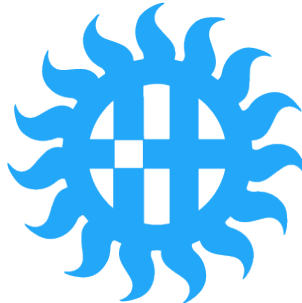


Planning & Zoning AGENDA - Amended

Tuesday, February 24, 2026 at 6:00 PM

Commissioners
Scott Kaiser
Joaquin Acosta
Janet Acosta
Enrico Smith
Crystal McCaslin
Connor Murray
Kent Thurston



CITY OF LAS CRUCES

CITY HALL
P.O. BOX 20000
LAS CRUCES, NM 88004

700 N. Main St.
PHONE (575) 541-2067

Meetings can be viewed live at
lascruces.civicweb.net

CONSENT AGENDA

Minutes and Items on the Consent Agenda Are Considered Routine Items and Will Be Voted on with One Motion Unless a Commissioner Requests That a Specific Item Be Removed. There Will Be No Discussion.

In an effort to seek public input, we ask that if you have comments/concerns/questions to please call or e-mail the Planners in advance of the meeting at 575-528-3043 or Development_Services@lascruces.gov.

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Page

1. **CALL TO ORDER**
2. **CONFLICT OF INTEREST**
3. **PUBLIC PARTICIPATION**
4. **ACCEPTANCE OF AGENDA**
5. **PLANNING & ZONING MINUTES**

5.1. [12-16-25 PNZ Minutes](#)

4 - 28

6. **CONSENT AGENDA**

- 6.1. A REQUEST FOR APPROVAL OF A PRELIMINARY PLAT KNOWN AS VENUS – 70 SUBDIVISION. THE PROPOSED SUBDIVISION IS ZONED NH-3.S (NEIGHBORHOOD-3.SUBURBAN), ENCOMPASSES APPROXIMATELY 3.209 ACRES IN SIZE, AND IS LOCATED ON THE NORTHWEST CORNER OF BATAAN MEMORIAL WEST AND VENUS

29 - 49

STREET. THE SUBDIVISION PROPOSES TO SUBDIVIDE TWO (2) EXISTING TRACTS INTO SEVEN (7) NON-RESIDENTIAL LOTS THAT WILL WORK AS ONE DEVELOPMENT WITH THE PROPOSED NEW LOTS UTILIZING SHARED PARKING, ACCESS, DRAINAGE AND LANDSCAPING. SUBMITTED BY BORDERLAND ENGINEERS & SURVEYORS, LLC., ON BEHALF OF TALLEY INVESTMENTS, LLC., PROPERTY OWNER. COUNCIL DISTRICT 5. (CASE 25CS0500087)

[PZ #PZ 2026-038 - Pdf](#)

7. NEW BUSINESS

- 7.1. A REQUEST FOR APPROVAL OF A SPECIAL USE PERMIT (SUP) TO ALLOW A CANNABIS-BASED BUSINESS LESS THAN THE REQUIRED 300-FOOT DISTANCE FROM A SINGLE-FAMILY RESIDENTIAL ZONING DISTRICT. THE SUBJECT PROPERTY IS LOCATED AT 2110 N. ALAMEDA BOULEVARD, ENCOMPASSES APPROXIMATELY 0.25 ACRES IN SIZE, AND IS ZONED C-2 (COMMERCIAL MEDIUM INTENSITY UNDER THE PREVIOUS 2001 ZONING CODE). SUBMITTED BY PLANET ZAZA, LLC. ON BEHALF OF MURSHED ALKOLANY, PROPERTY OWNER. COUNCIL DISTRICT 4. (CASE# 25ZO1000105) 50 - 58
[PZ #PZ 2026-037 - Pdf](#)
- 7.2. A REQUEST FOR APPROVAL OF A MASTER PLAN KNOWN AS SOARING EAGLE HEIGHTS. THE PROPOSED SUBDIVISION ENCOMPASSES APPROXIMATELY 23.83 ACRES, IS ZONED NH-1.S (NEIGHBORHOOD-1 SUBURBAN) AND LOCATED THE NORTHWEST CORNER OF ELKS DRIVE AND MORENO ROAD. THE MASTER PLAN PROPOSES THE DEVELOPMENT OF BOTH SINGLE-FAMILY AND MULTI-FAMILY RESIDENTIAL LOTS TO BE DEVELOPED IN FOUR (4) PHASES. THE SUBDIVISION WILL DEDICATE TWO (2) TRACTS OF LAND FOR THE EXPANSION OF ELKS DRIVE AND MORENO ROAD. SUBMITTED BY CROSS TOWN CONSTRUCTION, ON BEHALF OF ROCKY M. NEVAREZ, PROPERTY OWNER. (CASE 24CS0500141) 59 - 83
[PZ #PZ 2026-039 - Pdf](#)
- 7.3. A REQUEST FOR APPROVAL OF A PRELIMINARY PLAT KNOWN AS SOARING EAGLE HEIGHTS. THE PROPOSED PRELIMINARY PLAT ENCOMPASSES APPROXIMATELY 23.826 ACRES, IS ZONED NH-1.S (NEIGHBORHOOD-1 SUBURBAN) AND LOCATED AT THE NORTHWEST CORNER OF ELKS DRIVE AND MORENO ROAD. THE SUBDIVISION PROPOSES SEVENTY-ONE (71) SINGLE-FAMILY LOTS, ONE (1) MULTI-FAMILY LOT, AND ONE (1) TRACT OF LAND APPROXIMATELY 0.924 ACRES UTILIZED FOR DRAINAGE, WHICH WILL BE MAINTAINED AND OWNED BY THE DEVELOPER. THE SUBDIVISION WILL DEDICATE TWO (2) TRACTS OF LAND THAT ARE APPROXIMATELY 0.88 ACRES IN SIZE TOTAL FOR THE DEVELOPMENT OF ELKS DRIVE AND MORENO ROAD. SUBMITTED BY CROSS TOWN CONSTRUCTION, ON BEHALF OF ROCKY M. NEVAREZ, PROPERTY OWNER. (CASE 24CS0500135) 84 - 109
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8. DISCUSSION
9. STAFF ANNOUNCEMENTS
10. ADJOURNMENT



**PLANNING AND ZONING COMMISSION
FOR THE
CITY OF LAS CRUCES
City Council Chambers
December 16, 2025 at 6:00 p.m.**

BOARD MEMBERS PRESENT:

- Kent Thurston, Chair
- Scott Kaiser, Vice-Chair
- Enrico Smith, Member
- Janet Acosta, Member
- Connor Murray, Member
- Crystal McCaslin, Member

BOARD MEMBERS ABSENT:

- Joaquin Acosta, Member

STAFF PRESENT:

- Chris Faivre, Director Community Development
- David Weir, Deputy Director Community Planning
- Adam Ochoa, Senior Planner
- Vincent Banegas, Interim Planner
- John Castillo, Planner
- Mark Miller, Planner
- Christine Rivera, City Clerk

1. CALL TO ORDER (6:00)

Thurston: Good evening. I will now call to order the December 16, 2025 Planning and Zoning Commission. I am Chair Kent Thurston.

2. CONFLICT OF INTEREST

Thurston: First on the agenda is the conflict of interest. Does any member of the commission or any member of city staff have any known conflict of interest with any item on the agenda? All right. Seeing none.

3. PUBLIC PARTICIPATION

Thurston: We're going to go on to public participation. We have public participation at this time. I'd like to invite anyone from the public to come and speak on anything that is not on the agenda under new business. So if you if you are here for one of the items on new business, this is not the time to come up

1 and speak. But this is for things that are not on this new business. If you
2 do have anything, I'll give you two minutes. And we'll start on the left if
3 someone has anything that's not on the new business agenda. I guess my
4 left, your right. And I don't I don't have to swear you in so go ahead and just
5 state your just state your name and go ahead.
6
7 Barela: My name is Joshua Barilla. I wanted to know who I could speak with the
8 city's contractors or whatever about development there on Spitz Road, the
9 58 residential being built. I was wanting to see if I could get a kind of a
10 direction on who I may be able to speak with to see if I can be a part or find
11 out more about getting a part of that project.
12
13 Thurston: On that project, you can probably speak with staff after, either after the
14 meeting or when it's tomorrow, probably at Community Development area
15 that will be through those doors on the other side and you can get some
16 more information through staff.
17
18 Barela: What time is that?
19
20 Thurston: Say that again.
21
22 Barela: What time is that? What time is that at?
23
24 Thurston: When's it opening? Eight o'clock. Eight to five.
25
26 Barela: All day.
27
28 Thurston: Yes.
29
30 Barela: Thank you, sir.
31
32 Thurston: Thanks.
33
34 Barela: You have a good night.
35
36 Thurston: And now on the right side, anybody that has any questions? Come on up.
37
38 Pearson: Good evening. My name is George Pearson. The city has a very good
39 system set up for the boards and committees for when agendas are posted,
40 an e-mail gets sent out and so citizens can sign up for that and receive the
41 e-mail. However, the Planning and Zoning Commission has moved away
42 from that to the same system that City Council uses and there is no e-mail
43 as part of that. So maybe for about a year now, I haven't been receiving
44 notifications of the meetings because that's what I use as my mechanism.
45 So I wonder as a solution that maybe just every time you move the agenda

1 to the I-Compass system that you just post an update to the old system
2 where the e-mail then can go out. Thank you.

3
4 Thurston: Thank you. We'll have staff look into that one. Anybody else for public
5 participation? Okay. Seeing none. I'm going to turn this off.

6
7 **4. ACCEPTANCE OF THE AGENDA**
8

9 Thurston: Now we're going to move on to the acceptance of the agenda. This includes
10 the minutes and items on consent. Tonight there's none on consent. Okay.
11 So I guess we can move it. But we need to have a motion and a second to
12 accept the agenda with the removal of item 6.3 in its entirety from the
13 agenda.

14
15 Kaiser: I'll make a motion to accept tonight's agenda but remove item 6.3.

16
17 Ja. Acosta: Mr. Chair. I'll second that motion.

18
19 Faivre: Okay.

20
21 Kaiser: Do I need to read this note as well? Before you call the vote, I just wanted
22 to read the letter that I have here from the applicant as to the reasoning it
23 says.

24
25 Good afternoon. I ask that the following be read at the P&Z tonight. On the
26 one hand, you have photographs of an obviously mixed use location and
27 letters and support about what's effective in keeping historic neighborhoods
28 vibrant, consistent with the reality that they were developed before zoning
29 restrictions existed. On the other hand, longtime residents express fears
30 that allowing the same flexibility that exists very nearby for a property that
31 stares at industrial uses will destroy what both sides want to preserve.
32 Under no reasonable interpretation of the law could it be a spot zone. I am
33 attaching case law for Jane Grider as promised. I believe that zoning that
34 would allow more flexibility in use, particularly for professional non-retail
35 offices for 249 South Miranda, would be best for the long-term interest of
36 the Alameda District. As interpreted by staff, the Alameda overlay will
37 continue to undermine the goal of keeping the area vibrant, consistent with
38 the reality that it was designed as a mixed use area and needs flexibility.
39 But since I plan to sell, I will respect the concerns of my immediate
40 neighbors, particularly Jane Grider and Annie Maxwell, and withdraw the
41 application. The process has been continually flawed, but I will address that
42 separately. Thank you for your time.

