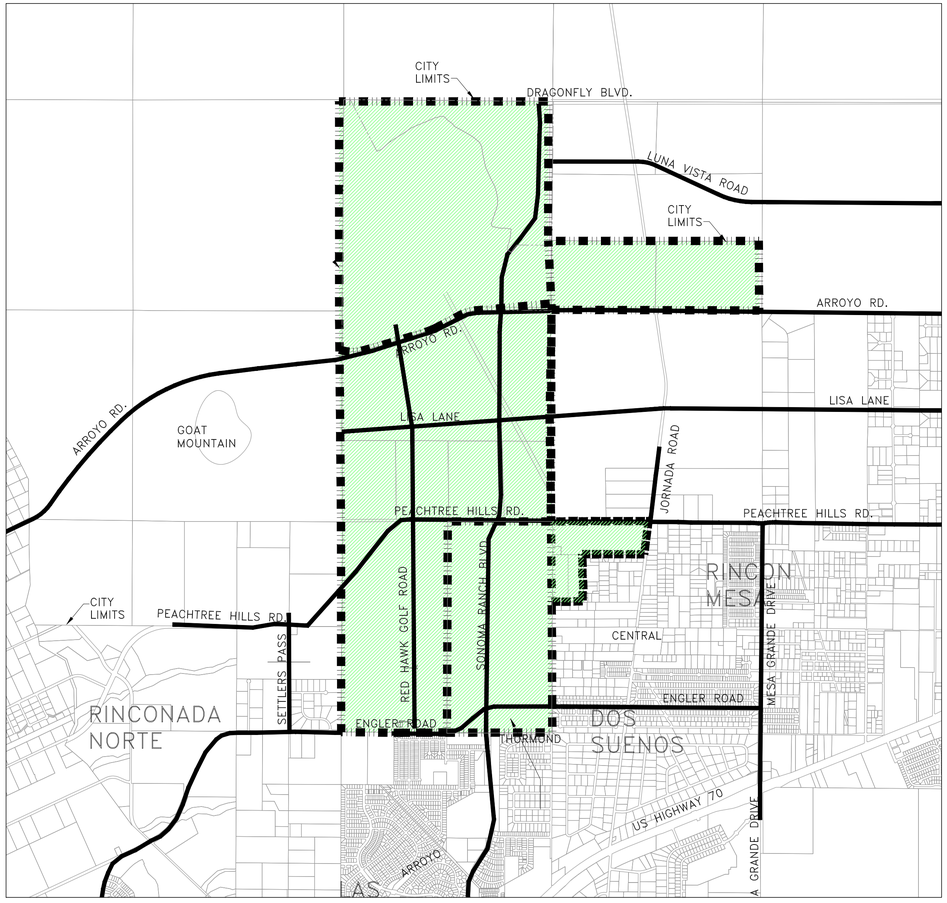
METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
NOVEMBER 2021



INDEX

CV - COVER
G - METRO VERDE PUD 12 YEAR CONSOLIDATED UPDATE SUMMARY
Z1 - 2006 SIERRA NORTE ANNEXATION, 1,964 ACRES
Z2 - 2006 SIERRA NORTE II ANNEXATION, 322 ACRES
Z3 - 2008 METRO VERDE PUD, 187 ACRES
Z4 - 2011 METRO VERDE SOUTH PUD, 892 ACRES
Z5 - 2012 METRO VERDE PUD AMENDMENT NO. 1, 695 ACRES
Z6 - 2019 METRO VERDE SOUTH PUD AMENDMENT NO. 5, 323 ACRES
Z7 - 2021 METRO VERDE PLANNED UNIT DEVELOPMENT - CONSOLIDATED 12 YEAR UPDATE, 2,123 ACRES
LU1 - LAND USE GUIDELINES
LU2 - LAND USE GUIDELINES
AM1 - AFFORDABLE HOUSING / MISSING MIDDLE HOUSING
AM2 - AFFORDABLE HOUSING / MISSING MIDDLE HOUSING
I1 - MAJOR ROADWAY INFRASTRUCTURE
I2 - MAJOR ROADWAY INFRASTRUCTURE
I3 - LOCAL RIGHTS OF WAY
I4 - DRAINAGE INFRASTRUCTURE
I5 - SEWER MASTER PLAN
PK - PARK AND TRAIL PLAN
PH - PHASING

REVISIONS

SUB 2	5/21
SUB 3	9/21
SUB 4	11/21

SHEET CV

DATE 11/2021

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
COVER

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575.524.2835 chaells@msn.com

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE SUMMARY

METRO VERDE PLANNED UNIT DEVELOPMENT
Consolidated Twelve–Year Update

Background

The land that is now known as Metro Verde was annexed and zoned in two phases in 2006: Sierra Norte (1,964 acres) and Sierra Norte II (322 acres). In 2008, 187 acres in Sierra Norte were zoned PUD and named Metro Verde. In 2011, 892 acres in Sierra Norte and Sierra Norte II were zoned PUD and named Metro Verde South. Through PUD Amendment No. 1 in 2012, the original Metro Verde PUD was expanded to 695 acres. More recently, in 2019, 323 acres in Sierra Norte were zoned PUD and were added to Metro Verde South through Amendment No. 5, bringing the total of that PUD to 1,215 acres. Meanwhile, 213 acres in Sierra Norte have not yet been zoned PUD and retain their original zoning.

Some of the differences among the Metro Verde PUD as amended, the Metro Verde South PUD as amended, and the Sierra Norte acreage that has retained its original zoning are minor, while others are significant. The differences range from land uses and densities, to street cross sections and drainage. Clearly there will be advantages to consolidating all of these contiguous areas into a single PUD so that one set of guidelines applies. Moreover, a large, long–term master plan should be able to adapt to changing times, evolving markets, and lessons learned, just as the City's Comprehensive Plan does. Finally, the City's Zoning Code contains the following requirement: "All contiguous property owned or legally controlled by the developer shall be included within the PUD." Therefore, this Consolidated Twelve–Year Update of the above–referenced properties not only achieves uniformity of land uses and development standards, and includes changes that improve the master plan, but also conforms to the Zoning Code and to the provisions of Elevate Las Cruces code.

Features

The PUD includes a mix of allowed land uses. These land uses include detached single–family, attached single–family, multi–family (apartments and condominiums), casitas, live/work units, assisted–living, schools, childcare, healthcare, parks, retail, restaurants, offices, hotels, business park, warehouse, light–industrial, and more. In particular, the developer encourages "Missing Middle Housing." This housing includes duplexes, fourplexes, courtyard buildings, cottage courts, townhomes, and more, with the goal of introducing a variety of market–rate affordable housing in a diversity of housing types. Although the developer cannot guarantee that every allowed use will be built within the PUD or when various uses will be built, the wide range of allowed uses will be available to meet demand when it occurs. Similar to the typical pattern of development in most large master plans, the first stages of development in this PUD are dominated by single–family homebuilding, which will serve as the catalyst for various types of commercial development. The mix of land uses is located throughout the PUD with the goal that residents will live within one–half mile––and in many cases within one–quarter mile––of a variety of commercial services.

The PUD includes key infrastructure. The combination of investment by the developer and approval by the City of a Voluntary Assessment District (VAD) is ensuring that all of the major roads and utilities are being extended throughout the PUD in a timely manner. The VAD provides infrastructure funding through municipal bonds, with most of the acreage in the PUD serving as collateral, and with the developer bearing full responsibility for repayment of the principal and interest related to the bonds. Thus, the roads and utilities built with the VAD funds will accelerate the ability of the developer to build the many phases of development in the PUD, while simultaneously adding assets to the City in the form of dedicated infrastructure. It should be noted that only the core infrastructure of major roads and utilities are funded through the VAD; the roads and utilities within the various phases of development are the sole responsibility of the developer.

The PUD includes a network of parks and trails. The developer and the City have already cooperated in the construction of twelve parks in the PUD, with several more parks under construction and others being designed. Trails have also been built, and more are being designed. All of the land for the parks and trails in the PUD has been donated to the City by the developer. In addition, the developer has been responsible for the design and construction of the parks and trails. The process of cooperation with the City begins with discussions with Parks & Recreation staff about the design of a park and the amenities to be included in order to provide the best product for the nearby residents and the City in general. After an agreement is reached on the basic design of a park, the developer hires a qualified architect or designer who completes a set of construction drawings for review by Parks & Recreation staff. Upon approval of the drawings, the developer builds the park as part of the phase of development in which it is located. In this way, the park is completed at the same time as the surrounding lots. If City Council approves an agreement to reimburse the developer for the cost of building the park, the developer is reimbursed up to the amount of Park Impact Fees that will be collected in that phase of development. The same process is followed for the construction of trails. In summary, this process leads to the construction of an unprecedented network of parks and trails that residents can enjoy as soon as they move into the development.

The PUD includes a balance of public benefits and developer incentives. The City Zoning Code contains a requirement that any incentives granted to a developer through approval of the terms of a PUD be balanced by public benefits to be provided through the development of the PUD. The following list shows how that balance is being achieved in the Metro Verde PUD.

Public Benefits:

- Architectural diversity (Pueblo, Tuscan, Contemporary, Rustic Industrial, Farmhouse).
- Range of housing opportunities––wide variety in size and price.
- Provisions for affordable housing.
- Partnering in construction of LEED–certified homes.
- Planning for mixed–use development in the context of the local real–estate market.
- Increased landscaping in public spaces.
- Construction of complete streets––focus on multi–use trails and bike lanes.
- Construction of four roundabouts on arterial roads: Sonoma Ranch Blvd. at Engler Road, Sonoma Ranch Blvd. at Peachtree Hills Road, Sonoma Ranch Blvd. at Arroyo Road, and Arroyo Road at Red Hawk Golf Road.
- The developer commits to provide easements or ROWs as accommodation for transit stops as requested by the City wherever the requested transit stops are not on sections of roads that have already been completed and do not impede access to properties with commercial uses.
- Traffic calming shall be achieved through narrow pavement sections, installation of street trees, and the installation of raised crosswalks or speed tables on local roads adjacent to City parks. Additional traffic–calming devices may be installed in accordance with City Traffic Standards.
- Zero Carbon development (no natural gas infrastructure) for new residential developments with subdivision construction starting in 2022.
- EV–Ready homes for new residential developments with subdivision construction starting in 2022.
- Water harvesting in medians and parkways.
- Protection of the night sky through the exclusion of streetlights on local roads.
- Commitment to development of a master–planned system of parks and trails.
- Donation of land valued at more than $5,000,000 for public use:
  - 12 park and trail facilities completed to date and accepted by the City: Sport Park, Toddler Park, Sculpture Park, Youth Soccer Park, Desert Park, Linear Park, 4 Pocket Parks, Splash Park, and Tower Park.
    - ✓Total of 12.392 acres donated @ $80,000 acre = $991,360.
  - 5 park and trail facilities approved for developments under construction: Red Hawk Villas, Red Hawk Estates Phase 1, Metro Central Phase 1, Metro Central Phase 2, and Metro Park Village Phases 4 &5.
    - ✓Total of 8.644 acres to be donated @ $80,000 acre = $691,520.
  - Additional park and trail facilities in the PUD, including Metro Verde Regional Park, Metro Verde Plaza, Trails at Metro, and future phases of Red Hawk Estates.
    - ✓Total of 30 acres to be donated @ $80,000 acre = $2,400,000.
  - Site for City fire station.
    - ✓Total of 3 acres to be donated @ $80,000 acre = $240,000.
  - Site for LCPS elementary school.
    - ✓Total of 12.890 acres to be donated @ $80,000 = $1,031,200.
  - TOTAL VALUE OF LAND DONATED FOR PUBLIC USE: $5,354,080.

Developer Incentives:

- Flexibility in land uses as depicted in this Consolidated Twelve–Year Update, including the ability to revise land uses through Minor Amendments in order to adapt to the local real–estate market. Applications for Minor Amendments will be limited to two per year, will involve the changing of land uses in a maximum of four percent of the acreage in the PUD per application, and will include a maximum of four adjustments to the Table of Zones per application.
- Flexibility in street cross sections as depicted in this Consolidated Twelve–Year Update.
- Deviations from typical setbacks as depicted in this Consolidated Twelve–Year Update.
- Deviations from parking standards as depicted in this Consolidated Twelve–Year Update.
- Waiver of requirement for on–lot ponding for multi–family and commercial development.
- Waiver of requirement for minimum LOS for vehicles, pedestrians, and cyclists.
- Waiver of requirement for TIAs or other traffic studies for residential or mixed–use subdivisions or phases of development if the total number of units for the PUD referred to in the currently approved TIA or traffic study has not been exceeded. If that total number of units is exceeded, this waiver shall no longer apply. This waiver does not pertain to commercial developments, which shall be subject to typical CLC Traffic Standards.
- Deceleration/acceleration lanes will be required only in accordance with City Traffic Standards, subject to waivers and variances that City staff has the discretion to approve or deny.
- Allow median openings when the following conditions are met: (a) the distance between median openings is not less than the allowable distance stated in City Traffic Standards; (b) the number of median openings per mile does not exceed five; and (c) each median opening provides access to a phase of residential development that contains at least 75 lots or a commercial development that contains at least 5 acres.
- Deviations from the City Sign Code so that (a) businesses in mixed–use developments and other areas can be identified through off–premises directional signs at a maximum of one 4 ft. x 4 ft. sign per one–third mile of outside road ROW; (b) builders in a development can be identified through temporary multi–party signs at a maximum of one 4 ft. x 8 ft. sign at each entrance to a phase of development; and (c) the developer can identify the PUD through a maximum of two entry monuments. No sign shall be allowed to obstruct a clear sight triangle, intersection sight distance, vehicular lane, bicycle lane, sidewalk, or multi–use trail.

SHEET G

REVISIONS		DATE
SUB 2	5/21	
SUB 3	9/21	
SUB 4	11/21	11/2021

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE SUMMARY

SNDI
3590 W. PLACITO AVE.
LAS CRUCES, NM 88007
575.524.2835 cheils@msn.com

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
2006 SIERRA NORTE ANNEXATION, 1,964 ACRES

SHEET Z1

DATE 11/2021

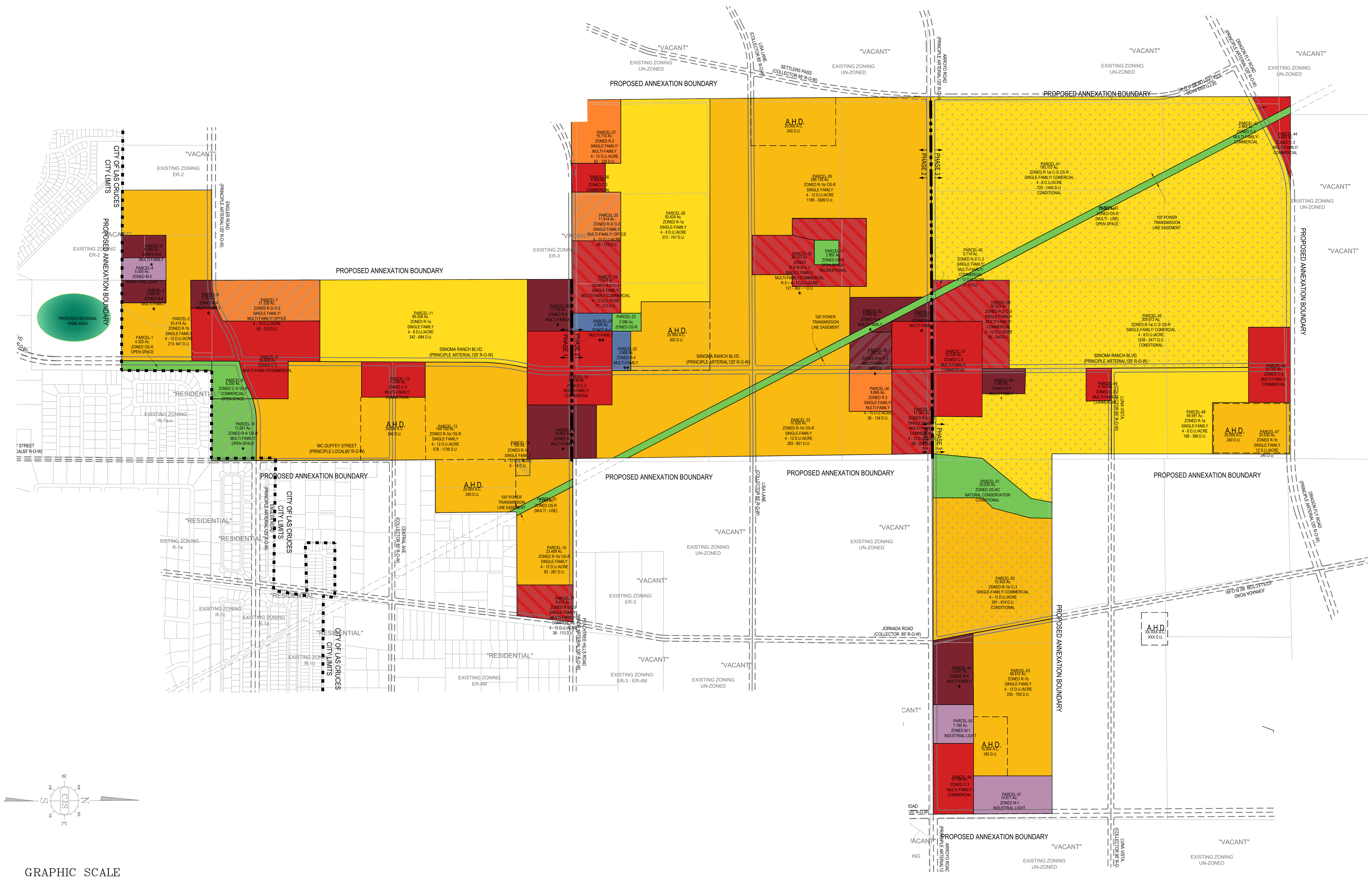
REVISIONS	
SUB 2	5/21
SUB 3	9/21
SUB 4	11/21

CLC ZONING LEGEND

- R-1a
- R-1b
- R-1b / CONDITIONAL
- R-3
- R-3/O-2
- R-2/C-3
- R-4
- R-4/O-2
- C-3
- M-1
- OS-R RECREATIONAL
- OS-R MULTI-USE
- PUBLIC USE (FIRE/POLICE)
- GOLF COURSE CONDITIONAL

ALL R-4 ZONED PROPERTIES ARE MULTI-FAMILY DENSITY TO BE ESTABLISHED BY DEVELOPER IN ACCORDANCE TO THE 2001 LAS CRUCES ZONING CODE, AS AMENDED.

