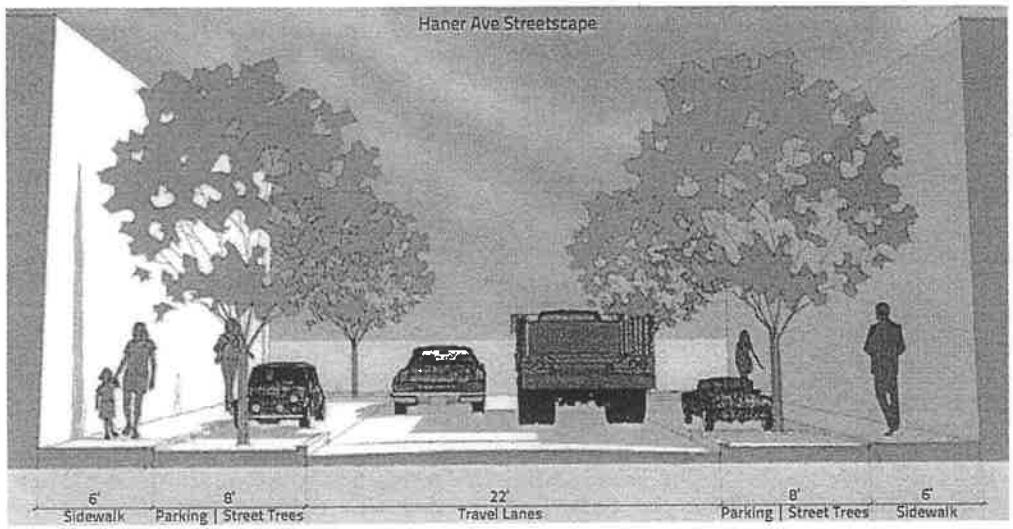


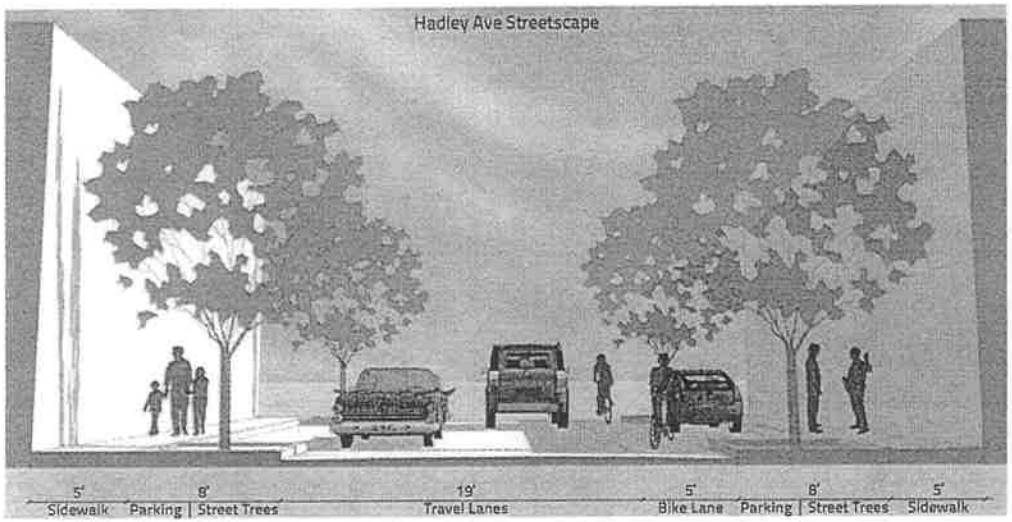



5/12
10' PLATE
8'0"
6'0"
SMALL WINDOW UNIT (HEAT PUMP/AC)
2x4 @ 16 typ.
96 SF
PORTAL
6'0"
6'0"
18"
18"
2x6 typ.
4'0"
4'0"
6'0"


12'
7'
10'
8'
10'
32'
6'
6'
32'
10'
8'
10'
7'
12'
STORM WATER (72")


W Hadley Ave
Hayner Ave
W Organ Ave Extension
Valley Drive





Streetscape Improvements

Streetscape improvements are necessary on Hadley, Haner, and eventually Compress to incentivize redevelopment. These streets are configured for the historic industrial uses, with minimal facilities for pedestrians and none for cyclists. On street parking is needed everywhere development is expected. To support active transportation modes, street trees should be provided at 40 feet on center, and sidewalks should be a minimum of five feet wide, and wider where possible.

Haner Avenue Recommendations

Travel lane width between curbs should be 22 feet. Planters and parking occur within an eight foot zone between travel lanes and the sidewalk. Tree planters should be eight feet square to allow for adequate soil volume. Two parallel spaces should be provided between trees. Within a 50 foot right-of-way, this leaves room for six foot sidewalks on both sides of the street. Adjacent landowners may extend the sidewalks onto private property to provide for dining areas or public space.

Hadley Avenue Recommendations

The Hadley Avenue streetscape provides 24 feet of pavement between curbs. This accommodates two travel lanes and a five foot bike lane. The shared parking and street tree bay is the same as that recommended for Haner Ave. In a 50 foot right-of-way, this only leaves five feet for sidewalks on each side. As mentioned above, the sidewalk could be enlarged by landowners, such as the example at Nellie's Cafe.

PLANNING AND ZONING COMMISSION
FOR THE
CITY OF LAS CRUCES
City Council Chambers
August 25, 2015 at 6:00 p.m.

BOARD MEMBERS PRESENT:

Godfrey Crane, Chairman
William Stowe, Vice-Chair
Charles Beard, Secretary
Joanne Ferrary, Member
Ruben Alvarado, Member
Kirk Clifton, Member
Harvey Gordon, Member

BOARD MEMBERS ABSENT:

STAFF PRESENT:

Katherine Harrison-Rogers, Senior Planner, CLC
Andy Hume, Downtown Planning and Development Coordinator, CLC
Adam Ochoa, Planner, CLC
Pete Connelly, CLC Deputy City Attorney
Bonnie Ennis, Recording Secretary

I. CALL TO ORDER (6:00 p.m.)

Crane: Good evening, ladies and gentlemen. Welcome to the August 25th meeting of the Planning and Zoning Commission. We'll start as usual by introducing the Commissioners present. On my far right is Commissioner Clifton who represents District 6; then is Commissioner Gordon, he's the Mayor's Appointee; and then Commissioner Stowe who's also our Vice-Chairman, he represents District 1; Commissioner Ferrary represents District 5; Commissioner Beard is also our Secretary and he represents District 2. I'm Godfrey Crane, Chair and I represent District 4.

II. CONFLICT OF INTEREST

At the opening of each meeting, the chairperson shall ask if any member on the Commission or City staff has any known conflict of interest with any item on the agenda.

Crane: We'll start by asking if any member of the Commission or member of the Community Planning Department has any conflict of interest in regard to any matter on tonight's agenda. Mr. Beard.

Beard: I'd like to disclose that I do know Ralph and Alameda Emerson. They're the property owners on Case Z2887. I know them through the church. I think

that I can provide an unbiased opinion on this but if anybody thinks that I should stand down, I will.

Crane: Any Commissioner object? Any member of the public? Any member of the City staff? Okay then I think you're still aboard.

III. APPROVAL OF MINUTES

1. July 28, 2015 - Regular Meeting

Crane: We now proceed to approval of the minutes of the last meeting, July 28th. Does any Commissioner have any notes on that? Any corrections? I see none and for once I don't have any either so I'll entertain a motion that the minutes of the July 28th meeting …

Gordon: So moved.

Crane: Be approved.

Gordon: So moved.

Clifton: Second.

Crane: Moved by Mr. Gordon, seconded by Mr. Clifton. All in favor, "aye." Against?

Ferrary: I abstain since I was not here.

Crane: And Commissioner Ferrary and Commissioner …

Beard: And I abstain.

Crane: Beard both abstain because they were absent so that passes four-nothing, two abstentions. Thank you.

MOTION PASSES.

IV. CONSENT AGENDA - NONE

Crane: We have nothing on the consent agenda.

V. OLD BUSINESS - NONE

Crane: And no old business.

VI. NEW BUSINESS

1. **Case Z2887:** An application of Frank Hanbrick requesting a zone change from C-1 (Commercial Low Intensity) to C-2 (Commercial Medium Intensity) for a 0.39 acre property located at 3207 Oak Street, parcel number 03-13098, owned by Ralph and Alameda Emerson. Proposed use: office and storage yard for a landscaping company. (Council District 2 (Councilor Smith).

Crane: We have two items in new business and something tells me Ms. Harrison-Rogers is going to make a presentation on Z2887, application to change the zoning on property 3207 Oak Street from C-1 to C-2.

H-Rogers: Good evening, gentlemen. This is Case Z2887. It's an application of Frank Hanbrick on behalf of the property owners Ralph and Alameda Emerson. Currently the property is C-1 which is a commercial low intensity and they're interested in rezoning that to a C-2 which is a commercial medium intensity in order to accommodate a landscaping company and office as well as some screened outdoor storage.

Here is a vicinity and zoning map. You can see the location, I'm pointing to it, the C-1 property. It's adjacent to a C-2 as well as adjacent to some multifamily and some industrial to the east as well as some single-family to the west. It's one parcel. It totals 0.39 plus-or-minus acres. It is in Council District 2 which is Smith. It is vacant except for a small accessory structure that will be removed upon any sort of development on the property. Oak Street itself where the property lies is a local roadway. It's approximately 60 feet in right-of-way. It's paved. It has a curb, gutter, sidewalk, sidewalk and on-street parking.

Again an aerial view so that you can see that small structure right there and then of course the rest of the vacant building. The property owners, just so everyone knows do own the property also just to the north of it. This particular property is in a mixed-use neighborhood. Traditionally mixed-use are a lot of, there's a big wide range of uses at the, in this area. They're adjacent to the R-1a which is a single-family, the multifamily which is the R-3, also the C-2 and industrial M-1 zoning districts. They're also in close proximity to some single-family residences, some multifamily residences such as apartments and multifamily compounds, a church, and a variety of commercial and office uses.