43
44 Faivre: Okay. This is on the motion to accept the agenda. Commissioner Smith/

45
46 Smith: Yes.

1
2 Faivre: Commissioner McCaslin.

3
4 McCaslin: Yes.

5
6 Faivre: Commissioner Acosta.

7
8 Ja. Acosta: Yes.

9
10 Faivre: Commissioner Murray.

11
12 Murray: Yes.

13
14 Faivre: Commissioner Kaiser.

15
16 Kaiser: Yes.

17
18 Faivre: And Chair.

19
20 Thurston: Yes.

21
22 Faivre: Thank you.

23
24 **5. PLANNING AND ZONING MINUTES – November 18, 2025**

25
26 APPROVED UNANIMOUSLY.

27
28 **6. NEW BUSINESS**

29
30 **6.1 Case 25CS0500012:** A request for approval of a master plan known as coyote
31 crossing subdivision. The proposed master plan encompasses approximately
32 10.954 acres, is zoned R-1a (single-family medium density) and located south of
33 Hansen Avenue and west of Spitz Street. The master plan proposes designated
34 residential, drainage, open space, and landscaped areas that will be maintained
35 and owned by the developer. Also includes right-of-way dedication to the City of
36 Las Cruces for Spitz Street. Submitted by Gem Surveying, on behalf of Salas LLC.

37
38 Thurston: Okay. So new business. We're on to new business. We need to have a
39 motion to hear, we've got to have a motion to hear the items after
40 discussion, public participation, then roll call will be called. So I need a
41 motion and a second to discuss item 6.1.

42
43 Smith: I move that we discuss item 6.1.

44
45 Ja. Acosta: Mr. Chair. I'll second that motion.

Agenda Item #5.1.

1 Thurston: And now do you want me to also do a motion and a second to hear items
2 6.1 and 6.2 concurrently? Because the 6.1 is the master plan and 6.2 is the
3 preliminary plan for the same property. So I need to see if I can get a motion
4 and a second to hear those concurrently.
5
6 Kaiser: I'll make a motion to hear item 6.1 and 6.2 concurrently.
7
8 Ja. Acosta: Mr. Chair. I'll make a second on that.
9
10 Faivre: This is on the motion to hear item 6.1 and 6.2 concurrently. Commissioner
11 Smith.
12
13 Smith: Yes.
14
15 Faivre: Commissioner McCaslin.
16
17 McCaslin: Yes.
18
19 Faivre: Commissioner Acosta.
20
21 Ja. Acosta: Yes.
22
23 Faivre: Commissioner Murray.
24
25 Murray: Yes.
26
27 Faivre: Commissioner Kaiser.
28
29 Kaiser: Yes.
30
31 Faivre: Chair.
32
33 Thurston: Yes.
34
35 Faivre: Thank you.
36
37 Thurston: All right. We're going to turn the time over to staff.
38
39 Castillo: Good evening, Commission. My name is John Castillo, for the record.
40 Tonight we have Coyote Crossing Subdivision, Master Plan, and
41 Preliminary Plan. The current conditions is the properties are located south
42 of Hansen Avenue and west of Spitz Avenue. It currently encompasses
43 approximately 10.954 acres. It's undeveloped vacant property. The current
44 zoning on the property is R-1a, which is our single-family, medium-density
45 zoning district. It also falls within the suburban neighborhood place type

1 and is also predominantly surrounded by single-family residential
2 development, so it's not out of nature.

3
4 As we can see here on the zoning map, the subject property include all of
5 these that are highlighted. This is what it looks like on our aerial map. It's
6 just vacant property. So the Master Plan proposes a residential
7 development on multiple parcels of land that will be built in a single phase.
8 Parcel 1, which would take approximately 5.876 acres, is zoned R-1a, and
9 it will contain various housing types. Tracks A through C are approximately
10 2.802 acres, and these will be utilized for drainage, open space, and will be
11 maintained and owned by the developer. Track D will be dedicated to the
12 City of Las Cruces for Spitz Avenue, or Spitz Street, I'm sorry.

13
14 As we can see here from the Master Plan, these two right here are the tracks
15 that are going to be for drainage and open space. There's a small track
16 right here that will be for landscaping and a community sign. And then this
17 part right here is the track that's going to be dedicated to the City for future
18 expansion of Spitz.

19
20 The preliminary plat proposes, once again a residential development. It's
21 going to be developed with 58 residential lots of various sizes, and it will
22 have both attached and detached housing. Once again, Tracks A through
23 Track C, they're going to be approximately 2.806 acres used for drainage,
24 open space, and landscaping. And Track D will be utilized for the expansion
25 of Spitz Street. Here's an image of the preliminary plat.

26
27 Notice was sent to all relevant agencies and departments, all supported the
28 proposed master plan and preliminary plat. Notice was also sent to all
29 surrounding properties within 500 feet. Staff has received one, at that time
30 that the presentation was created, staff received one e-mail and several
31 phone calls. I have provided another e-mail to you guys as well that came
32 in later on today with opposition and providing the following concerns of
33 traffic safety, well-being for the neighborhood, and then the density of the
34 subdivision itself.

35
36 Staff recommends approval based on the following goals, actions, and
37 policies outlined in Elevate Las Cruces Comprehensive Plan. The proposed
38 subdivision will allow for the development of alternative housing types, and
39 the proposed master plan and preliminary plan comply with the
40 requirements and standards of the City of Las Cruces Subdivision Code.
41 On November 19th, the Development Review Committee, or DRC, who
42 reviews subdivisions from an infrastructure, utilities, and improvement
43 standpoint, provided a recommendation of approval with conditions for both
44 the master plan and preliminary plat. Those conditions being that if the
45 master plan is not approved by December 31st, the developer must
46 dedicate parkland or pay a fee in lieu, as well as the developer must install

1 the primary gas line as lots develop, the builder may choose whether or not
2 to connect the gas service to each residence. So your options today are to
3 vote "yes" to approve, vote "no" to deny, vote to amend, or vote to table.
4

5 Thurston: Does the applicant have a presentation that they would like to give tonight?
6 It's not necessary. It's just if you would like to or not. You don't have to.
7

8 Salas: Hi. My name is Davey Salas.
9

10 Thurston: Do I have to swear him in on this? Okay.
11

12 Salas: Okay.
13

14 Thurston: Do you swear or affirm that the testimony you're about to give is the truth
15 and nothing but the truth under penalty of law?
16

17 Salas: I do.
18

19 Thurston: Thank you.
20

21 Salas: Again, my name is Davey Salas. Just a few notes on this subdivision. This
22 subdivision has been in development for several years. Initially it was
23 developed as a single-family resident, it is a single-family resident
24 subdivision, but it was, it wasn't multi, there wasn't multi-townhouse, like
25 townhouse single-family lots. There are single-family homes in there.
26 There's kind of a few of them. Anyways, the point being what I wanted to
27 say is that it has been in development for quite a long time. We have taken
28 into consideration some of the issues the city has brought forth, especially
29 with the traffic situation. There are deacceleration lanes in there. As we all
30 know Spitz is a collector within that street, and also it's probably not more
31 than a quarter mile, maybe a little bit further than a quarter mile, probably
32 less than a quarter mile from Three Crosses, which from a standpoint of
33 traffic I don't really think that's going to be an issue since it's so close to
34 exiting that subdivision to begin with.
35

36 What were the other things? Safety is, in reference to safety, I think
37 personally I think that it's going to be an addition to the, a benefit to the
38 neighborhood. We're bringing affordable housing into the area. Also there
39 have been a lot of homeless encampments there. Those will all be, they
40 won't be allowed there anymore, so that area will be developed, and I think
41 it will enhance the neighborhood from that standpoint. So I don't know. kay.
42 Nothing else. Thank you.
43

44 Thurston: All right. We're going to go on to some discussion. Is there any items that
45 Council would like to bring up? Sorry. I always call it Council. It's
46 Commission. I don't know why.

1
2 Smith: Well, just in reading you know one of the e-mails in opposition, I do have a
3 question about traffic and just the walkability as far as the development
4 grows. There was some concerns about lack of sidewalks once this area,
5 once this area is developed. And also there was a question concerning a
6 traffic study. And I'm just curious myself you know was there a traffic study
7 conducted?
8

9 Thurston: Mr. Chair, Commissioner Smith. At the time of the master plan that was
10 developed there was what we call an ITE trip generation done. At time of
11 construction there will most likely be another type of traffic study done as
12 well. As the applicant has stated as well we are going to provide, they will
13 provide deceleration lanes and other types of mitigation to help move traffic
14 along on Spitz. As far as the road construction goes, because of the
15 classification of Spitz Street being a collector, they are only going to be
16 constructing the west half, which would be on their side of the property only.
17 The eastern half where the park and other development is, is already built
18 out. So if there were to be sidewalks put on that, it would have to be a city-
19 initiated project.
20

21 Smith: Thank you.
22

23 Ja. Acosta: Mr. Chair.
24

25 Thurston: Yes, go ahead.
26

27 Ja. Acosta: Staff, I do have a question. If we approve this tonight, is that with the
28 conditions that the DRC has recommended or put those conditions on, is
29 that what we're approving?
30

31 Castillo: Mr. Chair, Commissioner Acosta. Yes, that is correct.
32

33 Thurston: Go ahead.
34

35 Kaiser: I have just a couple questions on that traffic piece. So, if I understand
36 correctly, the applicant is going to be required to install deceleration lanes
37 on Spitz Avenue?
38

39 Castillo: Mr. Chair, Commissioner Kaiser. The applicant will be required to do some
40 form of mitigation. Whether that is in the form of deceleration lanes, that
41 will be determined once construction drawings come in.
42

43 Kaiser: Okay. What would the applicant be required to address actual traffic safety
44 concerns? Because I have many on this stretch of road. I'm just curious,
45 is that factored into what you call mitigation or is it just purely deceleration
46 lane, make traffic go faster down Spitz?

