

WORK SESSION AGENDA

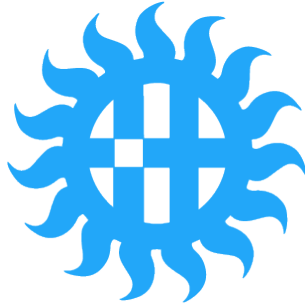
Monday, December 9, 2024 at 1:00 PM

Mayor
Eric Enriquez

Mayor Pro Tem
Johana Bencomo

Councilors
Cassie McClure
William Mattiace
Becki Graham
Becky Corran
Yvonne Flores

Council Chambers



CITY OF LAS CRUCES

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1. **JOBS OF THE WEEK**

2. **PETS OF THE WEEK**

3. **AGENDA ITEM**

3.1. REALIZE LAS CRUCES PHASES 3: FINAL REVIEW AND
REFINEMENT PROGRESS

[WS #24-044 - Pdf](#)

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Council Work Session Summary

Meeting: Work Session - Dec 09 2024

TITLE: REALIZE LAS CRUCES PHASES 3: FINAL REVIEW AND REFINEMENT PROGRESS

PURPOSE(S) OF DISCUSSION: ☒ Inform/Update ☒ Direction/Guidance ☐ Legislative Development/Policy

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

The Realize Las Cruces project was initiated in the spring of 2021. The City of Las Cruces hired Freese and Nichols, Inc. (FNI) to update the land development code and implement the land use policies of the Elevate Las Cruces Comprehensive Plan.

The project has three phases:

Phase 1: Code Diagnostic & Analysis

This foundational phase involved an in-depth review of the City's adopted plans and codes, consultations with frequent code users, including City staff and developers, and a virtual community open house.

Phase 2: Drafting Code and Map Amendments

During this phase, FNI and City staff collaborated closely to develop draft amendments to the code, including extensive work with the Realize Las Cruces Technical Advisory Committee (TAC).

Phase 3: Final Review and Refinement

This ongoing phase involves detailed reviews and fine-tuning of the draft code and map. It includes final interviews with regular code users and a community open house for public feedback on the draft amendments. Staff and FNI also conducted a series of public meetings on August 8, September 10, September 11, and September 12 to gather community input and answer questions on proposed changes and benefits. FNI additionally hosted an open forum on the Realize website to receive public comments. Key community stakeholder input has come from TAC, the Home Builders Association (HBA), the League of Women Voters, Economic Development Agencies, the Realtors Association, and the Engineering and Design Community.

Before the presentation to City Council, staff and FNI held an October 29, 2024, work session with the Planning & Zoning Commission (P&Z) to review the proposed changes and community benefits, detailed in Attachment "A". Key topics discussed by P&Z included application processes, roadway cross-sections, intersection design, proposed park dedication and improvements, traffic impact analysis, and parking standards. P&Z welcomed public comments, with support noted for housing variety, design flexibility, outdoor lighting updates, and multi-modal cross-sections. Concerns raised included bicycle parking for existing developments, some design aspects of multi-modal cross-sections, and a few issues regarding the Historic Preservation, including a proposed title change to align with Chapter two of Municipal Code, a request to add two historic districts, and establishment of a deconstruction process (see Attachment "B").

On November 19, 2024, the Planning and Zoning Commission recommended the code for City Council adoption, subject to conditions noted in Attachment "C".

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At the December 9, 2024, City Council Work Session, Council will review P&Z's comments and recommendations, discuss any outstanding issues with City staff, and gather additional public input. The final step in the process will be City Council adoption, anticipated in February 2025.

SUPPORT INFORMATION:

[Attachment "A" - Benefits](#)

[Attachment "B" - Planning and Zoning Commission Overview October 29, 2024](#)

[Attachment "C" - Planning and Zoning Commission Recommended Amendments November 19, 2024](#)

PLAN(S):

City Council Strategic Plan, Department Strategic Business Plan, Elevate Las Cruces

COMMITTEE/BOARD REVIEW:

P&Z

BENEFITS IN REALIZE LAS CRUCES:

All city-adopted plans and policies were considered in the development code update. Several changes have been made regarding housing and land use permissions. Elevate Las Cruces recommended a more flexible code that encourages housing opportunities intermingled with commercial land uses accessible by any mode of transportation. Some key benefits outlined in Realize are listed below.

