



Amador Proximo

COMMUNITY BLUEPRINT
AUGUST 2015

W Hadley Ave
New St
Sweet St
Scoggins Ave
Hayner Ave
W Organ Ave Extension
N Valley Dr
Sweet St Extension
EBID Lateral
Compress Rd
W Organ Ave
W Amador Ave

ARCHULETA RD

W AMADOR AVE
S ARCHULETA RD

N MESILLA ST
S MELENDRES ST
W MAY AVE
W BOWMAN AVE
S MESILLA ST

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 Weir, Community Development Director
- Andrew Hume, Downtown Planning Coordinator

Planning and Zoning Commission

- Harvey Gordon, Mayoral Appointee
- 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

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Planning Consultant Team

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- 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/>

CONTENTS

PLANNING TEAM.....2

PROJECT CONTEXT3

EXISTING ZONING.....4

DEVELOPMENT INTENSITIES5

IMPLEMENTATION AND ENTITLEMENT STRATEGY ...6

ILLUSTRATIVE SKETCH PLAN.....7

OPPORTUNITIES AND CHALLENGES10

SKETCH PLAN ILLUSTRATIONS.....12

HOUSING TYPES19

TRANSPORTATION22

VALLEY DRIVE PLAN.....23

APPENDICES.....25



Historic Amador Neighborhood Re-imagined

A healthy, prosperous community does many 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 reduce the time and expense of commuting and 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, workplaces, and services and provided the new version of the neighborhood complements the aspirations of residents and businesses nearby.

The best way to create that desired place is to plan the redevelopment together. Amador Próximo leverages the experience and expertise of neighbors, property owners, City staff, elected officials, and community non-profits to shape the Blueprint.

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

It's an opportunity, says David Weir, 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 some of the neighborhood's assets have been underutilized, become distressed, or fallen into a state of disrepair, a variety of residences and businesses

have located here, with others suggesting 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 infill and redevelopment.

Among those goals:

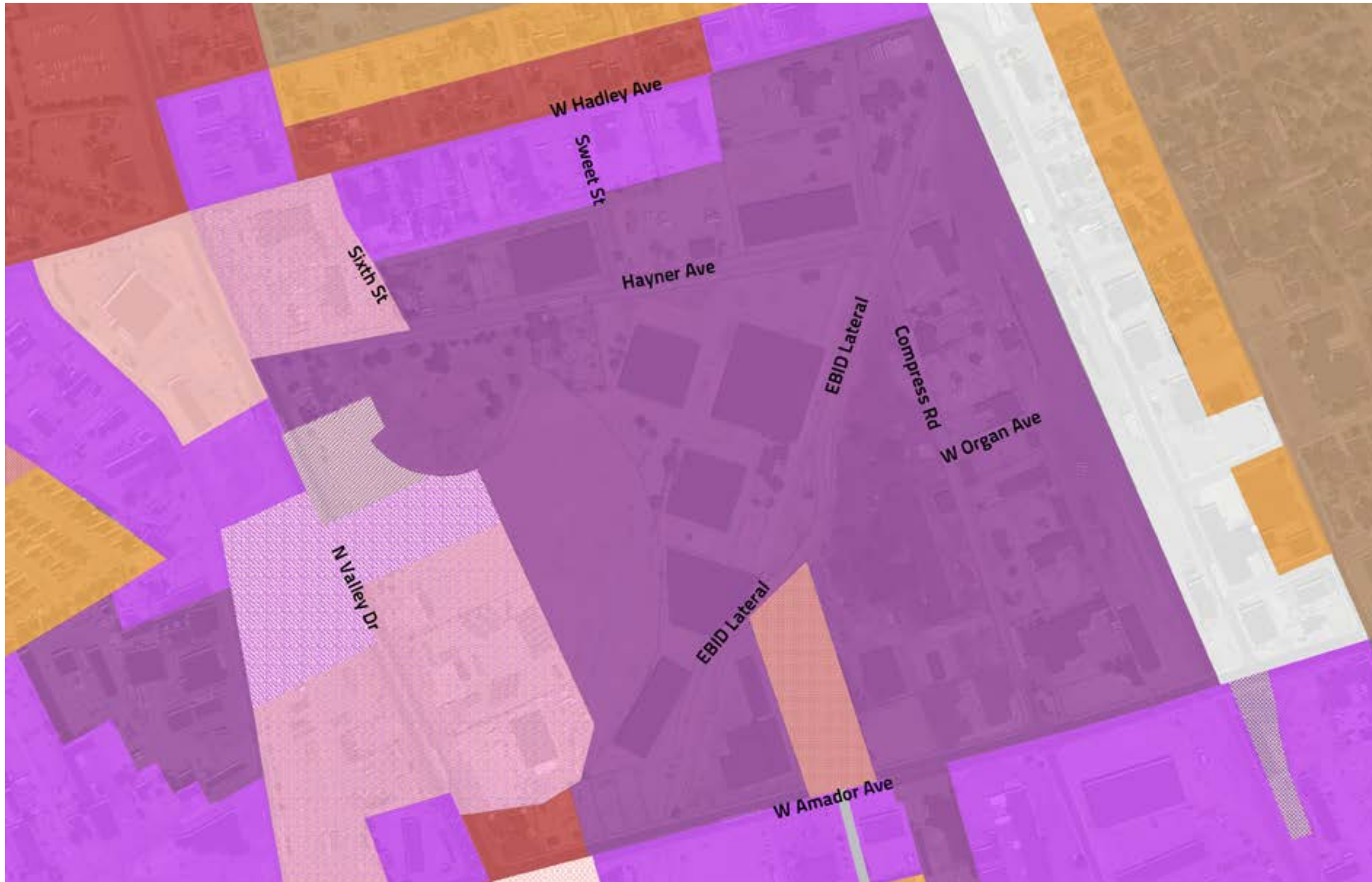
- ★ Leverage industrial and agricultural heritage
- ★ Pursue growth in bite-sized increments
- ★ Build on existing assets to achieve a more walkable/ bikeable mix of commerce and housing
- ★ Provide better connections between where people live and work
- ★ Develop an expanded range of housing and job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



Amador Próximo is a Community-Driven Plan

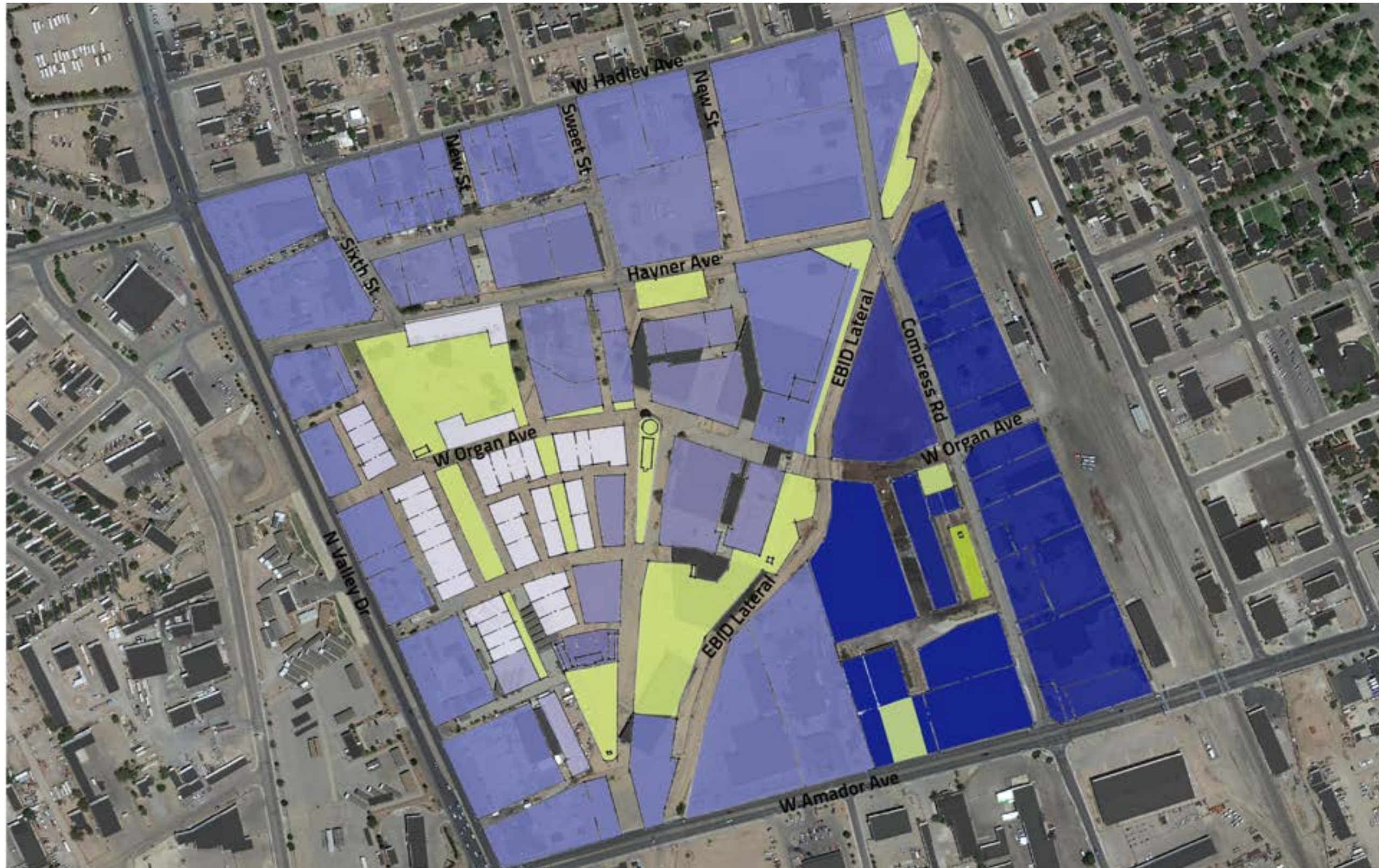
Through a week-long community charrette and ongoing public input on the project iCharrette website, <http://www.amadorproximo.org/>, the neighborhood blueprint was developed in collaboration with local residents, businesses and non-profits. Landowners, developers, and employers actively participated in order 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 (NMDOT) helped identify infrastructure constraints and requirements.





- 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







Low Intensity Low Intensity development will be mostly single family and medium density multi-family residential, including townhouses 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 neighborhood may have high density housing, but is largely employment and industrial uses along the tracks. Makerspaces work well as a buffer between the industrial uses and the other uses of the neighborhood.

There are specific steps and relationships that the public and private stakeholders should undertake to address the issues, challenges and opportunities identified during the planning process.

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 above, shall provide the framework for development within the planning area. In addition, the neighborhood north of Hadley will benefit from incremental, affordable infill housing. While the uses north of Hadley likely will not differ, this area should also be considered for infrastructure improvements and an expedited process.

Uses

Most neighborhood areas 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 intensify 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.

Most of the land uses proposed in this blueprint are either allowed in the current M1/M2 zoning or are allowed with conditions. However, there may be significant site planning requirements that impact final layout.

- ★ Here are options available through the expedited processes of the Infill Development Overlay (IDO) to resolve the zoning and platting issues:
- ★ Use currently available zoning and parcel boundaries to begin redevelopment.
- ★ Apply for a PUD and replatting as concurrent processes through IDO.
- ★ Apply for 'pancake zoning' to allow the uses not currently permitted through M1/2 zoning.
- ★ Create a mixed-use development code to address all levels of land uses and intensities.
- ★ Approve IDO Concept Plan allowing administrative site and project approval.

Infrastructure

Hadley, Hayner, and eventually Compress must have streetscape improvements to incentivize new development. These should be a City investments 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 NMDOT, 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.

- ★ Complete appropriate technical feasibility studies to determine the utility and drainage needs as well as potential environmental issues on a per project basis.
- ★ Complete a cost analysis to determine the financial impact of designing, constructing, and maintaining the proposed roads, parks, and other public spaces.
- ★ Coordinate all proposed park development and improvements with the Parks & Recreation Department.
- ★ Funding for public projects may be identified through the formation of a Tax Increment Development District, the Capital Improvement Program, or General Obligation Bonds.

Platting

This Blueprint requires a significant degree of platting to achieve the goals of the participating community and landowners. It shall be considered under the Infill Subdivision Process per the Land Development Code, Chapter 37, Article V. Platting that conforms with the Blueprint Illustrative Plan should be approved administratively.



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

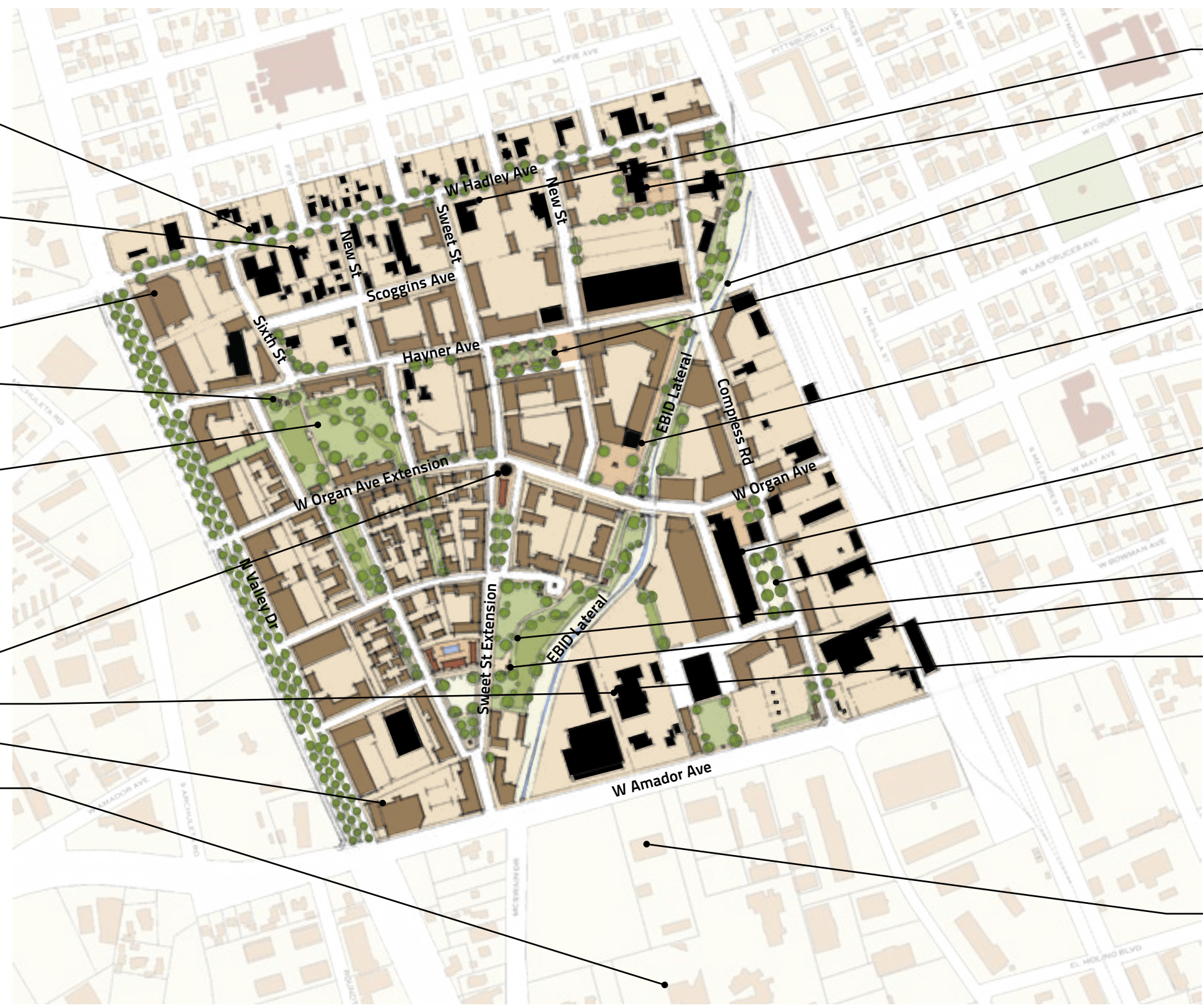
Trail

Playground

Seed Barn
Skills Training Center
Community Garden

Horse N Hound

■ Existing Buildings
■ Possible Infill



AMADOR COMMUNITY BLUEPRINT

LAS CRUCES, NM

AUGUST 2015



ILLUSTRATIVE SKETCH PLAN

Amador Neighborhood



VIEW 1: EMPLOYMENT ON HAYNER



VIEW 2: HOUSING AT BRANIGAN PARK



VIEW 3: MAKERSPACE ON COMPRESS





VIEW 4: GATEWAY ON AMADOR



VIEW 5: HADLEY AVE INFILL



VIEW 6: VALLEY DR ACCESS LANE



Legacy of Agriculture and Industry

Amador Pródigo's historic connection to the City's legacies of agriculture and industry gives it a special identity. While some of its assets have been underutilized, become distressed, or fallen into a state of disrepair, 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 Pródigo Community Blueprint uses an approach 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 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 makerspaces 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 off-beat 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 job training.

Water and Stormwater

Encourage a greening of redevelopment with a mini-

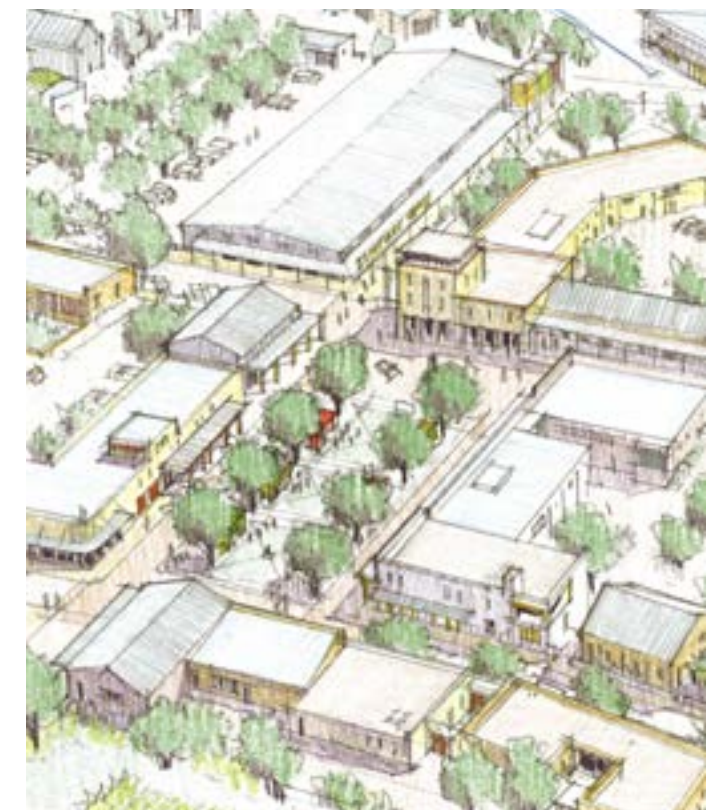
mum of impervious surfaces, neighborhood-scaled storm water management and a "skipping stone" concept of parks, walking paths, and community gardens.

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.



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

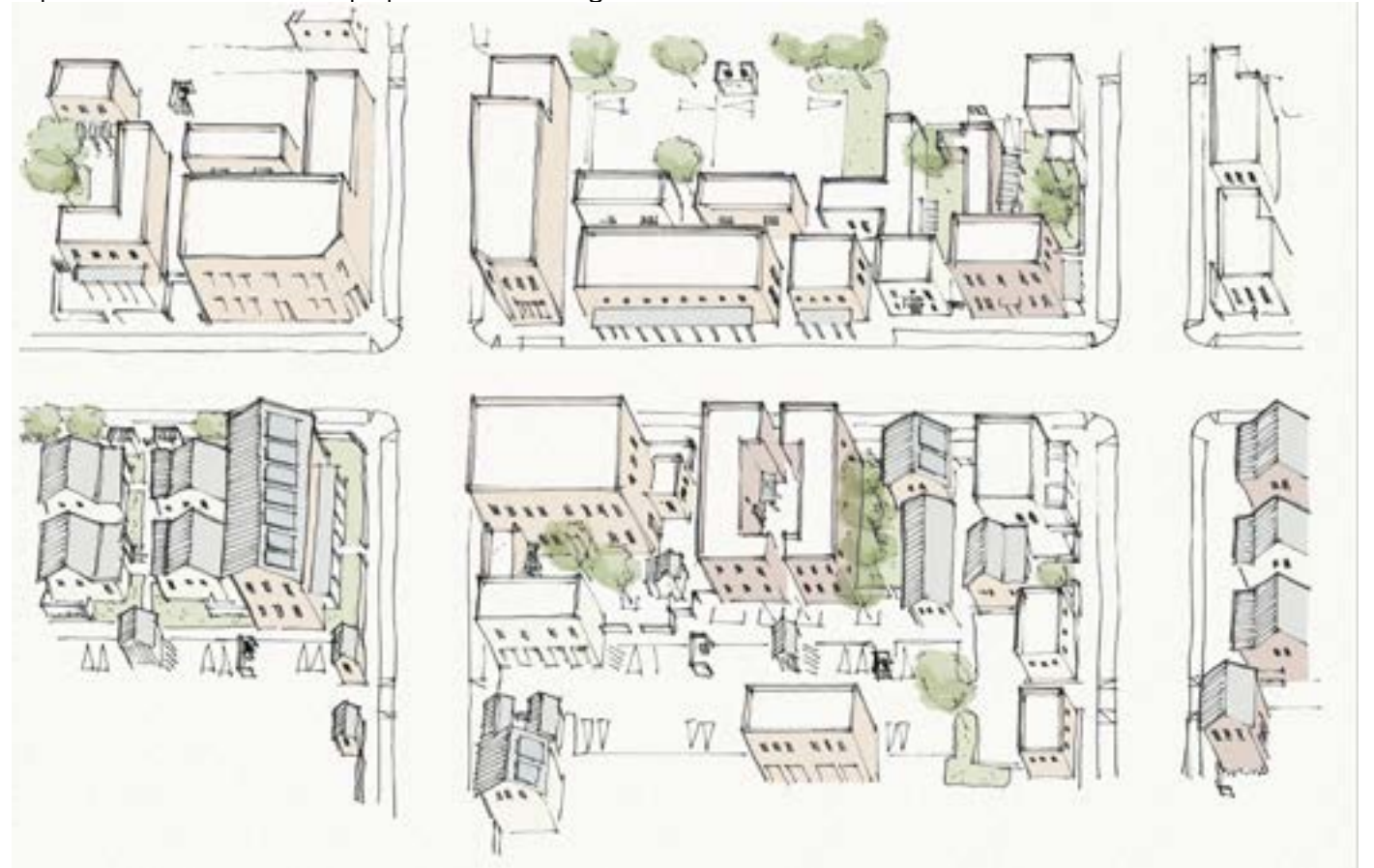
Along the edges of the popular Branigan Park there could be small-scale housing infill to take advantage of recreational access to the park. With the higher densities proposed for affordable housing options, these units could be duplexes and triplexes that are family-oriented with park frontage.



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.







Existing



Proposed Redevelopment



Existing

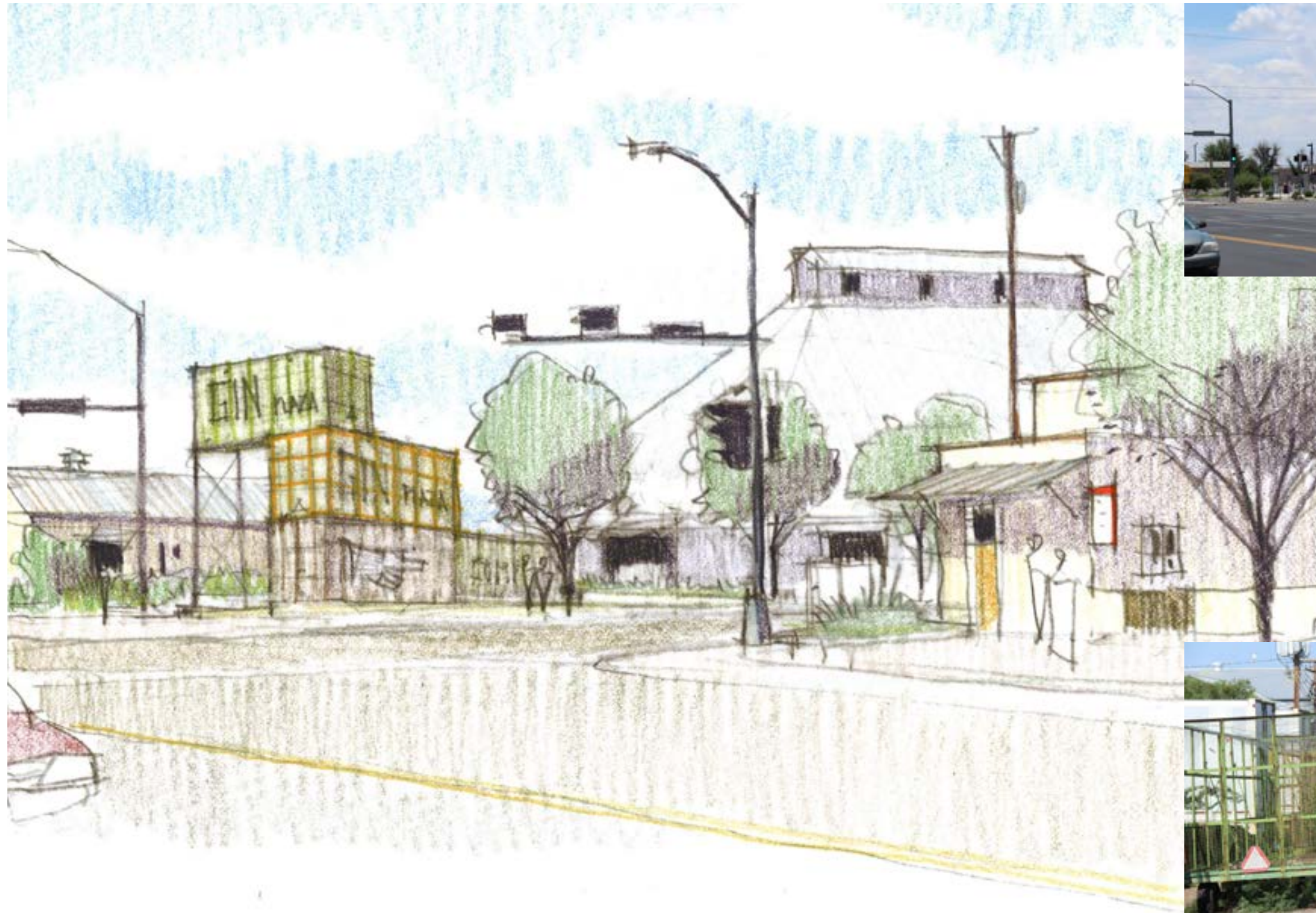
Infill Housing Proposed



Proposed Infill



Existing



Proposed Gateway



Existing



Cotton Trailers



Proposed Redevelopment



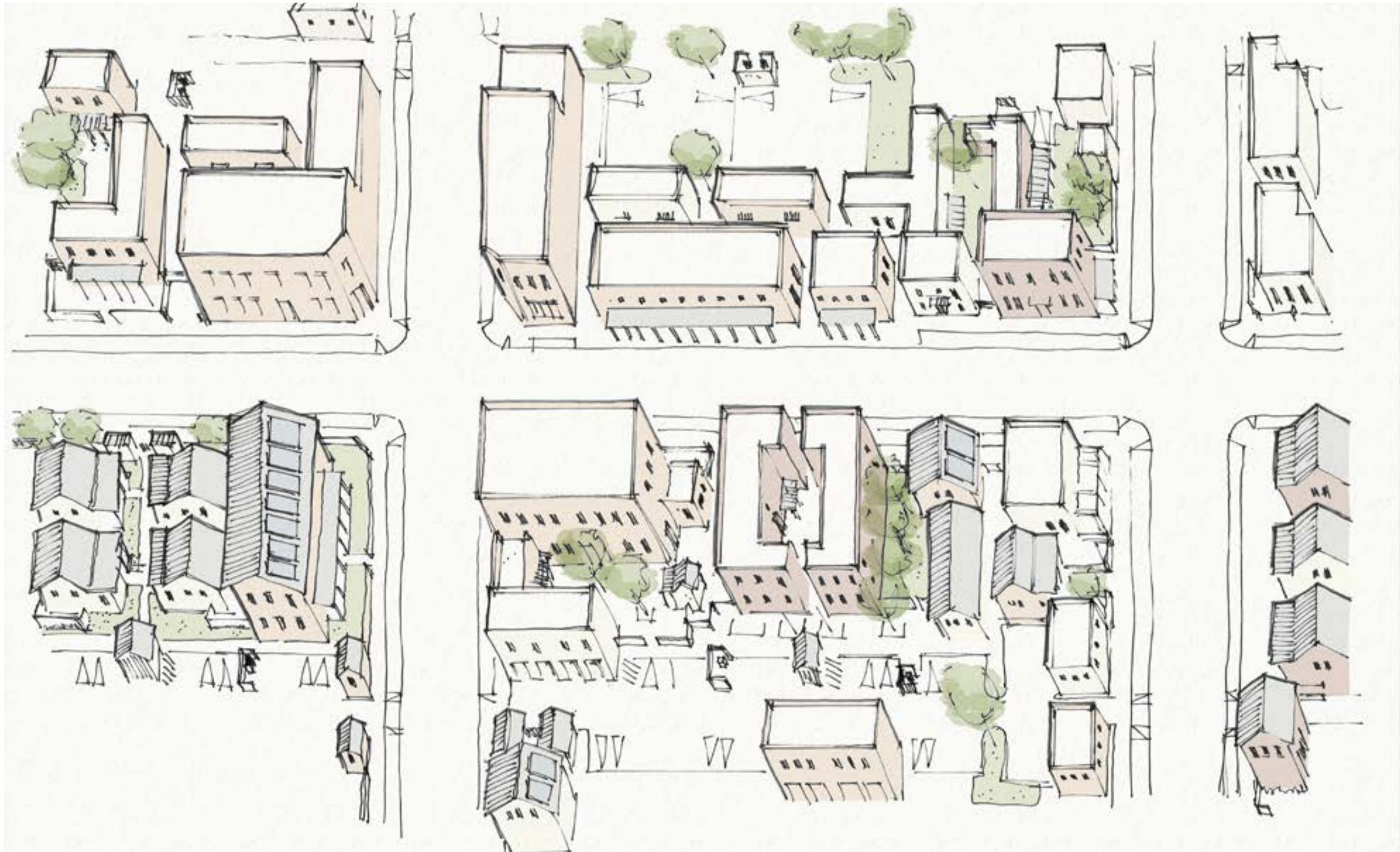
Existing

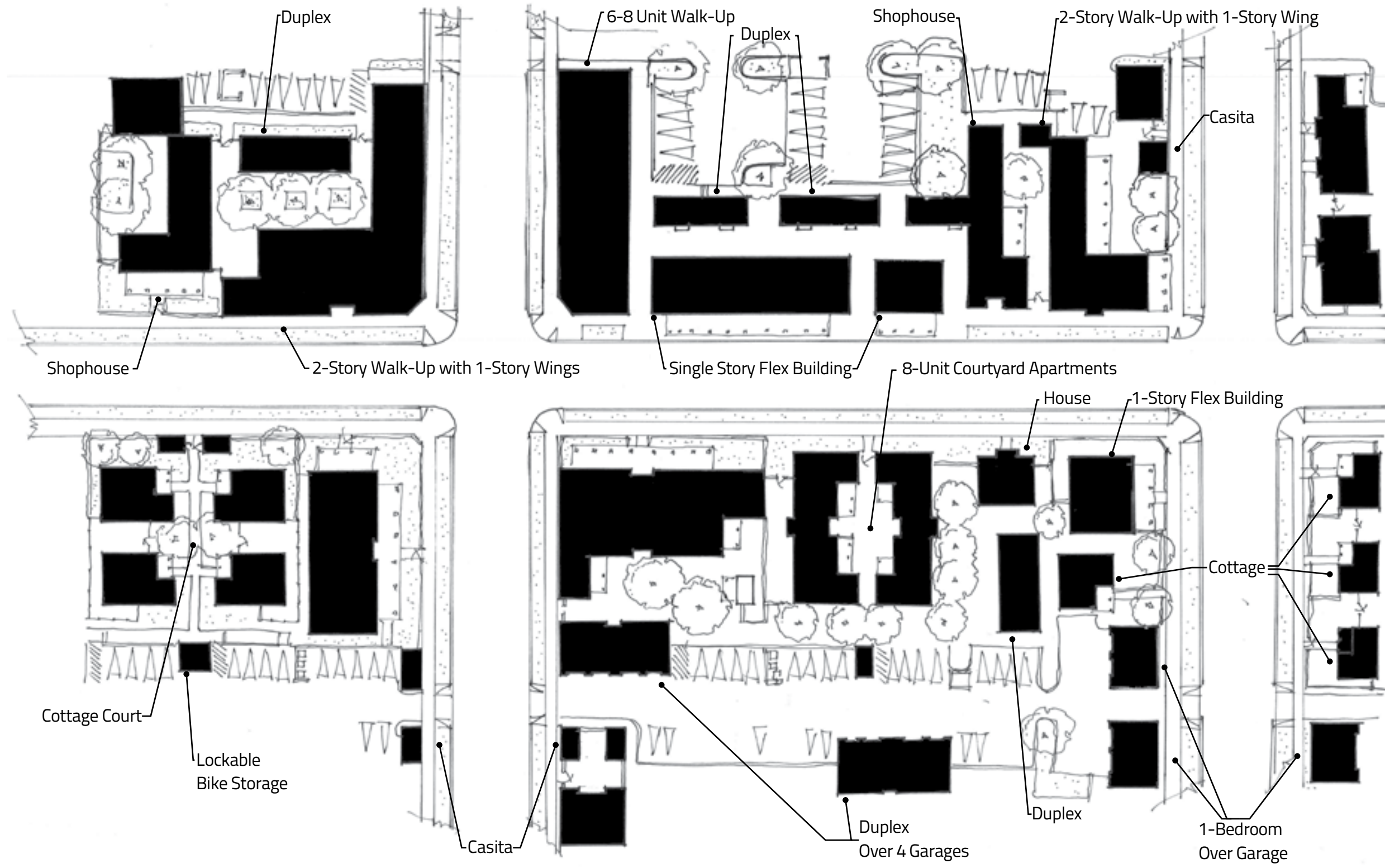


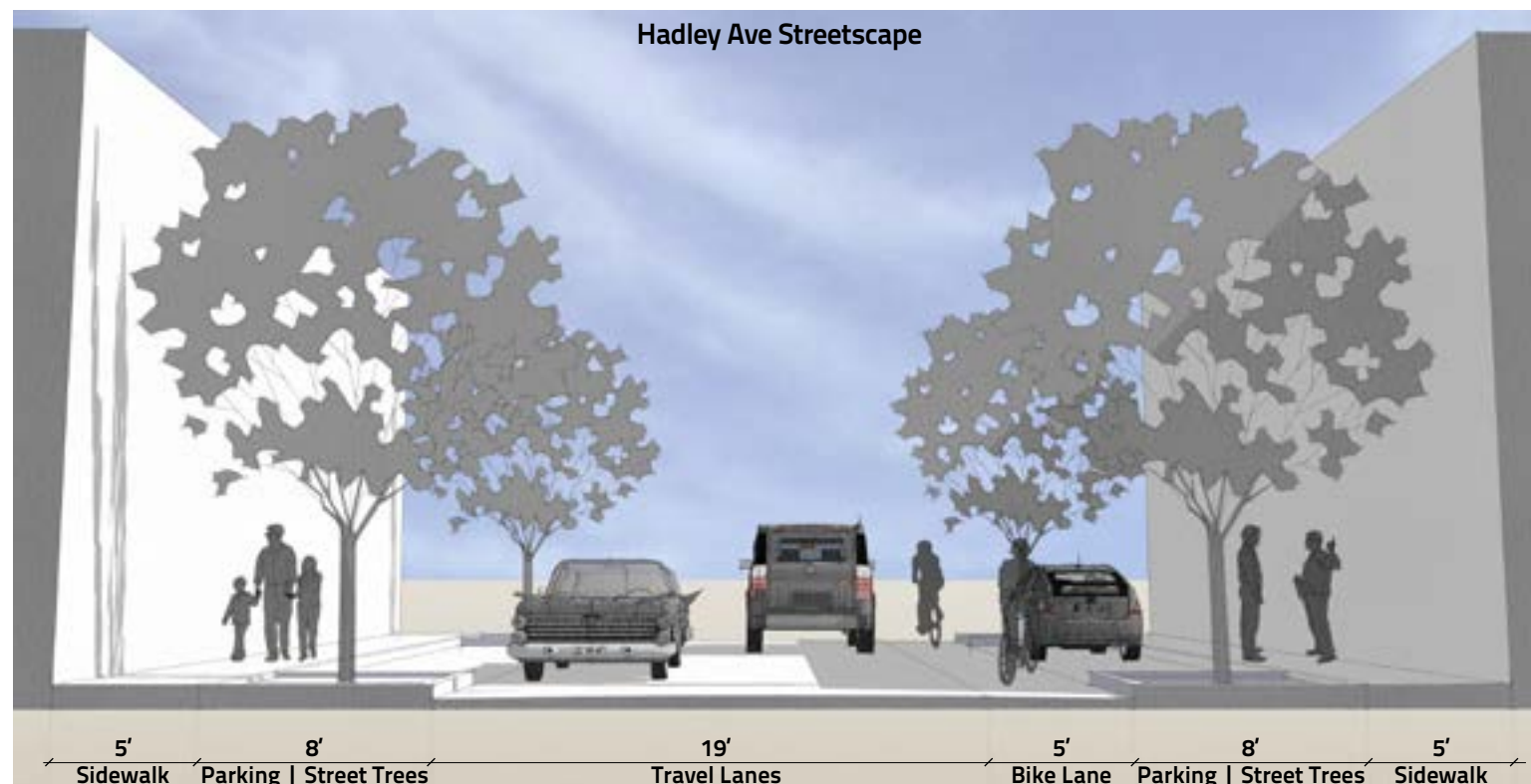
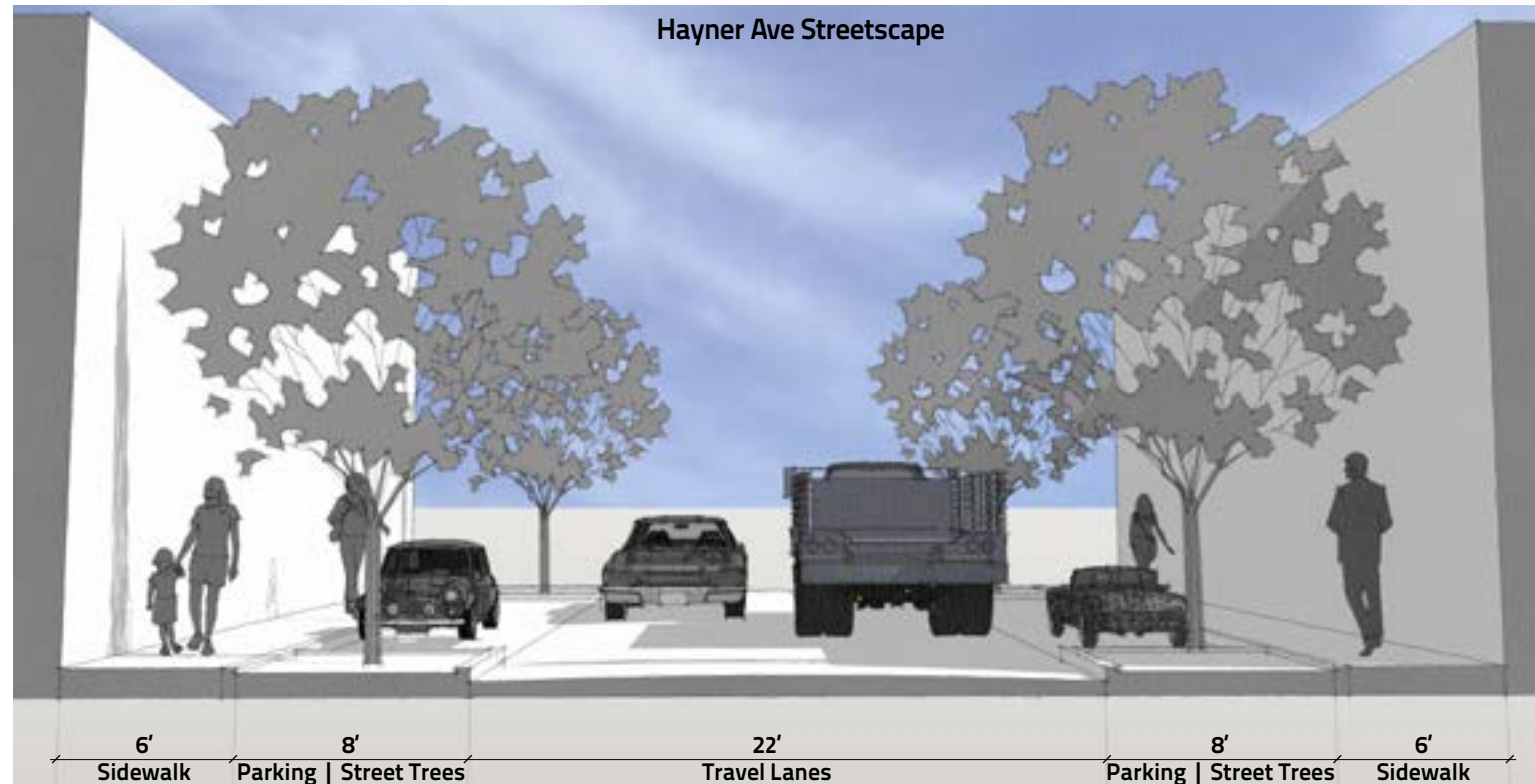
Proposed Access Lane and Redevelopment



Existing







The vision of Amador Pródigo is in agreement with the Mesilla Valley Metropolitan Transportation Plan (MTP) update, adopted June 2015. The MTP supports mixed-use development patterns that encourage the use of bicycle/pedestrian facilities and public transit.

Local Public Transit Options

There are several RoadRUNNER Transit bus routes that operate in the study area. The Mesilla Valley Intermodal Transit Terminal (MVITT) is located on the periphery of the area, but has the potential to be a focal point in transit oriented development. For example, the provision of bike lockers and shared bicycle service at the MVITT provide transit support for the study area.

A further opportunity for public transportation options would be to provide a circulator/shuttle bus. This could link the area to downtown and the transport services offered at MVITT.

Rail Commuter Station and Transit Oriented Development

The South Central Regional Transit District (SCRTD) is conducting a study to pursue commuter rail service between Las Cruces and El Paso. There would presumably be a station in the Amador Pródigo area. Providing commuter rail service is in the mid- or long-term planning stage. However, there is potential for adjoining land uses to enhance the provision of a rail station.

Streetscape Improvements

Streetscape improvements are necessary on Hadley, Hayner, and eventually Compress to incentivize redevelopment and provide proper facilities for pedestrians and 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. Adjacent landowners may extend the sidewalks onto private property to provide for dining areas or public space.

Hayner 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 on-street parking 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.

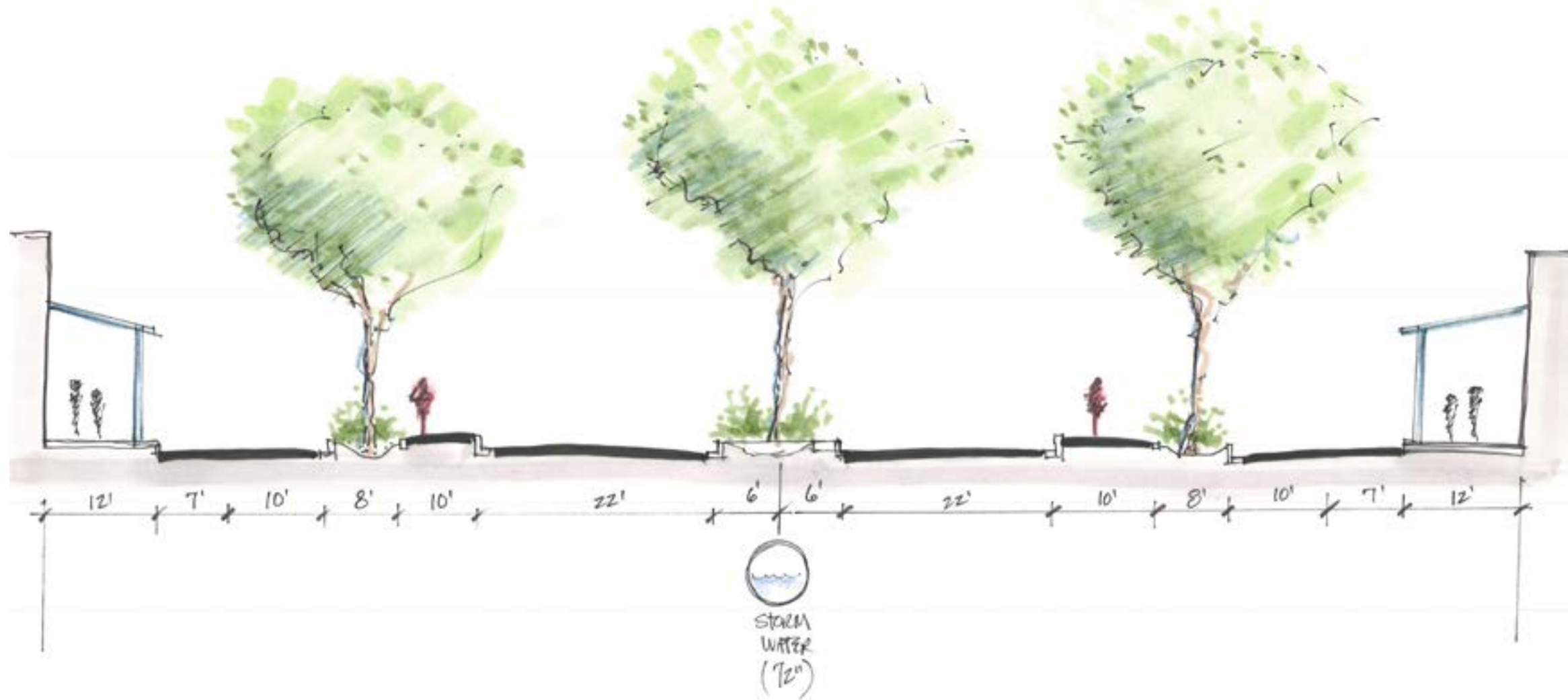
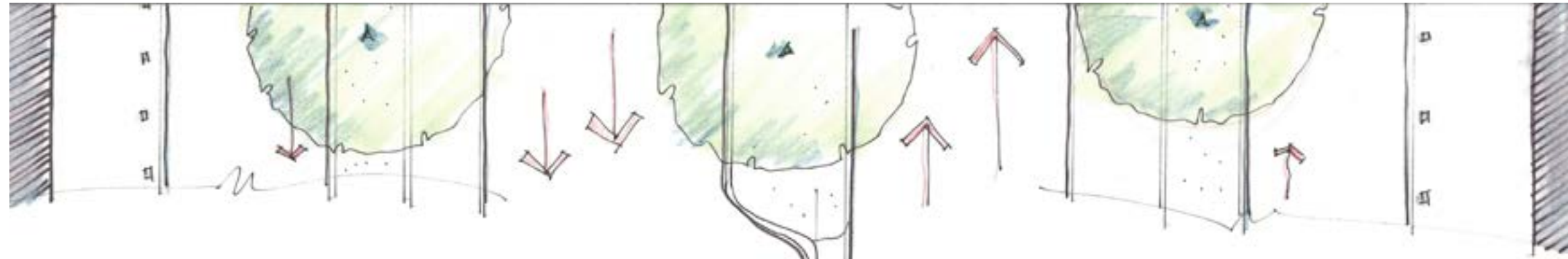
The MPO Transportation Priorities Map, recommends installing a bicycle boulevard throughout the Hadley corridor. This route will provide safer east-west bicycle transportation and link the multi-use path loop with the interior of Las Cruces. A bicycle boulevard is a transportation facility that gives priority to bicycles instead of motorized vehicles.

Hadley Avenue Recommendations

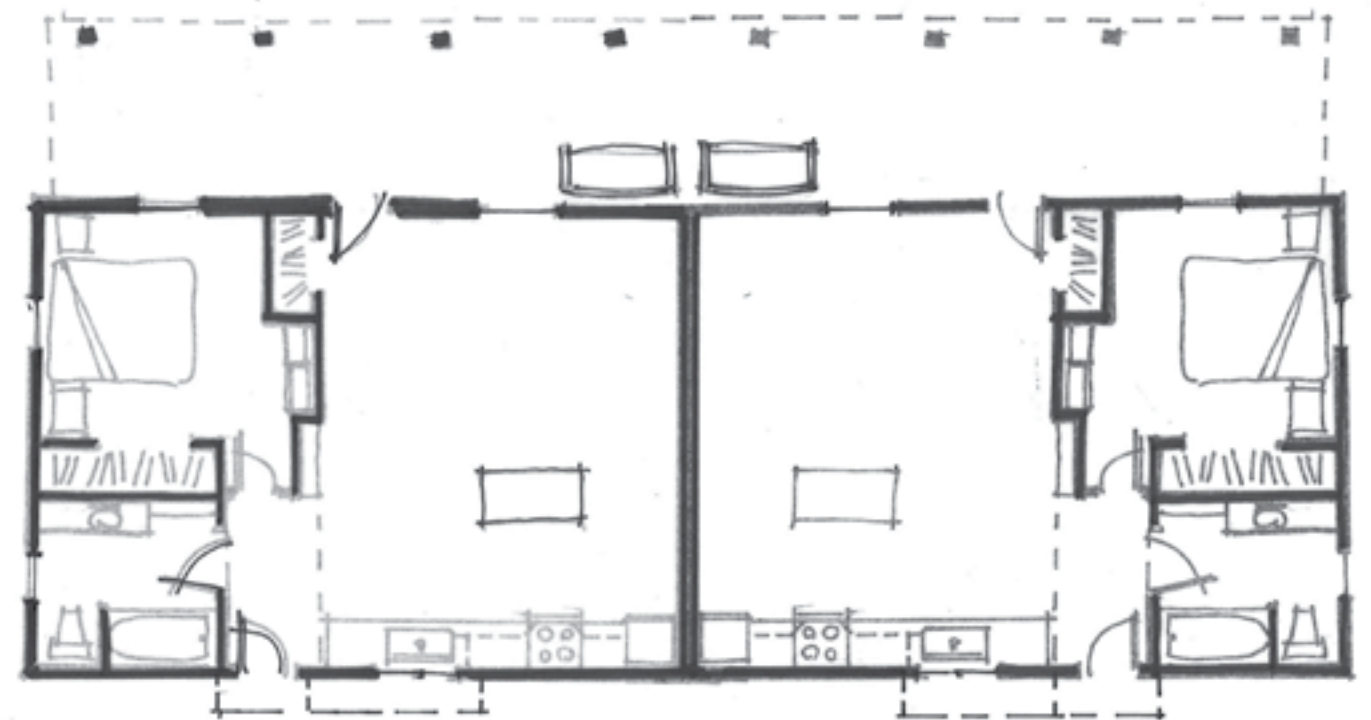
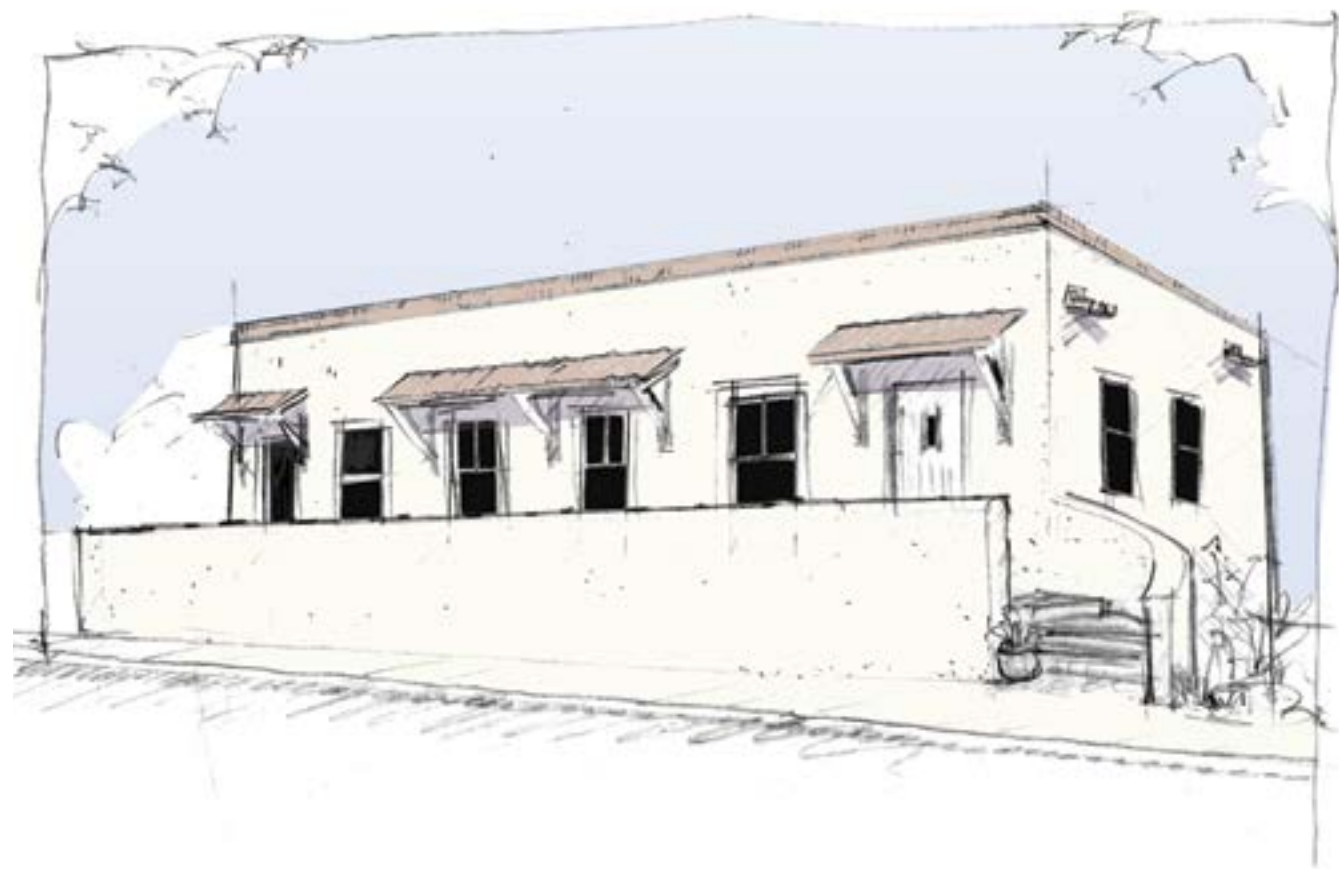
The Hadley Avenue streetscape provides 24 feet of pavement between curbs. This accommodates two travel lanes and a five foot bike lane. The shared parking and street tree bay is the same as that recommended for Haner Ave. In a 50 foot right-of-way, this only leaves five feet for sidewalks on each side.

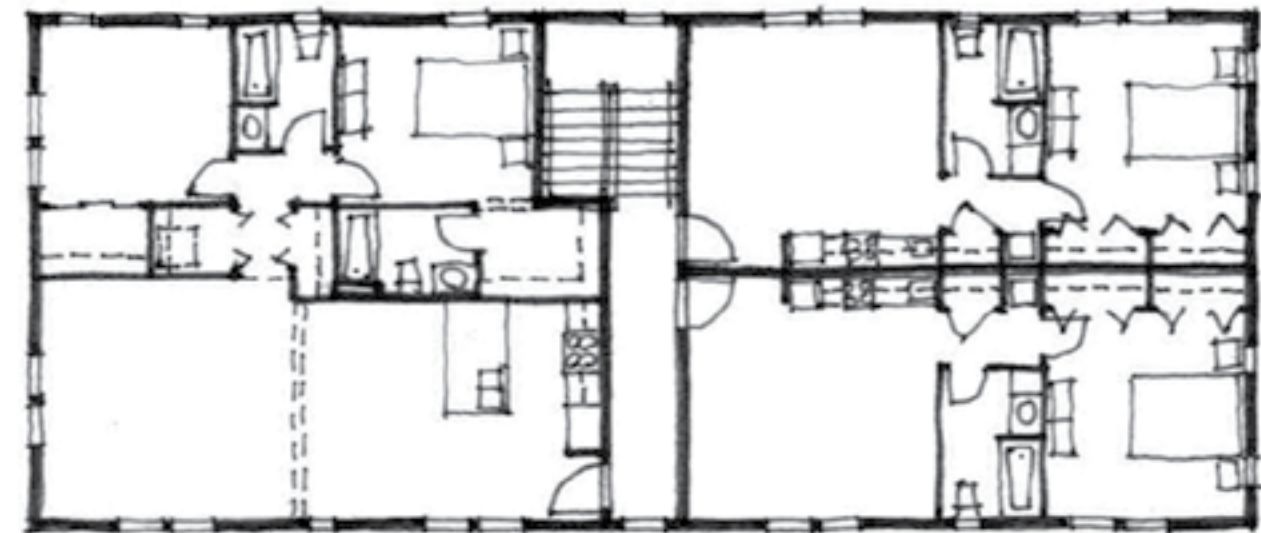
Valley Drive Reconstruction Project

The project goals are to improve pedestrian and bicycle facilities, improve traffic circulation, and mitigate drainage problems. The consulting firm of Molzen Corbin participated in the charrette, and are refining the roadway design alternatives. Discussion included the use of landscaping, porous surfaces for sidewalks, and other alternative drainage solutions.

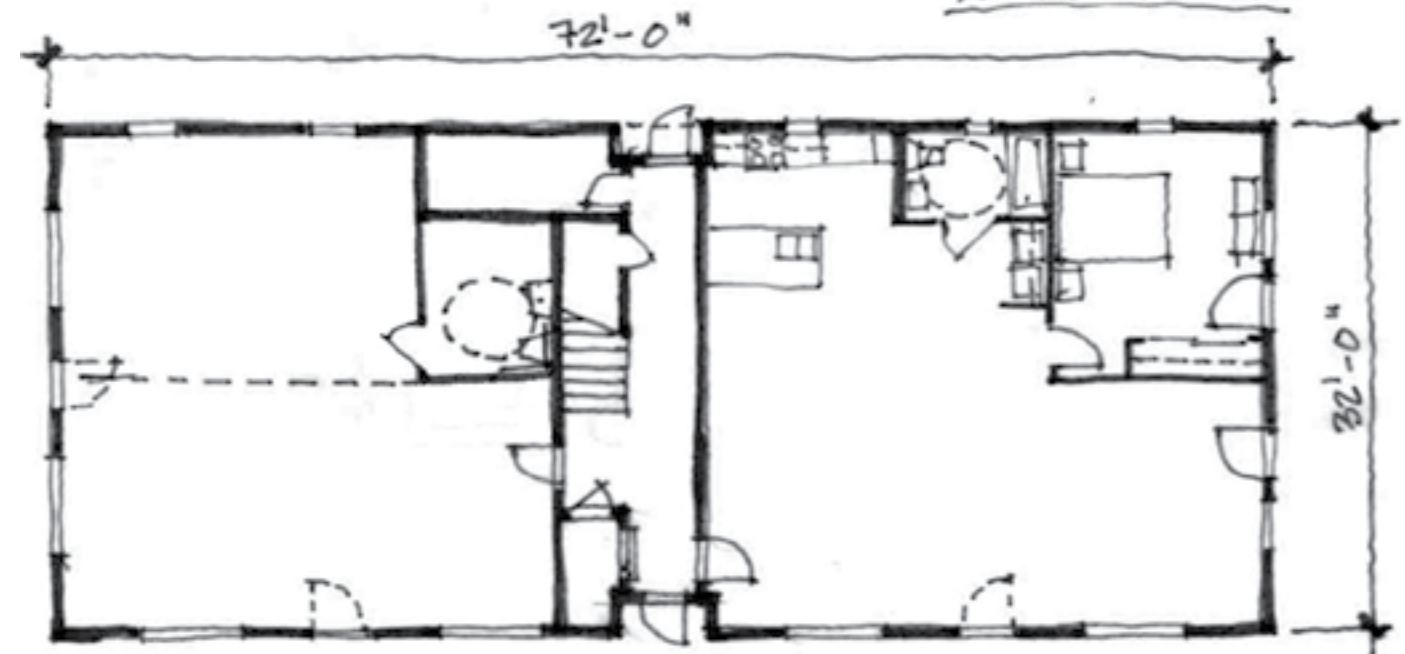








SECOND FLOOR



FIRST FLOOR



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APPENDIX C: 8-UNIT COURTYARD APARTMENTS
Multi-Family Residential: Plan and Elevation