1
2 Castillo: Mr. Chair, Commissioner Kaiser. I can't exactly speak to that at this time
3 because I'm not quite sure as to what our traffic engineers look for as far as
4 mitigating any type of traffic to make it either move faster through Spitz or
5 slow it down.
6

7 Kaiser: Well, I would encourage the city to seriously consider the safety aspects of
8 this. There's a park right across the street on Spitz Avenue from this
9 development. For at least a year, if not longer, there was one of those check
10 your speed radar things out there directly across the street from the park.
11 In my experience, granted I'm just one individual, in all of the times that I
12 have gone through there, which I would estimate is probably several times
13 a month when I'm out on a run, I can probably count on one hand the
14 number of drivers that actually stayed below the posted speed limit. Every
15 single time a driver drives by me when I'm out on the run, it's flashing for
16 them to slow down and I never saw anyone step on the brakes. So I
17 encourage the city to seriously look at the safety issues, not from a how do
18 we move traffic through here faster or more efficiently, but from a serious
19 safety perspective of kids and residents accessing a park that's literally
20 directly across the street from them. A deceleration lane on Spitz Avenue,
21 in my opinion, is completely not appropriate. We need traffic to slow down
22 there, not accelerate through that corridor. Spitz Avenue, I think you listed
23 it as a major collector, but for all intents and purposes that's a residential
24 street. And so that would be my suggestion to staff is to seriously take those
25 safety concerns seriously. That's all I have.
26

27 McCaslin: I have a clarification question just regarding the gas line. So in the DRC
28 meetings it's sort of read like there would not be gas because there's no gas
29 going to the homes, but then in the presentation it says there is going to be
30 a gas line. Is that going to be put in?
31

32 Castillo: Mr. Chair, Commissioner McCaslin. Yes, there will be the main utility gas
33 line placed in that lies underneath the right-of-way, but the individual lots
34 will have their choice of to provide that utility.
35

36 McCaslin: Thank you.
37

38 Thurston: Can you pull up their master plan image there? Do we have a Google Earth
39 shot of this area that we can see? Because what I'm trying, what I'm curious
40 about is the walkability. You should have a decent walk score in this area
41 for the new residents that are there because it is close to their shopping,
42 you have a grocery store, you have other things like that. So it is a great
43 walk score. You have the park right in front. But my concerning question
44 was the connectivity of a walking, of an actual path. I know there's
45 something in the city code that allows us to ask the, not necessarily the
46 developer, but the other adjoining property owners if there's not a sidewalk

1 in front of theirs, there's some type of a mechanism that you can get them
2 to put the sidewalk in front of theirs. If there is an actual building on it at
3 that time, you can have them improve that area. I'm just, is, I guess my
4 question is, is that, is there a sidewalk from the current property all the way
5 to the intersection?
6

7 Castillo: Mr. Chair. There is a sidewalk that is within the front of these properties,
8 and then it turns into a type of what looked like on the Google Street View,
9 which I don't have here, but it did look like a type of a multi-use path that
10 may not have been an actual paved path, but more of just rock that was in
11 front of the property.
12

13 Thurston: So does the city have any type of mechanism? I think there's some
14 mechanism in there that we can at least get the pavement, or not the
15 pavement, the sidewalk from the new development at least to the edge of,
16 it looks like that must be like in another apartment complex or something
17 right there, the business at the very bottom. What mechanism do you have
18 to make that more walkable? Because it is, it should have a good walk
19 score.
20

21 Ochoa: Mr. Chair. Unfortunately, the only way that we could get new sidewalks to
22 be added to an existing lot is when new development happens on those
23 lots. Just like when a new home gets built, sidewalks get installed when
24 that home gets built as well. The city unfortunately does have a number of
25 what we call our sidewalk gap map in the city, and this unfortunately is just
26 one of them where we have that gap. That being said though, we do have
27 a capital improvement program where the City Council at the time will take
28 a look at that and see if there's viable abilities for the city to go out there and
29 actually fill in that gap, if you will, and provide for that connectivity from the
30 new subdivision down to that intersection as you were stating. That being
31 said though, we've got to remember our traffic impact analysis take into
32 account not just cars, they take into account pedestrian, they take into
33 account walkability, bicycles, all modes of transportation. So our traffic
34 impact analysis will be reviewed from all those standpoints as well, and if
35 they deem appropriate for something to happen, that'd be something the
36 applicant would be required to do at the time of final plat and construction
37 drawings before they can approve the course.
38

39 Thurston: Okay, because I just did a development there off of McGuffey, and on that
40 road I was required to do the west side. The east side had already been
41 developed. But there was some kicker in there that had those people, the
42 owners of that piece, put their sidewalk in. So there is something in there
43 that, and they did not develop, they didn't subdivide, there's something in
44 the code. Anyways, I would just have us look at that so we can, at least on
45 the connectivity, find a way to have a pathway there that is in front of it.
46 Because the increased traffic and the higher density, not necessarily higher

1 density, but you're going to have townhomes in there and be able to have
2 that walkability would be nice that it's not just thrown on the developer, but
3 there's also a method to get the sidewalks in there.

4
5 Ochoa: : Mr. Chair. Agreed. The McGuffey situation was basically not only the
6 developer at the time and the city, but also those property owners kind of
7 came together and came to an agreement because road improvements
8 were required on McGuffey that essentially didn't happen when
9 development came in. So because of that, we actually got together, that
10 agreement was placed between yourself, the other property owner, and the
11 city as to what we would accept, and that's what was essentially done. And
12 that's how that agreement came into place, sir.

13
14 Thurston: Okay. I just wanted to see if there, because that is, this area down here has
15 not been developed for many years. And so, and this piece of property here
16 on the corner also has quite a few easements that go through it, which
17 makes it a little bit hard to develop that last little triangle piece, and so that
18 might be a couple more years. So if there's a way to put that on, I don't
19 know, I just. Yes, if there's a way to make sure that with this application we
20 can actually put it on so we can start to have some - but yes, not with this
21 application, but with whatever mechanisms we have with the city, this is a
22 good space to start using those funds. I know we've just increased it some,
23 we got the extra tax dollars or anything, anyways, you guys know the
24 programs. I would like to find a way to see if we could focus on that area,
25 so the connectivity for pedestrians would be very good.

26
27 Ochoa: Sure thing, Mr. Chair. We can definitely reach out to our Public Works
28 department so they can put that on their list for CIP, sir.

29
30 Thurston: Okay. I have one other thing that I just kind of thought was interesting. This
31 is kind of a, it's continuing, this will be the last one that we'll see, because
32 the new rules have come out, but it's interesting to see that all of the park
33 impact fees have become a source of topic on every DRC that we have
34 seen, and it keeps saying, as long as you get it in before December 31st,
35 you won't have to pay park impact fees or in-lieu fees or other things like
36 that. When we passed the Elevate Las Cruces, this board here went and
37 passed it, but saying that we should pay attention to those fees and to
38 Realize. And then city council got it and just passed it on through. And now
39 we're finally seeing the ramifications of it, that these park fees are actually
40 something that is deterring people to want to do certain developments and
41 spurring it to do it quicker to be able to get away from some of these fees.
42 I just think that's going to become an issue in the future. We can't really do
43 anything. It's all voted on. But I would like just to point that out, that that
44 has been a note on almost every person's application, that even when the
45 city application came in, that was one of the, we want this park fee to not
46 affect that one. So we will, park fees will be affecting the future

1 development. That's just more of a statement than anything. So I'm going
2 to go to anybody else who has any more questions.
3
4 Kaiser: Just wanted to, on your comments on the sidewalk, is there, would the city
5 require a study to decide whether or not to require the applicant and the
6 developer to put in a sidewalk, or not a sidewalk, a crosswalk, across Spitz
7 from the new intersection that they'd be constructing there on, is it Dyne
8 Drive? Am I pronouncing that correctly? To the park?
9
10 Castillo: Mr. Chair, Commissioner Kaiser. Yes, that'll be part of the construction
11 plans and any further trip analyses.
12
13 Kaiser: So the applicant's going to be required to install a crosswalk?
14
15 Castillo: That is correct.
16
17 Kaiser: What about traffic calming to ensure that cars actually slow down when
18 people enter the crosswalk?
19
20 Ochoa: Mr. Chair, Commissioner Kaiser. That traffic impact analysis will take that
21 into account. For instance, just like when Chick-fil-A went on University,
22 they were required to pay for that HAWK system that went in there. Other
23 developments that went in, when McDonald's did their big restoration of
24 their building, they were required to add that HAWK system. So again,
25 traffic impact analysis is an all-encompassing study that takes not only into
26 account the traffic but also pedestrian traffic. So that will probably be part
27 of the actual impact analysis, sir. With that park being there.
28
29 Kaiser: Yes, I guess it's perplexing to me that we need to conduct a study to come
30 to the conclusion that people are going to cross the road to access a park
31 that's on the other side of Spitz. It seems like that should be fairly obvious.
32 And I'm concerned that that traffic study is going to make this something
33 bigger than it really is, and we're going to come out with, instead of you
34 know a pretty simple crossing to the park, we're going to need to install a
35 you know half-million-dollar HAWK signal because we decided we needed
36 to prioritize through traffic instead of children's safety accessing the park
37 across the street from their house.
38
39 Ochoa: Mr. Chair, Commissioner Kaiser. Definitely agree. University was the only
40 example that came to mind, although we've got to remember at that time,
41 University's grade for its traffic was extremely bad, which is why a full HAWK
42 system was required. But that being said, since there is a natural park
43 facility across the street, sir, that will have to be taken into account by our
44 traffic engineering section. Staff will make sure that we make them aware
45 of it as well, sir. Considering this is a collector roadway as well, so that is,
46 it is a designated thoroughfare, sir.

1
2 Thurston: All right, if anybody else - go ahead. And then I'll open it up to public
3 participation.

4
5 Smith: I have one more question for the applicant. Staff, could you go back to the
6 plan? Yes. Sorry. I was trying to see if Spitz was going to be the major
7 entrance and exit point for this development. It's pretty small. My old man
8 eyes can't read this thing too closely, but how many entrance and exit points
9 will there be for this development?

10
11 Castillo: Mr. Chair, Commissioner Smith. There's going to be two points of egress,
12 both entry and exit. Primarily, yes, the main one will be in alignment with
13 Dyne right here, off of Spitz. The second one will be Spitz and Hansen, that
14 Hansen will get improved up until the entrance here. I apologize. I can't
15 read that one, what street that is either, but those two will be the two points
16 of access.

17
18 Smith: Yes, that's a lot of, that's a lot of units for just two egress points. Thank you.

19
20 Thurston: All right. We're going to open it up to public participation. All right, the way
21 public participation works is it's not really a, a lot of the times people come
22 up and want us to answer the question right away. We're not, the forum
23 that this is, you will get up and you'll ask your questions. We'll give you the,
24 we'll give you the two minutes to basically ask your questions. We'll compile
25 your questions basically together and then have staff or the applicant go
26 ahead and do that. So we'll start here on the, your right, my left, on this
27 side, for those who would like to come in. And I will need to have you state
28 your name and we will swear you in. So go ahead and come on up.
29 Welcome. Go ahead and state your name.

30
31 A. McIntosh: My name is Adaline McIntosh.

32
33 Thurston: All right, Adaline. Do you swear or affirm that the testimony you're about to
34 give is the truth and nothing but the truth under penalty of law?

35
36 A. McIntosh: I do.

37
38 Thurston: Go ahead.

39
40 A. McIntosh: Good evening, City Councilor and the Planning and Zoning Commission.
41 My name is Adaline McIntosh and I am in the sixth grade in our homeschool,
42 Legacy Oaks Preparatory Academy. I'm here this evening to express my
43 concerns for the proposed subdivision development project in our
44 neighborhood that you know as the Coyote Run. I have lived in this
45 neighborhood all my life, which is 11 years, and I'm greatly concerned about
46 my safety and my friend's safety and of course everyone in our

1 neighborhood. My two concerns are all about the traffic and our parks. I'm
2 worried about the traffic because there's a park right across the street from
3 the proposed development. and I'm worried that the traffic will get so bad
4 that it won't be safe for kids like me and my brother who can ride our bikes
5 safely to and from the park.

6
7 My second reason of concern is how can we keep 58 lots maintained if we
8 can't even add a slide for our park, which has been without a slide for a year
9 now. With all due respect, I do not believe this project is safe to proceed,
10 but if it does, I suggest the following. To have more signage like Yield for
11 Children and reduced speed limits and even maybe a couple speed bumps.
12 Thank you very much for your time and hearing my concerns.