PARCEL 14 AND 15 IS INTENDED FOR DEDICATION AS PUBLIC USE (I.E. POLICE STATION/ FIRE STATION), HOWEVER, SHOULD THE CITY OF LAS CRUCES NOT EXCEPT LAND FOR DEDICATION OF SAID USE WITHIN 2 YEARS OF APPROVAL OF MASTER PLAN, DEVELOPER WILL RETAIN THE RIGHT TO DEVELOP PROPERTY ACCORDINGLY.



GRAPHIC SCALE



(IN FEET)
1 inch = 800 ft.

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575.524.2835 chsells@msn.com

CLC ZONING LEGEND

- R-1a
- R-1b
- R-1b / CONDITIONAL
- R-3
- R-3/O-2
- R-2/C-3
- R-4
- R-4/O-2
- C-3
- M-1
- OS-R RECREATIONAL
- OS-R MULTI-USE
- PUBLIC USE (FIRE/POLICE)
- GOLF COURSE CONDITIONAL

ALL R-4 ZONED PROPERTIES ARE MULTI-FAMILY DENSITY TO BE ESTABLISHED BY DEVELOPER IN ACCORDANCE TO THE 2001 LAS CRUCES ZONING CODE, AS AMENDED.

PARCEL 14 AND 15 IS INTENDED FOR DEDICATION AS PUBLIC USE (I.E. POLICE STATION/ FIRE STATION), HOWEVER, SHOULD THE CITY OF LAS CRUCES NOT EXCEPT LAND FOR DEDICATION OF SAID USE WITHIN 2 YEARS OF APPROVAL OF MASTER PLAN, DEVELOPER WILL RETAIN THE RIGHT TO DEVELOP PROPERTY ACCORDINGLY.

GRAPHIC SCALE

800 0 400 800 1600 3200

(IN FEET)
1 inch = 800 ft.

REVISIONS		
SUB 2	5/21	
SUB 3	9/21	
SUB 4	11/21	

SHEET Z2

DATE 11/2021

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
2006 SIERRA NORTE II, 322 ACRES

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575.524.2835 cbaile@sndi.com

CLC ZONING LEGEND

- R-1a
- R-1b
- R-1b / CONDITIONAL
- R-3
- R-3/O-2
- R-2/C-3
- R-4
- R-4/O-2
- C-3
- M-1
- OS-R RECREATIONAL
- OS-R MULTI-USE
- PUBLIC USE (FIRE/POLICE)
- GOLF COURSE CONDITIONAL

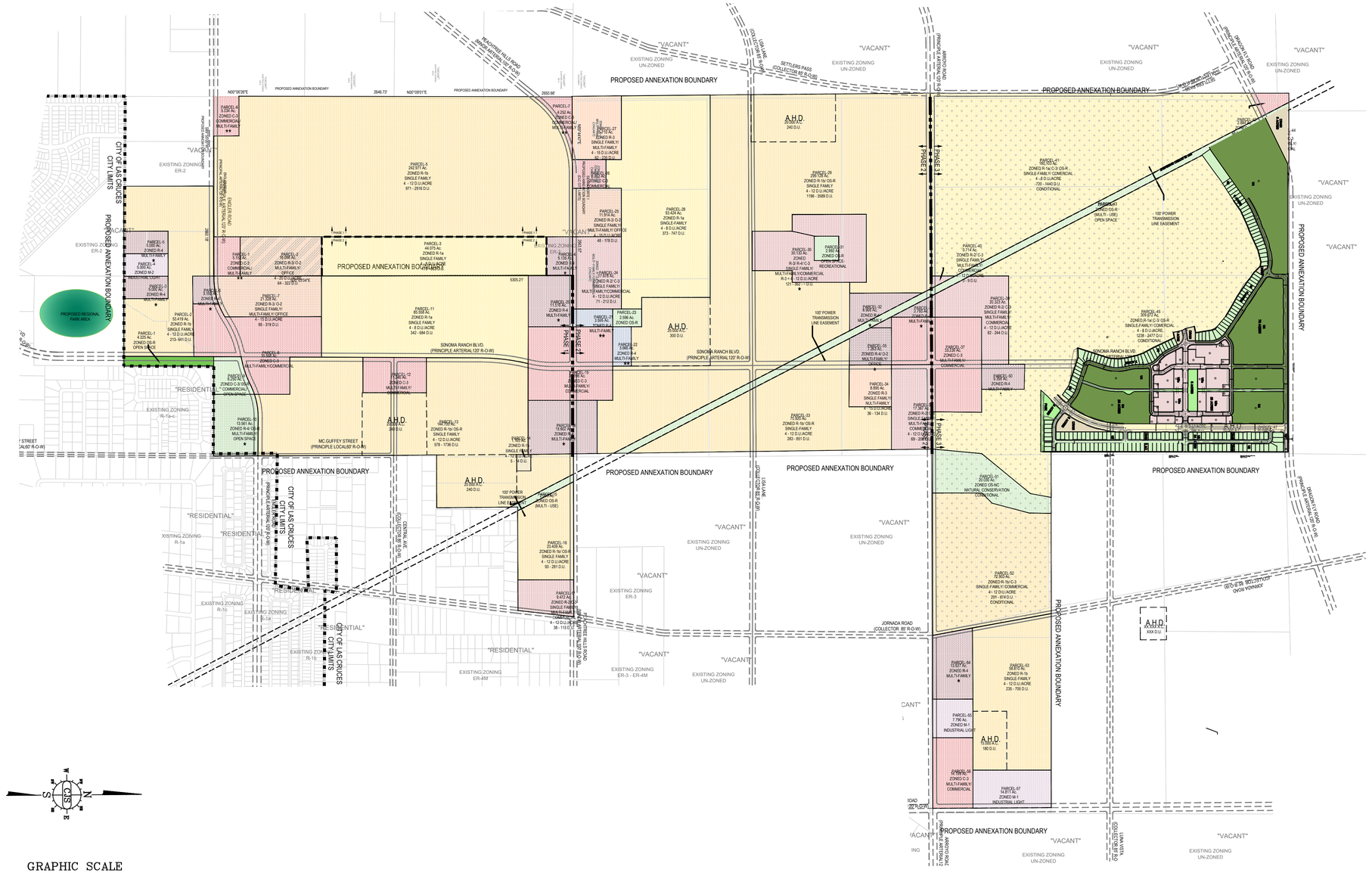
ALL R-4 ZONED PROPERTIES ARE MULTI-FAMILY DENSITY TO BE ESTABLISHED BY DEVELOPER IN ACCORDANCE TO THE 2001 LAS CRUCES ZONING CODE, AS AMENDED.

PARCEL 14 AND 15 IS INTENDED FOR DEDICATION AS PUBLIC USE (I.E. POLICE STATION/ FIRE STATION), HOWEVER, SHOULD THE CITY OF LAS CRUCES NOT EXCEPT LAND FOR DEDICATION OF SAID USE WITHIN 2 YEARS OF APPROVAL OF MASTER PLAN, DEVELOPER WILL RETAIN THE RIGHT TO DEVELOP PROPERTY ACCORDINGLY.

PUD LAND USE

COLOR	LAND USE
	U3 SUB-URBAN
	U4 GENERAL URBAN
	U3/U5a COMBINED
	U5a RECREATION CENTER
	U5b URBAN CENTER
	U5c VILLAGE CENTER
	SUa BUSINESS PARK
	SUb WASTE WATER TREATMENT PLANT
	GOLF COURSE
	DRAINAGE/PONDING
	NEIGHBORHOOD PARKS

1. SEE SHEET C2 FOR LAND USE INFORMATION.
2. ALL ACREAGES ARE APPROXIMATE AND MAY BE ADJUSTED WITH FINAL DESIGN.
3. THE TRAIL SHOWN ALONG THE 100' ELECTRIC EASEMENT REPRESENTS THE MAINTENANCE ROAD FOR THE EASEMENT AND NOT A CITY MAINTAINED TRAIL SYSTEM.



GRAPHIC SCALE

800 0 400 800 1600 3200

(IN FEET)
1 inch = 800 ft.

REVISIONS	
SUB 2	5/21
SUB 3	9/21
SUB 4	11/21

SHEET Z3

DATE 11/2021

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
2008: METRO VERDE PUD, 187 ACRES

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575-524-1835 sdasil@gmail.com

CLC ZONING LEGEND

- R-1a
- R-1b
- R-1b / CONDITIONAL
- R-3
- R-3/O-2
- R-2/C-3
- R-4
- R-4/O-2
- C-3
- M-1
- OS-R RECREATIONAL
- OS-R MULTI-USE
- PUBLIC USE (FIRE/POLICE)
- GOLF COURSE CONDITIONAL

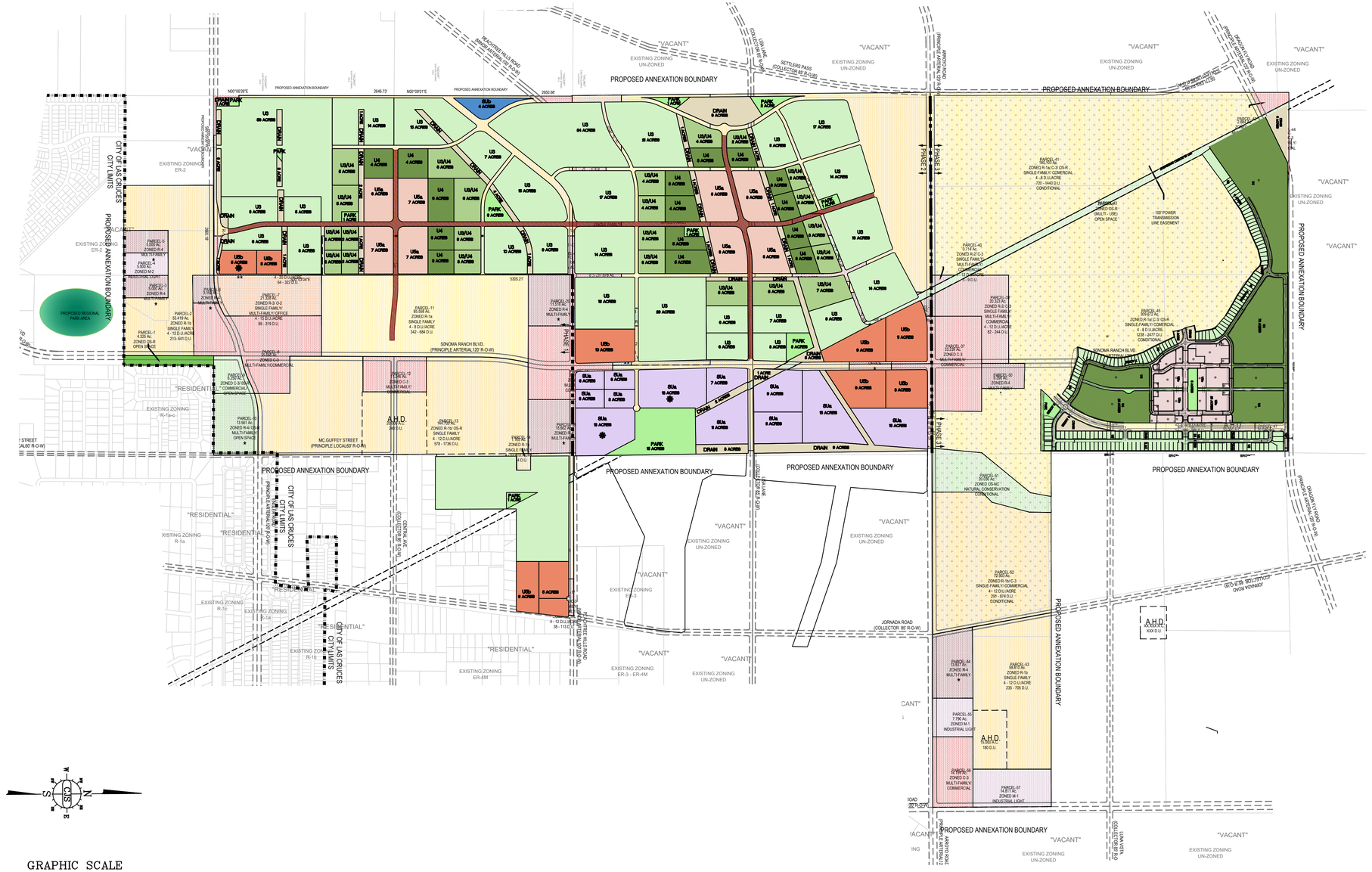
ALL R-4 ZONED PROPERTIES ARE MULTI-FAMILY DENSITY TO BE ESTABLISHED BY DEVELOPER IN ACCORDANCE TO THE 2001 LAS CRUCES ZONING CODE, AS AMENDED.

PARCEL 14 AND 15 IS INTENDED FOR DEDICATION AS PUBLIC USE (I.E. POLICE STATION/ FIRE STATION), HOWEVER, SHOULD THE CITY OF LAS CRUCES NOT EXCEPT LAND FOR DEDICATION OF SAID USE WITHIN 2 YEARS OF APPROVAL OF MASTER PLAN, DEVELOPER WILL RETAIN THE RIGHT TO DEVELOP PROPERTY ACCORDINGLY.

PUD LAND USE

COLOR	LAND USE
	U3 SUB-URBAN
	U4 GENERAL URBAN
	U3/U5a COMBINED
	U5a RECREATION CENTER
	U5b URBAN CENTER
	U5c VILLAGE CENTER
	SUa BUSINESS PARK
	SUb WASTE WATER TREATMENT PLANT
	GOLF COURSE
	DRAINAGE/PONDING
	NEIGHBORHOOD PARKS

1. SEE SHEET C2 FOR LAND USE INFORMATION.
2. ALL ACREAGES ARE APPROXIMATE AND MAY BE ADJUSTED WITH FINAL DESIGN.
3. THE TRAIL SHOWN ALONG THE 100' ELECTRIC EASEMENT REPRESENTS THE MAINTENANCE ROAD FOR THE EASEMENT AND NOT A CITY MAINTAINED TRAIL SYSTEM.



GRAPHIC SCALE

800 0 400 800 1600 3200

(IN FEET)
1 inch = 800 ft.

REVISIONS		
SUB 2	5/21	
SUB 3	9/21	
SUB 4	11/21	

SHEET Z4

DATE 11/2021

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE 2011: METRO VERDE SOUTH PUD, 892 ACRES

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575.524.4233 csoule@sndi.com

CLC ZONING LEGEND

- R-1a
- R-1b
- R-1b / CONDITIONAL
- R-3
- R-3/O-2
- R-2/C-3
- R-4
- R-4/O-2
- C-3
- M-1
- OS-R RECREATIONAL
- OS-R MULTI-USE
- PUBLIC USE (FIRE/POLICE)
- GOLF COURSE CONDITIONAL

ALL R-4 ZONED PROPERTIES ARE MULTI-FAMILY DENSITY TO BE ESTABLISHED BY DEVELOPER IN ACCORDANCE TO THE 2001 LAS CRUCES ZONING CODE, AS AMENDED.