- **Site Design:** Increases in density, reduced lot widths, increased maximum height, reduced commercial and industrial setbacks, varied setbacks based on Place Type Classifications, street landscaping buffers, and increased parking lot trees.
- **Housing Opportunities:** Single-family homes, multi-family units, mobile homes, manufactured homes, patio homes, and townhouses will be permitted by right in neighborhood zones.
- **Auto and Bicycle Parking:** Parking requirements have been removed from the urban core (infill area), mixed-use corridors, town centers, and neighborhood centers. Auto parking stalls can be replaced by up to 50 percent with the installation of bicycle parking.
- **Non-Conforming Lots or Sites:** The vacancy period on non-conforming properties has been increased to two years to facilitate redevelopment.
- **Land Uses:** Accessory dwelling units are now allowed on residential property. Opportunities for low-intensity commercial and office land uses in neighborhood districts have been increased, along with the allowance of retail, goods, and services to support residential neighborhoods.
- **Roadway Cross-Sections:** The current maximum road width has been maintained, with space reallocated to accommodate pedestrian, bicycle, and vehicular traffic. The reconstruction of existing roadways is not included, as each roadway will be designed to meet the needs of the area within existing constraints.

Changes reflect October 15 Draft: (Pages reflect October 15 Draft)

- Page 11: Figure 1-2-1. Sec 2-3.C – add that City Council is appealing body
- Page 28: Definition 42 change to "on behalf of the Committee" not commission
- Page 23. Sec 1-4.C.4.b: remove the ability for the annexation process to be waived
- Page 87: 3-2.A.1.a and b. Updating the zoning districts to add character for zoning map adoption
- Page 278: Sec 4-3A.4.d.iii. add "If no subdivision is approved and constructed within 10 years, then the subdivision will follow current standards for development."
- Page 223: B.1. remove all standards as we do not want to condition residential development

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Staff and P&Z Recommended Changes to be reflected from the October 29 P&Z Work Session Discussion (Pages reflect October 2 Draft)

These are comments where Staff agrees with the P&Z Commission and are requesting that FNI update the draft prior to City Council.

Chapter 2:

- Add requirements for deconstruction as it should be the preferred method over demolition.

Chapter 3:

- Page 86: The diagram should be updated to reflect “Does the development meet the zoning designation?”
- Page 89, 90, and 91: add language to the chart for site design that parking is not required in Urban, DDT, MXCO, NCO, and TC.
- Page 92, 94, and 96: Urban area to have reduced build to lines of Collector/Arterial Front 15’ and Local 10’
- Page 100: Add to NCO the additional land uses- Community building or facility, personal services, and art studio/instruction
- Page 214: Add a note under Meaning table that parking is not required in Urban, DDT, MXCO, NCO, and TC.
- Page 214: Verify and add Mobile Home Parks with the same requirements as a Manufacture Home Park. This is not a subdivision this is park that follows different standards.
- Page 215: Sober living home allowed by right in NH-2 and NH-3
- Page 216: Group Child Care Home should be allowed by right in NH-3
- Page 218: Campground allow by right in OS-1
- Page 250: 3.a. change from must to “should be consistent.....
- Page 250: Add a note that a building permit is required for an attached carport as it is an addition to the residence when located in the front yard. If detached in the side or back yard, then it is considered an accessory structure.

Chapter 4:

- Page 277: 2.b.ii. Remove entirely

Chapter 5:

- Page 333: a. add “unless you are exempt based on 4.a.i listed below”
- Page 335: a.i. update to reflect that “minimum bike parking should be required in all zoning and overlay districts”
- Page 351: d.ix. correct spelling of “minimum”
- Page 351: d.x.c. remove the random “w” in the sentence
- Page 365: C.2. correct the formula, there is a formatting error
- Page 366: b. must provide a minimum of 200 feet of continuous street frontage
- Page 366: d. remove completely that it must not be located on a cul-de-sac
- Page 366: D.1.a. Delete ‘exercise stations’, but add ‘or other improvements outlined by the Parks and Recreation Facility Standards Manual or applicable plan’

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- Page 371: C.1. 6" or larger for tree diameter
- Page 373: 3.b.ii. change from native grasses to those identified.... and the recommended list
- Page 381: 5.a. last word should be height not eight.

Technical Manual:

- What and where is the process outlined to amend the technical manual and how do we get the information out to the public.
 - Page 11 of Realize: Figure 1-2-1. Add a column where Technical Manual will be updated by DRC. The DRC process is outlined on Page 10 of Realize.
 - Staff will also provide education efforts including pamphlets, public meetings, social media forums, etc.

Discussion items for the Commission to consider adding as a recommendation for City Council action

- Page 302: 8. Reevaluate this requirement as this will create larger intersections, creating an unsafe environment. Current intersections meet the needs for emergency services and should not be increased, recommend removing.
 - Requiring an intersection to accommodate a fire apparatus without needing responders to enter oncoming traffic is paramount to the safety of emergency responders and the public. It will not increase intersection size and is called out to address existing street renovations with reduced right of way.
- Page 304-307: Travel lanes should be no greater than 11'.
 - As a rule, driving lane should not be less than 12'. There is a provision allowing for narrower lanes in situations where conditions cannot accommodate 12' lanes with approval of the Fire Chief and Traffic Engineer. Fire disagrees with the recommendation to limit all traffic lanes to no larger than 11'. It is recommended that on multi lane facilities which have fire routes, trucks, transit that you maintain one 12'+ lane in each direction. Narrowing of lane width will be determined by required traffic studies to evaluate the overall transportation network. It also significantly adversely impacts the level of service and capacity of throughfare.
- Can we add buffered bike lanes to the proposed cross-sections?
 - Buffered bike lanes limit access and room for larger vehicles and for vehicles to pull out of the path of emergency vehicles.
- Page 218: Golf Course should not be allowed by right in OS-1
 - Staff did not change
- Page 216: Child Care Center should be allowed by right in all neighborhood districts
 - This is a commercial daycare and permitted by right in NH-3 and CR, SUP in NH-1 and NH-2 (primarily single-family residential districts)
- Page 216: Group Child Care should be allowed by right in NH-1
 - Staff agrees it should be allowed by right in NH-3, but should require a special use permit in primarily single-family residential districts.
- Page 366: a. and c. concern with it being a minimum of 3-acres, will lead to payment in lieu instead of acquiring pocket parks
 - Keep 3 acres, but add additional alternatives per the approval of the P&R Director: specialty park less than 3 acres, combination of parkland, trails, & open space, parkland located adjacent to developable vacant property that can be expanded with future development, smaller acreage adjacent to land negotiated and purchased by the city to expand the overall size of the park, etc.
- Recommendation to allow for reimbursement to 50% rather than no reimbursement as a compromise.
 - Policy determination to be made by City Council.

Discussion items that do not require action for Realize but clarified with responses below.

Chapter 1:

- Page 6: E.1.a. Determine when amendments will be made after the 8-month transition period.
 - City Staff will bring back any amendments necessary for reconsideration after the transition period.
- Page 21: G.2.e. removal of signs after hearing
 - Staff will work with codes and the applicant to remove public hearing signs after one week of decision.

Chapter 2:

- Add Rio Grande and Mesilla Park Historic Districts to the code
 - City Staff can review these districts and work with the neighborhood to add into the LCMC after Realize is adopted. This will provide time to explain the expectations to the neighborhood when development happens.
- Add the definition of Historic Preservation Specialist back into code
 - The code reflects all City Management and Directors to be outlined within code. Positions are not reflected as they have the possibility of being modified or reclassified.
- What the City of Las Cruces can do to protect buildings from being torn down when they are not on the historic registry or in a historic district, like the golf club building?
 - **Voluntary vs. Involuntary Designation:**
Many historic preservation laws, including the National Register of Historic Places, make designation voluntary for private property owners. This means owners have the choice to opt out of pursuing formal designation.
In New Mexico, owner's consent is an integral to the process, especially if it involves significant limitations on property use.
 - **Limitations of Local Authority Without Owner Consent:**
Regulatory Takings: If a city designates a property as historic without the owner's consent and imposes restrictions, it could be seen as a regulatory taking under the Fifth Amendment. This will entitle the owner to seek compensation if the restrictions diminish the property's economic value.
 - **Due Process:** The owner may argue that involuntary designation without a hearing or due process infringes on their Fourteenth Amendment rights. Courts typically require that owners be given an opportunity to contest involuntary designations.

Chapter 4:

- Page 257.d. Before any action is taken, if a finding is made that a proposed action is inconsistent with the Comprehensive Plan, the Planning & Zoning Commission shall recommend to the City Council either that the plan shall be amended in accordance with the proposal or that the original proposal shall be amended to be in conformity with the plan or that the proposal be rejected.
 - This is the process to change the zoning district which includes the character area.
- Page 277: A.1.a. add after plan "and any other adopted city plans and policies"
 - This is addressed on Page 6.B. and will not have to be reiterated throughout the code.

Chapter 5:

- Page 304: What are the speed limits for each cross-section to determine the safety impacts?
 - Speed limits and Design Speeds are a function of several parameters of the roadway design and covered within the Roadway Technical Manual based on primary roadway classification and cross-section and other geometric features.
- Page 304: Principal Arterial- how to accomplish a shared bike and transit lane?
 - Generally, this is reserved for when there is no other option to accommodate both separately. It is determined based on the project specific situations.
- Page 304: Principle Arterial- Is the travel and transit lane necessary? Can there be a protected bike lane with at least flex posts at minimum installed.
 - The type of bike facility needed is case by case and a function of additional design parameters.
- Page 306: Does a local need the 38' wide pavement section?
 - A local street is 37' BOC- BOC with a 33' typical paving section. We have been recommending this can be reduced to 36' from face of curb to face of curb, to provide sufficient room for street furniture such as lights, signs, fire hydrants, meters, etc.
- Page 306: Can we add buffered bike lanes to the proposed cross-sections?
 - Determination of specific bike facilities type is case by case based on additional design parameters.
- Page 310: There should be less restrictions for cul-de-sac's
 - Cul-de-sacs should be limited. When allowed should be by approval of Fire Chief or designee and the Traffic Engineer. Cul-de-sacs when allowed shall conform to IFC. There are potential drawbacks of cul-de-sacs including the difficulty of street lighting design, additional costs for construction and maintenance, and accessibility issue. The code does not restrict but discourages the cul-de-sac.
- Page 323: Encourage local trip generation not just ITE.
 - We have used the local trip count always in conjunction with the trip generation for overall TIA. The proposed Technical Manual already encourages the use of relevant local trip generation data.
- Page 323: Include in the Trip generations non-motorized vehicles.
 - The current and proposed code and proposed Technical Manual already address this matter.
- Page 324: Add #vii. Include that a TIA may be required for non-vehicle users.
 - The current and proposed code and proposed Technical Manual already address this matter.
- Page 327: 4.e. add that lighting is required at any cycling, pedestrian, or trail crossings for safety.
 - The current and proposed code requires to meet the IES requirements that already cover this requirement.
- Page 328: v.a. This should be reevaluated as it should not be if there is a need for improvement but should be a requirement.
 - This comment addresses for the request for installation of street lighting on existing streets. This request should be addressed on a case-by-case based on the existing infrastructure and conditions.
- Page 332: 6.a.ii. the 3 years is too long for sidewalk gaps to remain and should be 18 months
 - Leave as 3 years based on new development timeline