13
14 Thurston: Thank you. All right, let me reset this. All right, go ahead. Go ahead and
15 state your name.

16
17 B. McIntosh: Braden McIntosh.

18
19 Thurston: All right. Do you swear or affirm that the testimony you're about to give is
20 the truth and nothing but the truth under penalty of law?

21
22 B. McIntosh: I do.

23
24 Thurston: Go ahead.

25
26 B. McIntosh: Good evening, City Councilor and Planning and Zoning Commission. My
27 name is Braden McIntosh and I'm an 8th grade homeschool student. My
28 family lives near the Coyote Crossing development. And I would like to
29 share some of my concerns for the, from the perspective of a kid who lives
30 here. I understand that growth is important for a community, but I am
31 worried about how this development could affect safety, especially for kids
32 like me. Me and my friends often bike to the park to play sports and just get
33 some of our energy out. It's something we enjoy and our parents feel
34 comfortable letting us go because our neighborhood is relatively safe.
35 However, the road we use is already narrow with only one lane in each
36 direction and cars often drive way too fast. Even now, biking there can feel
37 dangerous. If this development moves forward, there will be more families,
38 more cars, and more traffic. That makes me wonder how kids will be
39 protected when biking or walking to the park. Will it increase traffic? It
40 seems likely to the risk of kids will increase as well.

41
42 Another concern is the park itself. Our park has not been well maintained.
43 For example, we have not had slides for over a year. If the city is already
44 struggling to maintain the park, it is hard to understand how it will safely
45 handle more people and more traffic around it. I know there may be
46 possible solutions to some of these problems, but from my perspective,

1 these problems raise serious safety concerns for kids and families who
2 already live here. For these reasons, I respectfully oppose the Coyote
3 Crossing development as it is currently proposed. I believe it would
4 increase traffic and pose serious safety risks for kids and families who
5 already live there. Thank you for taking the time to listen to my concerns
6 and for considering the impact this decision will have on the children in our
7 community.

8
9 Thurston: Thank you. All right. Please state your name.

10
11 J. McIntosh: Good evening, City Councilor and members of the Planning and Zoning
12 Commission. My name is Jaylene McIntosh.

13
14 Thurston: Okay. Jane.

15
16 J. McIntosh: Oh, yes.

17
18 Thurston: Do you swear or affirm that the testimony you're about to give is the truth
19 and nothing but the truth under a penalty of law?

20
21 J. McIntosh: Yes, sir.

22
23 Thurston: Okay. Thanks. Go ahead.

24
25 J. McIntosh: I've been a resident of Las Cruces for nearly 20 years. And I've called the
26 Las Cruces Country Club Estates home for over a decade. I live roughly
27 half a mile from the proposed Coyote Crossing development. You just
28 heard from my children who shared thoughtful concerns about safety, park
29 maintenance, and possible solutions. I do appreciate their constructive
30 solutions-oriented approach. However, I want to be clear that the position
31 of our family and that of many of our neighbors is that this development
32 should not proceed as proposed. These are my top concerns I would like
33 to bring to your attention-traffic flow and safety, the impact on our
34 neighborhood park, and the need for thorough review before irreversible
35 decisions are made for our neighborhood.

36
37 First, traffic flow and safety are already a challenge in our neighborhood,
38 which has limited access points. During the recent road construction on
39 North Main and Highway 70 between Main and Elks and between Main and
40 Three Crosses/Solano intersection, we experienced significant overflow
41 traffic on neighborhood streets such as Spitz, Lenox, and Camino Real.
42 That congestion was temporary, yet it clearly demonstrated how sensitive
43 this area is to changes in traffic patterns. In addition, the city bike path at
44 the Spitz and the Camino Real intersection is already dangerous for cyclists
45 and pedestrians. Adding 58 or more residential units would permanently
46 increase traffic in an area that is already strained.

1
2 Second, increased congestion would directly impact our neighborhood park
3 and the families who rely on it. The park is where children walk, bike, and
4 play, and where families and neighbors gather. It provides a small
5 hometown feel that matters deeply to its residents. The city is already
6 struggling to maintain the park's infrastructure. Placing a large-scale
7 residential development directly across from the park would further reduce
8 safety and accessibility for the families who currently use it. I just have a
9 couple of more statements if I can use my kids' time. That would be great
10 if you all would allow that. I would appreciate it to close.

11
12 Thurston: Let me give you one more minute.

13
14 J. McIntosh: Thank you.

15
16 Thurston: How do I change this thing?

17
18 J. McIntosh: Finally, before any irreversible decisions are made due to this project, the
19 proposal must undergo thorough study and transparent review. While we
20 do recognize that growth is necessary, responsible growth should preserve
21 the safety and the livability of the existing neighborhoods, not undermine
22 them. Ultimately, we're asking you to carefully consider whether Coyote
23 Crossing, as currently proposed, truly serves the long-term interests of the
24 families and the children who already live in the area. Growth should
25 strengthen communities, not strain them or place their safety at risk. We
26 respectfully ask that the Planning and Zoning Commission, that you all deny
27 approval to this project due to the lack of safety studies, as none were
28 addressed or presented this evening. Therefore, as presented, it would
29 compromise our neighborhood's safety, not enhance it. Thank you so much
30 for your time and for your consideration. Thank you for the extra time.
31 Thank you.

32
33 Thurston: Thank you. Go ahead and state your name.

34
35 Caroe: Alan Caroe.

36
37 Thurston: Do you swear or affirm that the testimony you're about to give is the truth
38 and nothing but the truth under penalty of law?

39
40 Caroe: Yes, I do.

41
42 Thurston: Go ahead.

43
44 Caroe: If you'd be so kind as to put up the master plan again, because it was hard
45 to . . . there it is. I was trying to get a clear photograph of it. And I had a
46 question specifically about the planned, I'm sorry, the planned extension of

1 Dyne. I'm concerned that the slope coming up from the floodplain up onto
2 Dyne is going to be excessive. That's the, you guys can't see it, but it's the,
3 that is quite a steep slope at that point. And I would hope to hear from the
4 Planning Commission if there are standards for, in Las Cruces for road
5 grading and specifically for maximum accessible road slope. That's a
6 concern of mine.

7
8 I'd also like to follow along on Scott Kaiser's comments. I live just north of
9 this, within a quarter mile, and see exactly the same thing, that this is, Spitz
10 is an unusually high-traffic street with rarely observed speed limits. And I'm
11 concerned about an increase in the number of persons coming in and out.
12 I think that Hansen, in its current state based on where the road runs with
13 regard to the floodplain, would be acceptable without an excessive slope
14 coming up to the point of coming onto Spitz. So I appreciate your
15 consideration with reviewing that slope and slope requirements. Thank you.

16
17 Thurston: Thank you. All right. Anybody else on the left? Go ahead. I guess I should
18 say you're right. Go ahead and come on up. Please state your name.

19
20 Bauer: Julianne Bauer.

21
22 Thurston: Do you swear or affirm that the testimony you're about to give is the truth
23 and nothing but the truth under penalty of law?

24
25 Bauer: I do.

26
27 Thurston: Go ahead.

28
29 Bauer: Good evening, City Councilor and Commission. I live directly on Lenox, off
30 of Spitz. I'm three houses down from the park. And I have, my husband
31 and I have lived there for 21 years, and we have seen the increase on the
32 traffic on Lenox, on Spitz, the four-way stop behind Albertsons, now the
33 stoplight on Three Crosses has been put to try and help the traffic flow, and
34 it really hasn't with the amount of the community that's there now. Having
35 58 more homes, if there's two drivers at each home, you're making a
36 situation a lot worse than it already is. Again, I echo what everyone else
37 has said about the traffic, the safety. No one does the speed limit on Spitz.
38 It's 25 miles an hour. You go down there, you have someone on your butt,
39 and if you make a left turn or a right turn, you're lucky you're not rear-ended
40 while you're looking out for kids playing at the park. Having this other
41 subdivision that's built, I just think is, needs to be reconsidered, tone down
42 the amount of homes. I personally will miss the view of Picacho from Spitz,
43 from my backyard. I know this has been in the works for quite a while, but
44 it seems like something else could be done with the property instead of
45 townhomes. I don't see the call for that since we have, what, eight-building
46 apartment complex that was just built on Spitz, or on Three Crosses. I

1 appreciate what Commissioner Kaiser said. It's a crapshoot when you're
2 on that street. We walk our dog every day. We see people just hauling
3 butt. There's a speed bump that's on the other side of, towards Hansen that
4 tries to deter people. It doesn't. People that live off of, oh, I just forgot the
5 street. Anyway, it's obscured view when you're on that street. Thank you.
6
7 Thurston: Thank you. Anybody else on this side? Got one more, one more coming
8 on up. Go ahead and state your name.
9
10 Barela: My name's Joshua Barela.
11
12 Thurston: All right. Do you swear or affirm that the testimony you're about to give is
13 the truth and nothing but the truth under penalty of law?
14
15 Barela: Yes, sir.
16
17 Barela: Go ahead. I support what was stated about signs for watch children with
18 the park, if the development's going to happen. Also, any other signs for
19 neighborhood watch, maybe also just additions for the kids, you know
20 mainly. Because more residential, there's going to be more children,
21 there's going to be more traffic, and that's the most important, because it is
22 our next generation that these developments are going to be affecting. But
23 it's better for us to be effective instead of allowing for what we approve or
24 disapprove or support, not support, that affect, and people are affected, you
25 know? It's better to be effective as a community, you know? Positive
26 influences, if I can say that to everybody in the community, you know?
27 Everybody's a member of their community, but it's about being a positive
28 influence you know here in our community/ So stay active, you know stay
29 active in our communities.
30
31 Thurston: Thank you. All right. We're going to move to this side, your left, my right.
32 Go ahead and come on up. Please state your name.
33
34 Swiggard: My name is Carol Swiggard.
35
36 Thurston: Do you swear or affirm that the testimony you're about to give is the truth
37 and nothing but the truth under penalty of law?
38
39 Swiggard: I do.
40
41 Thurston: Thank you. Go ahead.
42
43 Swiggard: Like several others, I'm also very concerned about the increase of traffic on
44 Spitz Street with this subdivision coming about. So I have a question. Can
45 another access point be made on the west side of that subdivision on
46 Camino Del Rey to help alleviate perhaps some of the traffic on Spitz? If I

1 lived in that subdivision, I would want two access points, Spitz and then also
2 another street. My second question is, if this subdivision comes about, then
3 is it possible to widen Spitz Street and create a center lane where those
4 residents can go to that center lane and turn left while the other traffic can
5 continue? Thank you.

6
7 Thurston: Thank you. All right. Anybody else on this side? Okay. All right, we're
8 going to now close - oh, yep. There you go. Come on up.

9
10 Salas: Hi. Planning and Zoning. My name is Leah Salas.

11
12 Thurston: Leah, do you swear or affirm that the testimony you're about to give is the
13 truth and nothing but the truth under penalty of law?

14
15 Salas: Yes, I do.

16
17 Thurston: Thank you. Go ahead.