PARCEL 14 AND 15 IS INTENDED FOR DEDICATION AS PUBLIC USE (I.E. POLICE STATION/ FIRE STATION), HOWEVER, SHOULD THE CITY OF LAS CRUCES NOT EXCEPT LAND FOR DEDICATION OF SAID USE WITHIN 2 YEARS OF APPROVAL OF MASTER PLAN, DEVELOPER WILL RETAIN THE RIGHT TO DEVELOP PROPERTY ACCORDINGLY.

PUD LAND USE

COLOR	LAND USE
	U3 SUB-URBAN
	U4 GENERAL URBAN
	U3/U5a COMBINED
	U5a RECREATION CENTER
	U5b URBAN CENTER
	U5c VILLAGE CENTER
	SUa BUSINESS PARK
	SUb WASTE WATER TREATMENT PLANT
	GOLF COURSE
	DRAINAGE/PONDING
	NEIGHBORHOOD PARKS

1. SEE SHEET C2 FOR LAND USE INFORMATION.
2. ALL ACREAGES ARE APPROXIMATE AND MAY BE ADJUSTED WITH FINAL DESIGN.
3. THE TRAIL SHOWN ALONG THE 100' ELECTRIC EASEMENT REPRESENTS THE MAINTENANCE ROAD FOR THE EASEMENT AND NOT A CITY MAINTAINED TRAIL SYSTEM.

GRAPHIC SCALE

800 0 400 800 1600 3200

(IN FEET)
1 inch = 800 ft.

REVISIONS	
SUB 2	5/21
SUB 3	9/21
SUB 4	11/21

SHEET Z5

DATE 11/2021

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
2012: METRO VERDE PUD AMENDMENT NO. 1,
695 ACRES

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575-524-2835 dsadi@msn.com

CLC ZONING LEGEND

- R-1a
- R-1b
- R-1b / CONDITIONAL
- R-3
- R-3/O-2
- R-2/C-3
- R-4
- R-4/O-2
- C-3
- M-1
- OS-R RECREATIONAL
- OS-R MULTI-USE
- PUBLIC USE (FIRE/POLICE)
- GOLF COURSE CONDITIONAL

ALL R-4 ZONED PROPERTIES ARE MULTI-FAMILY DENSITY TO BE ESTABLISHED BY DEVELOPER IN ACCORDANCE TO THE 2001 LAS CRUCES ZONING CODE, AS AMENDED.

PARCEL 14 AND 15 IS INTENDED FOR DEDICATION AS PUBLIC USE (I.E. POLICE STATION/ FIRE STATION), HOWEVER, SHOULD THE CITY OF LAS CRUCES NOT EXCEPT LAND FOR DEDICATION OF SAID USE WITHIN 2 YEARS OF APPROVAL OF MASTER PLAN, DEVELOPER WILL RETAIN THE RIGHT TO DEVELOP PROPERTY ACCORDINGLY.

PUD LAND USE	
COLOR	LAND USE
	U3 SUB-URBAN
	U4 GENERAL URBAN
	U3/U5a COMBINED
	U5a RECREATION CENTER
	U5b URBAN CENTER
	U5c VILLAGE CENTER
	SUa BUSINESS PARK
	SUb WASTE WATER TREATMENT PLANT
	GOLF COURSE
	DRAINAGE/PONDING
	NEIGHBORHOOD PARKS

1. SEE SHEET C2 FOR LAND USE INFORMATION.
2. ALL ACREAGES ARE APPROXIMATE AND MAY BE ADJUSTED WITH FINAL DESIGN.
3. THE TRAIL SHOWN ALONG THE 100' ELECTRIC EASEMENT REPRESENTS THE MAINTENANCE ROAD FOR THE EASEMENT AND NOT A CITY MAINTAINED TRAIL SYSTEM.

SHEET	Z6
DATE	11/2021

REVISIONS	
SUB 2	5/21
SUB 3	9/21
SUB 4	11/21

UPDATED 12 YEAR UPDATE
2019: METRO VERDE SOUTH PUD AMENDMENT NO. 5,
323 ACRES

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575-524-2835 cbasil@msn.com

PROPOSED IN 2021: METRO VERDE PLANNED UNIT DEVELOPMENT - CONSOLIDATED 12 YEAR UPDATE, 2,123 ACRES

SHEET 27

DATE 12/2021

REVISIONS	
SUB 2	5/21
SUB 3	9/21
SUB 4	11/21

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575.524.2835 clsells@msn.com

METRO VERDE SOUTH SOUTH PHASE 1A-1D

METRO VERDE SOUTH SOUTH PHASE 3D

METRO VERDE SOUTH SOUTH PHASE 2A & 2B

METRO VERDE SOUTH SOUTH PHASE 2D

METRO VERDE SOUTH SOUTH PHASE 3E & 3F

METRO VERDE ARCADIA PHASE 1

RED HAWK ESTATES PHASE 1

RED HAWK ESTATES PHASE 2

BLM PROPERTY

ENGLER RD

PEACHTREE HILLS RD

RED HAWK GOLF RD

SONOMA RANCH BLVD

AROYO RD.

TRAILS AT METRO

RED HAWK VILLAS

METRO CENTRAL PHASE 1

METRO CENTRAL PHASE 2

METRO VERDE SOUTH PHASES 3A-3C

METRO PARK VILLAGE PHASES 4 & 5

METRO PARK VILLAGE PHASE 2

METRO PARK VILLAGE PHASE 3

METRO PARK VILLAGE PHASE1

FINAL SITE PLAN:
WITH THE FIRST FINAL SITE PLAN
SUBMITTAL FOR ANY PART OF THIS AREA, A CONCEPT
PLAN FOR THE ENTIRE AREA WILL BE SUBMITTED

LAND USE TABULATION

COLOR	LAND USE	CURRENTLY APPROVED ACREAGE	CURRENT PERCENTAGE	12 YEAR UPDATE ACREAGE	12 YEAR UPDATE PERCENTAG
	U1 SUB-URBAN	744 ACRES	35%	919 ACRES	43%
	U2/U4 COMBINED	139 ACRES	6%	379 ACRES	18%
	U3/U4/U5a	0 ACRES	0%	7 ACRES	0.3%
	U3 GENERAL URBAN	144 ACRES	6%	69 ACRES	3%
	U4/U5a COMBINED	0 ACRES	1%	18 ACRES	1.3%
	U5a URBAN CENTER	75 ACRES	4%	89 ACRES	5%
	U5b URBAN CENTER	193 ACRES	9%	43 ACRES	2%
	U5c VILLAGE CENTER	28 ACRES	1%	28 ACRES	1%
	SUa BUSINESS PARK	109 ACRES	5%	113 ACRES	5%
	SUb CIVIC	10 ACRES	0.5%	4 ACRES	0.5%
	OSC COURSE	269 ACRES	10%	269 ACRES	10%
	OS/PARKS/PONDS/OPEN SPACE	148 ACRES	7%	171 ACRES	8%
	NEIGHBORHOOD PARKS *	50 ACRES *	3%	51 ACRES*	3%
	MIXED-USE WORK	0 ACRES	0%	32 ACRES	1%
	U5b/U3 COMBINED	48 ACRES	2%	30 ACRES	1%
	U5b /SUa COMBINED	15 ACRES	1%	0 ACRES	0%
	U3/U5b COMBINED	7 ACRES	0.3%	0 ACRES	0%
	R10	73 ACRES	4%	0 ACRES	0%
	R10	59 ACRES	3%	0 ACRES	0%
	M1	23 ACRES	1%	0 ACRES	0%
	C2	14 ACRES	0.5%	0 ACRES	0%
	P4	14 ACRES	0.5%	0 ACRES	0%

*The area committed to parks and trails in the current Metro Verde PUD Amendment No. 1 and the Metro Verde South PUD is 51 acres. This is a large increase from the 5.5 acres for parks and trails that were committed in the original Sierra Norte Annexation. The 51 acre threshold is based on the Parks and Recreation Master Plan's Level of Service standard of 3 acres per 1,000 people (3 ac/1,000 pop). In addition, the developer will continue to work with Parks and Recreation staff to include parks and trails in future phases of Metro Verde as those phases are planned.

LAND USE GUIDELINES

U3 SUB-URBAN

Description
Attached and detached single-family housing
Yards with landscaping surrounding the housing
Live/Work uses for the main house, the Casita, and the Accessory Building on any lot shall be allowed if such uses abide by the City's Home Occupation Regulations. Subject use is also subject to CLC Home Occupation Requirements.
Casitas are structures that are subordinate to the main house; contain a kitchen, bathroom(s), and sleeping area(s); and are suitable as a living space for one or more persons. Casitas shall be limited to a single story and shall not exceed the lesser of 1000 square feet or 50 percent of the square footage of the heated-and-cooled area of the main house. They may be attached or detached. A 10' separation between buildings shall be maintained.
Accessory Buildings are structures built for use as studios, workshops, playrooms, offices, and similar uses but not as living spaces. Accessory Buildings shall be limited to a single story and shall not exceed the lesser 750 square feet or 30 percent of the square footage of the heated-and-cooled area of the main house. A 10' separation between buildings shall be maintained.
Sheds are structures built to be used for storage, shall not exceed a height of 7 feet and a size of 150 square feet and shall be located directly behind the main house.
Casitas, Accessory Buildings, and Sheds shall be built in a similar style, and with similar materials, as the main house. Only one of each of these structures shall be allowed on a lot.
There will be no minimum lot size requirements.

Duplexes shall be 1) Be allowed on corner lots; 2) be designed either by having a single front entry along one of the two street frontages leading to a foyer where individuals access to the units exists or by having each unit face separate street frontages and incorporate main access thereon; 3) Incorporate parking for the units in a manner that conveys property as a single-family dwelling; 4) Be designed so that the roofline conveys the building use as a single family unit; and 5) Utilize uniform building materials and colors in the building design.

Streets
Dedicated local streets will incorporate a narrow cross-section, swales in parkways and medians, street trees, and sidewalks both sides.
Dedicated alleys may be used as access ways to lots.
See street cross-sections plan, Sheets I1-I3.

Setbacks

Front setbacks	12'
Garages	15'
Side setbacks	0' or 5'
Rear setbacks	10'
Secondary Front Setback	12'

Except as noted below, the setbacks listed above shall apply to the main house and any garage, Casita, Accessory Building, and Shed. Side and rear setbacks may be reduced to 0' for garage and accessory units. All setbacks for residences adjacent to internal development open space (parks, ponds, etc.) may be reduced to 0'. A 10' separation between buildings or groups of attached buildings shall be maintained, with the following exceptions: first, an encroachment of the roof overhang and architectural elements by 12" or less; and, second, an encroachment of 6" or less for lighting fixtures, for moulding around doors and windows, for decorative banding, for hardware for doors and windows, for canales and for downspouts. Porches and/or decks may encroach 3' into the front setback and 7' into the rear setback. Courtyard walls may be within the setbacks. However, no walls or building improvements of any kind may encroach into any utility easement.
The front setback for Casitas and Accessory Buildings shall be at least 10 feet more than the front setback for the main house.

When a garage is rotated 90 degrees to create a side-entrance garage, the garage shall be subject to the 12-ft front setback.

Swimming pools shall be allowed to encroach 6 ft into rear sectbaks and secondary front setbaks: all fencing requirements shall apply

Parking
Each unit shall have at a minimum 2 off-street parking spaces (garages are acceptable).
Live/Work Units and Casitas shall provide one additional off-street parking space that is not a part of the garage or garage access.

Height
Maximum building height is 30' for any part of the structure.

Yard and Courtyard Walls
Yard walls shall have a maximum 8' height and architectural elements such as courtyard walls, arches and entryways may have a maximum 15' height.
Courtyard walls may be within the setback. These walls shall not encroach into any identified easements.
Clear Sight Triangle and Intersection Sight Distance requirements shall be met.

U4 GENERAL URBAN

Description
Primarily residential with townhouses, patio homes, condominiums, apartments, and retirement and/or assisted-living centers.

Live/Work uses for the main house, the Casita, and the Accessory Building on any lot shall be allowed if such uses abide by the City's Home Occupation Regulations. Subject use is also subject to CLC Home Occupation Requirements.

Casitas are structures that are subordinate to the main house; contain a kitchen, bathroom(s), and sleeping area(s); and are suitable as a living space for one or more persons. Casitas shall be limited to a single story and shall not exceed the lesser of 1000 square feet or 50 percent of the square footage of the heated-and-cooled area of the main house. They may be attached or detached. A 10' separation between buildings shall be maintained.
Accessory Buildings are structures built for use as studios, workshops, playrooms, offices, and similar uses but not as living spaces. Accessory Buildings shall be limited to a single story and shall not exceed the lesser 750 square feet or 30 percent of the square footage of the heated-and-cooled area of the main house. A 10' separation between buildings shall be maintained.
Sheds are structures built to be used for storage, shall not exceed a height of 7 feet and a size of 150 square feet and shall be located directly behind the main house.
Casitas, Accessory Buildings, and Sheds shall be built in a similar style, and with similar materials, as the main house. Only one of each of these structures shall be allowed on a lot.
There will be no minimum lot size requirements.

Streets
Dedicated local streets will incorporate a narrow cross-section, swales in parkways and medians, street trees, and sidewalks both sides.
Dedicated alleys may be used as secondary rear access in addition to primary acces from a dedicated road in front of homes.
Street cross-sections plan, SheetS I1-I3.

Setbacks

Front setbacks	12'
Garages	15'
Side setbacks	0' or 5'
Rear setbacks	10'
Secondary Front Setback	12'

Except as noted below, the setbacks listed above shall apply to the main house and any garage, Casita, Accessory Building, and Shed. Side and rear setbacks may be reduced to 0' for garage and accessory units. All setbacks for residences adjacent to internal development open space (parks, ponds, etc.) may be reduced to 0'. A 10' separation between buildings or groups of attached buildings shall be maintained, with the following exceptions: first, an encroachment of the roof overhang and architectural elements by 12" or less; and, second, an encroachment of 6" or less for lighting fixtures, for molding around doors and windows, for decorative banding, for hardware for doors and windows, for canales and for downspouts. Porches and/or decks may encroach 3' into the front setback and 7' into the rear setback. Courtyard walls may be within the setbacks. However, no walls or building improvements of any kind may encroach into any utility easement.
The front setback for Casitas and Accessory Buildings shall be at least 10 feet more than the front setback for the main house.

Parking
All parking lots shall be buffered from the roadway or located primarily behind or on the side of buildings.
Required number of stalls shall be a minimum of 70% of CLC Zoning Code, which may include on-street parking directly adjacent to the lot. All U4 areas adjacent to U5a, U5b, U5c, and NMUC areas will be governed by the following:
Parking shall be shared among parking lots, on-street parking, parallel parking, and adjacent U5a, U5b, U5c, and NMUC uses. Such shared parking shall be governed by a shared-parking agreement to ensure access to other parking areas.
Casitas shall provide one off-street parking space that is not a part of the garage or garage access.
Bicycle racks will be provided at a rate of 1 stall for every 2000' GFA. A minimum of two stalls shall be provided per building. Defer to the City of Las Cruces Zoning Code for allowable bicycle rack designs.

Height
55' maximum for 3-story buildings.
65' maximum for 4-story buildings.
50% of the buildings in a U4 area will be allowed to be 4 stories tall.
A Partially underground parking level shall not be considered to be a story of a building.

Yard and Courtyard Walls
Yard walls shall have a maximum 8' height and architectural elements such as courtyard walls, arches and entryways may have a maximum 15' height. These walls shall not encroach into any identified easements.
Courtyard walls may be within the setback. These walls shall not encroach into any identified easements.
Clear Sight Triangle and Intersection Sight Distance requirements shall be met.

U5a MIXED-USE CENTER

Description
Mixed-use center including residential, office, lodging, retail, recreational, and civic uses.

Live/Work uses for the main house, the Casita, and the Accessory Building on any lot shall be allowed if such uses abide by the City's Home Occupation Regulations. Subject use is also subject to CLC Home Occupation Requirements.

Streets
Dedicated local streets will incorporate a narrow cross-section, swales in parkways and medians, street trees, and sidewalks both sides. Alternatively, this site may be developed with private access easements and parking lots.
Dedicated alleys may be used as secondary rear access in addition to primary access from a dedicated road in front of homes.
See street cross-sections plan Sheets I1-I3.