Staff did an analysis and found that this particular proposal was supported by several sections of the Comprehensive Plan as was outlined in your staff report, was also supportive of several Purpose and Intent Statements found in Section 38-2 of the Code and was also supportive of the P&Z's Decision Criteria as outlined in the Municipal Code Section 238-2, 382 excuse me. Public notice was sent to all relevant agencies and apartments. It was sent to approximately 45 properties and that includes the property owner. No input was received from any member of the public and here's a map just showing those properties within the 500-foot buffer that were notified as part of this process. And of course the P&Z is the

recommending body to City Council and staff is recommending approval of this particular zone change without any conditions based on, on two findings listed here for you and also listed in the staff report. This evening you have options to vote "yes" which will recommend the zone change to City Council; vote "no" which would recommend denial of the zone change to City Council; vote to amend such as adding some conditions; or vote to table this in order to receive additional information from either the applicant or staff. And with that I would be glad to answer any questions.

Crane: Thank you Ms. Harrison-Rogers. Before we proceed I should've outlined for our members of the public how we handle new business matters such as this. As you have seen, first Community Development gives a presentation, then we Commissioners may ask questions of that presenter, then we ask if the applicant is present or the applicant's designated spokesperson and if then that person can speak we may have questions, and finally we open up the floor to members of the public who may wish to address the Commission. If you do wish to do that, do I, may I see a show of hands, this will be helpful later, how many people if any in the audience want to speak to this matter? No one, okay. That doesn't mean you can't come up later if you change your mind. So after the public has had its say we then close the matter to further discussion from the floor and we will talk among ourselves and then vote. So, Commissioners any questions for Ms. Harrison-Rogers? Apparently not. And then is the applicant here? Mr., Mr. Hanbrick would you care to come up or you don't have to.

PERSON IN THE AUDIENCE SPEAKING, NOT AT THE MICROPHONE.

Crane: Couldn't hear you.

PERSON IN THE AUDIENCE SPEAKING, NOT AT THE MICROPHONE.

Crane: Could you …

H-Rogers: He said everything was well-explained. He didn't have anything else to add.

Crane: Okay.

Beard: I have a question of, of him though.

Crane: Oh. Who?

Beard: The applicant.

Crane: Okay. Commissioner, could you come up sir and introduce yourself here cause Mr. Beard wants to ask you things. I have to swear you in. Madam Recording Secretary do you have my oath? It's on a, I think I can remember,

my oath that I swear people in, okay I'll, I'll remember it. Not funny, Beard. Give me a moment, I want to do it right. Do you solemnly swear or affirm that the opinions you will give or the, or the information you give will be the truth, the whole truth, and nothing but the truth under penalty of law?

Hanbrick: Yes sir.

Crane: And state your name please.

Hanbrick: Frank Hanbrick.

Crane: Okay. Go ahead, oh, well, thank you for coming up Mr. Hanbrick. Mr. Beard ask Mr. Hanbrick your question.

Beard: In the application it says that the intended use of the property is that you would include storing fertilizers on the property.

Hanbrick: Yes sir.

Beard: Would that not, or would that include manure?

Hanbrick: No sir.

Beard: Okay.

Hanbrick: No manure.

Crane: Anyone else have a question for Mr. Hanbrick? Well, thank you sir.

Hanbrick: Thank you.

Crane: Has any member of the public changed their mind and wish to address the Commission on this matter? No. Thank you. In that case we'll close this to further discussion from the floor. Commissioners anybody have a point to make before we vote? Commissioner Stowe.

Stowe: Well it doesn't seem to be, there seems to be very little controversy changing from a C-1 to a C-2.

Crane: I'd agree yes.

Stowe: So I'm okay with it.

Crane: You want to move that we approve?

Stowe: I, I move that we approve Case Z2887.

Crane: Okay.

Beard: I second it.

Crane: Seconded by Mr. Beard, moved by Mr. Stowe. We'll do a roll call vote. Let's start with Mr. Beard.

Beard: Me.

Crane: Yep.

Beard: I vote yes based on site visit, discussion, and presentation.

Crane: Commissioner Ferrary.

Ferrary: I vote yes for discussion and recommendation of staff.

Crane: Mr. Stowe.

Stowe: I vote yes based on findings and discussion.

Crane: Mr. Gordon.

Gordon: I vote yes based on site visit and staff recommendation.

Crane: And Mr. Clifton.

Clifton: I vote yes based on staff presentation and it meeting the intent of the Comprehensive Plan 2040 and section 38-2 of the 2001 Zoning Code.

Crane: And the Chair votes yes based on findings, discussion, and site visit. That motion passes six-nothing.

MOTION PASSES UNANIMOUSLY.

2. **Case CPB-15-02:** Discussion of and a recommendation on the proposed Amador Proximo Blueprint. The City of Las Cruces held a charrette from June 25-29, 2015, called Amador Proximo, for the potential redevelopment of the properties in the area generally bounded by Amador, Valley, Hadley, and the railroad tracks. The charrette resulted in a draft blueprint that encourages a variety of residential and commercial options through mixed use development and overall integration of compatible land uses. Council District 4 (Councilor Small).

Crane: And we will proceed to Case CPB-15-02 which is a presentation and

discussion of the Amador Proximo Blueprint. I have to swear you in so would you state your name please. I know who you are.

Hume: Oh. My name is Andy Hume, Downtown Planning and Development Coordinator for the City of Las Cruces.

Crane: Do you swear or affirm, Mr. Hume that the testimony you are about to give is the truth and nothing but the truth under penalty of law?

Hume: Yes sir.

Crane: Go ahead please.

Hume: Mr. Chair, Members of the Commission. Thank you very much for, for having me here this evening. My name is Andy Hume and I'm here to talk about the Amador Proximo Community Blueprint. And what I'll do is I'll get things started here. I have a very brief presentation and then want to talk a little bit in some details about both the Blueprint as well as some comments that staff has and I want to go into a little bit more detail on those so just to get through some of the basics about the project it, you'll see a map here of the planning area bounded on the south by Amador Avenue, on the west by Valley Drive, on the north by Hadley, and on the east by the railroad tracks. Hundreds of invitations were sent out both in the, in, in the immediate area as well as to a lot of the surrounding business owners, stakeholders, a lot of information was sent out to the community at large to come and participate in the charrette process and by our count we had at least 200 different individuals attend at some point during the five days so we were very pleased with the turnout for this event.

Just want to bring you up to date on the progress at this point. The charrette was held back in the end of June; 30 days later we had the Blueprint that's been available for review on the website. Also various paper copies have been made available at sites for review. Staff had their, our own internal review and some comments and I'll, I'll go over, again I'll go over those in a little bit more detail. I've passed those comments out to you. I, I regret not having them sooner but I was still sort of compiling them and, and synthesizing them down into something that is, was not several pages cause sometimes staff can get a little wordy, myself included. Earlier, actually the end of last week we concluded the contract with the consultant and the deliverables were handed over to us and something that I want to point out is that on the 17th of this month the City Council did consider a resolution endorsing the vision and the goals only. It's a little out of sequence. Typically it will, again we'll go into this in a little bit, we come to Planning and Zoning Commission first before City Council sees something. The request from City Council was that since it had been about a month and a half since the end of the charrette they wanted to bring something before them as well as before the public to show continued momentum on

this project and so that's why it was not an adoption of anything but an endorsement of the vision and goals and, and I'm going to use that as a segue into what the vision and goals are for the document. I'm not going to read through all of these items but I want to make very sure to point out that when you look at an infill project this is exactly the type of project that we're interested in seeing for development within infill because it is an area that is dramatically underutilized. It still requires tax dollars to go into various maintenance aspects as well as to continue to serve police and fire needs and so on, and yet the contribution to those needs is quite minimal in a, in an infill situation like this and so looking at this from a, from a perspective of economic vitality and bringing activity back to this area it really is a, a great area to have this type of study done to it and planning effort done to it.

Now I want to get a little bit more into, oh before I, before I touch on staff comments the reason why this is coming to you as a Community Blueprint is when we were working with the consultants and they were asking us what type of information they, they, that we wanted and how we wanted it presented, as you're familiar with it, I think you've seen three or four of them now, Community Blueprint projects, East Mesa Blueprint was one of them that's come up fairly recently, we wanted to maintain a level of consistency in the information as it was being presented to Planning and Zoning Commission, to City Council, and then ultimately as it comes to staff for implementation and so we requested that the, that the consultant follow that type of format. And for the most part they did, except when it came to one crucial part and that's what I want to focus on particularly in our staff comments.

The first page or what, what, what I will call the first page of the handouts that I provided to you is entitled "Transportation Comments." These were comments provided to us primarily from the Metropolitan Planning Organization and they, they went into a little bit more detail than the plan did on the coordination between the types of development that are requested or being planned for in this area and how they tie in with overall regional transportation planning and the needs for that area. And so I'm, I'm not going to read through all of these but I think the first statement is very crucial, that the vision of this project is in agreement with the MPO's Metropolitan Transportation Plan which is very crucial as, as I know that you and the, you know the, the, you Commission members are, are aware of and I, and I know you take very seriously when you talk about approving something based on findings and so on. The, the congruency, the coherency with other plans is very important. The comments go into more detail about opportunities for multimodal use in and around, through, and connecting to other neighborhoods and other areas of town but there, there, the level of detail here is a little bit more than what's provided in the plan and helps us get to the point where we can do, that staff can do more with implementation which is really, the plan is the 30,000-foot level and what was missing was sort of the, some of the information to get down to maybe

the 10,000-foot level and ultimately down to, down into the weeds where implementation happens, so just wanted to provide that.