18
19 Salas: Thanks for having me. I just wanted to state, my husband had started this.
20 He was a dreamer. Ralph Salas, born and raised right up the street on
21 Doña Ana Road. He always has been a dreamer. And we had a family.
22 Safety is always paramount in our family, but he also was a dreamer and
23 wanted to build beautiful things. This is part of carrying on his legacy, but
24 in a safe way. Running the traffic studies makes sure that it creates and
25 adds to the community as a whole. There is the walking trail on Camino
26 Real that could pull together with the park. And I like those ideas you had
27 to connect the sidewalks as well, but what we would like to do is there has
28 been a lot of apartments that have come about. The big idea around here
29 now is affordable housing. Part of what his dream was, was to help the
30 smaller builders. We're getting big companies come in that have their own
31 families and to provide work, but also we changed the format to have
32 townhomes to maybe where instead of selling out to maybe some of the big
33 companies to buy all the lots, we could help the smaller builders, the smaller
34 builders from here that could have their own, buy a townhome, build one,
35 and have another one that they could live in. And to help create community
36 with the people from here as well, not just people coming in, and safety's
37 always been paramount, and we would just, we would do a really good job.
38 Safety and family is what we're all about. And I'm asking to approve this.

39
40 Another thing that we wanted to do, which I'll throw in, but I wanted to donate
41 a lot, build Ralphie's house in his memory, and donate to one of the charities
42 in Cruces, maybe the Boys Club, I don't know what. But to help with his
43 legacy in building Las Cruces for many, many years. And I'd really
44 appreciate your hope and your vote, and I can promise that it'll be a beautiful
45 subdivision. We always enjoyed building beautiful things, and I can assure

1 you we'll look at the, make sure that safety is of paramount, but also to help
2 add community to people from here that are looking for affordable housing.

3
4 Thurston: Thank you.

5
6 Salas: Appreciate it. Thank you.

7
8 Thurston: Thanks. All right. Any more public comment that was, that has not already
9 gone? Okay. I gotta... All right. We're going to now close public comment.
10 And we're going to see if we can have another little discussion here. I have
11 a, I wanted to say something about the traffic. I'm a home builder. We also
12 do land development in this town. I have never been able to do anything
13 that is not for the safety of the citizens. The staff will not allow me to build
14 something that's not safe. Yes, it does always increase traffic. We always,
15 increased development will always increase traffic. However, I'm not
16 allowed to do anything that is not safe. And so as it goes through, there's
17 really nothing that the city staff, I mean, I've had to do quite a bit with them,
18 and they will not let me do anything that's not safe. So as far as the traffic
19 goes, there are different means of doing traffic calming devices, or there's
20 other means by which they can make the increased traffic safe, and that will
21 be produced in a TIA. So this is just a preliminary plat. Well, this is a master
22 plan and a preliminary plat. So I just wanted to reassure that there's really
23 nothing that's going to allow to be basically a non-safe neighborhood.
24 However, people may have different opinions of how that is actually safe.
25 You have some engineers that will make roads wider, and that says it's safe,
26 and you have some that say narrower roads actually make it more safe to
27 keep the speed down. So there is a difference in opinions in which there is
28 safety for that. But once again, the city will not allow something to not be
29 safe.

30
31 I had one question on the park. This, the 58 lots has to pay park impact
32 fees, is that correct?

33
34 Harrison-Rogers: Mr. Chair/ Katherine Harrison-Rodgers for the record. Yes, you're
35 correct. At the time of individual building permit for each residential unit,
36 park impact fees will be paid.

37
38 Thurston: Okay. Is there any way that some of those park impact fees can be
39 allocated to the park adjacent? If, my question is, is this any, is this in a, it
40 seems like it's not in a park, what do you call it, a park gap? Is this area
41 okay for the amount of park?

42
43 Harrison-Rogers: Mr. Chair, members of the commission. Again, Katherine for the record.
44 This particular park is considered a neighborhood park. The development
45 is with a quarter mile walk shed of said park, and so it's meeting our target
46 goals for that. And if there is some new level of service, i.e., something that

1 didn't exist in the park before, for example, if we wanted to add a splash
2 pad, we're not at this juncture, but if we were to do something like that,
3 because it's a new feature, not otherwise provided in that park, we could
4 use park impact fees. However, for something like improvements to existing
5 amenities or replacement of that playground, those impact fees cannot be
6 used. We have to find other sources to pay for that.

7
8 Thurston: So if the developer of the place was able to make a negotiation with parks,
9 there's a possibility of adding something to that park, but not current
10 features, but possibly adding something different if that is an avenue in
11 which it can be negotiated.

12
13 Harrison-Rogers: Mr. Chair, members of the commission. I do want to clarify. We've got
14 sort of two things at hand. Realize Las Cruces also has of course the
15 requirements for constructing a park or doing an alternative, like a fee in
16 lieu, that is separate and distinct from park impact fees. In this particular
17 case, because of when they started the process, which was quite a long
18 time ago, they fell under the old code, and so they're not obligated to do
19 that, especially with the timing right now, if they are approved in advance of
20 that deadline that we discussed at the beginning of the meeting. So we
21 didn't negotiate with them to do any improvements to said park. But we're
22 certainly open to those discussions if they would like to, for example,
23 replace a playground that is no longer in a state whereby we can find parts
24 for it. I know that people are concerned about the slide, as was mentioned
25 by a few of the public, members of the public. Unfortunately, we can't just
26 replace the slide. We actually have to remove the entire structure and
27 replace the entire structure, and we've been actively seeking funds for that.

28
29 Thurston: Okay. So I just want to point that out, that there might be a way that there
30 could be some negotiations there on the new development helping out the
31 current park using the park impact fees that will have to be paid for that area
32 anyways. So it could be one of the ways that we're not adding an additional
33 layer to the developer. You could just use the existing funds and find some
34 type of means to improve that with those park impact fees.

35
36 There was a question that they had on slope for the roads. There are
37 construction standards in which the engineers must obey those guidelines.
38 So yes, the slope will be built and the subdivision will be built according to
39 the engineering guidelines so that the roads are safe.

40
41 Another question, there's too many units for the subdivision. Really there's,
42 you can go in many other parts of the country, other parts of this town, that
43 there's higher densities, but as long as it is safe there's many ways. I think
44 the biggest issue was the safety, but there are many ways that you can see
45 even big towns that have the population that will exceed ours and, you
46 know, they find many ways to make it safe. So I think those were the ones

1 that I wanted to kind of touch on. And if you guys have any other questions
2 for staff or anyone else. Go ahead.
3

4 Kaiser: I just wanted to make two really quick points. One, I think the evidence is
5 pretty clear that there are ways to make a street like Spitz more
6 accommodating to pedestrians and younger residents who are accessing
7 the park. Drivers drive like they do on Spitz because it was engineered from
8 a driver's perspective and to move traffic through there as quickly as
9 possible. So drivers are basically doing what engineers, encouraging them
10 to do through the design of the roadway. The evidence is pretty
11 overwhelming that that is not how we continue to make our streets safe for
12 pedestrians. We heard from our younger residents this evening list out a
13 couple of ideas, and they didn't need a traffic study to come up with those
14 ideas. So I think those were pretty common sense. You know reducing
15 speed limits, it's already 25 miles an hour, installing speed bumps,
16 particularly on this section of Spitz right in front of the park, and signs for
17 pedestrians, those seem like very easy things to do. And this development
18 presents an opportunity for those things to become a reality. And I strongly
19 encourage staff to just use common sense here. We don't need a traffic
20 study to tell us how to make this safe. We know what to do.
21

22 My last point is I just want to say thank you to our young residents who
23 came up and spoke this evening. Very well done. Super brave. I can't
24 even imagine myself in your shoes at that age doing what you did tonight.
25 So thank you for coming out here. Hope to see you again at some other
26 future meetings. I just want to say regardless of the decision that gets made
27 up here tonight, don't get discouraged. Keep showing up. Keep speaking
28 out. Thank you.
29

30 Smith: I just wanted to add, that was one of my comments. I wanted to commend
31 the two young people that came up, the brother and sister. Your thoughts
32 and your concerns were very well prepared, and they're also very well-
33 articulated. And I commend you for that.
34

35 Thurston: Yes.
36

37 Ja. Acosta: Mr. Chair. I'd like to present.
38

39 Thurston: I think it's actually just a vote now, because we already have the motion.
40

41 Faivre: So this is on the vote to approve item 6.1. Commissioner Smith.
42

43 Smith: Yes.
44

45 Faivre: Commissioner McCaslin.
46

1 McCaslin: Yes.
2
3 Faivre: Commissioner Acosta.
4
5 Ja. Acosta: Yes.
6
7 Faivre: Commissioner Murray.
8
9 Murray: Yes.
10
11 Faivre: Commissioner Kaiser.
12
13 Kaiser: Yes.
14
15 Faivre: And Chair.
16
17 Thurston: Yes.
18
19 Faivre: Thank you.
20

21 **6.2 Case 24CS0500127:** A request for approval of a preliminary plat known as Coyote
22 Crossing Subdivision. The proposed preliminary plat encompasses approximately
23 10.954 acres, is zoned R-1a (single-family medium density), and located south of
24 Hansen Avenue and west of Spitz Street. The subdivision proposes fifty-eight (58)
25 residential lots two (2) tracts of land approximately 2.49 acres for drainage and
26 open space, one (1) tract of land for landscaping, and one (1) tract of land for the
27 expansion of Spitz Street. Submitted by Gem Surveying, on behalf of Salas Rental
28 LLC.
29

30 Kaiser: I'll make a motion to approve item 6.2.
31
32 Ja. Acosta: Second.
33
34 Faivre: This is on the motion for item 6.2. Commissioner Smith.
35
36 Smith: Yes.
37
38 Faivre: Commissioner McCaslin.
39
40 McCaslin: Yes.
41
42 Faivre: Commissioner Acosta.
43
44 Ja. Acosta: Yes.
45
46 Faivre: Commissioner Murray.

1
2 Murray: Yes.

3
4 Faivre: Commissioner Kaiser.

5
6 Kaiser: Yes.

7
8 Faivre: And Chair.

9
10 Thurston: Yes.

11
12 Faivre: Thank you.

13
14 **6.3 Case 24ZO0500095:**

15
16 REMOVED FROM THE AGENDA.

17
18 **7. DISCUSSION**

19
20 Thurston: All right, number 7. Is there any discussion? I don't think we have any items
21 up there for discussion. Is there anything for staff for discussion?

22
23 Faivre: I don't think I have anything.

24
25 Thurston: All right. Then we're going to go on.

26
27 Ochoa: Mr. Chair. Sorry. Discussion is for you all. If you all had anything to discuss
28 or bring up to staff at this time. Yes. Do you guys have any items
29 questions? Okay.

30
31 **8. STAFF ANNOUNCEMENTS**

32
33 Thurston: Staff announcements.

34
35 Ochoa: Last meeting of the year, folks. Thank you so much. Starting January 1st.
36 Realize, a.k.a. Now, the new Las Cruces Development Code will be in full
37 effect. So definitely excited to do that. Staff's been doing their homework
38 and getting that ready to go. So definitely excited to do that. That's all we
39 have. Happy Holiday's folks.

40
41 **9. ADJOURNMENT (6:40)**

42
43 Thurston: All right. So now we just need an emotion to adjourn.

44
45 Ja. Acosta: I make a motion to adjourn, Mr. Chair.

Agenda Item #5.1.

- 1 Kaiser: Second.
- 2
- 3 Thurston: All in favor?
- 4
- 5 MOTION PASSES UNANIMOUSLY.
- 6
- 7
- 8
- 9
- 10
- 11

Chairperson



Type of Action:
Planning & Zoning
Staff Report

Planning & Zoning Commission Staff Report

District:	☐ 1 ☐ 2 ☐ 3 ☐ 4 ☒ 5 ☐ 6 ☐ N/A			
Adopted:	February 24, 2026			
Drafter:	Adam Ochoa	Department:	Community Development	
Program:	Community Planning	Line of Business:	Community Planning	
Title:	A REQUEST FOR APPROVAL OF A PRELIMINARY PLAT KNOWN AS VENUS – 70 SUBDIVISION. THE PROPOSED SUBDIVISION IS ZONED NH-3.S (NEIGHBORHOOD-3.SUBURBAN), ENCOMPASSES APPROXIMATELY 3.209 ACRES IN SIZE, AND IS LOCATED ON THE NORTHWEST CORNER OF BATAAN MEMORIAL WEST AND VENUS STREET. THE SUBDIVISION PROPOSES TO SUBDIVIDE TWO (2) EXISTING TRACTS INTO SEVEN (7) NON-RESIDENTIAL LOTS THAT WILL WORK AS ONE DEVELOPMENT WITH THE PROPOSED NEW LOTS UTILIZING SHARED PARKING, ACCESS, DRAINAGE AND LANDSCAPING. SUBMITTED BY BORDERLAND ENGINEERS & SURVEYORS, LLC., ON BEHALF OF TALLEY INVESTMENTS, LLC., PROPERTY OWNER. COUNCIL DISTRICT 5. (CASE 25CS0500087)			

PURPOSE(S) OF ACTION:

Approval of a preliminary plat.

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

CODE UTILIZED:

Las Cruces Development Code.

PURPOSE:

The purpose of the preliminary plat is to determine the general layout of the subdivision, the adequacy of public facilities needed to serve the intended development, and the overall compliance of the land division with applicable requirements of all adopted City plans, rules and regulations.

The Planning and Zoning Commission shall act upon the proposed preliminary plat by reviewing the zoning standards outlined in the Las Cruces Development Code, for the development of a NH-3.S (Neighborhood-3.Suburban) zoned property.

LAND USE HISTORY:

The subject area has a metes and bounds legal description only and has never been part of a subdivision. The existing NH-3.S zoning designation was put into place with the adoption of the new development code.

PROJECT DESCRIPTION:

The proposed Venus – 70 Subdivision preliminary plat encompasses approximately 3.209 acres, is currently vacant/undeveloped, is zoned NH-3.S (Neighborhood-3.Suburban), and is located on the northwest corner of Venus Street and Bataan Memorial West. The subdivision proposes seven (7) non-residential/commercial lots

Agenda Item #6.1.

that will work as one development with a shared parking, access, drainage, and landscaping agreement between all of the proposed new lots. The proposed lots range in size from approximately 0.295 to 0.613 acres in size. All lots will be required to follow all regulations and standards of the development code.

SITE SUITABILITY:

Based on the standards of the NH-3.S zoning district, the applicant could subdivide the property into several lots meeting the minimum required lot width of 30 feet. The subject property could also be developed with a multitude of uses ranging from single-family development to multi-family development to full commercial development. As designed, the proposed new lots easily meet the minimum lot width requirement, and the proposed non-residential/commercial development is permitted by the existing zoning designation. The required setbacks for each proposed lot include front (local roadway), 15 feet; front (arterial/collector roadway), 20 feet; rear, 10 feet; and side, 5 feet. The maximum allowed height for the NH-3.S zoning district is 50 feet. All new development will be required to follow these development standards.

ACCESS/TRAFFIC:

Access to the proposed development is being proposed from Venus Street and Bataan Memorial West. An access permit will be required from the New Mexico Department of Transportation for any access to Bataan Memorial West. No roadway improvements or dedication shall be required from the proposed subdivision. Sidewalks along Venus Street will be required at the time of the development of the lots adjacent to that right-of-way. Sidewalks and a bicycle lane already exist along Bataan Memorial West. The proposed subdivision will have a shared access easement that runs through the middle of the subdivision area. The subdivision will work as one development with the proposed new lots utilizing shared parking, access, drainage and landscaping between the newly created lots.

PARK LAND DEDICATION:

The proposed subdivision is not required to provide park land dedication due to the type of subdivision.

ELEVATE LAS CRUCES COMPREHENSIVE PLAN:

The property is located within an area designated as a Suburban Neighborhood Place Type as shown on the Future Development Map in the Elevate Las Cruces Comprehensive Plan. Suburban Neighborhood areas provide for low-to-moderate density residential land uses intermixed with areas of commercial development. The proposed preliminary plat will allow the property owners to subdivide and continue to develop vacant land that is compatible with the surrounding area and will provide additional commercial development in the area.

Policies and Actions from the Elevate Las Cruces Comprehensive Plan have not been added to this staff report because a preliminary plat comes in after the zoning destinations are established. Subsequent subdivisions, such as what is being proposed, are developed based on zoning development standards and subdivision standards.

FLOOD PLAIN:

The property is not located in a flood zone.

DRC/STAFF RECOMMENDATION:

On January 21, 2026, the Development Review Committee (DRC), which includes Community Development, Fire, Public Works, Parks, and Utilities Directors or designees, reviewed the proposed preliminary plat. The DRC reviews preliminary plats from an infrastructure, utilities and improvement standpoint. After some very minor discussion, the DRC voted to recommend approval with one condition for the preliminary plat. The applicant has already made the needed changes to meet the preliminary plat and staff now recommends APPROVAL. For additional information please refer to Attachment "D" for minutes of the DRC meeting.

ANALYSIS/ CONCLUSION:

The proposed Venus – 70 Subdivision preliminary plat meets all requirements of the Subdivision Code, Design Standards, and the Las Cruces Development Code. The proposed preliminary plat also meets the objectives for the purpose of a preliminary plat as required by the Subdivision Code. The proposed development is compatible with the surrounding area and will provide additional commercial development for the area.

Agenda Item #6.1.

Furthermore, the forthcoming final plat and construction drawings will be required to meet any remaining or additional requirements of Code.

NOTICE:

In accordance with the Subdivision Code, the Notice of Public Hearing was mailed to all property owners within 500 feet of the subject property. All comments and concerns will be discussed during the presentation regarding the proposed preliminary plat request.

APPLICATION TIMELINE:

Applicant Submitted:	October 23, 2025
Staff Returned:	November 3, 2025
Applicant Returned:	November 24, 2025
Staff Returned:	December 4, 2025
Applicant Returned:	December 16, 2025
Staff Returned:	December 23, 2025
Applicant Returned:	December 30, 2025
Review Complete:	December 30, 2025
DRC Recommended Approval:	January 21, 2026

SUPPORT INFORMATION:

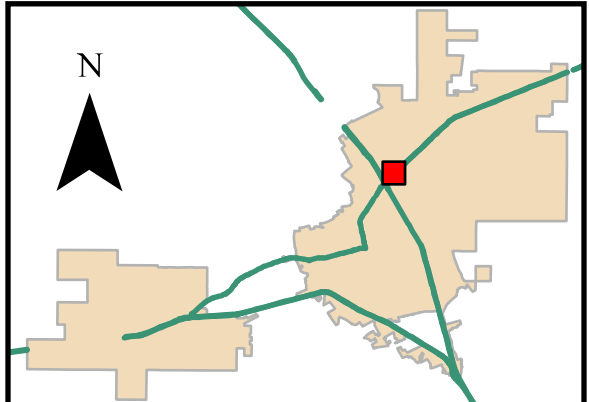
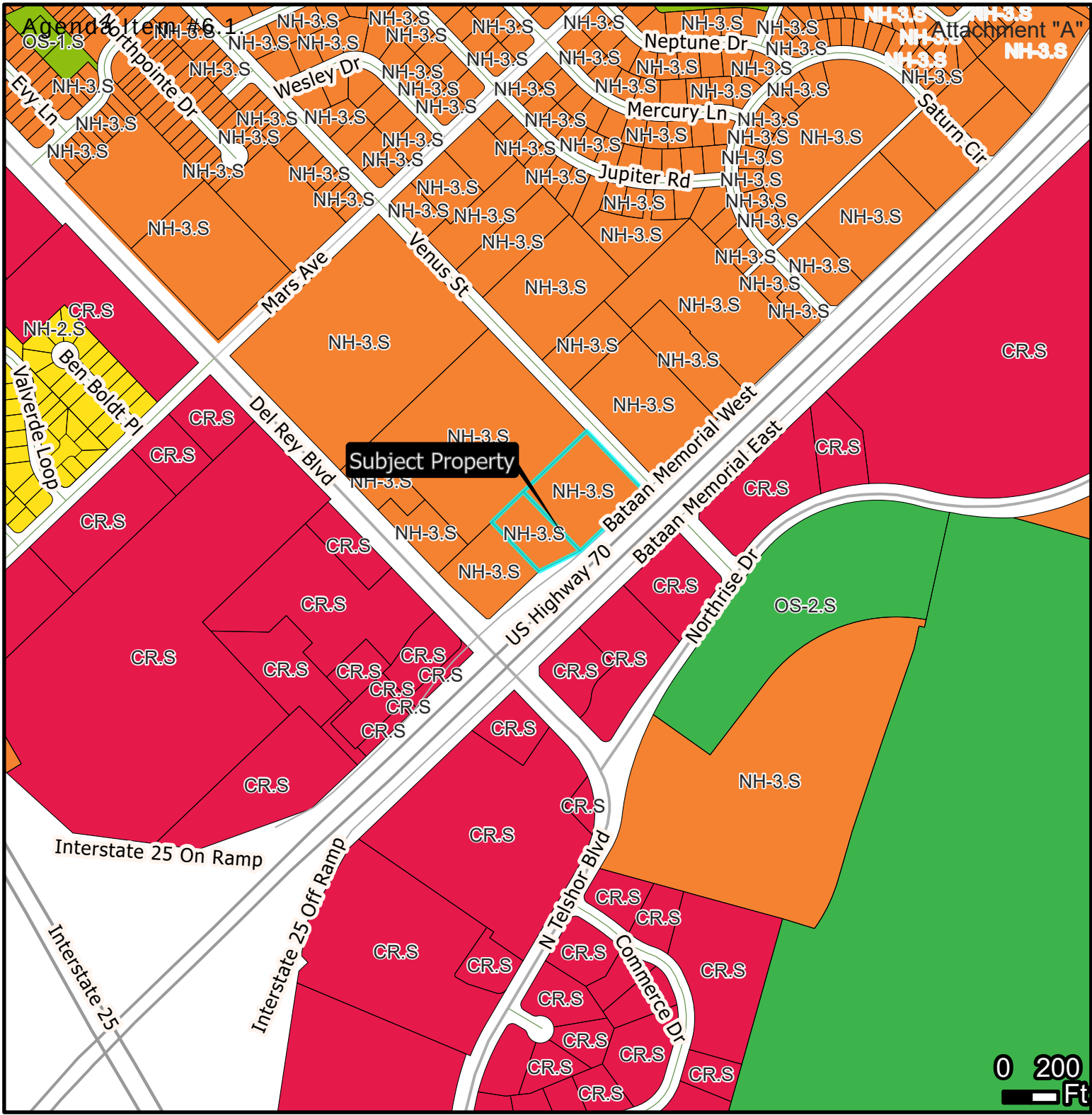
- [Attachment "A", Zoning Map.](#)
- [Attachment "B", Aerial Map.](#)
- [Attachment "C", Venus – 70 Subdivision Preliminary Plat.](#)
- [Attachment "D", January 21, 2026, Development Review Committee Meeting Minutes.](#)
- [Attachment "E", Findings.](#)

COMMITTEE/BOARD REVIEW:

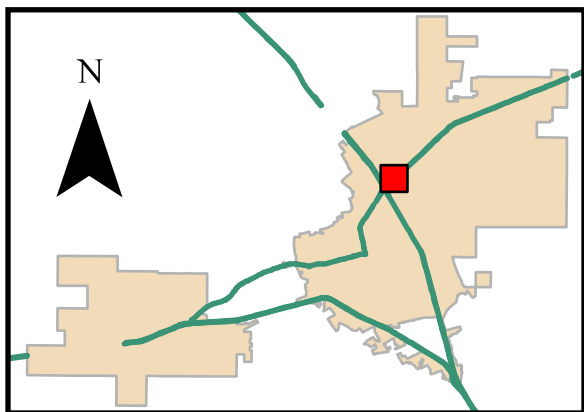
DRC

OPTIONS / ALTERNATIVES:

1. Vote "Yes"; this will approve the proposed preliminary plat known as Venus – 70 Subdivision as recommended by Staff and DRC.
2. Vote "No"; this will deny the proposed preliminary plat.
3. Vote to "Amend"; this could modify approval of the proposed preliminary plat by adding conditions as the Planning and Zoning Commission deems appropriate.
4. Vote to "Table"; this will postpone consideration of the proposed preliminary plat pursuant to further direction from the Commission.



Venus - 70 Subdivision Preliminary Plat



Venus - 70 Subdivision Preliminary Plat

VENUS - 70 SUBDIVISION

- PRELIMINARY PLAT -

AND MASTER UTILITY PLAN

PRELIMINARY PLAT NOTES:

1. THIS PRELIMINARY PLAT IS USING THE 2001 DEVELOPMENT CODE.
2. LANDSCAPING WILL BE REQUIRED ON ADJACENT MEDIANS & PARKWAYS.
3. A SHARED LANDSCAPING AGREEMENT FOR THE ENTIRE DEVELOPMENT COMBINED SHALL MEET ALL LANDSCAPING REQUIREMENTS AND BE MAINTAINED BY THE INDIVIDUAL LOT OWNER(S) WHERE THE LANDSCAPING LIES WITHIN THE INDIVIDUAL LOT.
4. LANDSCAPING TO BE INSTALLED AT THE TIME OF INDIVIDUAL LOT DEVELOPMENT.
5. ALL LOTS WILL BE SUBJECT TO A SHARED ACCESS, PARKING, DRAINAGE & LANDSCAPING BLANKET EASEMENT(S) TO BE FINALIZED BY THE PLATTING PROCESS AND THROUGH SEPARATE INSTRUMENTS, DOCUMENTS AND AGREEMENTS. IN ADDITION, SOME LOTS WILL NEED TO PROVIDE MORE LANDSCAPING THAN OTHERS TO ASSURE THE ENTIRE SITE AS A WHOLE MEETS THE REQUIRED LANDSCAPING REQUIREMENTS.

UN-DEVELOPED DRAINAGE CALCULATIONS:

Calculations were done using the WinTR55 Software. Soils on the site were determined to be Bluepoint loamy sand (Bm) and Parajito (Pa) both being a type "A" soil, given a CN of 68, also present along the Northern boundary of the site is some impervious asphalt giving the site a weighted CN of 71. The Terrain runs from the Northeast to the Southwest and has a approximate grade of 4.0% dropping approximately 20 feet across 500 feet, giving a Time of concentration of 0.043(hr), 0.100(hr) used with the WinTR55 software. The terrain is typical desert terrain with sparse vegetation. Upon Development any excess runoff caused by turning previously pervious areas into impervious areas will be retained on site utilizing a Shared Pond for all 7 Lots. Maintenance of this Ponding facility will be done by all 7 Lots with a Shared Ponding Agreement and enforced through Deed Restrictions.

**TWO TRACTS OF LAND, ENCOMPASSING
3.209 ACRES OF LAND, LOCATED IN
SECTION 32, T.22S., R.2E., N.M.P.M.
OF THE U.S.G.L.O. SURVEYS
CITY OF LAS CRUCES,
DONA ANA COUNTY,
NEW MEXICO**

OCTOBER, 2025

VENUS - 70			UN-DEVELOPED PRE-PLAT WinTR55 Calculations			
Area or Reach	Drainage Area		-----10-Yr	-----Peak 100-Yr	Flow by Storm 10-Yr	-----100-Yr-----
Identifier	(ACRES)	(Tc)	(cfs)	(cfs)	(Vol.)	(Vol.)
UN-DEVELOP	3.22 (CN=71)	0.10	4.13	13.03	2770cf 0.06af	11361cf 0.26af

DEVELOPMENT INTENT & NOTES:

The Subdivider intends to develop this project Known as "VENUS - 70" into 7 individual Commercial Office Lots. All Lots will have a "Blanket Reciprocal Access Easement" for the entire Development, in addition, Specific "27' Access & Utility Easements" are provided as well. Shared parking areas will also be spelled out in separate instrument agreement(s).

All Lots will be Subject to a "Shared Drainage Agreement" and will Utilize the Ponding Area noted hereon as "Shared Drainage Easement". All excess runoff will drain to this Shared Ponding facility, maintenance of which will be spelled out in the agreement and to be enforced by Deed Restriction(s) for all of the Individual Lots.

NOTE: All parking, building pads, walks ext. are shown here for reference only and are subject to change during the construction drawing review process.

ZONE NH-3.S DEVELOPMENT STANDARDS
(for further information refer to the City of Las Cruces zoning code)
Lot Parcel Minimum Width = 30 feet

Min. Bldg. Setback
- Front Yard (feet) = 20'
- Rear Yard (feet) = 10'
- Side Yard (feet) = 5'
Max. Height = 50'

PRELIMINARY PLAT NOTES:

ZONING NOTES:

Neighborhood 3
The NH-3 District is a transitional zone between residential and nonresidential areas that promotes inter connectivity and walkability within the district while ensuring compatibility with adjacent districts. Development intensity may vary throughout the site; the lowest intensities (e.g., larger lot size, increased setback, reduced height, residential uses) should be placed adjacent to an NH-1, Neighborhood 1 District or NH-2, Neighborhood 2 District to ensure compatibility. Vertical mixed-use, retail, commercial, and office uses are appropriate in this district when appropriately integrated with nearby residential uses, ensuring that they complement and do not negatively impact the residential character of the adjacent districts. Intensive uses such as heavy commercial, industrial, and outdoor storage are not appropriate in this district.

Character Suburban

The Suburban Character Area describes areas of contemporary development where land uses are dispersed among distinct residential neighborhoods, retail centers, office parks, and industrial uses. While development intensities may vary, suburban places favor segmented land uses with transitions between development types over the blending of differing uses in a single site. This character area may also support urban development patterns. These areas balance the needs of drivers, pedestrians, bicyclists, and other multi-modal users.

COMMUNITY DEVELOPMENT DIRECTOR APPROVAL

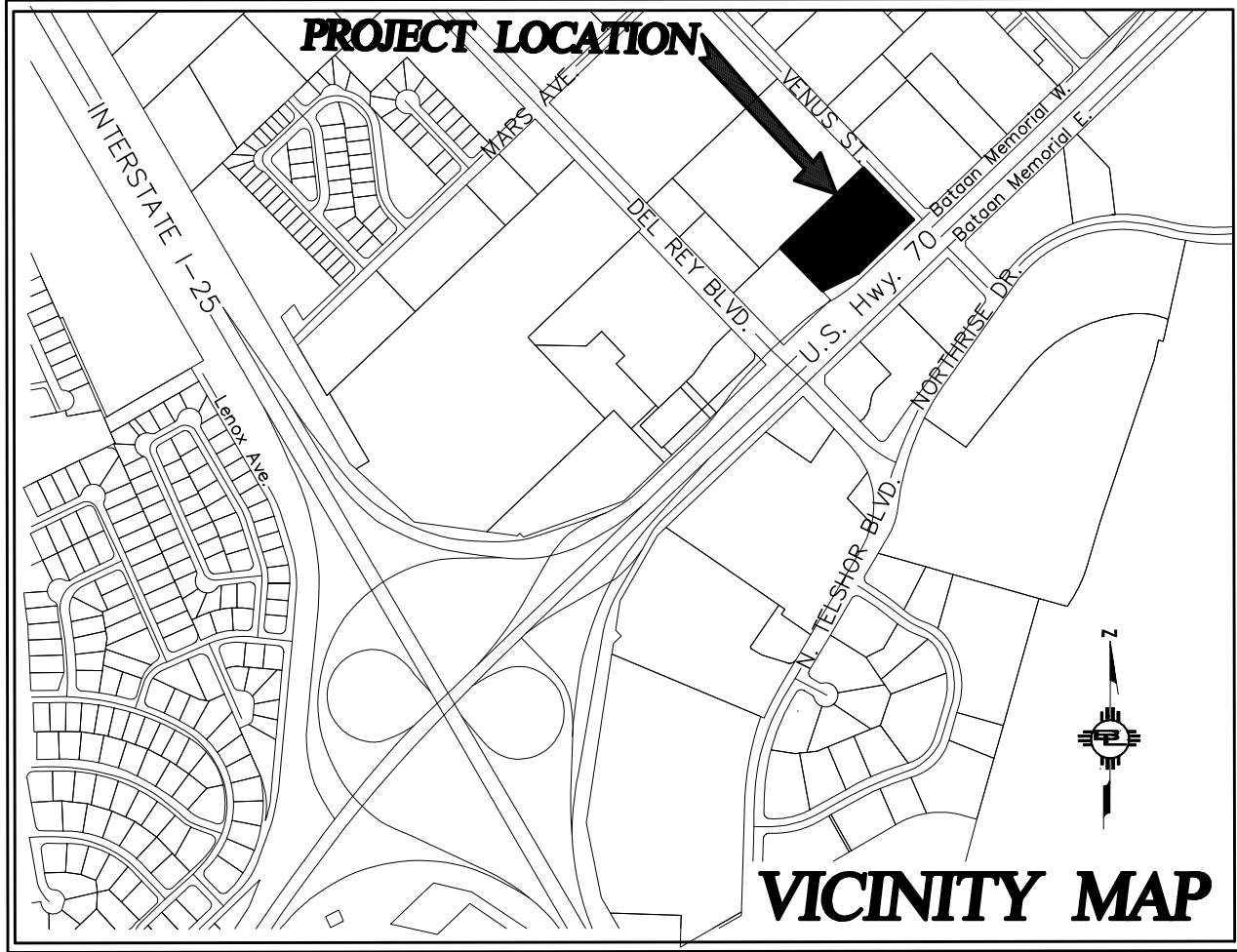
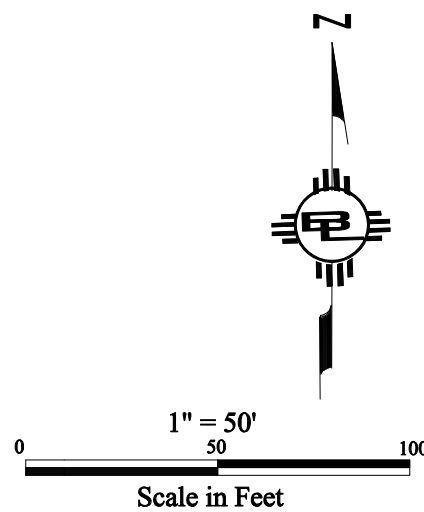
This Preliminary Plat has been approved by the Community Development Director of the City of Las Cruces, and all the requirements for approval in the Preliminary Plat have been complied with to the satisfaction of the City of Las Cruces subject to any and all conditions required by the Planning Authority for approval of this Preliminary Plat.