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- Page 335: How does staff implement bike parking for developments that are existing, and no redevelopment is proposed?
 - There are triggers for when a property is to come into full compliance with the adopted code. If a non-conforming property is vacant for more than two years, then redevelopment requires full compliance.
- Page 335: iii.a. should we allow 40 percent on an adjacent lot, we do not want parking lots everywhere
 - This is intended to encourage shared parking lots and that is why it is limited to 40 percent.
- Page 366: 5. Provide the Parks and Recreation Facilities Standards Manual so that developers know the expectations and clear guidance for park improvements.
 - Parks Department will begin drafting.
- Page 368: I.1. this will eliminate the request to install parks
 - See alternatives comment above in recommendations Page 366. Note that these alternatives need to be the exception to the norm and negotiated with the P&R Director for approval.
- Request to provide examples of 3-acre park developments within ¼ mile.
 - Parks will provide for presentation
- Page 371: C.2. who determines if the tree is beyond recovery
 - Landowner or landscaper.
- Page 371: D.2. General comment that this incentive was good for the developer.
- Page 387: Dark Sky questions sent to Staff via email and responses are below.
 - 5-9B1. It seems a bit unclear about whether this applicability applies only to new lighting, I assume so?
 - Applies to new and replacement fixtures. See 5-9B1(a-n)
 - 5-9B2e. While it is reasonable to exempt temporary and seasonal lighting, the current exception only gives limits on individual lamps, but not on the total lumens that are allowed, i.e., not on the number of lamps. A total lumen limit per site would be appropriate. It would also be appropriate to give more specific limits on how long of a period temporary or seasonal lighting can be on.
 - There was no limit put in place intentionally, the electrical supply (bill) will limit the output. But a time limit and duration limitation should be put in place, ie.. from dusk to 11 pm and no more than one week before the holiday thru one week following the holiday.
 - 5-9B2i. It's unclear what is not to exceed the property boundaries: it should be the light than can't exceed the boundaries, not the luminaires. It might be better to be specific that light trespass from such fixtures is not permitted.
 - This should be measurable light per light meter.
 - ** 5-9D. It might be better to be more specific about what is required. DarkSky International is suggesting that fixtures can emit no more than 5 percent of their light above 80 degrees from straight down.
 - This section does not reference DarkSky. It refers to fully shielded.
 - 5-9E. To avoid subsequent questions, it would be best to provide an overlay of the city that explicitly shows which areas correspond to which lighting zones.

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- Creating a zone map would put excessive/insufficient light on the property use.
- 5-9E1. It is unclear why only commercial lighting is called out here. These requirements should apply to all lighting.
 - Resident limitations are put in 5-9F.
- ** 5-9E2. It is unclear why there are only requirements on color temperature in Lighting Zones 0 and 1.
 - These are non-commercial and non-residential Zones. Above 3000K put unnatural light in a natural environment.
- 5-9F1. I was confused to which requirements ("The requirements herein") are being referred to, as there are no requirements listed in this section. Does this mean the General Requirements given above?
 - It states residential properties up to 4 units. The term is used to cover one and 2 family units up to a quad-plex.
- ** 5-9G1. Related to above. It is unclear why these requirements do not apply to properties with one to four units per lot. This clearly is a large category in Las Cruces, so it is important that responsible lighting be used on these properties!
 - See limits of 5-9F.
- 5-9G3. DarkSky International has suggested a significant simplification to lighting requirements related to off-site impacts. Instead of using the BUG ratings, I believe that they just suggest that all lights should be required to emit no more than 5 percent of their total light output above 80 degrees from straight down, and light should not trespass on adjacent properties. If BUG ratings are used, none of the higher categories should be allowed (e.g. Albuquerque ordinance mentions a limit of U0 and G2).
 - BUG is a fixed number while the DarkSky is a percentage. For example, a 1000W metal halide produces between 50,000 to 100,000 lumens. This translates to 2,500 to 5,000 lumens at nadir to 80 degrees. The BUG rating has a more restrictive limit.

		Uplight Rating					
Uplight / Skyglow	Secondary Solid Angle	U0	U1	U2	U3	U4	U5
	UH	0	10	50	500	1000	>1000
	UL	0	10	50	500	1000	>1000

Table A-3: Glare Ratings (maximum zonal lumens)

		Glare Rating for Asymmetrical Luminaire Types (Type I, Type II, Type III, Type IV)					
Glare / Offensive Light	Secondary Solid Angle	G0	G1	G2	G3	G4	G5
	FVH	10	100	225	500	750	>750
	BVH	10	100	225	500	750	>750
	FH	660	1800	5000	7500	12000	>12000
	BH	110	500	1000	2500	5000	>5000

- 5-9L1. It is unclear what "the effective date of this section" refers to, especially since 5-9B1 doesn't say anything about an effective date
 - The effective date will be the date that code is adopted by City Council.
- ** There is no requirement that all new lighting should be solid-state lighting (LEDs) that have the capability to be dimmed.
 - This was intentionally omitted to prevent design professionals from being limited on fixture designs.
- Cost sharing, CIP projects, tax bonds, how do we address when a site is built out and the city road is not constructed to standards to eliminate examples like Del Rey and Mesa Grande (two lanes, four lanes, two lanes).
 - There is no standing policy that I am aware of that dictates the process for improving roadways that are under private ownership although we would, of course, need to consider restrictions and allowances of state/fed/local laws (anti-donation, the nexus test, proportionality, due process, etc.). If it is a city owned right-of-way, the process of financing and location of the roadway improvement would need to begin with demonstrating a relationship with the Comprehensive Plan, as required by the City Charter.
 - Would the road improvement needed to meet current standards be a project added to the CIP? Yes.
 - Is it correct to assume that those projects would be prioritized just like any other CIP project? Yes.

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General Staff Responses:

Fire: Per Elevate Las Cruces and the Strategic Plan, LCFD is required to monitor road access and response times throughout the city. HOA with gates that limit, or slow response should not be allowed without the provision of life safety suppressions systems being installed in residential and commercial buildings. Pavement sections need to provide enough operational space for firefighting activities and response. Where access is limited the use of fire sprinkler systems can be the difference in access and response changes.

- GOAL CL-11, EMERGENCY SERVICES: ENSURE A SAFE AND SECURE COMMUNITY THROUGH THE PROVISION OF HIGH-QUALITY FIRE AND EMERGENCY MEDICAL SERVICES.
 - POLICY CL-11.1, EXPAND FIRE AND EMERGENCY SERVICES TO KEEP UP WITH POPULATION GROWTH
 - CL-11.1.1 COORDINATE WITH THE FIRE DEPARTMENT TO PLAN FOR NEW STATIONS IN FUTURE GROWTH AREAS.
 - CL-11.1.2 REGULARLY REVIEW IMPACT FEES FOR NEW DEVELOPMENT.
 - CL-11.1.3 CONTINUE TO MONITOR MINIMUM RESPONSE TIMES FOR THE ENTIRE CITY TO MEET COMMUNITY EXPECTATIONS AND INDUSTRY STANDARDS
 - CL-11.1.4 IMPROVE EXISTING INFRASTRUCTURE IN AREAS WHERE EMERGENCY VEHICLES CAN'T ACCESS HOMES OR BUSINESSES.

Recommended Amendments

Chapter 1 Realize (Chapter 34 LCMC)

1. None

Chapter 2 Realize (Chapter 35 LCMC)

1. None

Chapter 3 Realize (Chapter 36 LCMC)

1. Page 101: Eliminate minimum front setbacks for Urban Place Types, MXCO and TCO. Use build to line consistent with urban areas on pages 92, 94, and 96.
2. Page 101: Remove minimum number of stories
3. Page 215: Require a special use permit for all drive-thru located in the urban place type, MXCO, and TCO zones
4. Page 215: Require a special use permit for all gas pumps located in the urban place type, MZCO, and TCO zones
5. Page 219: Require a special use permit for payday loans, check cashing, or bail bonds in the NH-2 and NH-3
6. Page 221: Require a special use permit for car washes located in the urban place type, MXCO, and TCO zones
7. Page 221: Require a special use permit for commercial parking lots or garage in the NH-3, CR, and LI zones

Chapter 4 Realize (Chapter 37 LCMC)

1. None

Chapter 5 Realize (Chapter 38 LCMC)

1. Page 301 (Sec. 5-2A): Replace the word "should" with shall so the sentence reads: "In all transportation decisions, safety shall be prioritized to ensure the well-being and protection of every individual traveling within the city regardless of mode of travel."
2. Page 303 (Travel Lane): AMEND "For roadways with low travel speeds, a travel lane may also be used as a shared lane to allow bicyclists to share the lane with vehicles." TO "For roadways with low travel speeds, a travel lane may only be used as a shared lane in combination with other traffic calming measures to allow bicyclists to share the lane with vehicles."
3. Page 303 (Parking): AMEND "When parking is placed adjacent to a bikeway, the bikeway shall be placed on the street side of the parking lane unless an alternative design is approved by the DRC." TO "When parking is placed adjacent to a bikeway, the bikeway shall be placed on the curb side of the parking lane unless an alternative design is approved by the DRC."

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4. Page 303 (Bikeways): Physical barriers within the three-foot buffer shall be required unless alternative designs are approved by the DRC.
5. Page 303 (Bike + Travel): For local streets, sharrow markings shall not be approved unless accompanied by other traffic calming measure
6. Page 304-307 (Street Cross Sections): Travel lanes shall not be wider than 11 feet across all street cross sections.
7. Page 306 (Local Street Cross Sections): Remove one (1) side of parking so total curb to curb width is 30 feet.
8. Sec. 5-2 (all): Road and intersection design shall follow NACTO Urban Street Design Guide and the Urban Bikeway Design Guide
9. Page 324 (Sec. 5-2G (3)d): ADD “(vii) Public Works Director may require an applicant to conduct a TIA if there is a reasonable expectation that the project may adversely affect pedestrian and/or cyclist safety within the study area.”
10. Page 330 (Sec. 5-2L (1)): ADD “The placement of traffic signals or other control devices shall not be predetermined based on rigid and inflexible design standards prior to the preparation of the TIA. Considerations for placement of these devices shall include:
 - A. Desired roadway design speed (NOT optimal speed)
 - B. Can bicyclists and pedestrians safely cross existing uncontrolled crossings or is additional traffic control necessary.
 - C. Does the design provide accessibility to all users, particularly people with disabilities, pedestrians and bicyclists of all ages and abilities?
 - D. Signal timing and analysis shall consider timing delays to cyclists and pedestrians”
11. Page 363 (Sec. 5-4A (1)): REMOVE “LID is most appropriate for larger greenfield developments where there are natural hydrological functions that can be protected or restored.”
12. Page 368 (Sec. 5-5G (2)): ADD Land dedicated for open space or for unimproved parkland can include areas for restoration provided a developer completes restoration activities.
13. Section 5-5 B.3: Replace non-residential with mixed use-development and remove the exceptions
14. Section 5-5: Parks Department to add language regarding flexibility with urban development.
15. Section 5-5 (all): Table this section, use current standards, until the Park Impact Fee update has been approved and then revisit.
16. Section 5-5 (all): If City Council adopts this Section consider reimbursement of 50% for the development of neighborhood parks.
17. Page 382 (Sec. 5-8D): Eliminate buffer requirements between residential (NH) and C zones within the urban place type and MXCO and TCO zones

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18. Section 5-9 (all): Replace or amend Section 5-9 to align with either the City of Albuquerque and/or DarkSky International's model ordinances on outdoor lighting.