The second, the second page is entitled "Actions and Implementation Comments" and this is another area where staff in particular felt that the, the Blueprint was lacking. As you'll see from the screen there were some items, again I'm not going to read all these items but I want to focus in particular on that first one. The fact that it's not even, it's, it's not expressly stated in here the relationship that needs to happen in order to take this from just a plan into reality: The idea that private investment is needed and public coordination is required. Public coordination could mean a lot of different things. We're going to talk in just a second about opportunities for us to maybe provide incentives or streamline some processes to get development going. It could also mean opportunities for public investment into the project. We'll talk about a couple of those opportunities in just a moment as well. But in these two rounds in particular staff felt that it was crucial to point out that these were requirements of actually not just having a plan that looks good on a shelf but something that's able to be taken off the shelf and used to implement what we're looking for in this infill area.

Continuing on with some of the staff comments there's about half or a, a, probably a little more than half of the implementation comments deal specifically with issues of zoning and what the consultant is calling "entitlements," basically the tools that just as you voted on a little bit ago provide an opportunity for a, a member of the public, a property owner to go forth and say, "I know with confidence that these are the ways that I can use my property based on what it's zoned." Right now as you'll note on, it's the fourth bullet that most of the land uses and there was a, there was a zoning map provided in the packet, most of the land uses that are being requested initially are allowed in the M-1/M-2 zone. There's actually quite a few that are allowed in that area; for example there have been discussions about having a, a Big Box retail or having a, a, maybe a call center in that area, those types of things. Those are either uses that are allowed by right or uses that can be brought in by conditional, conditions. But the, there, but we wanted to point out that there are possibly some other issues to take into consideration when using the existing zoning. Also, staff wanted to point out that there are other options available in order to expedite applications if people want to change a zoning. For instance, if somebody wants to do a PUD in this area and propose zoning that isn't called for in this area, there are ways to utilize the infill development process in order to expedite that so that, so again we can move from just being a plan into implementation and, and rebuilding the economic vitality of this area.

I'm going to leave, I'm, I'm going to mention one more point, one more point. The last bullet on here, I talked about the, the idea of public cooperation/public coordination in this. One of the things that was mentioned in the plan was looking at some street improvements. Hadley, Hadley Avenue in particular was mentioned as being an opportunity for

some public monies to go in for improvements. What we wanted to point out here is that there are actually several mechanisms that would be available if we want to proceed with that option. One of the things that I'll point out is that this actually would be a prime area for a TIDD, a Tax Increment Development District much like what we have downtown. This, this type of redevelopment and, and reinvestment opportunity is exactly what TIDDs were designed to support so I just wanted to go over that. I can go into more detail on some of those items if you'd like but I wanted to share: 1) what staff's, some of staff's concerns and comments were; and 2) ways that we propose to address those and provide those action steps to get us to that next step, from a plan to more implementation.

The final thing that I want to mention is that with the endorsement, even though the, the City Council has endorsed again the vision and the goals of this plan and staff is in concurrence with those as well we do, the reason why we're here this evening is adoption of plans needs to follow the process and we wanted to make that very clear to the Commission that there was in no way any attempt to bypass the process. We want to make that very clear both to you all and to the public who are watching this that sort of why the, things seemed a little out of step but they're really not. The proposal is that if the Commission votes to adopt this then we will go next month to City Council for further discussion, hopefully adoption of the plan at that time.

So you, you saw these options just a little bit ago. This, they're, they, they hold true in this case as well: Voting "yes" to provide that recommendation of adoption to City Council; voting "no" to, to, to deny that recommendation but hopefully with some additional feedback for staff to bring it forward again; you can amend it and, and I will say that staff heartily recommends that you amend it based on our comments here. these were, these were specifically drawn up to, to be amended into this plan and we recommend that you consider that; or you can table it altogether and, and we can bring it back for further discussion or provide further direction to staff. So with that Mr. Chair I will do my best to address any questions.

Crane: Thank you Mr. Hume. Commissioners. Mr. Beard your light's on.

Beard: Your, your map here, all of them actually, but starting with the very first one, or let's go to the one, you have one that's, has supposedly color, color coded, there's 21 colors and ...

Hume: Are, are you looking at the existing zoning map?

Beard: Huh?

Hume: Are you looking, referring to the existing zoning map?

Crane: Page 4, yeah.

Hume: Okay.

Beard: Yes page 4.

Hume: Okay.

Beard: I can't tell what, what is what on here. I don't know what C-1 or C-3 is, I don't know what M-2 is because it's all gray.

Crane: Do you have that available in color for us?

Hume: I apologize that, Mr. Chair. The, I guess that's the way the packets are provided but we'll get, we'll get a …

Beard: I think this is very important to me …

Hume: Okay.

Beard: That I know what those pieces of property are.

Hume: Sure.

Beard: Some, some time ago this came before us and everything east of the EBID lateral was changed from industrial to housing, or some type of housing type of some …

Crane: PUD, was it?

Beard: Huh?

Crane: Was it PUD?

Beard: I don't know.

Crane: I'm, I'm asking if it was a …

Beard: If it was affordable housing in there, I know that.

Crane: Yes. I remember that coming up. I was going to ask a question about it. Maybe some City person knows, some Commissioner?

Hume: So the, the …

Crane: Mr. Hume do you, do you recall ever talking about …

Hume: Yes. Yes, I can, I can address that. The property east of the railroad tracks is in the Alameda Depot District and it was rezoned through the Alameda Overlay process so you have, you have ADO-1 through -6 and each one represents different uses that are permitted or not in that area.

Beard: I thought it was east of the lateral.

Hume: It was ...

Beard: I thought that Compress was, was maintained as industrial.

Hume: It, it, it is, yes. It's part of the M-1/M-2 and it's east of the railroad tracks that the Alameda Depot area is, is ...

Crane: We're talking at cross-purposes here. He, he's talking about west of the railroad tracks and not ...

Beard: Excuse me. I, you're right. I got my directions wrong. I'm west, yeah.

Crane: Yeah.

Beard: West of the lateral was zoned for housing and, and ...

Crane: We, we had some people in here make a presentation about this.

Beard: And everything, everything east of the lateral was main, was maintained, was not changed and was industrial as I remember.

Hume: And, and, and I would say more specifically the railroad cause the lateral cuts across diagonally.

Beard: Yes.

Hume: For some reason this is not opening up, I apologize.

Beard: Yeah. And there's a railroad track in there too ...

Hume: Correct.

Beard: That's not shown.

Crane: Well Dave, if I may interject there the, the two spurs that run down from ...

Beard: Yes.

Crane: The top of the yard have ...

Beard: Yes.

Crane: Had one of, one or two of their rails removed and they'll never fly again.

Beard: Right.

Hume: So, so on this, let me just point out to you something on this map cause for some reason the other item isn't opening up here. So on this map the EBID lateral cuts across this southerly third ...

Beard: Correct.

Hume: In this direction here.

Beard: Yes.

Hume: And the railroad tracks come across here.

Beard: Right.

Hume: On the east side of the railroad tracks is the Alameda Depot neighborhood.

Beard: Okay.

Hume: And on the west side over here virtually all of this here is M-1/M-2 which is in industrial zoning. You're correct.

Beard: We, we changed the zone there west of the lateral to, to put in apartments and housing.

Crane: That would be a, one or two years ago in my recollection and it was a development group that had great ideas about a real mix of stuff, I'm, my recollection is it was a PUD but I could be wrong about it but they, I remember they were going to open up Sweet Street and run it right down into here which you may well be intending to do. And since Mr. Beard's brought it up I was going to ask what relationship is there between Amador Proximo and that idea that was before us which I think we approved?

Hume: The, the answer is zero. There's nothing, there's no coordination between those two. If, if, if it was, it, it, I, I remember the, the proposal that came before, if, if a, if you propose something and you don't execute on your proposal after a certain amount of time, that proposal then sunsets and so this is working off of the existing zoning based on that proposal not having gained ...

Beard: Oh. Okay.

Hume: Any traction to be done.

Beard: So City Council didn't pass what we passed.

Hume: The City Council may have passed what you passed but again what, if you, if you don't get, if you don't use your proposal in enough time it reverts back to the way it was before.

Beard: Oh, okay.

Hume: Yeah.

Beard: Okay. Okay. To me that's good news. Here's my concern.

Hume: Sure.

Beard: Around, at the top of the page, let's, let's say page five.

Hume: Okay.

Beard: At the top of the page and that's Hadley I believe.

Hume: Correct.

Beard: Going on there. There's a lot of industry right there and this is my concern. This city doesn't have any industry to it. There's 2% of the population works in industry. That's all. This is prime property right here that we're talking about for industry. It's got the railroad track. It's got property that's not being used so I really hate to see it go to, I mean I'm all for PUD, I'm all for low-income housing but that can be put anywhere. This is the only property in the city that can be industry where you have a railroad track access and the spur actually goes down that lateral, EBID lateral. Now it's an old spur but it's there.

Hume: So there's, that's an excellent point and let me provide some, some comments on that.

Beard: Okay.

Hume: First, and I'm really upset that this will not open up my file. I'm, I'm very sorry about that. In your copy you should see that the, this area here in the, that's essentially all of the area that is south of the lateral is going to be a darker gray in your photo than the rest of it. The darker gray, okay thank

you.

Beard: I think you're on page five?

Hume: Yes sir.

Beard: Okay.

Hume: Let me see if I can get to, on the desktop. So while this is coming up, the darker area there is called out as a higher density use. It's right along the railroad. It encompasses where the area of the spur comes off. On page ...

Beard: Is the, which is presently the Compress.

Hume: Up to Compress, yes. Right. The, it basically straddles both sides of Compress. On page six, it's called, it's called a high intensity use and on page six it calls out that, it says that it may have high-density housing possibly but largely it, it says it's largely employment and industrial uses along the tracks. Maker spaces work well as a buffer between the industrial uses and the other ones in this neighborhood. I think it's important to point out in this particular case, especially along Compress the plan is not calling for a removal of the industry that there but it in, what it calls for is first of all as it says there's some, some buffer between there and further west where it calls out for some residential areas but it calls for maintaining that. The other thing is in the areas that are a little, a lighter gray, let's see if we can pull this up here so we can get color. Ah, fantastic! Thank you IT Department. So let's go here. So here you see the darker blue area, this is the high density area along Compress. This is where I believe Brewer's Oil is and some other industrial uses here.