Community Development Director _____ Date _____

ITE TRIP GENERATION:

Existing Roadway Data		Site Mile Post:	
Highway No.:	70	Count Year:	2025
Highway ADT:	2964	Func. Class.:	Arterial
Number of Lanes (two-way):	two- 1way		
Trip Generation			
TOTAL AM TRIPS = 92, PM TRIPS = 82			
ITE Trip Generation Land Use Category: 630			
AM Peak Hour Trips	Enter: 55	Exit: 37	
PM Peak Hour Trips	Enter: 37	Exit: 45	

NOTE: TOTAL OF 3 ACCESS POINTS, 2 FROM BATAAN MEMORIAL WEST AND 1 FROM VENUS STREET



Name of development: VENUS - 70 SUBDIVISION

Owner: Talley Investments LLC
7711 Pyramid Peak Court
Las Cruces, NM 88011

Engineer & Surveyor: Borderland Engineers & Surveyors LLC
2990 N. Main Street, Ste; 3C
Las Cruces, NM 88001
575-522-1443
TED SCANLON (NMPS 9433)

Land Use: Commercial (Office Occupancy)

Zoning: NH-3.S (Suburban-Nieghborhood 3)

Location: Section 32, T.22S., R.2E.,
2295 Bataan Memorial West
City of Las Cruces, Dona Ana County, New Mexico

Jurisdictional Authority: City of Las Cruces

Applicable Codes: City of Las Cruces Zoning Code
City of Las Cruces Subdivision Regulations
City of Las Cruces Utility Specifications
All other Applicable City Codes in Effect

Proposed Utility Services:
Water - City of Las Cruces
Sewer - City of Las Cruces
Gas - City of Las Cruces
Electric Service: El Paso Electric Co.
Telephone: Qwest dba Century Link
Cable TV: Comcast

STATEMENT OF OWNERSHIP:

THE UNDERSIGNED ACKNOWLEDGE OWNERSHIP OF THE PROPERTY SHOWN ON THIS PRELIMINARY PLAT. OWNERS OF RECORD:

Talley Investments LLC
7711 Pyramid Peak Court
Las Cruces, NM 88011

Johnny Talley

INSTRUMENT OF OWNERSHIP:
WARRANTY DEED

Parcel R0208064
INSTRUMENT #2518993, Filed, 9/3/25
Parcel R0208046
INSTRUMENT #2515790, Filed, 7/24/25

NOTES:

1. BEARINGS AND DISTANCES MATCH THAT OF RECORD UNLESS OTHERWISE NOTED.
2. AS SHOWN IN INSTRUMENT OF RECORD, INSTRUMENT 2515790, FILED 7/24/25, AND INSTRUMENT 2518993, FILED 9/3/25, IN THE DONA ANA COUNTY RECORDS.
3. THE SUBDIVIDER IS RESPONSIBLE FOR (a) ALL EASEMENTS, MAIN LINE EXTENSIONS, AND STUBOUTS NECESSARY TO PROVIDE SEPARATE UTILITY SERVICES TO THIS LOT AND (b) COMPLIANCE WITH ALL APPLICABLE CITY UTILITY STANDARDS.
4. PROPERTY IS IN AN "X" (OUTSIDE 500 YEAR FLOOD) DESIGNATED ZONE AS SHOWN ON THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 35013C1082 G, EFFECTIVE JULY 6, 2016.
5. NO ENCROACHMENT THAT WILL INTERFERE WITH THE USE OF EASEMENTS SHOWN ON THIS PLAT IS ALLOWED.
6. 1/2" IRON RODS WITH A 1" dia. PLASTIC CAP STAMPED WITH #9433 TO BE SET AT ALL LOT CORNERS NOT FOUND UPON FILING OF THIS PLAT. ALL FOUND/ACCEPTED MONUMENTS TO BE TAGGED.
7. THE BASIS OF BEARING FOR THIS PLAT IS ALONG THE NORTH BOUNDARY AS DESCRIBED IN INSTRUMENT OF RECORD, INSTRUMENT 2515790, FILED 7/24/25, IN THE DONA ANA COUNTY RECORDS.
8. LOTS LOCATED AT STREET INTERSECTIONS SHOWN WITH CLEAR SITE TRIANGLE REGULATIONS IF APPLICABLE.
9. All parking, building pads, walks ext. are shown here for reference only and are subject to change during the construction drawing review process.





DEVELOPMENT REVIEW COMMITTEE (DRC)

Following are the minutes from the City of Las Cruces Development Review Committee Meeting held Wednesday, January 21, 2026, at 9:00 a.m. in Room 1158.

DRC PRESENT: David Weir, Deputy Director Community Planning
Jimmy Moreno, Interim Public Works Director
Katherine Harrison-Rogers, Plan & Construct Admin, Parks
Kyle Arend, Engineering Mgr, Public Works
Michael Kinney, Community Development
Sandra Tiede, Utilities

STAFF PRESENT: Adam Ochoa, Senior Planner
John Castillo, Planner, Community Development

OTHER PRESENT: Rene Molina, MVE

1. CALL TO ORDER (9:00 a.m.)

Weir: Okay, it's 9 o'clock/ I'll call the Development Review Committee meeting to order.

2. APPROVAL OF MINUTES -

2.1 November 19, 2025

Weir: First order of business is approval of the minutes from November 19th. If I have a motion.

Arend: Motion to approve the minutes.

Weir: Do I have a second?

Moreno: I'll second.

Weir: Is there any corrections or changes the group would like to make? I know we have one that you said you'd go ahead and do.

Ochoa: Yes, it's just a spelling error.

Weir: Okay, if that's the case, I'll go ahead and take a vote by acclamation. All those in favor say "aye."

1 MOTION PASSES UNANIMOUSLY.

2
3 Tiede: I have one more thing for Utilities.

4
5 Weir: Okay.

6
7 Tiede: I noticed this gas main line is still shown on the plat.

8
9 Weir: Okay.

10
11 Tiede: And it's just going to be stopped and then manifolded to service the lots.

12
13 Ochoa: On the minutes itself or from the plat?

14
15 Tiede: On the plat.

16
17 Weir: Okay, we're not quite there yet.

18
19 Ochoa: We're not there yet.

20
21 Weir: You're too eager this morning.

22
23 Harrison-Rogers: Way too prepared.

24
25 Weir: Did I get, did people say yes?

26
27 Ochoa: Yes.

28
29 Weir: Okay, then I'll oppose - no. Okay. Minutes have been approved.

30
31 **3. OLD BUSINESS - NONE**

32
33 Weir: There's no old business today.

34
35 **4. NEW BUSINESS**

36
37 **4.1 Case No. 25CS0500087: Venus - 70 Subdivision Preliminary Plat**

- 38
- A request for approval of a Preliminary Plat known as Venus – 70 Subdivision.
 - The proposed subdivision is zoned NH-3.S (Neighborhood-3 Suburban), encompasses approximately 3.209 acres in size, and is located on the northwest corner of Bataan Memorial West and Venus Street.
 - The subdivision proposes to subdivide two (2) existing tracts into seven (7) non-residential lots.
- 41
42
43
44

- The proposed subdivision will work as one development with the proposed new lots utilizing shared parking, access, drainage and landscaping.
- Submitted by Borderland Engineers & Surveyors, LLC., on behalf of Talley Investments, LLC., property owner.

Weir: For the first case is Venus - 70 subdivision preliminary plat. John, are you going to introduce that?

Ochoa: I would.

Weir: Adam actually.

Ochoa: First item we have here is a preliminary plat known as Venus - 70 subdivision. It is a proposed, subject property. It is currently zoned NH-3.S, neighborhood three suburban. It encompasses approximately 3.209 acres in size and is located on the northwest corner of what is Bataan Memorial West and Venus Street. Subdivision proposes to subdivide two existing tracks into essentially seven non-residential lots. This will serve as one development, kind of like an office complex if you will, with each office being on its own lot.

Proposed subdivision will work as one development with the lots utilizing the shared parking, access, drainage, and landscaping agreement between all lots. Again, separate lots but all working as one development if you will. This was submitted by Borderland Engineering on behalf of Talley Investments, LLC. This did go out to review a couple of times. Everybody approved. I believe there was approval with conditions from Utilities, which, Sandra I believe you could clarify that condition during your time to speak. But all other comments were addressed. So this is basically ready to move forward. That's essentially it.

Weir: Okay. Is there anybody from the applicant or Borderland today?

Ochoa: They are not here yet, unfortunately. But I don't see too many issues with this one. If we run into any staff issues, we can definitely postpone if needed in order to get clarification.

Weir: The rest of the committee comfortable with that? Go ahead and discuss this without Borderland?

Arend: Yes.

Weir: Okay. One question I had, Adam, was they have access easements, so that means that they're all private streets? Or how does the frontage and access of that meet the zoning and subdivision code?

1
2 Ochoa: So that would be another thing that would be approved essentially here at
3 DRC. It is a private road. Typical driveway if you will. A 27-foot wide driving
4 aisle which would be access one point off of Venus, another point off of
5 Bataan Memorial West. And they already have their permit in with NMDOT
6 to receive that access agreement with NMDOT as well.
7
8 Arend: They're going to use the streets to move their drainage down to what is it,
9 lot four, and they're going to combine all their drainage on lot four, is that
10 what I am seeing?
11
12 Ochoa: That is correct. So for clarification, all drainage will go down to lot four, that
13 is where their retention pond will be. It will be privately owned and
14 maintained by the owner of lot four. And that is in the agreement between
15 all lot owners within there as well. Same thing with parking, same thing with
16 access. Like I said, it's just a blanket agreement between everybody kind
17 of sharing the blunt of the development of the property.
18
19 Weir: Okay. Is there an example of any other office or commercial development
20 you're aware of that works in that kind of manner?
21
22 Ochoa: Most definitely. I could bring up, if you bear with me here. Not there. Just
23 to give you an example of something like that that has occurred in the past
24 is the... Here we go. What is called kind of like the dentist complex here
25 off of Telshor and Don Roser. Basically this was done the same way where
26 each person owns their own lot and then there's a shared parking
27 agreement, shared access agreement, shared ponding agreement because
28 they kind of retain their own stuff there as well.
29
30 Weir: Okay. And we haven't had any issues?
31
32 Ochoa: Absolutely no issues. This one was a little more different. It came in as a
33 PUD just because it needed variances to some items, number of parking
34 stalls, landscaping, and so forth like that. But the one that we currently are
35 reviewing, Venus, will be able to meet all development requirements.
36
37 Weir: Okay. