

1 **DEVELOPMENT REVIEW COMMITTEE (DRC)**

2  
3 Following are the minutes from the City of Las Cruces Development Review Committee  
4 Meeting held Wednesday, September 1, 2021, at 9:00 a.m. in Room 1158.

5  
6 **DRC PRESENT:** David Weir, Chief Planning Administrator  
7 Mark Dubbin, Fire Department  
8 Dominic Loya, MVMPO  
9 Cathy Mathews, Landscape Architect, Parks & Rec.  
10 Hector Terrazas, Engineer, Public Works  
11 Javier Antunez, Senior Engineer Tech  
12 Robert Messenger, Active Transportation Coordinator

13  
14 **STAFF PRESENT:** Katherine Harrison-Rogers, Planner Senior, Com. Dev.  
15 John Castillo, Permit Tech, Community Development  
16 Mike Kinney, Project Manager, Community Development  
17 Becky Baum, Recording Secretary, RC Creations, LLC

18  
19 **OTHER PRESENT:** Chad Sells

20  
21 **I. CALL TO ORDER (9:02 a.m.)**

22  
23 Weir: Good morning everybody. If we're ready I'll go ahead and call the DRC  
24 meeting of September 1st to order. I believe we have a quorum.

25  
26 **II. APPROVAL OF MINUTES – July 15, 2021**

27  
28 Weir: The first order of business is approval of the minutes. Has everybody had  
29 a chance to look at the July 21st minutes? If not, okay, well I'll take a motion  
30 to postpone.

31  
32 Kinney: I move.

33  
34 Weir: Do I have a second?

35  
36 Dubbin: Second.

37  
38 Weir: Okay. All those in favor "aye."

39  
40 **MOTION PASSES UNANIMOUSLY.**

41  
42 Weir: Anybody opposed? Okay. We'll put that on to the next DRC meeting for  
43 approval.

44  
45 **III. OLD BUSINESS - None.**

1 Weir: The next item is old business. We have none.

2

3 **IV. NEW BUSINESS**

4

5 **1. Peachtree Hills Cross Section Alternative:**

- 6 • A request for approval of an alternative cross section to Peachtree Hills
- 7 to the pre-approved cross-section in the Metro Verde South Planned Unit
- 8 Development (PUD) Amendment No. 5

9

10 Weir: Move on to new business. Peachtree Hills Cross Section Alternative is the

11 item there.

12

13 Castillo: Hi Cathy.

14

15 Mathews: Hi. How's everybody?

16

17 Castillo: Good?

18

19 Mathews: Thanks. Sorry I couldn't take the call; I was finishing up another meeting.

20

21 Castillo: No, you're good. So we started already Cathy?

22

23 Mathews: Great.

24

25 Weir: We're on the first action item Cathy.

26

27 Mathews: Thank you.

28

29 Weir: It's Peachtree Hills Cross Section Alternative. The City's received a request

30 for approval of an alternative cross section to Peachtree Hills to the pre-

31 approved cross section in Metro Village. Is this something that Public

32 Works is proposing? Or Chad did you bring it to the City?

33

34 Sells: We brought it to the City.

35

36 Weir: Okay. Do you want to go ahead and give a brief introduction of what's going

37 on?

38

39 Sells: We would like to widen the paving section by three feet on each side, it's a

40 two lane road, to add a buffer between the traveling lane and the bike lane.

41

42 Weir: Okay. City staff is there any comments or questions that you'd like to

43 address. Hector.

44

1 Terrazas: Chair. I just wanted to get some explanation from the limits of Peachtree,  
2 as far as are you just talking about Sonoma to Red Hawk or what would be  
3 the extensive of this?  
4  
5 Sells: I would like to propose it from Sonoma to our west property line.  
6  
7 Terrazas: And a follow up question. Is this the cross section that's shown as one of  
8 the changes for the PUD, the 12 year?  
9  
10 Sells: It will not. If you guys agree to it, we'll add it to the 12 year plan.  
11  
12 Terrazas: Okay. So it's not shown on there now?  
13  
14 Sells: Not yet. No.  
15  
16 Weir: Are there any questions of anybody else?  
17  
18 H-Rogers: Mr. Chair. I do have a question. So Chad, the only changes, it's basically  
19 the same cross section just widening it to have that additional buffer for the  
20 bike lane. Is that correct?  
21  
22 Sells: That's the only change.  
23  
24 H-Rogers: It's basically identical.  
25  
26 Sells: Identical except for wider asphalt.  
27  
28 H-Rogers: On either side. Okay. Thanks.  
29  
30 Mathews: Mr. Chair.  
31  
32 Weir: Yes Cathy.  
33  
34 Mathews: In other locations, the buffers seem to confuse drivers and bicyclists. So I  
35 wonder about the signage that would go along with these bike lanes to try  
36 and make that clear and communicate that there's a bike lane, a buffer, and  
37 then a travel lane, so that both vehicle drivers, car drivers, and bicyclists  
38 can understand that. What kind of signage goes along with this?  
39  
40 Weir: Chad have you, or the city requirement Hector?  
41  
42 Terrazas: Usually when we do review we'll request that they do bicycling signage. If  
43 it does become an issue, if we're seeing an issue out there, we can always  
44 add no parking on the road as a requirement for them.  
45  
46 Sells: It's an arterial.

1  
2 Terrazas: We have them on Valley Drive with the new portion, the DOT put them in  
3 because they were parking on Valley Drive.  
4  
5 Sells: Or we can do a special sign that shows.  
6  
7 Terrazas: We do have some special signs in other places where there is on-street  
8 parking, but we can just sign it like we do typically.  
9  
10 H-Rogers: Mr. Chair. I was just curious about maybe special paint treatments or  
11 striping. Are there any recommendations? Maybe our Active  
12 Transportation Coordinator or you Hector, about maybe some possibility of  
13 really clarifying or differentiating those lanes versus the buffer? Is there a  
14 method that can occur just with painting and striping, perhaps?  
15  
16 Terrazas: Well, Chad has brought that they're using either six-inch or eight-inch thick  
17 stripes, so thicker than usual stripes and using hot thermal. So it kind of  
18 really delineates that. As far as like I said, even on Valley Drive we have  
19 pretty much everything. It became an issue during construction, they did  
20 do a change order to install no parking signs. As far as that we can add  
21 some no parking signs during construction. People don't park there, but it's  
22 going to become an enforcement issue.  
23  
24 Mathews: Mr. Chair.  
25  
26  
27 Weir: Yes. Cathy.  
28  
29 Mathews: I think that no parking signs would be a good idea. I mean I'm thinking  
30 particularly of Alameda Boulevard, where, especially in the school zone the  
31 drivers use that bike lane and the buffer lane as a driving lane. I mean they  
32 just take it on as a driving lane. So I think no parking is good, but if there's  
33 a way to make it clear that this is not a driving lane either. And that you  
34 know even if nobody's in that lane it's not for vehicles, it's for bicycles,  
35 because I think it's an invitation to a bad accident if vehicles start assuming  
36 they can drive in those lanes as well.  
37  
38 Weir: Is there a requirement that they put the bike symbol in those lanes as they're  
39 going on?  
40  
41 Terrazas: Yes. We have a standard depending on the length of it. We'll put them at  
42 every major break with intersection at the beginning. So the symbol's going  
43 to be there, the signage is going to be there. As far as like I said, the striping  
44 is going to be wider to make that, there's going to be signage for that.  
45 Cathy's right, we do have an (*inaudible*). We have no parking signs; it

1 becomes an enforcement issue. So there's really nothing much we can do  
2 besides that.  
3  
4 Sells: That's just when school let out and start, right.  
5  
6 Terrazas: Exactly.  
7  
8 Weir: And a question is the signage and the size of the striping and everything  
9 that's handled as a part of the construction drawings?  
10  
11 Terrazas: Yes sir.  
12  
13 Weir: And so the developer will be required to install those as a part of substantial  
14 completion for the phase of the subdivision.  
15  
16 Terrazas: That's correct.  
17  
18 Weir: Okay. MPO. Do you have any comments?  
19  
20 Loya: No comments.  
21  
22 Weir: Accurate Transportation, anything Robert?  
23  
24 Messenger: Well, I think that this, you know, it behooves myself and all of us to really  
25 educate the public, whether it's bicyclists or motorists. And I think that that's  
26 going to be part of you know my proposed job. There's a component, if I do  
27 become LCI, if I complete and pass the LCI training this fall in Santa Fe,  
28 there's actually a component that I could teach, it's called a bicycle friendly  
29 driver test. And the city of Fort Collins has had a lot of success with that.  
30 And so what that just you know indicates that drivers that complete that test  
31 are more aware of their rights and responsibilities as well as cyclists. So if  
32 I become certified either this year, hopefully at least by next year, that's  
33 something that I would like to at least start teaching city staff, maybe that  
34 could be part of the defensive driving class that risk management does. So  
35 I really see this as more of an educational component. And then as we  
36 have more people, if more people take up biking, I think that once people  
37 see more cyclists out there maybe that'll also serve as a positive feedback  
38 loop.  
39  
40 Weir: But from a bicyclist standpoint provide an additional three feet as buffers,  
41 you don't have any issue.  
42  
43 Messenger: No, I like it. I'm pleased to see it. And you know, NACTO, sometimes once  
44 hatching but it's not necessary. So if there's a reason why you don't want  
45 the hatching I'm fine with that.  
46

1 Terrazas: As far as the hatching, we don't usually do it, just because it is a real  
2 maintenance issue about keeping them up to par. And then like we said,  
3 Chad is doing the thicker line, the six-inch or eight-inch, can't remember  
4 what it was.  
5  
6 Messenger: Will this line actually be such that if somebody drives over it they'll actually  
7 feel it in their car? Is it got some thickness to it, almost like a rumble strip  
8 or no?  
9  
10 Sells: It won't be a rumble strip but it is thicker. It's thermoplastic, is not a paint  
11 product.  
12  
13 Terrazas: So as far as the thickness, it's going to be kind of like when you walk in a  
14 crosswalk, it's that material. So there is a thickness to it.  
15  
16 Messenger: Okay.  
17  
18 Terrazas: It's 90 mils.  
19  
20 Messenger: So you maybe notice it in your bike, but not so much in a car.  
21  
22 Terrazas: Right.  
23  
24 Messenger: Okay. No, I think it's great. I'm happy to see it.  
25  
26 Weir: Michael, anything from design or Public Works? Mark, anything from fire?  
27 Any issues?  
28  
29 Dubbin: No issues.  
30  
31 Weir: Okay. Katherine, anything else. Cathy, all your questions.  
32  
33 Mathews: Yes. Thank you very much.  
34  
35 Weir: Okay. Hector.  
36  
37 Terrazas: Mr. Chair. I do have a concern with the, I know the two-inch type C, the  
38 asphalt itself, I don't know if this ...  
39  
40 Sells: It's not going to be type C.  
41  
42 Terrazas: Okay.  
43  
44 Sells: That's mislabeled. It will be arterial.  
45  
46 Terrazas: Okay.

1  
2 Terrazas: For the purpose of this meeting, we're just talking about cross section.  
3  
4 Sells: Just the cross section. Right.  
5  
6 Weir: Mr. Sedillo do you have anything you wanted to add? Utilities Department?  
7 No issues? Well, if there's nothing. Chad did you want to add anything else  
8 today?  
9  
10 Sells: No sir.  
11  
12 Weir: Well, if everybody's comments have been addressed and been able to be  
13 included. Was there any amendments that people wanted to make or  
14 conditions on this? Not seeing any. I'll entertain a motion.  
15  
16 Kinney: We can get Chad to change this from type C to type B arterial?  
17  
18 Sells: Yes sir.  
19  
20 Kinney: Is it arterial or?  
21  
22 Sells: Arterial. Yes sir.  
23  
24 Weir: With that I'll entertain a motion to approve the modified process, adding the  
25 three foot buffers in each lane. Can I have a motion?  
26  
27 Dubbin: So moved.  
28  
29 Weir: Okay. Thanks Mark. Do I have a second?  
30  
31 Terrazas: Second.  
32  
33 Weir: Okay. Thank you Hector. I'll go ahead and, are you okay with a voice vote  
34 Cathy?  
35  
36 Mathews: Yes.  
37  
38 Weir: Okay. All those in favor "aye."  
39  
40 MOTION PASSES UNANIMOUSLY.  
41  
42 Weir: All those opposed? Okay. The modified cross section has been approved  
43 by the DRC.  
44  
45 **V. ADJOURNMENT (9:13 a.m.)**  
46

1 Weir: There are no other items of business for the DRC today. So I'll entertain a  
2 motion to adjourn.  
3

4 Kinney: So moved.

5  
6 Weir: A second?

7  
8 Dubbin: Second.  
9

10 Weir: Thanks Mark. All those favor?

11  
12 MOTION PASSES UNANIMOUSLY.  
13

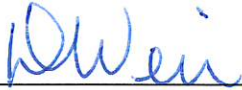
14

15

16

17

18



---

Chairperson