Beard: And that, and that is presently industrial?

Hume: That, that has some industrial uses, yes sir. And then in, along these, along this area out here with, which is lighter blue and then even along Valley and along Amador is going to be what we're saying is medium intensity and on page, well you can't really read it here. Let's see if we can, let's not worry about that. Let's just keep it here.

Beard: But it says, it says residential. It, that's all I see.

Hume: Where are you looking at that sir?

Beard: Where you say medium intensity.

Hume: Medium to high-intensity ...

Beard: Page six.

Hume: Sure. Residential, okay so, so let's, let's read this from top to bottom cause it, it, it goes, it flows in that order from top to bottom. So low intensity calls out mostly single-family and medium-density residential. In medium intensity it calls out buffering above the, the low intensity by retail offices, restaurants, and entertainment. So the, what, what this, what this block is saying is it's an increasing, one builds off the other and so from a, from an explanation, from a mapping perspective you have your interior area which is going to be what's called your low intensity. This is where you're going to have some, some of your, mostly of your residential areas, you're going to have some parks that are available, those types of things. Around in this, and this is really, I apologize for this, this is really, yeah. Let's just stick with this. Around it is going to be opportunities for commerce, you know you're going to have offices. There has been talk of perhaps a call center in this area. You're going to, job opportunities in the area surrounding it. Then over on this, in this southeasterly corner you're going to have a lot of your industrial uses that are currently there. You'll have those maintained but then you'll have other opportunities. For example on page, on page 15 it shows a view of, of the area which is just sort of right in this, on this western edge of your high density or high intensity area. We have opportunities for what are called "maker spaces." It's, it's sort of your entrepreneurial industry where you have a space where you can take design ideas and if you don't have the money to buy the tools you can go and make your design idea, see if it even works and then you can use that for, for hopefully for future entrepreneurial opportunities. But what it shows here is sort of a, a gradation across the area where you still have a lot of your high intensity, your, your industrial type areas right next to the railroad. You move, as you move to the west you have some of lessening intensity but still intense uses, office space, restaurants, retail, and then sort of on that western side toward Valley Drive is where you would have a concentration of residential. Now the one thing I'll say to, to your, oh, go ahead.

Beard: Excuse me.

Hume: Sure.

Beard: Who owns that property right there on page 15?

Hume: I, I believe that's the, still gin.

Beard: Is it the mining company?

Hume: I, I think it was a, I thought it was a cotton gin company. SWIG?

Beard: It used to, it used to be the mining company.

Hume: Okay.

Crane: Santa Fe Mining.

Beard: Yeah, Santa Fe Mining.

Hume: Okay. There's a, there's about eight different property, major property owners in this area here.

Beard: Okay. So how is that going to transfer to, is that going to transfer to the City or are they, or are they going to develop or what?

Hume: Well that, that sort of goes to the item that you, that we talked about earlier about the private investment and the public cooperation key going hand-in-hand. From a public perspective the City is not interested in doing that type of redevelopment but if we can do, provide incentives for the private sector to do the redevelopment, that's where we cooperate with them. So we would prefer a private entity to come in and do that.

Beard: Okay. My second concern is I believe that property is contaminated. Who would take care of the remediation of that property?

Hume: Excellent question, and that was one of staff's concerns as well when we identified among the technical feasibility studies the environmental feasibility needs to be addressed in there. That's an excellent question that staff had a, the same concern and frankly no answer to, but needs to be identified as a future action.

Beard: Thank you.

Crane: Commissioner Gordon.

Gordon: Andy. This is a very, very ambitious project.

Hume: Yes it is.

Gordon: I have several concerns: number one, a lot of the, the information I was able to read and which thankfully I got before we came here to the meeting is they talk about roads. Can you tell me whether or not there's going to be any takings involved in this?

Hume: Good question. Again one of staff concerns in this. Typically what happens in any type of development is that the Code calls for, as part of the development for the necessary roads to be set aside in, in that development

so this would be the same situation that it would, those would be provided through the development plan and through the platting process.

Gordon: All right and if, if, if that is the case apparently there's going to be a tremendous amount of, of infrastructure development here, number one being roads. You need a lot of access in and out and transverse in between and around and whatever. Who's going to pay for all this? Where's the money going to come from?

Hume: Again excellent question and it's why we identify that as item number two on our action list because we feel, staff feels that cost analyses must be done as part of the next step in again moving this from a plan, from that 30,000-foot level down to bringing it to reality. It's, it was one of our concerns as well.

Gordon: Okay.

Hume: Not, not just roads but utilities, it, the, the plan calls for a lot of parks and so all of that requires cost analyses before we move forward with anything.

Gordon: If, if this does come to fruition and sometime in the future I don't know when it could possibly take place, it's many years I'm sure, has staff considered what the economic impact of something like this would, would, would create? You talk about a TIDD. I know there was a TIDD created because of the Farmers' Market. A lot of money is, is generated through that special TIDD. Also I would assume that there's going to be an increase in real estate value down there which I'm sure would, would provide some, some revenue in the form of real estate taxes. Is there any incentive that, that you want to give to industry to come in and, and perhaps build or erect structure that they would be given tax breaks that the City would have to absorb? These are all thoughts that you know and, and everything comes down to cost.

Hume: Sure.

Gordon: It's, everything is cost. I mean these ideas are wonderful. It's going to look pretty. It's going to generate places for people to live, places for people to work, chances for industry to come in. But the bottom line is always cost and, and that is always my concern. I, I, I have a, a financial background and my thinking just basically goes there. And it just, I can just see that this is going to be a tremendous project. It's going to cost an awful lot of money. Just the infrastructure redesign and implementation is going to be a lot of money.

Hume: Mr. Chair, Commissioner Gordon. There's, let me see if I can answer the, I think there were a few different points in there, see if I can touch on all of

them. First I want to clarify that a TIDD, the TIDD was done for, for our downtown area and it wasn't just in, in working with the Farmers' and Crafts Market. It, it actually extends well beyond that and provides, what it does is it takes tax dollars that are generated in the area, it's not an additional tax but it takes a portion of the tax dollars generated in that area and reinvests them in that area specifically, primarily for infrastructure. So that is a funding mechanism that is, that is available in that area. The only problem with a TIDD is it's sort of a chicken and egg thing. In downtown we actually had gross receipts tax and property taxes being generated that has very slowly built up over time and now we're reinvesting that back into downtown so it would, it'll be a little trickier in this area but not out of the question. So that could be a financing mechanism.

Overall your, your, your point about it going to be, it, it's going to cost a lot is, is spot on. And again that was one of staff's concerns and why we felt that this action section was necessary. The other thing that I want to mention in, in that is that you know this is where I think there are opportunities for the public cooperation. I'm sure all of you are very well aware that the, the state does have an anti-donation clause; it's Article 10 of the New Mexico Constitution. However, there, there has been state law like the LETA, the Local Economic Development Act that is available for us to work with. We also have our own, the City Council has adopted our own LETA act and so we do have some opportunities available. I'm not going to go into, I, I don't, I don't, it's probably not the time or the place to go into all the details on how these things work and all the things that are available but those types of incentives are there, and again it gets back to that public cooperation and private investment that needs to occur together to make these things happen.

Gordon: But what makes it very difficult for me in order for me to say okay and I'll bring this back, send it back rather to City Council with my recommendation that they go ahead with this project is that, I mean sure I could say, "Go ahead. This looks great and go ahead and do it." But I would hate to be in the position, "Well you said go ahead and do that but, you know how's Donald Trump going to pay for the Wall?" And here we are, we got the same problem. You know who's going to pay for this, how much it's going to cost and before I could say, "Okay, go ahead and do this," I would really like to know if we do have the funding for this. It's great to sit down and say all these wonderful things they're going to do but can we financially do it?

Hume: Sure.

Gordon: That's the key.

Hume: One of the things that I'd like to share with the Commission overall and, and I think you guys have seen this in, in other planning documents that have been brought before you, what staff feels this does is it begins, it's only a

beginning of the conversation of what can occur in this area. As we've pointed out and, and acknowledged here in the Actions and Implementation Items that we've noted is that there are a whole lot of steps and I, and, and we've touched on a lot of them here this evening that go from the beginning of the conversation which really this document begins that to any point anywhere near putting a shovel in the ground and bringing this to reality. So I, I, I greatly respect your, your position on this Commissioner 100% but I would want to submit that this is the, only the beginning of that conversation and hence the reason why we're calling it a Community Blueprint and moving forward with it on that upper level and we would certainly want to come back to this Commission with further ideas if, if, if rezoning is part of the options or those types of things we would certainly come back to you for further input on those items.

Crane: Is, Mr. Clifton, your light's on.

Clifton: Yes, thank you Mr. Chair. Commissioner Gordon I can tell you who's going to pay for it and that's the property owners that develop their property will slowly pay for all the improvements that are going to be required for the most part. You know I, I also fear you talk about a gross receipts tax that help fund the TIDD downtown you know I'd sure hate to see another gross receipts tax implemented in the city when we're already fastly approaching that of New York City so the cost of living's going up exponentially here. But I digress. You know in terms of, I can appreciate the staff wanting the transparency and going to City Council just last week but it, I mean in, in all honesty an endorsement is in essence an approval and I do realize it's, was just the vision of the goals but that's the meat of the proposal. I, I really think it could've waited a week cause I, I do feel that it in essence undermines the authority of the Planning and Zoning Commission and it probably could've waited to go to the Las Cruces City Council. I mean that was eight days ago, eight calendar days. So I just, sometimes we sit here and we ask ourselves, "What are we doing here when this has already gone to the City Council?" So it's a little disturbing I guess that we volunteer our time, we're here on Tuesday nights sometimes wee hours of the night and this in essence is coming before us for a rubber stamp.

With that said, you know to Commissioner Gordon's point you know it's a very good question. Who is going to pay for all this stuff? And I fear that once again, and I made this statement on the last blueprint is we're exacting further regulations on the community and in terms of your Department it's, it's more regulatory implications that you all have to monitor and I know you're pretty busy as it is and it just seems it's piling on more work and more work and we're going to, we're going to wind up with 200 community blueprints in the City of Las Cruces. I mean is the staff, and this is a rhetorical question: Is the staff prepared to handle 200 blueprints, community blueprints throughout the city? Again I think it's a, it's a unnecessary tool. If, if this was an area that was to be looked at perhaps

an overlay district like the University Avenue Corridor, Alameda, et cetera, Lohman Avenue. And flexibility, you know I want to know what type of flexibility where there will be once this is adopted. You know I would hate to see a property owner want to get something done and they come in two years from now and realize, "Wait a minute. This is what we were thinking we could do and now we can't or we have to spend $50,000 on an architect to come in with a site plan and the nice conceptual drawings." And then just, and I know I'm throwing a lot at you Andy but has anybody in the City reviewed this in terms of staff? I mean like fire and police, have they been able to look at it and say, "Yeah, we can meet the demands of the proposed increase." Cause I know historically if a developer comes in with a large master plan it's heavily scrutinized as to what will the, what will the demands be for further public services, fire and emergency, public schools, transportation, et cetera.

Hume: Okay. The, those are a lot of points. Let me see if I can address some of them. First, a point of clarification. The TIDD does not exact an additional gross receipts tax. The gross receipts tax is the same all the way across the city. A portion of the gross receipts tax is reinvested back into the TIDD so I just want to be clear, make sure there's no, there's no misunderstandings on that. A couple of questions I'm gonna, I'm going to answer some of the easier ones first and then we'll get down to some of the more difficult ones. So far the only staff review of this at this point in time, of the entire plan has been done by Community Development. One of the stakeholder meetings was with all of the, was with I believe six out of the 11 Department, the Department Heads so Community Development, Public Works, Transportation was there, Utilities, and so on. So at the Department Director level there was, there was specific input on issues that were, that are in this plan. What staff would see as proposals come in when we get, you know with, with replatting or rezoning or any of those things that would go on, they would go through the same rigorous review processes that exist. Police, fire, transportation would get to look at it on that level again. This is the, only the beginning of the conversation when we talk about a, a vision, an idea of what is being thought of in this area.

I want to address just for a bit about regulatory issues. Staff's intent all along with this is to be a guiding document. If somebody came in with a proposal tomorrow or once City Council adopts this plan, we would use it and say, "Are we meeting the intent of this plan?" which is why a lot of these areas are called development intensities and ideas for what can be in these intensities are listed. There is no specific subdivision plat that goes with this. There are no, there's no rezoning that goes with this so if somebody wants to propose a PUD for the whole area or rezone a specific area that they have acquired from a, an existing property owner, they absolutely go through that process and they would be, they would go through the same rigorous evaluation and, and regulatory process that exists that, that goes through even the, the rezoning case that you heard earlier today.

One more thing that I, I want to mention about the, you brought up the idea of, of having it as an overlay. When we look at the, for lack of a better term I'll say the hierarchy of City documents, of course the City Comp Plan is at the top and that, that is, is supposed to be governing all of the activities in the city. From a standpoint of community development, the community blueprint's just a little bit beneath that because it goes into a little bit more specifics on a, an area but it does not provide the regulatory framework for that area. It just says, "Here's an idea that could revitalize an area or could provide direction for the development of an area." And again I'll, I'll refer back to say like the East Mesa Blueprint. There really isn't regulatory statutes in that but it sets, it could, it, it would set the stage for what could happen in that area and could develop into an overlay which is again a little bit lower-level document where you start seeing some of those regulatory aspects. The example that we talked about a little bit earlier that with the Alameda Depot, it went through years and years of back-and-forth with the neighbors and Community Development and I, I know it probably came before the Planning and Zoning Commission more than once. That overlay set the regulatory framework for how the Alameda Depot is to, is to evolve, is to be developed and redeveloped in the future.

So when we talk about sort of that strata of documents we're not anywhere near the regulatory level at this point in time. The idea of the blueprint is to provide that guidance. I, I, I, I completely understand and respect Commissioner Gordon's comments and, and are, as well as Commissioner Clifton's about concerns about takings, adding regulatory issues. You're talking to somebody that I'm, I'm not a fan of a whole bunch of regulations. Some make sense, others you know we need to have flexibility in those regulations to be able to provide the level of, of opportunity in these areas. So I realize it's sort of a long-winded answer but I wanted to be very clear about where this document stands in the hierarchy of, or the strata of our documents in the Community Development Department and hopefully I, I did that as clearly as possible.

Crane: Mr. Clifton you have more?

Clifton: I, I think you covered most of it Andy. Just, but just as a follow-up you know what, much like the Comprehensive Plan and the case that we just heard before us, you know these documents are utilized in the findings which ...

Hume: Sure.

Clifton: Substantiate the staff recommendation of which at our level we make our vote or recommendation to City Council based on those findings of fact.

Hume: True.

Clifton: And so to me, even though it's a guiding document it's still, it, in theory it

really functions as a regulatory document and it's just another baseball bat of regulation when a large landowner comes in to the City, "Hey, we have a big piece of property and we want to do this." Cause I, I can guarantee you in a couple years we'll get a proposal through here, the findings will be based on you know, based on staff's analysis of the proposal the proposed zone change meets the intent of the Community Blueprint for Amador Proximo and I, I know that's coming and I just want to make that, that clear. I mean I understand that and I think the other Commissioners have probably heard me harp on this quite frequently so …

Hume: Okay.

Clifton: Thank you.

PERSON SPEAKING, NOT AT THE MICROPHONE.

Crane: Commissioner Ferrary.

Ferrary: Thank you. I think we need to remember that this is giving a voice to the community that's already there. They've had charrettes, they've had like you were mentioning other references and, about the station and so that kind of lent to what this whole blueprint I think is trying to persuade people to go along with this kind of concerted ambience of the area and the development of it so that a big developer can't just come in and do something that the rest of the residents there or businesses would not like to see happen. So I don't see it as being heavy-handed. I think it's as providing representation for what the people have and the vision of our community should be.

Crane: Commissioner Beard.

Beard: I, I, there's a couple of things I have a concern with and the, and the, and these diagrams is a big concern, just like the one that's showing up there it says it's an intensity key and I don't know what, what medium-high means actually. Is that mean, is that the density of a person, people in there or is it the density of people living there or working there? I think that should be clarified.

Hume: Sure. Okay, okay. On, on page six and I would, I would turn to page six here but it's not readable on here. On page six it describes what those intensities are and, and in particular the intensities relate to what types of land uses are going on in that area. So generally speaking for instance, residential land uses have a lower intensity than industrial land uses and so that's sort of the gradation there and again …

Beard: Okay.

Hume: It's, it's described in broader terms ...

Beard: Okay. Okay. Good. The other thing is if, if this is an overlay and a recommendation on how we should go forward I think that we're missing, I think there's, more emphasis should be put on industry.

Hume: Okay.

Beard: Especially along the railroad tracks there to the east of the, of the EBID lateral and, and the railroad tracks. That, that area right there. And if the City, if, if we're going to utilize this property and people are, we're talking about private enterprise coming in and doing this we have to know if that land's got to be remediated. And right now I know that land is very expensive cause I looked into that, and also if you go to map 16, or page 16, I went inside that building; the floor's collapsing in there so you can't use that building for anything until you remediate that floor. And that's concrete, by the way, that, that big tall thing, the thing that you can see for miles away. So, so those, those issues have to be resolved and, and we have to know where we're going to go before we can say, "This is a plan for the future." I mean if it's land that can't be used then, or if it's land that's going to be so expensive that most people can't use it, I think it changes the direction of the plan.

Hume: Okay. Mr. Chair, Commissioner Beard. I'll want to respond to a couple of things. First of all I think that in the first bullet under Actions, looking at the technical feasibility studies and including environmental issues I think is, is a very fair statement to add to that as a, as a, as an action item that needs to come forward before any, before any redevelopment takes place. So I, I think that's very fair to add. The, the second thing that I want to mention is, and I, and I want to be really clear about this. We, we, this is not an overlay. So it's, it, the, we're not talking about zoning or, or anything. Again this is the, just the beginning of the conversation of what could happen in this area. So it's, it's not going to carry the same weight for instance as it does across the tracks where the Alameda Depot neighborhood does have an overlay. So I, I, I just want to make sure that that's clear.

Beard: Okay. Okay I, I, I understand that but I would like to put the emphasis on industry.

Hume: Okay. I, I've made a note here on my notes about that.

Crane: Can I go now Mr. Gordon?

Gordon: Andy I'd like to understand what the mechanics of this is going to be. I, I could send this back to City Council and say, "The idea is great. You know

my concern is who's going to pay for it," which is the underlying thought of my mind. But what happens next? If, if we approve this with certain comments which basically all, what we're doing here tonight, giving us impromptu ideas, thoughts that we've had over the last few days, what is the next step? What does City Council do at that point? Do they take this and do what?

Hume: Mr. Chair, Commissioner Gordon. The next step is if City, if City Council adopts this as a blueprint then what we would, what, what staff would do is use it with the private property owners to help spur redevelopment in the area.

Gordon: And, and then is it going to come back to us again?

Hume: It would, it will probably come back to you in forms of replatting and probably come back to you in forms of rezoning, particularly if they want to go the PUD route so I would see that it probably comes back to you guys in some form or another.

Gordon: And ...

Hume: And, or, or the other thing too is maybe the property owners want to go in fact through the overlay process too, that might be an option.

Gordon: So, so basically what's going to happen is that all this is going to come back to us piecemeal.

Hume: It's, it's possible. The, if, if memory serves, there were eight or ten major landowners in this area so there's not really a whole lot of small pieces to begin with and when you look at the way the current, the property is currently laid out this represents a very different, a, a, a vast change especially in the areas that are north and west of the EBID lateral and so for us to bring that forward or for, for them to want to propose something it would require the property owners getting together and replatting the area. So I, I don't think it's necessarily going to come to you back in little pieces. I, I don't, I don't believe that's going to happen. It could.

Gordon: Well could you, can you tell me what is the incentive for them not to do it now, just on their own? If they think there's some value here in being able to, to reconstitute this area into a viable place to do business or, or whatever why not just go ahead and, and give the initiative to them to go ahead and do it?

Hume: Mr. Chair, Mr., Commissioner Gordon. You'd have to ask the private property owners. I, I'm not sure. This, this ground has been underutilized. I, I've lived here 14 years and granted that's a lot less than probably a lot of

other people but in 14 years I have not seen this property utilized so to, especially, well let me rephrase that; I haven't seen it utilized to the extent that's being proposed. I'll, I'll say that. So to answer that question you'd have to ask the property owners why they haven't redeveloped it in some form.

Gordon: So anything that we suggest tonight is just a suggestion to the City Council in, in what will be their final decision so there's really nothing that we could do other than say, "Yes we, we, we, we will support this plan but we would like to see," I mean there's nothing here to tell me anything. I, I don't know how much this is going to cost. I, I don't want to go ahead and say, "Go ahead and do this." I, I can't imagine, it's going to be astronomical.

Hume: Mr. Chair, Commissioner Gordon. It, one of the things that staff does is if, if you decide to bring this forward or, or recommend adoption to City Council what staff will do is we will comb through all the notes from this meeting, all the minutes. The minutes will be part of the packet for this document. We'll, when you, you know I provided the PowerPoint today, actually they've already seen a lot of these concerns already. Staff has already shared them with them. They had some of the same questions that you all had: How much is it going to cost? Who's going to do, who's going to do the work? How is it going to come to fruition? And so we will remind them of these things. We will, hopefully through our comments that we've talked about here be able to share some ideas for going forward with that. But again ultimately when the rubber meets the road that's when a lot of these questions are going to be answered, not at, not at this level of discussion.

Gordon: But, but that's why I think that the process is being done in reverse. I certainly would've liked to have known what City Council had to say as far as their concerns were. Now they're going to hear ours but we're certainly not going to hear theirs.

Crane: Okay Mr. Gordon. I'd like to make a few comments. First I'm glad Mr. Clifton brought up that matter of the City Council jumping ahead of us and voting essentially a meaningless resolution which if I understand you correctly basically is just going to protect their anatomies by giving the appearance of moving things along whereas in fact they're not because the matter was going to come next to the Planning and Zoning Commission in the regular run of things and then it goes up for approval to the City Council and for them to spend time endorsing it just to wave a flag and say that, "We're working! We're working!" is a bit of an insult to us, I agree. It does make us wonder why we're here but we know why we're here.

And second point: I regard this as better than no plan at all. I've lived here 20, I think 24 years and there's been very little activity, industrial activity in this, that area except for the Santa Fe Mining selling lava rock for a while and I think there was a place there which sold or stored granite

countertops and now there's a Brewer's Gas Station fleet fueling place. Little else has happened. It's better to have some kind of focus than nothing at all. This is a very beginning as I look at it and our deciding, should we decide that we approve this and to send it up to the City Council does not tell anybody to go ahead and start spending public money. I am concerned that I'm not sure that anything in here is going to encourage or discourage a property owner from deciding to develop. I don't know if anything in here actually is going to motivate the City to go out and beat the drum and say, "Look, we've got this property. We have a plan, an outline that we think is a good mix of uses. Will somebody please take a look at that and see if they'd like to be a part of it?" And as an inducement, and we get to the anti-donation clause and I think that does allow tax breaks. It comes to my mind that quite needlessly our governor gave to the Union Pacific Railroad a tax break on the oodles of diesel fuel that they are going to put into their trains down at Santa Teresa in that new yard they built when they refuel them to, as an inducement to get them to go there. Well guess what? There wasn't any other place for them to go and if the governor'd said, "Nah, you just, you know go and try to find some flat land in Texas if you'd like," they wouldn't have been able to find it. It worked. Why can the City, just as a suggestion, not ameliorate some kind of imposition that would otherwise land on the developer?

And thirdly and lastly I'm concerned about Valley Drive. I use it quite frequently. Right now it's two lanes north, two lanes south with cutout turning lanes. As I understand this it's going to be one, two lanes north, two lanes south but the lanes are not going to be interconnected. Four single lanes does not add up to four doubled lanes and we have one that's going to be the lane, if I understand it correctly, the lane that will take you in and out of the development. You have a picture in here somewhere, this may be it. And then there's a median. I take that there's a parking lane. I don't know why the gentleman's walking in the street. And then I assume there's one lane north and then there's a bike lane and then I assume another lane north, and then the same coming south. That is going to be much more restrictive on traffic than what we have right now which is by the way a, a designated truck bypass. Do you have a comment on that part?

Hume: Mr. Chair. I, I do. The, I've been talking with the Department of Transportation. They have a consultant, Molzen Corbin who is working on a, a design. I believe they're in what they call pre-engineering design. The intent of the design is minimum two lanes in each direction separated by a median, current configuration. What this does is it uses, the, there's actually about 120 to 150 feet of right-of-way all the way along Valley Drive so it's a, it's got a lot of right-of-way. What the intent of this is, is to provide a boulevard effect so there, you'd have two lanes in each direction and then a separation, some type of median separation on the outside of those lanes as well with trees and planting as this illustrates, and then an opportunity for a lane in, one in the direction with the northbound and one in the direction

with the southbound that would get you off of the main road so it would keep traffic flowing more freely in those areas …

Crane: I understand.

Hume: And provide that commercial access.

Crane: That answered my question. Thank you. Any other Commissioner have a question for Mr. Hume? Well thanks but don't go away because I'm going to ask members of the public …

Hume: Sure.

Crane: If anybody wants to comment on this matter. Yes sir. If you can limit yourself to three minutes, that's our customary length of time.

Jones: Mr. Chairman if you, my name is Gil Jones for the record and if you wish I'll try and do that. I …

Crane: This won't eat into your time. I've got to swear you in.

Jones: Yes sir.

Crane: As soon as I find my notes that I had before. Bear with me.

Jones: Yes Mr. Chair.

Crane: I'll have my 52nd birthday very soon.

Jones: Happy birthday Mr. Chairman.

Crane: Thank you. Do you swear or affirm that the testimony you are about to give is the truth and nothing but the truth under penalty of law?

Jones: Yes Mr. Chairman.

Crane: Go ahead please.

Jones: Again my name is Gil Jones and Mr. Chairman I'd ask and to, to indulge me just a little bit, I'm not only a member of a, the public and speaking in that capacity but I also represent the largest landowner in the area of this project. I represent Calcot Limited and their real estate in this area. I also by the way have a, a, a great deal of knowledge of that area because I not only was an employee of Calcot Limited but I was also an employee of the prior owner, Southwestern Irrigated Cotton Growers Association so I have a very, very in-depth knowledge of that area and, and also the surrounding area

because of my agricultural background.

I'll, I'll try and run through my comments, in case I'm unable to, to glean more time and, and I guess I'll start at the hardest and most important thing is the landowners in this area want to see value added to this land and what you offer, what, what will happen if we don't go forward with a project like this or with, with an approval of a concept like this is nothing. And that nothing is very key because that land has been a blight item for quite some time, at least two decades. I remember when I was working for SWIG Cotton, getting calls from the City of Las Cruces we, we'd talked about on a small level about concepts to eliminate the blight in the area. They saw even back then in 20 years ago the need to infill that area. Here's a, there was a comment about mechanics and sort of what the mechanics look like. As I said if we don't have a concept nothing will happen. And that means that you're going to have a donut hole in the city and it's going to become worse instead of better. If we go forward with a concept then we have an opportunity to attract developers and we're in negotiation with developers now that are depending on the outcome of this design to make their decisions on whether or not to, that they're, they can attract investment but the mechanics go something like this: We, we court a, an investor. We can tell the investor once this is passed that there is an, a, a, a willingness on behalf of the City to consider different uses on this, this property and that the ability to get different entitlement on the land, get rezoning is going to be supported. Without this passage we get nothing and we have a hole that's a blight. So, so it's very critical that, that we do something forward with this. I will tell you Calcot Limited owns 31 of the acres in that area. Their management and their Board of Directors supports this concept. We've met, I've met personally with the Board twice. I speak regularly to their Directors, I speak regularly to their CEO and I know other individuals with my firm have spoken with the Board, and I will tell you unequivocally the, the Board of Directors of Calcot Limited is in favor of moving forward and seeing something go forward so they can market this property or see it marketed in a manner that will enhance the community and of course allow them to no longer, to, to get out of this asset that they no longer need or utilize and, and I could talk about that at length. I have a lot of bullets. I'll see how far I can get before I run out of time. But ...

Crane: So you're obviously well prepared so I don't want to rush you but just keep it rolling, I'm not going to hold you to three minutes.

Jones: I, I will be, I, I will try to be, thank you Mr. Chairman for your latitude and I will try to be thorough and I'll try to provide a, input that I think is valuable and I'll speak to several specific items. One is, and I, luckily I had a piece of paper in my pocket so I could organize but there was a lot of talk about infrastructure and it, it's been said several times. It is our anticipation that the investment on infrastructure will come by and large by the private sector, by developers. I would submit to you that this is not a detriment but a

betterment. This is jobs, this is improvements in our community, this is the elimination of a place where we have a, a, a, the homeless aggregate in a manner that is not healthy for either them or the community. It's, it's a positive investment even at the expense of, of the private investors. The, and as I mentioned it's been, it's been a vision and an, a recognition for the City for, I remember when Christine Logan, some of us remember her then as Christine Oaks called on me years ago about what, about some concepts to eliminate some of the issues related to blight in that area.

With respect to contamination, Calcot Limited has performed a Phase 1 and then a Phase 2 on their 31 acres to examine it for, for any environmental issues. They purchased the property in about 2006 and the property came back clean. It had an underground storage tank prior to that and, and again that was tested and it's, it's clean. The, the Griffin, the property that is now, the old rock facility was the old Griffin and Brand onion shed and I would submit to you that's not a very innocuous use. Prior to that there was a cottonseed oil mill in the area and there's a person here that can speak louder to that than I can. Again I would submit to you not an innocuous use. That big building on the property is an old cottonseed storage barn.

There's been a lot of mention about rail and there has been, we've talked about rail and the use of rail in that area in the, in the past. I have a commodities background. I've shipped by rail. I've shipped by truck, primarily by truck, by rail, cottonseed primarily, and corn. I will tell you that the likelihood that rail will come into that area is rather remote. One is the Burlington Northern's very hard to work with in that respect. They don't like to put rail in in, in areas like that and if you do put in rail they want to move what they call unit trains which is something to the hundred-car range and, and they don't like to spot cars on a small basis. They don't like to spot ten cars, 12 cars at a time and so that's an issue.

Secondly, crossing Compress with rail will require signalization and infrastructure that's very, very expensive to the owner and you'll find that if you do have interest in rail it will be on the side of the road that does not require you to, to cross a public road cause that's very expensive and it's, it's hard to get by in. I would also tell you that we are fortunate because we do have rail on the other side of Compress to the east and there is a trans-loader that is very willing and has been in the past to load and unload commodities and goods for other users. I see sheetrock moving in and out of there all the time and I also see chili slurry being shipped out of there with regularity.

Let me see if there's any items that I, that I omitted. There, there, there was some talk about why doesn't the, the private developer do this on their own and I, and I hear that. I will tell you that there's a lot of competition in that type of land product, basically very open areas in the middle of Las Cruces. If you go down Amador you'll see the farm owned by I think it's Blue Horse Development. It's vacant. It's ready to be developed. It's not being farmed. You go on the other side of the freeway near Boutz there's

a 20-acre parcel there. You go behind San Saba Pecans on Amador there's about 27 acres that's bare land ready to be developed but there's just no market. The point there is we need to do something to add value to encourage developers to invest in these kind of projects. And, and, and, and with that comes the, and, and to, to, to make that go forward we need this approval and need some, need, we need, we need an approval of a concept like this so that we can encourage developers to come to the table. We anticipate no takings or no condemnations. I, I can't even imagine that being the case. I think I've addressed blight. I went through this faster than I thought. I hope I was clear in my comments. I know that there is always a worry about, about government impositions and rules and regulations but I will tell you this land's been blighted for a long time. It's been on the market. We've had it listed for, for quite some time and the, the owners have been anxious to sell it for quite some time, probably six years. I think the last crop we handled, it used to be a cotton storage facility, the SWIG facility, all that cotton now goes to the west coast and it's, it's probably been available for sale since at least 2009 and I will, could tell you it's, to my knowledge it's never been under contract. I will tell you that in other communities, smaller ones where you have these big open spaces like that they, they basically get bought very, very cheaply and they get bought, bought by speculators that basically sit on them and I've talked, I've sold a property like this in Artesia and one in Deming, just recently in Deming and not too long ago in, in Artesia and then they're basically buy and hold strategy so then you still have an undeveloped hole in the, in the middle of your city. Mr. Chairman thank you very much for the latitude. I hope, I, I hope I've covered all the comments. Again to reiterate the support of the biggest owner, Calcot Limited and if I can answer any questions relative to this site or, or this concept I would love to do so.

Crane: Thank you. Commissioners? Commissioner Gordon.

Gordon: Do I understand from your comments that the company that you're talking about owns the 31 acres in, in question that you're, you're discussing and it is their intent that they would like to sell the 31 acres and if they do are they leaving?

Jones: Mr. Chairman, Commissioner Gordon. They, they no longer have a presence in terms of employees or, or operations. That, that property's not been operated since about 2009. I, I, I left that site, I think I terminated my agreement with that company in 2008 and they operated for a year, year and a half but they have not had employees there for quite some time, the last employee they had there was simply to cut weeds.

Gordon: So basically it's just their intent to hope that this project goes forward so that they can sell their property and get out.

Jones: Mr. Chairman, Commissioner Gordon. Yes they do and of course what they want to do is several things. They're a cooperative. They're owned by farmers and they want to maximize the return on the property but more specifically they want to dispose of it. And as I talk to their Board I tell them, you know they wonder about what kind of arrangements might be made and I warned them that without some change there is no market for this product. And, and again I could rattle off different parcels that are not unlike this but unless we do something that will allow us to go to the developer community and say, "Please invest your dollars here and, and, and here, we can tell you why you should do it and why you have a like, an expectation that we can, this can be developed," which is very, very critical I should add to, to the Alameda area and the downtown area. I think development will benefit both those areas. With, without that it's going to be very, it, it, we haven't had any bites on that property at all.

Gordon: But the whole point here is, is, the whole discussion this evening is to take this particular area and develop it so that we have a viable, functioning, tax-producing community that is both mixed, and here you people are not going to contribute anything. You just want to sell your land and go.

Jones: Mr. Chairman. You know there's, there will be contributions and there will be contributions by the private sector. There are already consultants that are looking at development sites. We're already courting industry. There, out of that will come more planning. Their planning will not be done by the, the public. That will be done in the private sector, private engineers, private designers, private architects. With respect to the landowners and their, their desire to invest in, in, in something especially without some kind of suggestion that, that, that rezoning is, is likely it would, they would remiss to invest in this because again without some kind of change these types of properties they remain blighted and there is no reason to invest in them. We need a message here that says the City will entertain and, and, and we, we have, we have a study that's adopted by the City that will support the different use concepts that we've been discussing this evening: Multifamily, commercial, some industrial, some retail, some single-families, those kinds of uses.

Gordon: Basically what you're talking about is a Catch-22.

Jones: Mr. Chairman and Commissioner. I, I mean the, I will tell you that you're, you're correct that there's a reluctance to invest actual dollars and it is beyond the scope of the, the, the Co-Op to, to speculate and that's what they would be doing is to speculate in some use. They're willing to contribute to projects land and you know we hope that the value, the, there is land that is, is an important project or, or contribution. In this day and age and in this time, the land contribution is very important because if you have a, a, as it, I'll use a homebuilder and this is very, very common with the

homebuilding community: A homebuilder will say, "I will buy these lots of land but I will only buy them when I'm ready to go vertical and start building the house itself. I won't prepay for their lots." And why? Because they can't have their capital tied up both in the, the infrastructure and the materials of the house and the land and still, and still go build. So when you do have a landowner that says, "I will contribute my land to a vertical project," that is a very valuable contribution. And, and our, our, our owners are willing to do that.

Gordon: Yeah I don't believe that you actually said that but if that is the case and there is some contribution on their behalf that would help this project go forward, I think the City would be very happy to hear that.

Jones: Mr. Chairman, Commissioner Gordon. And indeed if, if we want someone to come in and build something they will contribute and then when you get into typical negotiations about let's say we build a, a, a building for a, an apartment complex, okay then the question is, you know "When, where's everybody's exit strategies? And, and we've negotiated, we've said we would negotiate. Well, we'll stay in and be part-owners of the apartment complex or we'll wait till the apartment complex is populated and then sell it." But in regardless there is a contribution of land and the time value of that land in these projects.

Gordon: Thank you.

Jones: Thank you.

Crane: Anyone else have questions for the, Mr. Jones? Thank you.

Jones: Thank you Mr. Chairman. Thank you.

Crane: Any other member of the public wish to speak? Yes ma'am. Tell us who you are please and let me swear you in.

Jackson: Okay. My name's Tamika Jackson.

Crane: Jackson? Ms. Jackson, do you swear or affirm that the testimony you are about to give is the truth and nothing but the truth under penalty of law?

Jackson: Yes.

Crane: Go ahead please.

Jackson: I was actually at the charrette and I saw excitement from people that were of all different age groups, all different ethnicities. It was something that made me believe in my hometown again because I grew up here and when

I graduated high school I actually had a full scholarship to go to NMSU for track and I decided to leave New Mexico and move to Florida because I didn't feel like there was enough future or things to do or jobs, you know all the things that, all the topics that we're talking about right now that I believe that this neighborhood can contribute to our community. And I know that you guys are talking about spending money and I understand that it's expensive and I don't know everything about the process and how all those things work but I do know that I'm a product of what happens when nothing changes. People leave. They don't stay in Las Cruces and I have a young daughter that I hope will stay here and hopefully own a business here and grow and go to college here, but I don't think that's going to happen unless things start rolling in another direction.

Crane: Thank you. Anybody have a question for Ms. Jackson? Thank you for your contribution.

Jackson: Thank you.

Crane: Anyone else? Mr. Small. I recognize you. You're one of those politicians of ours Mr. Clifton and I were criticizing a moment ago.

Small: Thank you Mr. Chair. And, and if I, thank you Mr. Chair. My name is Nathan Small and I wait to be, yes sir.

Crane: You have to be treated, yeah.

Small: Absolutely.

Crane: Hang on. Got to find my script. Do you swear or affirm that the testimony you are about to give is the truth and nothing but the truth under penalty of law?

Small: I do, Mr. Chair.

Crane: Go ahead please.

Small: And, and I, I appreciate you not asking me if I was crossing my fingers and I also appreciate very much the comments from the Board, you as the Chair, and also Board members both with the, some of the questions for this project, also the frustration with some of the process but the interest in what it can contribute to the City.

Mr. Chair what I would wish to say first, this is a process that's been driven by working with the private property owners in this area. As we just heard, the largest landowner is working very closely to see a change in that area so that their property increases in value. Fundamentally what that does is it helps bring more jobs to the City core which was as mentioned

will help not only this area, the businesses that are close there but also downtown Las Cruces. They wish to see a mixed-use development that supports many of the things that the City, this Planning and Zoning Commission, and our entire community have worked very long for. With the planned upgrade of Valley Drive this is a draft plan, or this was a suggestion as a way to increase property values so that it would incentivize property owners to make the highest and best use of their property and allow more activity for those residents who use the area in addition to those residents who are just traveling north and south. And you, it's not on this slide but if we all envision this area kind of bounded by Hadley on the north end, just north of Hadley are a number of single-family residential homes, MacArthur Elementary School that sees a huge number of children who at some point during the year are homeless. By moving forward with this blueprint we're creating the opportunity to bring in jobs, to bring in housing, and to allow the potential for more investment over, in, in there, that area. So I would be very happy to, to answer any questions but I appreciate the very close consideration, the questions, but also the realization that with property owners working together with the public sector, the nonprofits of which there are many in this area who all participated in the charrette that this blueprint represents a potential idea and it allows the opportunity and encourages the opportunity for investment. With that if there, I would stand for any questions, appreciate very deeply the Commissioners' time.

Crane: Thank you Councilor. Any questions for Mr. Small? It appears not. Thank you.

Small: Thank you.

Crane: Anyone else in the public? Yes sir. I beg your pardon. Start back there. Ma'am.

Harvey: I'm Emmy Harvey.

Crane: Think I'd have this remembered by now, wouldn't you.

Harvey: I know you've got to get your paperwork out.

Crane: Yes. That's right.

Harvey: I'm waiting.

Crane: Do you swear or affirm that the testimony you are about to give is the truth and nothing but the truth under penalty of law?

Harvey: Yes sir.

Crane: Go ahead please.

Harvey: We own the Harvey Gin Company which is the property that is at the corner of Compress and Hadley on, on both sides of the street and my family bought that property in 1925. My great-grandfather purchased it so I've been there and I take care of the property and I have been trying to do things with it. I've been talking with Nathan Small and with everybody else in trying to work on these projects. Would I love to see that do other things? Yes but as I tell them always, my property is zoned industrial and I would like to do something with it. If it works industrial, great. If something else comes along, I'm not a fool either. We shut the gins down I believe in 2006 if I remember correctly which supported my family for over 80 years and the ginning business was an incredible business and I loved being a cotton ginner. Am I sorry that we, and put cotton ginning pretty much out of this valley? Yes, I am. It took a lot from my family and my soul. But as far as this development I do agree completely and I'm sure all of you agree that we need to do something with the area. I don't want to see it all rezoned out of industrial as I agree with you. I think there is things we can do and they have assured me that there will be parcels and pieces that will still remain industrial and I plan on mine hopefully being one of them. I have some irons in the fire that may make that direction. But I love to see everything come back to life down there. They've been working very hard as they said on the north side of Hadley trying to revitalize that area and I've watched a lot of places that used to be boarded up that they have improved and cleaned up the area. I live right off the corner of Picacho and Alameda so that is my neighborhood that I go to all the time. I live in my grandmother's house. And I mean I think this is a brilliant idea as far as that and I mean I think the blueprint is wonderful and I don't think it's all cookie-cutter, that that's how it has to all end up being laid out. I believe what they're trying to say is, and if I'm seeing everything right that each individual property owner can come into this as they feel they want to and they're not going to force anybody to do anything and if we'll all work together we can make a better community for our community. And I did have one question for you. You said that the property on the corner of Amador and Hadley was contaminated?

Crane: No, I didn't say that ma'am but ...

Harvey: No, I believe it was Commissioner Beard?

Beard: I was suspicious that it might be contaminated.

Harvey: I was just curious because I am the one he was probably talking about. It was a cottonseed oil mill and as far as that, all it ever had in it was cottonseed up until the onion shed purchased it. I stored cotton modules and cotton trailers there for years. Griffin and Brand was quite a wonderful

business and the people that owned it were very cooperative but as all agriculture has left our valley we see what has happened to our area. And if the contamination has anything to do with the lava rock, I can't understand that. I think three-quarters of our yards are all contaminated if that's what they're calling contamination.

Beard: I'm not saying it is.

Harvey: I'm just asking a question. I've heard it more than once and I thought you might know the answer was why I ask.

Beard: I was over there looking at the property. I had some interest in it myself and I, I was with some chemists and they're the ones that put me onto the fact that they thought it might be contaminated but that was, that was only an opinion.

Harvey: *(Inaudible)* fuel tanks on their property. I mean I, I can't recall that they did. I mean it's been a pretty clean, onions I mean are pretty biodegradable.

Beard: I think it was from the, from the ash, the rocks that, and it wasn't what, on what was being processed on it prior to the rocks being put onto it.

Harvey: Oh. Okay. I was just curious.

Crane: Any questions for Ms. Harvey? Thank you for your input ma'am.

Harvey: Thank you very much.

Crane: Anybody else? In that case we'll close this matter to further input from the floor. Commissioners. Before we get down to brass tacks let's remember Mr. Hume strongly recommended that we embody his two pages of handouts, the Transportation comments and the Actions and Implementation comments in the document. You may wish to do that. So any discussion or would somebody like to make a motion? Mr. Beard.

Beard: I move to approve Case CPB-15-02.

Crane: Do you wish to amend to include those documents Mr. Hume?

Beard: Yes.

Crane: Okay. Is there a second?

Ferrary: I would like to second it.

Crane: Ma'am? You just ...

Ferrary: I second it.

Crane: Second. Okay. Seconded by Ms. Ferrary and moved by Commissioner Beard. Any further discussion before we do a roll call starting with Mr. ... Mr. Gordon did you have a comment?

Gordon: Yeah. Andy, just so I'm sure about my thinking. If we move this forward to the City Council will it, what, what backup will they be receiving to, if they're going to take the time to look it over? Will they have all of our comments, all of our minutes? What will they have to at least give them some idea as to what our thoughts are?

Hume: Commissioner, or Mr. Chair, Commissioner Gordon. They will have the minutes of this meeting. That is always part of their packet when a, an item from the Planning and Zoning Commission goes forward. What I'll do is I'll make sure that I will address some of the issues. Environmental concerns were brought up and some other concerns. I'll make sure that those are clearly noted in any, in the amended document that will go forward to them. Also what I'll do, what I, I will commit to do to the, for, to, to you all as part of the packet is I will go through the minutes myself, pull out all of those concerns, make sure that they are listed on a separate piece of paper so that you can either see those concerns on that page or you can go into more detail and, and read the context of them in the minutes.

Gordon: Thank you. That's, that, that's very generous. Thank you.

Crane: Any other comment before we vote? And starting with Mr. Clifton.

Clifton: I, there are no findings in the packet so I guess I vote yes based on presentation.

Crane: Thank you. Mr. Gordon.

Gordon: Based on the commitment of Mr. Hume to do what he said he would do so that the City Council has a consensus of what our feelings are in some bullet form perhaps, I also will then vote yes.

Crane: Thank you. Commissioner Stowe.

Stowe: I vote yes based on presentations this evening and discussion.

Crane: Commissioner Ferrary.

Ferrary: I vote yes based on discussion and presentation.

Crane: Commissioner Beard.

Beard: I do believe that there needs to be a plan. I think we need to move, move forward. I think we need to look at this plan more closely but I do vote yes based on the discussions.

Crane: And Chair votes yes based on discussion and materials presented to us. The matter passes up to City Council by vote of six-nothing. Thank you.

MOTION PASSES UNANIMOUSLY.

Hume: Mr. Chair. Can I make one comment?

Crane: Please do.

Hume: It's, it's not related to this. I want to just remind everybody of the offer, I'm, I'm co-chairing the 2015 Statewide Planning and Engineering Conference and I just want to make sure to remind everybody that on Friday morning there are two Commissioner Planning Sessions that you're all invited to and I just want to reiterate that invitation to you all. A couple of you have indicated that you're interested in attending but I just again wanted to remind you of that coming up on September 25th. Thank you.

Crane: Right here?

Hume: Yes sir. In Las Cruces at the Convention Center.

Crane: September 25th.

Hume: Yes sir.

Crane: Okay. Thank you.

VII. OTHER BUSINESS - NONE

Crane: And you're the Community Development representative right now of this. Have any other business?

Hume: No, Mr. Chair. Not that I'm aware of.

VIII. PUBLIC PARTICIPATION - NONE

Crane: Public participation?

IX. STAFF ANNOUNCEMENTS - NONE

Crane: Or staff announcements?

X. ADJOURNMENT (7:46 p.m.)

Crane: In that case we are adjourned at 7:46. Thank you all.

_____

Chairperson

ATTACHMENT "B"

Planning & Zoning Commission Comments

Stated Concerns from Amador Próximo Decision, August 25, 2015

Commissioner	Concern	Page #
Beard	Reduction of industrially-zoned property within the city	14
Beard	Remediation of potentially contaminated property	17
Gordon	Will there be any property taking	17
Gordon	Who will pay for infrastructure and other redevelopment costs	18
Gordon	Will tax breaks or other incentives be offered	18
Clifton	City Council's endorsement of the vision and goals undermines P&Z authority	20
Clifton	Blueprint increase regulations	20
Clifton	What has been staff review of the blueprint	21
Beard	What does "intensity" mean and how is it applied	23
Gordon	If approved, what happens next; Will P&Z see future redevelopment projects	25
Gordon	What initiative exists for the land owners to move forward with redevelopment without the blueprint	25
Crane	City Council's endorsement of the vision and goals undermines P&Z authority	26
Crane	Not sure that the blueprint will encourage redevelopment	27

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PEOPLE HELPING PEOPLE

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COUNCIL ACTION AND EXECUTIVE SUMMARY PACKET ROUTING SLIP

For Meeting of _____ (Ordinance First Reading Date)

For Meeting of October 5, 2015 (Adoption Date)

TITLE: A RESOLUTION ADOPTING THE AMADOR PROXIMO COMMUNITY BLUEPRINT.

Purchasing Manager's Request to Contract (PMRC) {Required?} Yes ☐ No ☒

DEPARTMENT	SIGNATURE	PHONE NO.	DATE
Community Development Staff Contact		528-3048	9/10/15
Department Director		528-3067	9-11-15
Other			
Assistant City Manager /CAO Management & Budget Manager		541-2078 541-2106	9/14/15 9-11-15
Assistant City Manager/COO			9/23/15
City Attorney		EXT 2128	24 Sept 2015
City Clerk - Interim		X2116	9/25/15

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