Setbacks

Front setbacks	12'
Garages	15'
Side setbacks	0' or 5'
Rear setbacks	10'

Rear Setback may be reduced to 0' when abutting an alley way or open space tract.
A 10' separation between buildings or groups of attached buildings shall be maintained, with the following exceptions: first, an encroachment of the roof overhang and architectural elements by 12" or less; and, second, an encroachment of 6" or less for lighting fixtures, for moulding around doors and windows, for decorative banding, for hardware for doors and windows, and for canales and downspouts.
No buffers are required between U3, U4, U5a, U5b, and U5c uses.

Parking
All parking lots shall be buffered from the roadway or located primarily behind or on the side of buildings.
Required number of stalls shall be a minimum of 70% of CLC Zoning Code, which may include on-street parking directly adjacent to the lot. There is no maximum number of parking spaces. Such shared parking shall be governed by a shared-parking agreement to ensure access to other parking areas.
Bicycle racks will be provided at a rate of 1 stall for every 2000' GFA. A minimum of two stalls shall be provided per building. Defer to the City of Las Cruces Zoning Code for allowable bicycle rack designs.

Height
Buildings height of 65' is allowed. Belfries, towers, chimneys, flues and elevator heads may extend 15' above the primary structure.

Yard and Courtyard Walls
Yard walls shall have a maximum 8' height and architectural elements such as courtyard walls, arches and entryways may have a maximum 15' height.
Courtyard walls may be within the setback. These walls shall not encroach into any identifed easements.
Clear Sight Triangle and Intersection Sight Distance requirements shall be met.

U5b URBAN CENTER

Description
Open retail, lodging, office, and multi-family uses.
Located on high-volume traffic arterial or collector streets.

Live/Work uses for the main house, the Casita, and the Accessory Building on any lot shall be allowed if such uses abide by the City's Home Occupation Regulations. Subject use is also subject to CLC Home Occupation Requirements.

Streets
This site may be developed with private access easements and parking lots.

Setbacks (from dedicated right-of-way)

Front setback	12'
Side setbacks	0' or 5'
Rear setbacks	10'

All development shall meet the City of Las Cruces standards for buffering from adjacent properties.
A 10' separation between buildings or groups of attached buildings shall be maintained, with the following exceptions: first, an encroachment of the roof overhang and architectural elements by 12" or less; and, second, an encroachment of 6" or less for lighting fixtures, for moulding around doors and windows, for decorative banding, for hardware for doors and windows, and for canales and downspouts.

Parking
All parking lots shall be buffered from the roadway or located primarily behind or on the side of buildings. Such shared parking shall be governed by a shared-parking agreement to ensure access to other parking areas.
All off-street parking shall be common and shared parking and shall inter-connect with all adjacent parking areas.
Required number of stalls shall be a minimum of 70% of CLC Zoning Code, which may include on-street parking directly adjacent to the lot. There is no maximum number of parking spaces.
Bicycle racks will be provided at a rate of 1 stall for every 2000' GFA. A minimum of two stalls shall be provided per building. Defer to the City of Las Cruces Zoning Code for allowable bicycle rack designs.

Height
Maximum building heights is 60' for any part of the structure.

Yard and Courtyard Walls
Yard walls shall have a maximum 8' height and architectural elements such as courtyard walls, arches and entryways may have a maximum 15' height.
Courtyard walls may be within the setback. These walls shall not encroach into any identified easements.
Clear Sight Triangle and Intersection Sight Distace requirements shall be met.

SUa BUSINESS PARK

Description
Business Park, Research and Development, and Light Industrial are the primary anticipated uses. Other possible uses are included in the Zone Table this sheet.
All buildings, groups of attached buildings, or complexes of buildings should be separated by landscaping or buffers.

Streets
All streets within SUa will follow the City Design Standards. Alternatively, this site may be developed with private easements or parking lots.

Setbacks (from dedicated right-of-way)

Front setback	12'
Side setbacks	0' or 5'
Rear setbacks	10'

When abutting adjacent uses adequate buffering shall be installed.

Parking
All parking lots shall be buffered from the roadway or located partially behind buildings. Such shared parking shall be governed by a shared-parking agreement to ensure access to other parking areas.
Required number of stalls shall be a minimum of 70% of CLC Zoning Code. There is no maximum number of parking spaces.
Bicycle racks will be provided at a rate of 1 stall for every 2000' GFA. A minimum of two stalls shall be provided per building. Defer to the City of Las Cruces Zoning Code for allowable bicycle rack designs.

Height
Building heights of 4 stories are allowed, not to exceed 65'.

Yard and Courtyard Walls
Yard walls shall have a maximum 8' height and architectural elements such as courtyard walls, arches and entryways may have a maximum 15' height.
Courtyard walls may be within the setback. These walls shall not encroach into any identified easements.
Clear Sight Triangle and Intersection Sight Distance requirements shall be met.

SUb CIVIC

Description
This land use is reserved for civic uses and public utilities.

OS OPEN SPACE

Description
This land is used for drainage-related functions. More details can be found on Sheet I3.

PARKS AND TRAILS

Description
The PUD includes and extensive network of public parks and trails built by the developer in consultation with the City's Parks and Recreation Department. Among the types included are sports parks, toddler parks, desert parks, landscaped trails, exercise trails, and a community park. More details can be found on Sheet PK.

NEIGHBORHOOD MIXED-USE NODE GUIDELINES

All buildings that abut the Neighborhood Mixed-Use Node (NMUN) will adhere to the following guidelines in addition to their specific land use guidelines.

Description
A Neighborhood Mixed-Use Node (NMUN) that incorporates a high concentration of pedestrian activity but also maintains a human scale. The area along the NMUN shall be a mixture of attached and detached buildings.
Upon the adoption of Realize Las Cruces (Development Code), any regulation specific to the Neighborhood Center Place Type will be adopted by the Concept Plan via minor amendment and will be implemented in subsequent development documents with respect to the U5a parcels, as well as to any of the U4/U5a parcels that are developed as U5a.

Setbacks
NMUN front setbacks shall be between 0' and 12'.
Side setbacks shall be 0' or 5', and rear setbacks shall be 10' except when abutting a parking lot or open space, in which case it may be reduced to 0".

No garages, single-family driveway access or parking lots, except for the extension of parking lots along sides of buildings, shall abut the NMUN.

Residential land uses will be allowed in a maximum of 50 percent of building directly abutting the NMUC.

Parking
All areas abuting the NMUN, excluding single-family housing, will be governed by the following:
Parking shall be joint and shared and interconnected with adjacent uses by alley way or direct parking lot connections. All uses will be able to receive credit for any on-street parking directly adjacent to the lot.

Mixed-Use

Mixed-Use development allows more than one type of zoning or land-use category (for example, residential, commercial, or office) in a single building or set of buildings located on a single parcel. One of the key features of the Metro Verde PUD is the way in which Mixed-Use development can be built in several zones.

U5c VILLAGE CENTER

Description
The Village Center will be developed using strateagies shown on pages 51 and 52 from the Elevate Las Cruces Neighborhood Center guidelines, and will include mixed-use structures with a central common area; the design is pedestrian friendly and encourages walking and socializing. The Village Center will also provide opportunities for a live/work environment. The main feature in the Village Center will be the Plaza. Connected to surrounding commercial and residential development through a wide promenade, the 2-acre Plaze will be a public amenity that will draw customers to the nearby businesses and will provide a range of outdoor activities for residents and visitors alike.

Live/Work uses for the main house, the Casita, and the Accessory Building on any lot shall be allowed if such uses abide by the City's Home Occupation Regulations. Subject use is also subject to CLC Home Occupation Requirements.

Upon the adoption of Realize Las Cruces (Development Code), any regulation specific to the Neighborhood Center Place Type will be adopted by the Concept Plan via minor amendment and will be implemented in subsequent development documents.

Streets
See street cross-sections plan, Sheets I1-I3.

Setbacks
U5c front setbacks shall be between 2' and 12'.
Side setbacks shall be 0' or 5', and rear setbacks shall be 10' except when abutting a parking lot or open space in which case it may be reduced to 0'.

Parking
Parking shall be shared among parking lots, on-street parking, parallel parking, and adjacent U4 uses. Such shared parking shall be governed by a shared-parking agreement to ensure access to other parking areas. Bicycle racks will be provided at a rate of 1 stall for every 2000' GFA. A minimum of two stalls shall be provided per building.

Height
Building heights of 65' are allowed.

Functions/Uses
The plaza area will provide a place for people to gather and socialize with open-air activities such as a farmer's market, craft fairs, birthday parties, family picnics, pie-eating contests, parades, and concerts. The plaza will also facilitate pedestrian connectivity and include a stage for concerts, as well as shade structures, trees, benches, and sidewalks.
The mixed-use structures will have retail/commercial uses on the first floor. A mixture of retail, residential, office, and hotel uses will be allowed on the upper floors and selectively on the first floor as needed for the functioning of residential, office, and hotel uses. It is possible that an entire structure could house a single use or a mixture of uses. There are also several out-parcels bordering the Village Center that will be ideal for restaurant, business, and/or office uses.

Shared-Parking Requirements

Shared-Parking agreements are essential to ensure that commercial developers cooperate in the execution of the concept of shared parking between and among the parking areas of various businesses. These agreements are the responsibility of the relevant commercial developers. The agreements shall be filed at the Dona Ana County Clerk's Office under miscellaneous records tied to the subject plat to which they pertain. In addition, the agreements shall be submitted to the City Clerk for filing and to Community Development staff for record keeping.

Missing Middle Housing

Missing Middle Housing includes duplexes, fourplexes, courtyard buildings, cottage courts, townhomes, and more, with the goal of introducing a variety of market-rate affordable housing in a diversity of housing types. These housing types provide a middle option between detached single-family homes and mid-rise and high-rise apartments. The higher density of Missing Middle Housing enhances walkability and neighborhood commercial development. Missing Middle Housing is allowed in U3, U4, U5a, and U5c zones.

Slash Zoning:

In areas with two or more zones, the uses allowed by right under all of the zones are allowed by right in the land covered by Slash Zoning.

GC Golf Course:

In cases in which the allowed uses in GC align with the allowed uses in U5a, the same standards as in U5a will apply; and in the case of a green house being an allowed use, the same standards as in SUa will apply.

Architectural Diversity:

While the developer does not seek to restrict individual preferences, it does want to avoid harsh contrasts within the PUD and to encourage careful design so that harmony exists between buildings and their sites, and among buildings themselves, so that the overall effect of the architecture in the PUD, combined with the site design of the PUD, is the creation of visually attractive neighborhoods. To this end, the developer has established a general design theme for the PUD that can best be described as a blend of traditional Southwest and classic contemporary styles, including but not limited to Pueblo Revival (Santa Fe), Mission Revival, Spanish Colonial, Tuscan, Prairie Ranch, Rustic Industrial, and Farmhouse. In addition, certain modern designs that are not overly contrasting with nearby development will be considered. The design of all buildings shall be submitted to the developer for approval. In order to avoid the repetitive appearance of tract houses in the PUD, neighborhoods will not include identical--or substantially the same--building elevations on more than thirty-five (35) percent of the houses on one side of any block in the PUD, or closer than two lots apart on one side of any block, or on lots directly across the street from each other. Casitas and accessory buildings shall be designed and built so that they adhere to the same design, and include the same exterior materials, as the main house on that lot. Multi-family development shall abide by similar design criteria.

ZONE TABLE

LAND USE	U3	U4	U5a	U5b	U5c	SUa	SUb	OS	GC	PK
RESIDENTIAL										
Multi-Family/Assisted Living/Apartments/Retirement		A	A	A	A	A				
Live/Work Unit	A	A	A	A	A					
Single-Family Attached/Townhome/Duplex	A	A	A		A					
Single-Family Detached	A									
Casita, Accessory Building	A	A								
Condominium	A	A	A	A	A				A	
RV Storage on Lots						A				
MIXED-USE										
Mixed Use		A	A	A	A	A				
AG & EQUESTRIAN										
Greenhouse (Commercial)						A			A	
Animal Facility/Kennels						A				
INSTITUTIONAL										
Schools (Public & Private)			A	A	A	A				
Childcare Center		A	A	A	A	A				
Hospital/Nursing Home/Hospice		A	A	A	A	A				
Religious Assembly and Uses	A	A	A	A	A	A	A			
Community Buildings/Public Use			A	A	A	A	A			A
RECREATION										
Public Entertainment/Theatres			A	A	A	A				
Private Entertainment/Gyms		A	A	A	A	A				
Parks/Playgrounds	A	A	A	A	A	A	A			A
Public Art/Fountain	A	A	A	A	A	A	A			A
SERVICE										
Retail Sales			A	A	A	A			A	
Restaurant/Bar/Cafe/Brewery/Winery (as a seperate facility)		A	A	A	A	A			A	
Restaurant/Bar/Cafe/Brewery/Winery (as a part of another use)		A	A	A	A	A			A	
Drive-through and pick-up sales		A	A	A	A	A			A	
Display Gallery			A	A	A	A				
Open-Market Building			A	A	A	A				A
Movie Theater			A	A	A	A				
Liquor-Selling Establishment			A	A	A	A			A	
Hotel (no room limit)			A	A	A	A				
Bed & Breakfast/Hostel/Inn (50 unit maximum)	A	A	A		A					
Work/Live Unit		A	A	A	A	A				
Office Building/Office Park		A	A	A	A	A	A			
Shopping Center/Mall			A	A	A	A				
Healthcare Clinic		A	A	A	A	A				
Golf Course		A	A	A	A	A	A		A	
Clubhouse	A	A	A	A	A	A			A	
Event Center		A	A	A	A	A			A	
SPA/WELLNESS CENTER			A	A	A	A			A	
Maintenance Facility		A	A	A	A	A			A	
UTILITY RELATED USES										
Communication Structures						A	A			
Funeral Home						A				
Public Utility Plants							A			
Drainage								A		A
MANUFACTURING										
Light Industrial Facility						A	A			
Research and Development/Laboratory			A	A	A	A				
TRANSPORTATION/WHOLESALE										
Gas Station				A		A				
Automobile & Truck Service				A		A				
Body Shop						A				
Drive-Through Facility			A	A	A	A			A	
Public Transportation & Uses	A	A	A	A		A	A			A
Warehouse/Mini-Storage Units					A	A				
Parking Structures		A	A	A		A	A			
Maintenance Yard/Building/ Equipment Repair/Equipment Rental						A	A			A
CANNABIS										
Cannabis Industry						A				
Cannabis Microbusiness						A				
Cannabis Research Laboratory						A				
Cannabis Retailer			A	A	A	A				

For the purpose of interpreting the Cannabis-related uses listed above, the four definitions for those uses contained in the City of Las Cruces Zoning Code Section 38-21 shall apply, as shall the following conditions:
- Cannabis establishments shall comply with all State of New Mexico regulatory and licensing requirements.
- On-site consumption of Cannabis shall be limited to indoors in U5a, U5b, and U5c zones.
- No Cannabis retailer shall be located closer that 100 feet to U3 zones.
- No Cannabis retailer shall be located closer that 200 feet to another Cannabis retailer.
- All Cannabis uses must be located at least 300 feet from a school.

A = Allowed use by right

It is intended that this land use table be inclusive of all land uses found in the prevailing land development code, and all of those uses should fall into one of the catagories listed above. Community Development staff shall resolve questions of interpretation. Development-related issues not addressed herein fall within the purview of applicable City of Las Cruces development codes.

USES NOT ALLOWED

The following uses are not allowed in any area in The Metro Verde PUD:
1. Adult Entertainment & Sales
2. Junk Yards
3. Keeping of Livestock
4. Cemetery
5. Cremation Facility
6. Heavy Industrial

NOTE: Developer's covenants may impose additional restrictions. The covenants and any requirements set forth by this PUD shall not override any codes within the International Building Code.

The City of Las Cruces is not a party to any covenants and will not enforce related provisions therein set.

SHEET LU1

DATE 12/2021

REVISIONS
SUB 2 5/21
SUB 3 9/21
SUB 4 11/21

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
LAND USE GUIDELINES

SNDI
3590 W. Picacho Ave.
Las Cruces, NM 88007
575.524.2835 chsells@msn.com

Development Guidelines for U5a, U5b, NMUN, and U5c

Background. The developer recognizes that the Metro Verde PUD—containing over 2,100 acres, and stretching two miles from end to end—is hardly an example of compact urban development. Nor should it be expected to be. After all, Metro Verde is located at the edge of the City limits, with a major part of the Organ Mountains-Desert Peaks National Monument being the PUD's largest neighbor. However, some urban features in the form of the strategic dispersal of areas that are designated for a variety of commercial and mixed-use development throughout the PUD will bring commercial services—including shopping, dining, and offices—to within one-half mile of nearly all homes and within one-quarter mile of many homes in the PUD. In addition, the mix of uses offers opportunities for a range of more dense housing types, including townhomes, lofts, live/work units, and apartments.

Because of the interaction that will occur between residents in single-family homes and the businesses and higher density residential development to be built in the areas designated as U5a, U5b, NMUN, and U5c, development guidelines for the latter areas are needed. Some of these guidelines, as well as requirements for basic infrastructure, have already been included in the several PUD Concept Plans and amendments for Metro Verde that have been approved during the past decade. Street layouts and cross sections, parcel boundaries, zoning, density, and key building details have been consolidated elsewhere in this document and do not need to be duplicated in this section. Nevertheless, important guidelines are included here to regulate the build-out of the commercial, mixed-use, and multi-family areas that will add much-needed components to the Metro Verde development.

Building Standards. General building standards—height, number of stories, setbacks—are included in Sheet LU1 and will apply to structures built in the areas covered by these guidelines except as noted herein.

Building standards are especially important in the PUD because of the interaction of and proximity between the areas of commercial, mixed-use, and multi-family development and nearby traditional single-family development. Residents in the latter developments want the services offered by the former but ideally on a scale that does not jarringly contrast with their neighborhoods. At the same time, businesses in the commercial and mixed-use developments do not want to be overly restricted by architectural guidelines and site regulations that will result in extra building costs and operating inefficiencies. Finding a common ground is one of the goals of these building standards.

- *Architectural Style.* The evaluation of—and sometimes even the labeling of—the styles of individual buildings or groups of buildings can be very subjective. Therefore, regulations regarding building style should be clear and concise. For the PUD, in order to minimize contrast in styles between residential neighborhoods and commercial and mixed-use developments, these guidelines require selection from the same range of architectural styles allowed for single-family residences: a blend of traditional Southwest and classic contemporary styles, including but not limited to Pueblo Revival (Santa Fe), Mission Revival, Spanish Colonial, Prairie Ranch, Tuscan, Rustic Industrial, and Farmhouse. In addition, certain modern designs that are not overly contrasting with nearby development will be considered. The design of all buildings shall be submitted to the developer for approval. Exterior building colors may include white and shades of white; tan; light shades of brown; light shades of gray; and, for doors and for door and window trim only, dark brown, dark gray, green, teal, red, and black. Exterior building colors that are prohibited include orange, green, blue, yellow, pink, red, black, and dark brown. Exterior building materials may include stucco, stone, brick, wood, tile, and metal. Building façades with an overabundance of different materials or colors are prohibited. Material or color changes on a building façade shall occur at an inside corner. The front of a building containing the principal entrance shall face the principal adjacent street, whereas the back of a building (the private or service side) should face mid-block. Building façades longer than 100 feet shall be varied with at least one change of architectural expression that may be subtle or significant but should soften the visual effect of very wide buildings. The entrances to all shopfronts shall be covered by an awning, canopy, second-floor balcony, arcade, colonnade, or by being inset into the main body of the building. An awning or canopy shall have a minimum depth of 4 feet, a minimum height clearance of 8 feet, and a minimum setback from curb of 2 feet. A balcony, arcade, or colonnade shall have a minimum depth of 8 feet, a minimum height clearance of 9 feet, and a minimum setback from curb of 2 feet. Drive-through windows shall be located to the side or rear of the building and accessed from mid-block, alley, or secondary street.

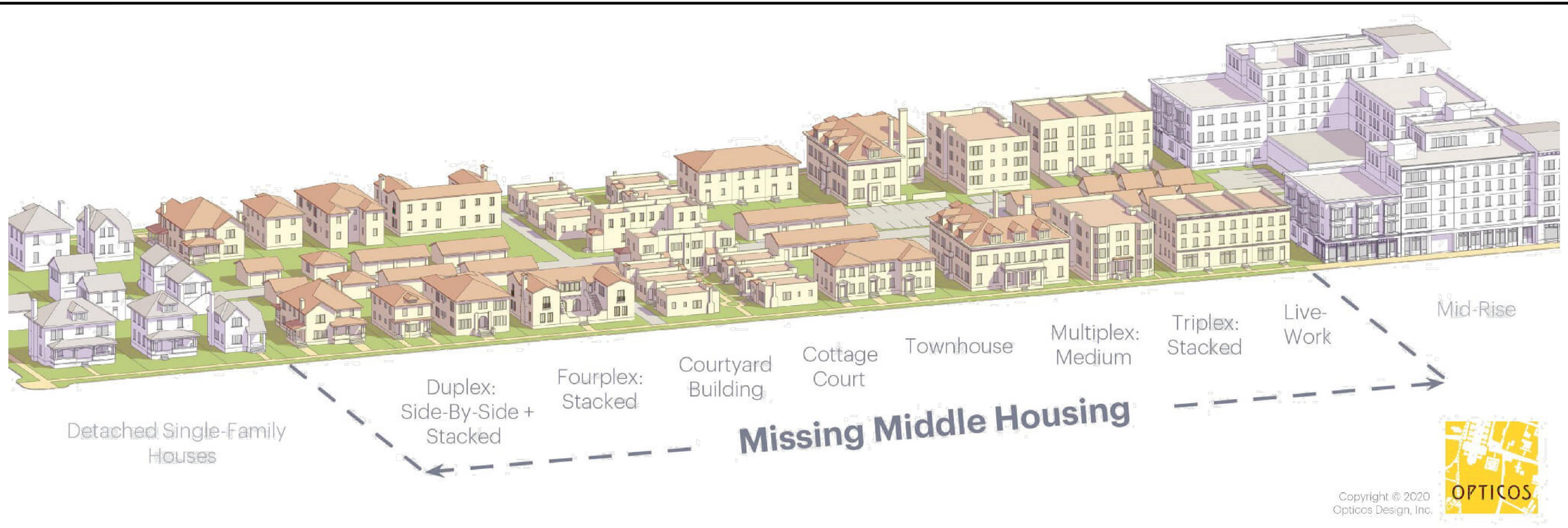
- *Site Development.* (a) *Parking.* Parking lots shall be located at the rear or along the side of buildings. The requirements for number of spaces for vehicles and bicycles are included in the relevant guidelines in Sheet LU1. When access to rear parking must be directly from the primary frontage, driveways shall be located along the sides of the property lines and designed such that pedestrians crossing the sidewalks always have the right of way. (b) *Walls and Fences.* In order to provide privacy for neighboring properties, walls or fences shall be built along lot lines with neighboring properties (except where the neighbor is a commercial or mixed-use property in the same development) in order to screen a parking lot. In addition, in order to strengthen the spatial definition of the public realm by screening a rear parking lot, walls or fences may be built along or behind the frontage lines extending from the façades of buildings. Walls shall be constructed of rock, decorative block, block/stucco, frame/stucco, or Cor-ten steel. Fences constructed of wire, cloth, or fabric of any kind are prohibited. The height of walls and fences shall be a minimum of 4 feet and a maximum of 6 feet, except a maximum of 8 feet for walls or fences around a dumpster enclosure. (c) *Lighting.* Development shall follow Dark Sky provisions as established by the International Dark-Sky Association (IDA). All fixtures in parking lots shall be full cutoff, downward facing. Light fixtures located within the interior area of a parking lot shall not exceed 30 feet in height. Light fixtures located along the perimeter edge of a parking lot within 50 feet of a property line shall not exceed 16 feet in height. Building-mounted architectural accent lights are encouraged to emphasize architectural character and signage. Security lighting shall be full cutoff, shielded, and angled to focus the light only on the intended building element or walkway as necessary. Focal points such as sculptures, fountains, and towers, especially those visible to pedestrians and vehicles, may be illuminated to call attention to the element and to provide a form of wayfinding. (d) *Signage.* Commercial signs and signs in the public realm enhance the character of commercial and mixed-use development, provide orientation to visitors, and help give identity to streets. Commercial signs shall be attached to the façades of buildings. Signs may be flat against the façade, or mounted projecting or hanging from the façade. These signs include blade/projecting signs, hanging signs, awning signs, wall signs, painted wall signs, and cornice signs. Maximum gross area of signs on a given façade shall not exceed 10 percent of the façade area. Painted wall signs shall not exceed 20 percent of the façade area. These commercial signs shall maintain a minimum clear height of 8 feet above sidewalks and shall not extend within 2 feet of the curb line. The maximum area of any sign mounted perpendicular to a given façade shall not exceed 10 square feet. External neon signs are permitted, and signage within a storefront may be neon lit. Temporary sidewalk signs are permitted on public sidewalks immediately adjacent to a building being occupied by the advertiser on the sign. Such signs must maintain a clear sidewalk path of a minimum distance of 6 feet, and the dimensions of the sign shall be no greater than 3 feet wide and 5 feet high. Signs in the public realm include wayfinding signs and banner signs. Wayfinding signs shall not interfere with any clear sight triangle or intersection sight distance and shall not obstruct any sidewalk or multi-use trail. Wayfinding signage shall identify civic areas, public destinations, and key features of the PUD. The maximum area of a wayfinding sign shall not exceed 40 square feet, and wayfinding signs shall not be placed closer than one-half mile apart on any public street.

REVISIONS
SUB 2 5/21
SUB 3 9/21
SUB 4 11/21

SHEET LU2
DATE 12/2021

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
LAND USE GUIDELINES

SNDI
350 W. PICACHO AVE.
LAS CRUCES, NM 88001
575.524.2835 chsells@msn.com



Copyright © 2020
Opticos Design, Inc.

OPTICOS

AFFORDABLE HOUSING IN METRO VERDE

Background from U.S. Department of Housing and Urban Development:

"Defining Housing Affordability. Housing programs in the United States have long measured housing affordability in terms of percentage of income. In the 1940s, the maximum affordable rent for federally subsidized housing was set at 20 percent of income, which rose to 25 percent of income in 1969 and 30 percent of income in 1981. Over time, the 30 percent threshold also became the standard for owner-occupied housing, and it remains the indicator of affordability for housing in the United States."

Metro Verde's goal: Offer opportunities for a variety of affordable housing

1. Federally subsidized housing. The developer is working with nonprofit housing advocates Tierra del Sol Housing Corporation and Habitat for Humanity so that housing for ownership or for rent is available in Metro Verde for households at 80 percent of—or below—Area Median Income (AMI). Already the developer and Tierra del Sol have agreed for Tierra del Sol to purchase 39 lots at a discounted price for Tierra del Sol to build homes in two new phases of Metro Verde in 2021. The developer will continue to work with Tierra del Sol and will begin to work with Habitat for Humanity for the purchase of single-family lots for federally subsidized homes in several forthcoming phases in Metro Verde. Those areas are identified on the accompanying map. In addition, the developer and Tierra del Sol have partnered on three applications for Low-Income Housing Tax Credit funding for affordable rental apartments. Although these applications were not approved in a very competitive process, the developer expects that future applications will be approved as the PUD matures. Together, the federally subsidized single-family homes and rental apartments will exceed the commitment of 349 units that was made in the Metro Verde South PUD Concept Plan.

2. The Missing Middle. The website MissingMiddleHousing.com provides this summary: "The Missing Middle Housing types provide diverse housing options, such as duplexes, fourplexes, cottage courts, and multiplexes. These house-scale buildings fit seamlessly into existing residential neighborhoods and support walkability, locally serving retail, and public transportation options. They provide solutions along a spectrum of affordability to address the mismatch between the available U.S. housing stock and shifting demographics combined with the growing demand for walkability." Through the wide range of land uses in its various zones, Metro Verde is ideally suited for Missing Middle Housing. The accompanying illustration depicts how Missing Middle Housing is not only compatible with both single-family homes and apartments but can actually comprise a gradual transition between the two extremes. The developer is working with builders who are interested in Missing Middle Housing, and nine areas for this housing are identified on the accompanying map. These areas can feature smaller homes at lower prices than nearby detached single-family homes. As market-rate affordable housing, these homes will not be federally subsidized, but they will broaden the base of households that can afford homes in Metro Verde without exceeding the threshold of 30 percent of household income.

3. Detached single-family homes. Already in Metro Verde two homebuilders have built and sold smaller homes that were affordable for households with average AMI. As with Missing Middle Housing, these smaller homes were not federally subsidized and did not meet some definitions of affordability. However, 32 homes were sold in the price range from $160,000 to $169,900; 31 homes, from $150,000 to $159,900; and 2 homes, from $140,000 to $149,900. Looking at the broad picture of housing in Las Cruces, these homes were affordable compared to most of the detached single-family homes being built.

In summary, the scope and variety of affordable housing in Metro Verde will meet the needs of hundreds of households over the next decade.

REVISIONS

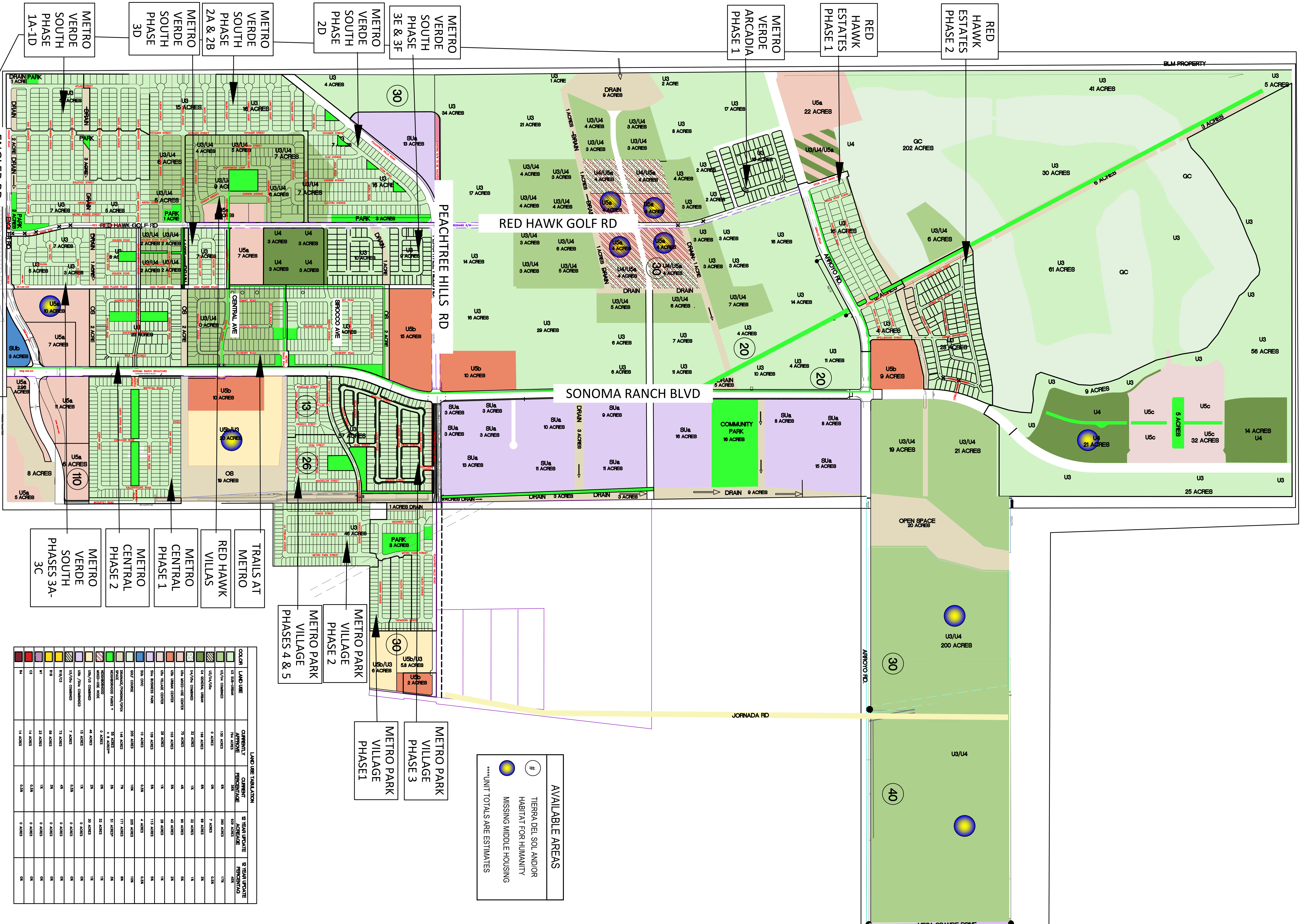
SUB 2	5/21
SUB 3	9/21
SUB 4	11/21

SHEET AM1

DATE 11/2021

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
AFFORDABLE HOUSING/MISSING MIDDLE HOUSING

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575.524.2835 ctaseldonsndi.com



METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
AFFORDABLE HOUSING/MISSING MIDDLE HOUSING

REVISIONS	
SUB 2	5/21
SUB 3	9/21
SUB 4	11/21

SHEET AM2

DATE 12/2021

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575.524.2835 chsells@msn.com

LAND USE TABULATION

COLOR	LAND USE	CURRENTLY APPROVE	CURRENT PERCENTAGE	12 YEAR UPDATE ACREAGE	12 YEAR UPDATE PERCENTAG
	U3 SUB-URBAN	794 ACRES	38%	929 ACRES	45%
	U3/U4 COMBINED	130 ACRES	6%	360 ACRES	17%
	U3/U4/U5a	0 ACRES	0%	7 ACRES	0.5%
	U4 GENERAL URBAN	166 ACRES	8%	69 ACRES	3%
	U4/U5a COMBINED	32 ACRES	1%	32 ACRES	1%
	U5a MIXED-USE CENTER	75 ACRES	4%	90 ACRES	5%
	U5b URBAN CENTER	103 ACRES	5%	43 ACRES	2%
	U5c VILLAGE CENTER	28 ACRES	1%	28 ACRES	1%
	SUa BUSINESS PARK	109 ACRES	5%	113 ACRES	5%
	SUb CIVIC	10 ACRES	0.5%	4 ACRES	0.5%
	GOLF COURSE	205 ACRES	10%	205 ACRES	10%
	DRAINAGE/PONDING/OPEN SPACE	146 ACRES	7%	171 ACRES	8%
	NEIGHBORHOOD PARKS *	55 ACRES + 8 ACRES**	3%	51 ACRES*	3%
	NEIGHBORHOOD MIXED-USE NODE	0 ACRES	0%	32 ACRES	1%
	U5b/U3 COMBINED	46 ACRES	2%	30 ACRES	1%
	U5b /SUa COMBINDED	15 ACRES	1%	0 ACRES	0%
	U3/U5a COMBINED	7 ACRES	0.5%	0 ACRES	0%
	R1B/C3	73 ACRES	4%	0 ACRES	0%
	R1B	59 ACRES	3%	0 ACRES	0%
	M1	23 ACRES	1%	0 ACRES	0%
	C3	14 ACRES	0.5%	0 ACRES	0%
	R4	14 ACRES	0.5%	0 ACRES	0%

•The area committed to parks and trails in the current Metro Verde PUD Amendment No. 1 and the Metro Verde South PUD is 51 acres. This is a large increase from the 5.5 acres for parks and trails that were committed in the original Sierra Norte Annexation. The 51-acre threshold is being achieved in the Consolidated 12-Year Update as shown in this Park and Trail Plan (Sheet PK). In addition, the developer will continue to work with Parks and Recreation staff to include parks and trails in future phases of Metro Verde as those phases are planned.

AVAILABLE AREAS

- # — TIERRA DEL SOL AND/OR HABITAT FOR HUMANITY
- ● — MISSING MIDDLE HOUSING

****UNIT TOTALS ARE ESTIMATES

GRAPHIC SCALE

800 0 400 800 1600 3200

(IN FEET)
1 inch = 800 ft.

MEDIAN OPENINGS

The location of median openings will be determined by future development under these conditions: (1) No more than five median openings will be allowed per mile. (2) Median openings will be allowed to provide access to a phase of residential development containing 75 or more units or to a phase of commercial development containing five or more acres. (3) Median openings, as well as driveways for commercial development, will be allowed starting at a distance of 250 feet from the edge of the three roundabouts in Metro Verde: Sonoma/Engler, Sonoma/Peachtree, and Sonoma/Arroyo. This is important because Metro Verde is planned as a mixed-use development. As such, commercial uses (retail, medical, office, etc.) are of primary importance in providing services to nearby residential neighborhoods, in developing neighborhood-centered workplaces, and in reducing vehicle trips to areas outside Metro Verde. The three roundabouts along Sonoma Ranch Blvd. are located at the three major intersections that are the most attractive for commercial development. However, because of the traffic standard that restricts driveways and median openings within 600 feet of the edge of roundabouts, the parcels at these intersections would lose much--and, in some cases, all--of their attraction and development potential for commercial uses under that restriction. By limiting the uses of the parcels at these intersections, the developer of Metro Verde is being penalized for including the roundabouts that the City desires at these locations, and the mixed-use goals for Metro Verde are being jeopardized. Therefore,allowing driveways and median openings starting at a distance of 250 feet from the edge of roundabouts is justified.

SIDEWALK AND MULTIUSE PATHS

The final layout of the multiuse path and sidewalk may vary in location between row and future back of curb to allow for meandering. the meandering is subject to the location of CLC and/or other utility provider's utilities, adjacent terrain, and existing conditions.

LEVEL OF SERVICE

The original PUDs addressed the issue of Level of Service (LOS) very clearly: "[V]ehicular level of service shall not be used as a limiting factor." Although meeting typical LOS has not been a requirement in the development of the PUDs, the network of major roads approved in the PUDs has been shown to be adequate--never falling below acceptable LOS--in several TIAs and traffic studies. With the overall number of allowed units having declined in the current proposal compared to the original PUDs, the question of LOS should be considered settled.

TIAs

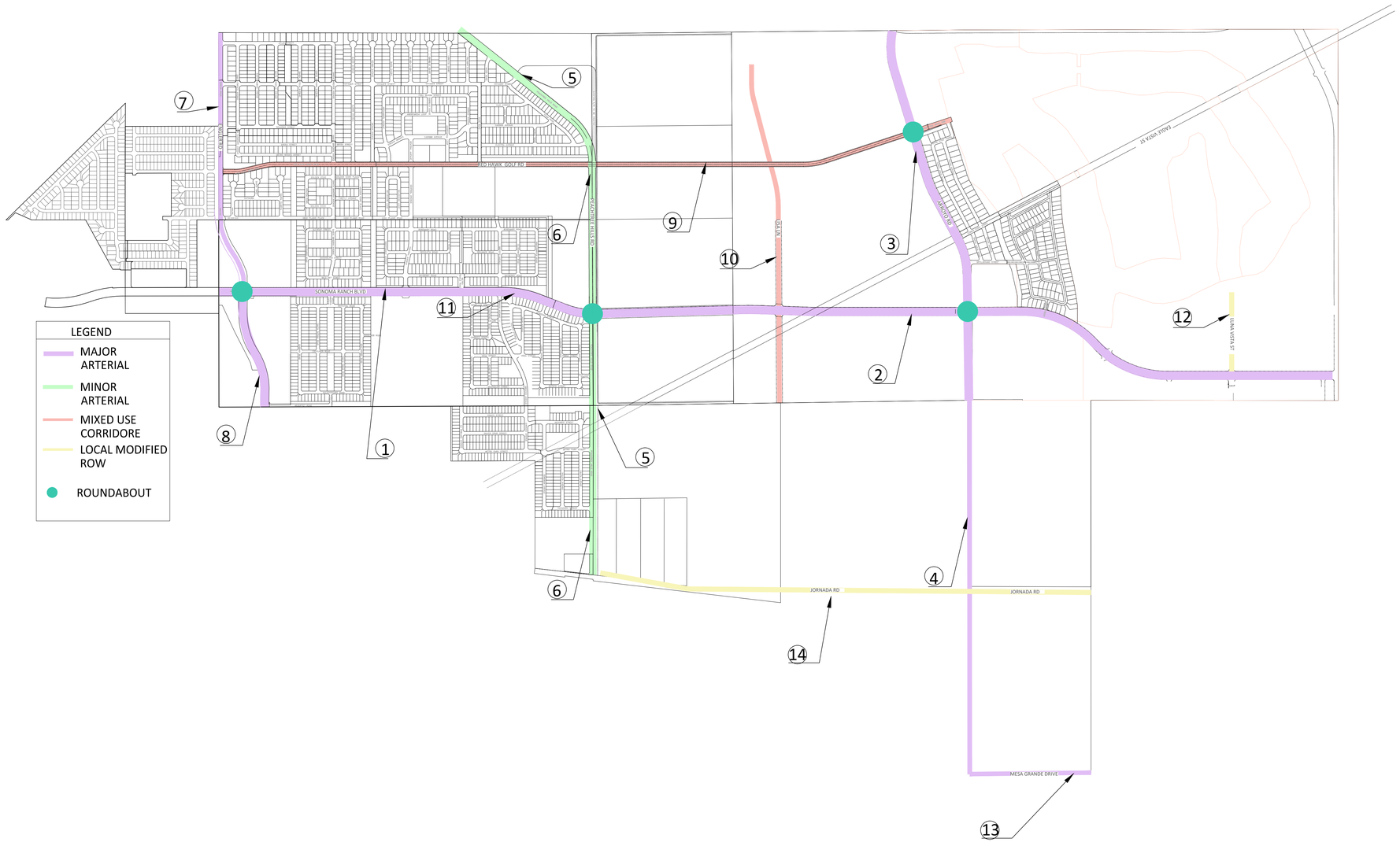
The issues of LOS and TIAs go hand in hand, since the main function of a TIA is the evaluation of LOS. With the approved TIAs and traffic studies for the PUDs having exceeded the requirements of the PUDs by showing that the LOS of the road network is adequate (even though LOS is not a limiting factor), and with the number of allowed units having declined since the original PUDs were approved, additional TIAs are unnecessary.

PARKING

Construction drawings for each phase of development will include appropriate NO PARKING signage.

NOTES

The intersection at Engler/Red Hawk has been completed by the developer and has been accepted by the City. The developer shall include appropriate stop signs at Sonoma/Luna Vista and Sonoma/Paseo Verde at the time of construction of those intersections. No other intersection controls (stop lights, roundabouts, traffic circles) shall be required or included.



REVISIONS

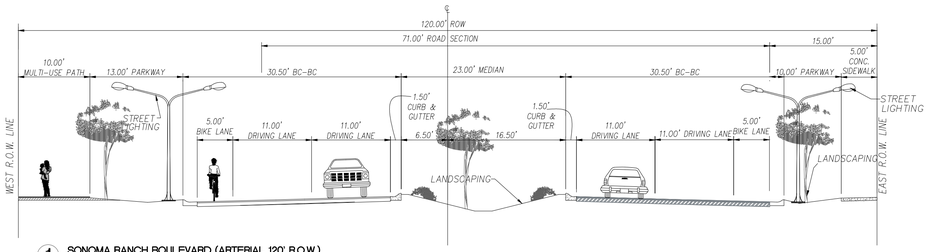
SUB 2	5/21
SUB 3	9/21
SUB 4	11/21

SHEET 11

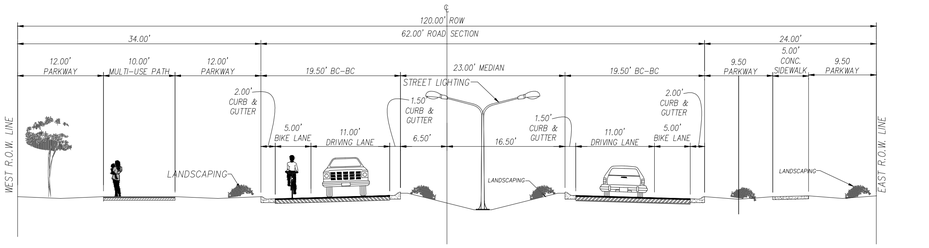
DATE 11/2021

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
MAJOR INFRASTRUCTURE

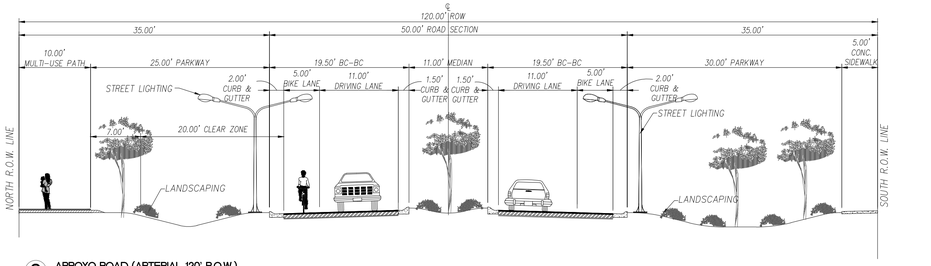
SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575.524.2835 chsells@msn.com



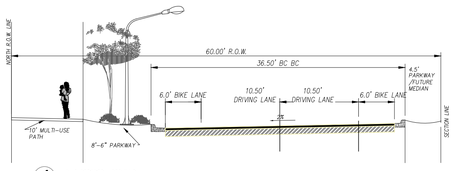
1 SONOMA RANCH BOULEVARD (ARTERIAL 120' R.O.W.)
BETWEEN ENGLER AND PEACHTREE HILLS ROAD



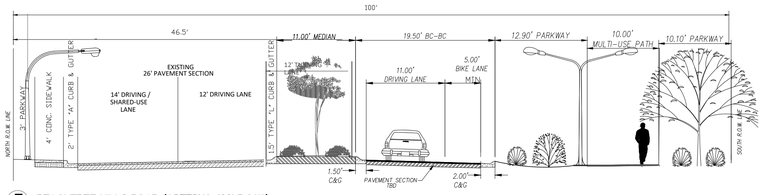
2 SONOMA RANCH BOULEVARD (ARTERIAL 120' R.O.W.)
BETWEEN PEACHTREE HILLS AND DRAGON FLY



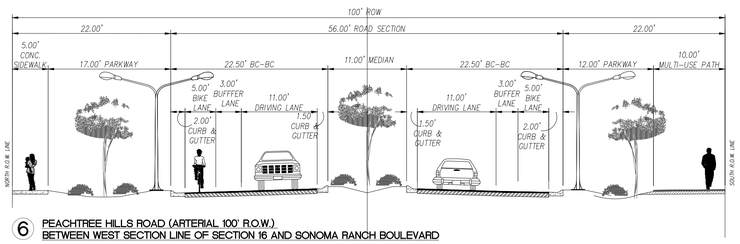
3 ARROYO ROAD (ARTERIAL 120' R.O.W.)
WEST SECTION LINE OF SECTION 9 TO EAST SECTION LINE OF SECTION 9



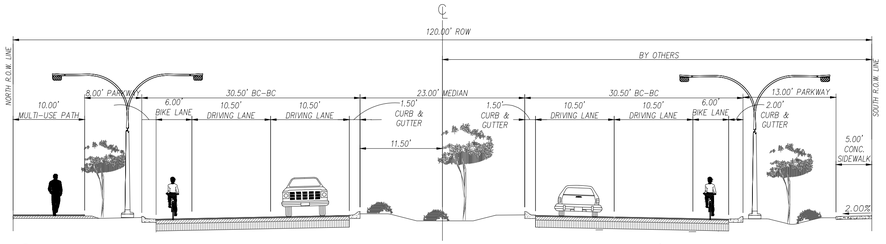
4 ARROYO ROAD
WEST SECTION LINE OF SECTION 3 TO EAST SECTION LINE OF SECTION 3



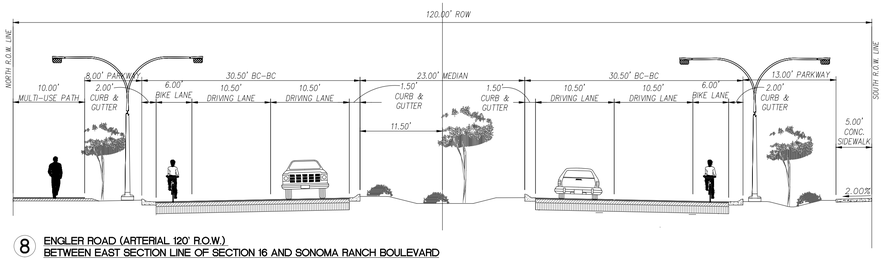
5 PEACHTREE HILLS ROAD (ARTERIAL 100' R.O.W.)
BETWEEN SONOMA RANCH BLVD AND JORNADA ROAD



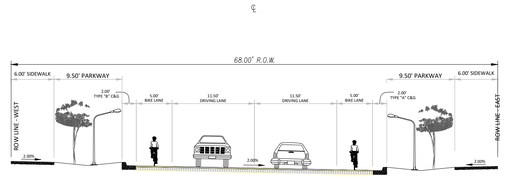
6 PEACHTREE HILLS ROAD (ARTERIAL 100' R.O.W.)
BETWEEN WEST SECTION LINE OF SECTION 16 AND SONOMA RANCH BOULEVARD



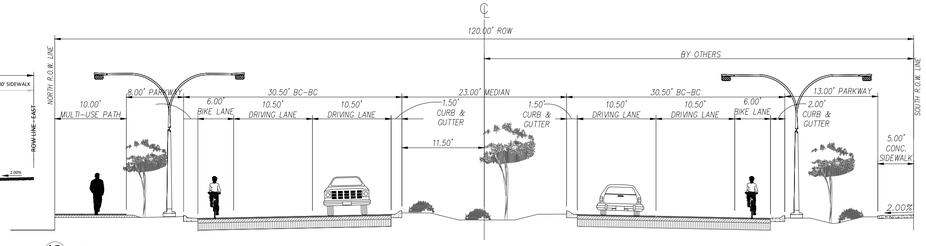
7 ENGLER ROAD (ARTERIAL 120' R.O.W.)
BETWEEN WEST SECTION LINE OF SECTION 16 LINE AND SONOMA RANCH BOULEVARD
DEVELOPER RESPONSIBILITY FOR THIS CROSS SECTION SHALL BE CONFINED TO THE NORTHERN ONE-HALF OF THE CROSS SECTION THAT IS ADJACENT TO THE PROPERTY THAT THEY HAVE DEVELOPED OR WILL BE DEVELOPING.



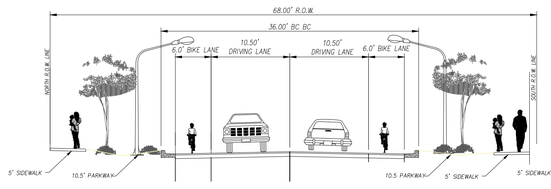
8 ENGLER ROAD (ARTERIAL 120' R.O.W.)
BETWEEN EAST SECTION LINE OF SECTION 16 AND SONOMA RANCH BOULEVARD



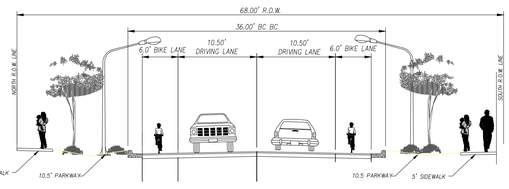
9 RED HAWK GOLF ROAD



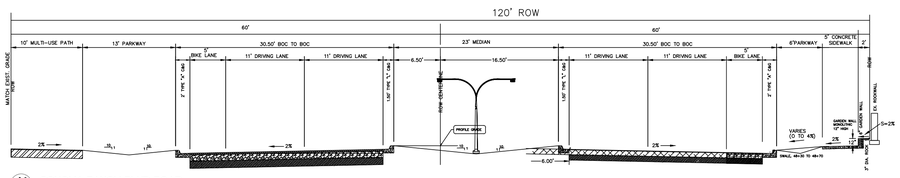
13 MESA GRANDE DR
DEVELOPER WILL CONSTRUCT ONLY THE PART OF THIS CROSS SECTION WITHIN THE PROPERTY THAT THEY WILL BE DEVELOPING.



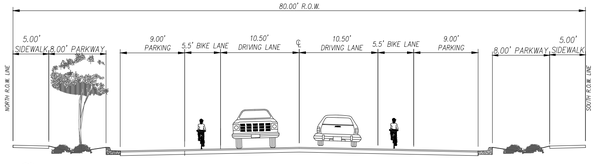
10 LISA LANE



14 JORNADA RD



11 SONOMA RANCH BLVD ROAD
BETWEEN SIROCCO AND LOTUS RD



12 LUNA VISTA STREET
BETWEEN SONOMA RANCH BOULEVARD AND PASEO VERDE STREET

CROSS SECTIONS SHALL INCLUDE PAINTED PARKING SPOT "T" PER NATCO URBAN BIKEWAY DESIGN GUIDE TO DENOTE PARKING SPACES FOR ON-STREET PARKING LANES AND PROVIDE MORE SEPARATION BETWEEN BIKES AND PARKED VEHICLES

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
MAJOR INFRASTRUCTURE

SHEET 12

DATE 11/2021

REVISIONS

SUB 2	5/21	
SUB 3	9/21	
SUB 4	11/21	

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575.524.2835 chsell@msn.com

Creating a walkable neighborhood:

1. Approved cross-sections for local roads are shown herein. Cross-sections for local roads other than those shown herein may not be utilized unless they are added through a formal PUD amendment.

2. Parkways on local roads may be eliminated. On local roads where parkways are narrowed to fewer than 6 feet or are eliminated, a minimum of 1 tree per lot shall be planted in the front yard between 4 and 12 feet from the back edge of the sidewalk. Location of the tree shall not conflict with utility service lines and shall follow all requirements of the City's Utilities Department.

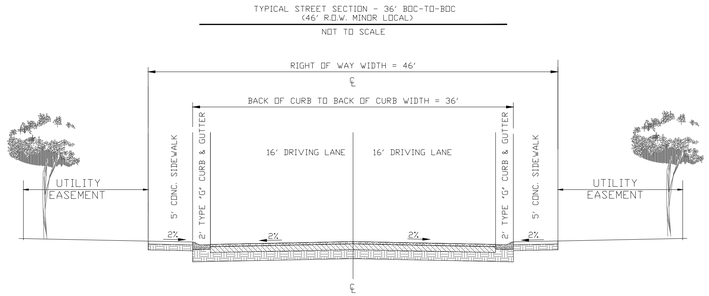
3. Cross-sections shall include sidewalks a minimum of 5 feet wide in accordance with the approved ATP plan.

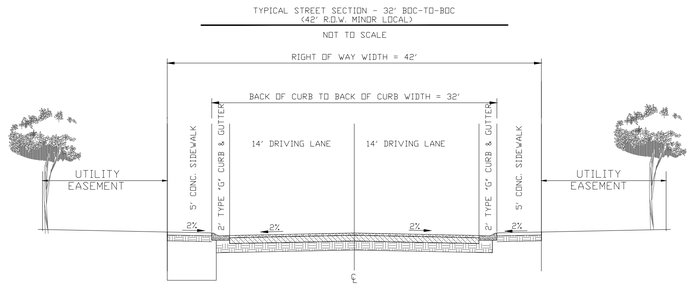
4. Local road block lengths for connectivity shall be determined by the width of the paved cross-section.
   a. 28 ft. BOC-BOC, 300 ft. block length, 38 ft. ROW, parking on 1 side
   b. 32 ft. BOC-BOC, 600 ft. block length, 42 ft. ROW, parking on 2 sides
   c. 36 ft. BOC-BOC, 750 ft. block length, 46 ft. ROW, parking on 2 sides
   d. Conditions for block length longer than 750 feet, not to exceed 1,250 feet, and approved by City staff:
      - Dedicated pedestrian access points near or at midblock
      - In addition to access to major streets, internal access, via local roads, to adjoining phases/subdivisions must be included.
      - Traffic-calming design elements must be included (i.e. speed tables).
      - No cul-de-sacs off blocks longer than 750 feet.
      - 36 ft. BOC-BOC.
      - Parking shall be restricted at intersections.

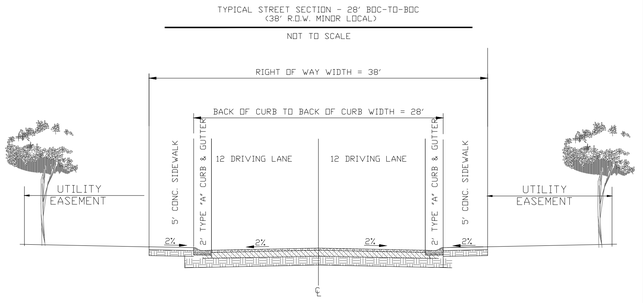
5. Cul-de-sacs should be limited in number and length because they do not follow the guiding principles of connectivity and walkability for the PUD. Further, cul-de-sacs limit connectivity and increase long-term maintenance and service costs to the City and tax payers. The following conditions are required for cul-de-sacs:
   - Cul-de-sacs are only permissible in areas with topographic or legal constraints
   - Cul-de-sacs may not exceed 750 feet in length or 17 lots, whichever is met first.
   - Roads ending in a cul-de-sac must be constructed to 36 ft. BOC-BOC
   - Alternate pedestrian/bike access or connectivity to adjacent parks, trails, or roadways must be included along road terminating in a cul-de-sac longer than 500 feet.

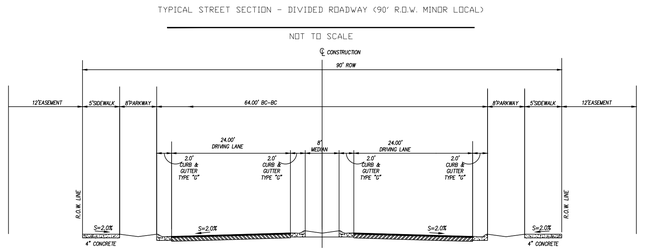
6. Except for alleys, "Share the Road" signage shall be added per MUTCD standards within parkways or medians as appropriate."
7. When the planting of trees is not possible because of lack of ROW or conflicts with utilities, landscaping shall utilize drought-resistant plants (xeriscaping)."

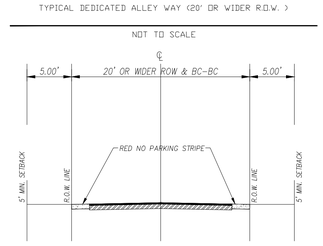
Local Road Rights of Way

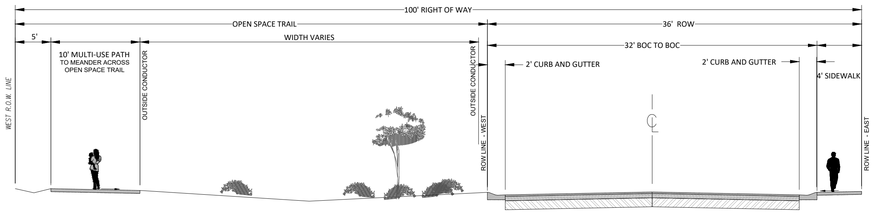




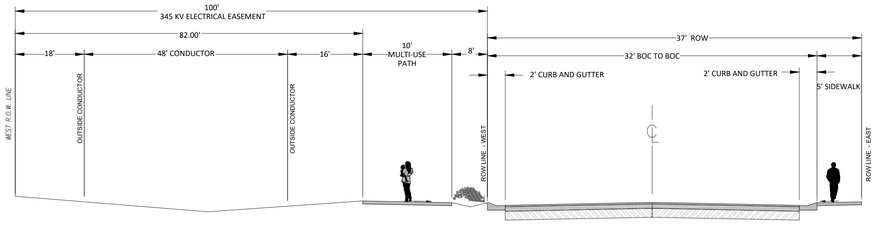








EAGLE VISTA STREET
AT RED HAWK ESTATES PHASE 1

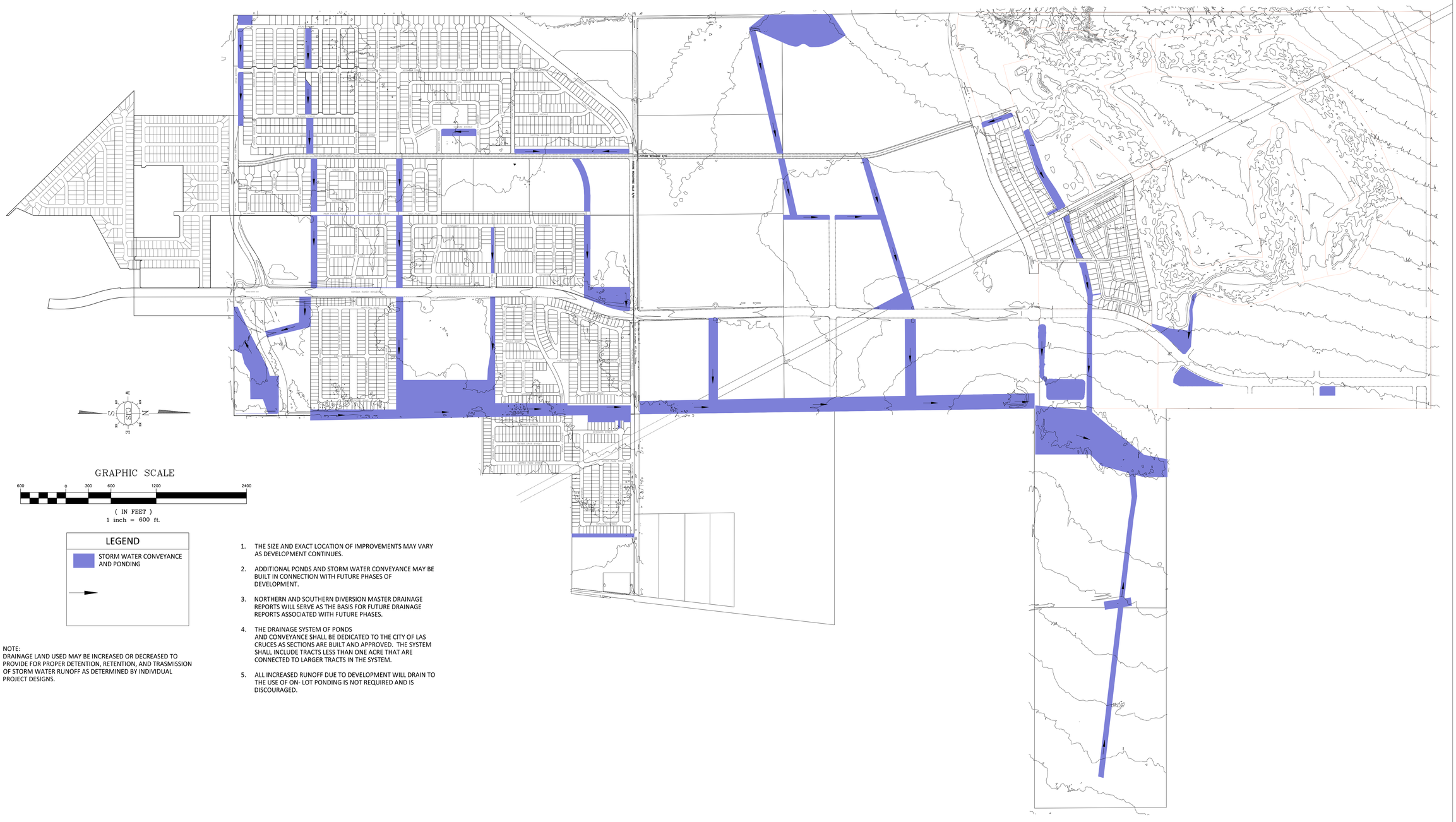


EAGLE VISTA STREET
NORTH OF RED HAWK ESTATES PHASE 1

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
LOCAL RIGHTS OF WAY

REVISIONS		SHEET	DATE
SUB 2	5/21	13	11/2021
SUB 3	9/21		
SUB 4	11/21		

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575.524.2835 chsells@msn.com



GRAPHIC SCALE

600 0 300 600 1200 2400

(IN FEET)
1 inch = 600 ft.

LEGEND

STORM WATER CONVEYANCE AND PONDING

NOTE:
DRAINAGE LAND USED MAY BE INCREASED OR DECREASED TO PROVIDE FOR PROPER DETENTION, RETENTION, AND TRASMISSION OF STORM WATER RUNOFF AS DETERMINED BY INDIVIDUAL PROJECT DESIGNS.

1. THE SIZE AND EXACT LOCATION OF IMPROVEMENTS MAY VARY AS DEVELOPMENT CONTINUES.
2. ADDITIONAL PONDS AND STORM WATER CONVEYANCE MAY BE BUILT IN CONNECTION WITH FUTURE PHASES OF DEVELOPMENT.
3. NORTHERN AND SOUTHERN DIVERSION MASTER DRAINAGE REPORTS WILL SERVE AS THE BASIS FOR FUTURE DRAINAGE REPORTS ASSOCIATED WITH FUTURE PHASES.
4. THE DRAINAGE SYSTEM OF PONDS AND CONVEYANCE SHALL BE DEDICATED TO THE CITY OF LAS CRUCES AS SECTIONS ARE BUILT AND APPROVED. THE SYSTEM SHALL INCLUDE TRACTS LESS THAN ONE ACRE THAT ARE CONNECTED TO LARGER TRACTS IN THE SYSTEM.
5. ALL INCREASED RUNOFF DUE TO DEVELOPMENT WILL DRAIN TO THE USE OF ON- LOT PONDING IS NOT REQUIRED AND IS DISCOURAGED.

REVISIONS

SUB 2	5/21	
SUB 3	9/21	
SUB 4	11/21	

SHEET 14

DATE 11/2021

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
DRAINAGE INFRASTRUCTURE

SNDI
3590 W. PECACHO AVE.
LAS CRUCES, NM 88007
575.524.2835 chsells@msn.com

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
MASTER SEWER PLAN

REVISIONS		SHEET
SUB 2	5/21	15
SUB 3	9/21	DATE
SUB 4	11/21	11/2021

GRAPHIC SCALE

(IN FEET)
1 inch = 600 ft.

0 300 600 1200 2400

UTILITY LEGEND

- EXISTING SEWER LINE
- PROPOSED SEWER LINE
- SEWER FLOW LINE DIRECTION ARROW

SMH #	RIM ELEVATION	INV. IN	INV. OUT	SMH DEPTH	PIPE COVER
1	4351.64	4345.11	4345.01	6.63	5.63
2	4351.64	4345.01	4344.91	6.63	5.63
3	4381.28	4373.38	4371.28	8.00	7.00
4	4380.85	4373.28	4373.18	8.00	7.00
5	4368.95	4361.05	4360.95	8.00	7.00
6	4342.02	4335.02	4334.92	7.30	6.30
7	4338.57	4331.37	4331.27	7.30	6.30
8	4334.13	4319.56	4319.46	14.67	13.67
9	4329.33	4315.68	4315.58	13.75	12.75
10	4328.58	4314.44	4314.34	14.24	13.24
11	4327.08	4313.34	4313.24	13.84	12.84
12	4327.08	4313.44	4313.34	13.74	12.74
13	4320.75	4308.67	4308.57	12.18	11.18
14	4322.15	4312.93	4312.83	9.32	8.32
15	4325.91	4318.46	4318.36	7.55	6.55
16	4326.95	4319.30	4319.29	7.66	6.66
17	4356.48	4344.43	4344.33	13.15	12.15
18	4356.19	4338.19	4338.09	18.10	17.10
19	4341.89	4332.48	4332.38	9.51	8.51
20	4339.57	4331.59	4331.49	8.08	7.08
21	4338.46	4328.46	4328.36	9.96	8.96
22	4335.46	4326.78	4326.68	8.00	7.00
23	4353.75	4346.85	4346.75	7.00	6.00
24	4366.88	4358.78	4358.68	8.00	7.00
25	4359.75	4352.18	4352.08	6.67	5.67
26	4351.47	4344.68	4344.58	6.89	5.89
27	4357.00	4349.10	4349.00	7.00	6.00
28	4344.00	4337.10	4337.00	7.00	6.00
29	4340.65	4329.42	4329.32	11.33	10.33
30	4338.90	4328.00	4327.90	11.00	10.00
31	4332.61	4318.61	4318.51	13.90	12.90
32	4328.99	4319.88	4319.78	9.21	8.21
33	4329.16	4318.14	4318.04	11.12	10.12
34	4328.10	4316.01	4315.91	12.19	11.19
35	4326.62	4314.86	4314.76	11.86	10.86
36	4326.22	4314.45	4314.35	11.87	10.87
37	4348.67	4342.67	4342.57	6.10	5.10
38	4344.54	4338.44	4338.34	6.10	5.10
39	4342.39	4336.29	4336.19	6.10	5.10
40	4344.42	4334.42	4334.32	7.40	6.40
41	4344.97	4338.05	4337.95	6.92	5.92
42	4339.44	4329.29	4329.19	10.15	9.15
43	4334.59	4324.15	4324.05	10.54	9.54
44	4344.97	4337.07	4336.97	7.90	6.90
45	4334.97	4328.05	4327.95	11.92	11.92
46	4339.44	4329.29	4329.19	10.15	9.15
47	4338.48	4328.38	4328.28	10.10	9.10
48	4346.00	4329.82	4329.72	7.28	6.28
49	4342.17	4336.07	4336.07	6.10	5.10
50	4334.74	4326.54	4326.44	8.30	7.30
51	4330.00	4307.50	4307.40	12.60	11.60
52	4322.05	4307.41	4307.31	14.74	13.74
53	4339.00	4329.90	4329.80	9.10	8.10
54	4342.00	4323.80	4323.70	18.30	17.30
55	4337.00	4322.00	4321.90	15.10	14.10
56	4330.00	4309.31	4309.21	20.79	19.79
57	4338.60	4316.60	4316.50	21.99	20.99
58	4337.00	4316.90	4316.80	20.00	19.00
59	4337.00	4316.90	4316.80	20.00	19.00
60	4337.00	4321.30	4321.20	15.70	14.70
61	4338.00	4327.90	4327.80	10.10	9.10
62	4332.00	4321.05	4321.85	9.15	8.15
63	4332.00	4319.33	4319.23	12.77	11.77
64	4318.50	4309.89	4309.79	8.71	7.71
65	4345.00	4338.00	4337.90	7.10	6.10
66	4344.50	4335.00	4334.90	9.60	8.60
67	4338.00	4328.00	4327.90	10.10	9.10
68	4332.00	4321.00	4320.90	5.00	4.00
69	4336.00	4323.84	4323.84	12.16	11.16
70	4337.00	4325.84	4325.84	12.16	11.16
71	4338.00	4329.28	4329.18	8.82	7.82
72	4342.00	4335.68	4335.58	6.42	5.42
73	4347.00	4340.25	4340.15	6.85	5.85
74	4336.94	4326.57	4326.47	9.37	8.37
75	4337.00	4329.82	4329.72	7.28	6.28
76	4337.00	4329.82	4329.72	7.28	6.28
77	4339.00	4333.00	4332.90	6.10	5.10
78	4332.00	4320.32	4320.22	11.78	10.78
79	4337.00	4327.87	4327.77	9.23	8.23
80	4337.00	4327.87	4327.77	9.23	8.23
81	4338.00	4330.46	4330.36	7.64	6.64
82	4345.33	4337.85	4337.77	7.56	6.56
83	4338.15	4328.41	4328.31	9.84	8.84
84	4338.15	4328.24	4328.14	10.05	9.05
85	4338.19	4329.36	4329.26	6.89	5.89
86	4335.85	4329.18	4329.08	6.77	5.77
87	4343.00	4330.97	4330.87	12.16	11.16
88	4334.13	4326.09	4325.99	8.14	7.14
89	4333.20	4325.22	4325.12	8.08	7.08
90	4332.11	4323.57	4323.47	8.64	7.64
91	4332.51	4321.51	4321.41	11.10	10.10
92	4327.93	4319.22	4319.12	8.81	7.81
93	4323.75	4312.46	4312.37	11.38	10.38
94	4319.25	4305.72	4305.63	13.62	12.62
95	4317.39	4304.30	4304.20	13.19	12.19
96	4315.39	4305.07	4304.97	10.49	9.49
97	4343.24	4343.14	4343.04	5.86	5.86
98	4337.54	4327.94	4327.93	9.61	8.61
99	4336.94	4326.58	4326.57	9.37	8.37
100	4350.00	4343.24	4343.14	5.86	5.86
101	4337.54	4327.94	4327.93	9.61	8.61
102	4336.94	4326.58	4326.57	9.37	8.37
103	4334.62	4325.22	4325.20	9.42	8.42
104	4333.85	4323.85	4323.80	9.01	9.01
105	4334.78	4321.13	4321.03	13.75	12.75
106	4336.40	4317.79	4317.78	17.62	17.62
107	4333.62	4316.60	4316.59	16.53	16.53
108	4334.15	4312.08	4312.07	21.08	21.08
109	4338.90	4327.78	4327.68	12.22	11.22
110	4339.21	4328.46	4328.36	10.85	9.85
111	4339.73	4330.62	4330.61	9.12	8.12
112	4338.46	4328.26	4328.20	12.20	12.20
113	4335.71	4323.32	4322.22	12.49	11.49
114	4329.00	4315.62	4315.52	13.48	12.48
115	4346.53	4328.25	4328.15	18.38	17.38
116	4340.97	4332.21	4332.11	19.86	19.86
117	4354.00	4335.05	4335.05	18.95	17.95
118	4332.21	4332.11	4321.60	20.89	20.89
119	4354.00	4335.15	4335.05	18.85	17.85
120	4348.00	4332.94	4332.84	15.16	14.16
121	4350.00	4346.50	4343.47	6.53	5.53
122	4346.50	4339.37	4339.27	7.23	6.23
123	4317.50	4304.51	4304.41	13.09	12.09
124	4345.00	4325.63	4325.53	19.47	18.47
125	4343.00	4328.76	4328.66	14.34	13.34
126	4346.00	4328.76	4328.66	17.34	16.34
127	4338.60	4323.19	4323.18	15.51	14.51
128	4340.30	4324.10	4324.09	16.21	15.21
129	4341.23	4325.03	4325.02	16.21	15.21
130	4338.46	4327.30	4327.20	11.26	10.26
131	4337.56	4330.64	4330.54	7.02	6.02
132	4328.79	4328.69	4328.59	7.89	7.89
133	4337.58	4327.25	4327.25	13.91	12.91
134	4334.00	4320.09	4320.09	13.91	11.75
135	4340.00	4327.25	4327.25	12.75	11.75
136	4338.00	4330.19	4330.09	7.91	6.91

SNDI
3590 W. PEACHO AVE.
LAS CRUCES, NM 88007
575.524.2835 rhells@mrn.com

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE
PARK AND TRAILS PLAN

REVISIONS			
SUB 2	5/21		
SUB 3	9/21		
SUB 4	11/21		

SHEET PK

DATE 12/2021

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575.524.2833 cnsell@sndi.com

METRO VERDE SOUTH SOUTH PHASE 1A-1D

METRO VERDE SOUTH SOUTH PHASE 3D

METRO VERDE SOUTH SOUTH PHASE 2A & 2B

METRO VERDE SOUTH SOUTH PHASE 2D

METRO VERDE SOUTH SOUTH PHASE 3E & 3F

METRO VERDE ARCADIA PHASE 1

RED HAWK ESTATES PHASE 1

RED HAWK ESTATES PHASE 2

ENGLER RD

PEACHTREE HILLS RD

RED HAWK GOLF RD

SONOMA RANCH BLVD

ARROYO RD

BLM PROPERTY

GOLF COURSE 202 ACRES

GOLF COURSE

COMMUNITY PARK 16 ACRES

OPEN SPACE 20 ACRES

U3/U4 200 ACRES

U3/U4

METRO PARK VILLAGE PHASE 2

METRO PARK VILLAGE PHASES 4 & 5

TRAILS AT METRO

RED HAWK VILLAS

METRO CENTRAL PHASE 1

METRO CENTRAL PHASE 2

METRO VERDE SOUTH PAHSES 3A-3C

METRO PARK VILLAGE PHASE1

METRO PARK VILLAGE PHASE 3

SUMMARY

PARKS AND TRAILS BUILT OR UNDER CONSTRUCTION: 27 ACRES

PARKS AND TRAILS COMMITTED TO BE BUILT: 24 ACRES

The area committed to parks and trails in the current Metro Verde PUD Amendment No. 1 and the Metro Verde South PUD is 51 acres. This is a large increase from the 5.5 acres for parks and trails that were committed in the original Sierra Norte Annexation. The 51-acre threshold is being achieved in the Consolidated 12-Year Update as shown in this Parks and Trails Master Plan. In addition, the developer will strive to locate all parks within $\frac{1}{4}$ mile walking distance to the centroid of residential developments and groups of small (that is, up to 50-unit) residential and mixed-used developments.

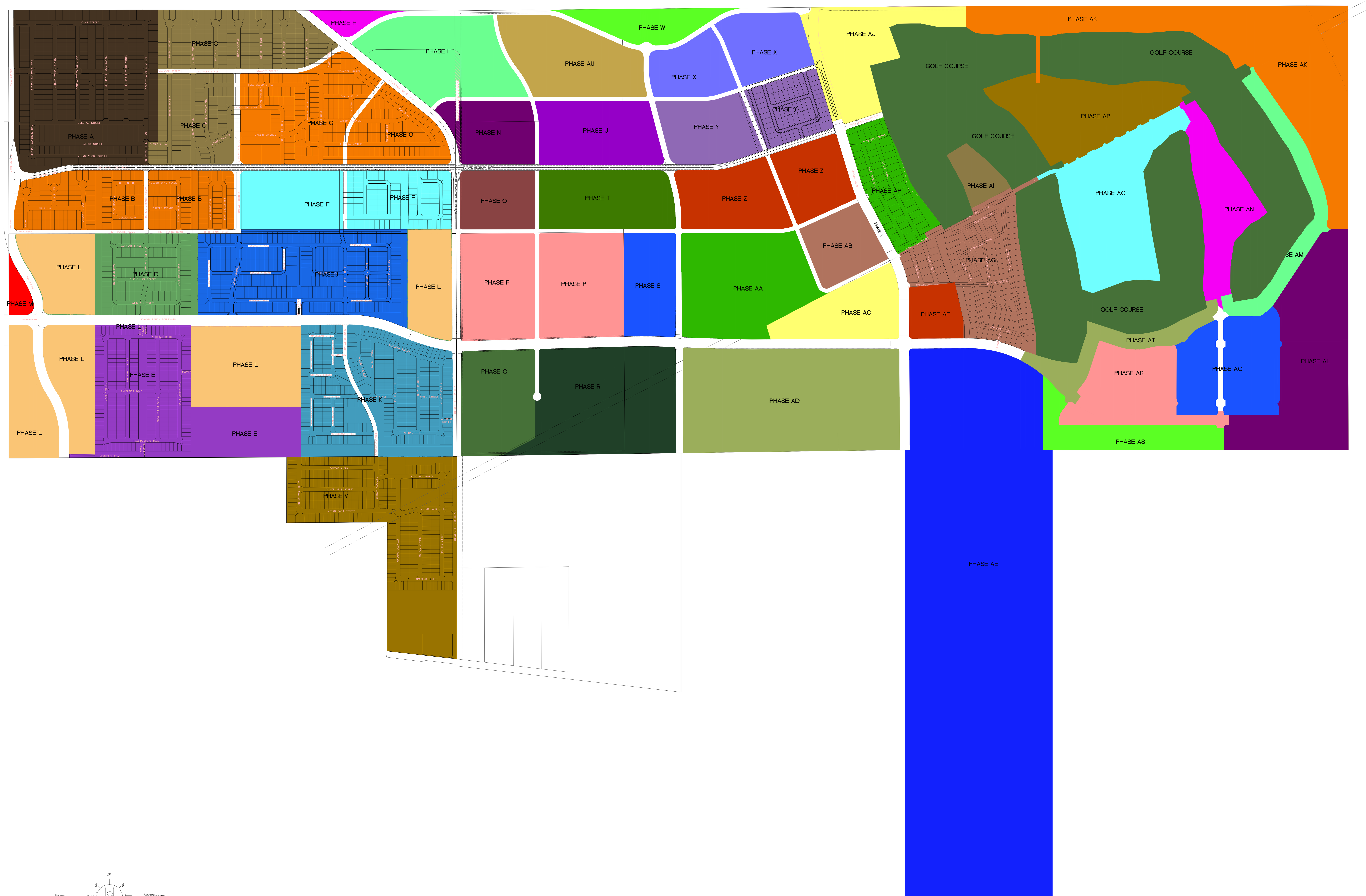
Locations of future improvements are approximate and are subject to revision.

PHASING LEGEND

COLOR	PHASE	MAXIMUM UNITS
	A	320 *
	B	139 *
	C	252 *
	D	98 *
	E	238 *
	F	171 *
	G	215 *
	H	20
	I	200
	J	251 *
	K	315 *
	L	500
	M	0
	N	150
	O	120
	P	450
	Q	200
	R	150
	S	100
	T	250
	U	250
	V	650
	W	0
	X	175
	Y	230
	Z	225
	AA	300
	AB	100
	AC	175
	AD	500
	AE	400
	AF	200
	AG	135 *
	AH	55 *
	AI	75
	AJ	130
	AK	350
	AL	400
	AM	90
	AN	100
	AO	200
	AP	150
	AQ	80
	AR	550
	AS	60
	AT	60
	AU	250

TOTAL MAXIMUM UNITS 11,279

* ALREADY APPROVED / DEVELOPED



GRAPHIC SCALE



(IN FEET)
1 inch = 600 ft.

METRO VERDE PUD CONSOLIDATED 12 YEAR UPDATE PHASING PLAN

REVISIONS

SUB 2	5/21
SUB 3	9/21
SUB 4	11/21

SHEET PH

DATE 11/2021

SNDI
3590 W. PICACHO AVE.
LAS CRUCES, NM 88007
575.524.2835 chsells@msn.com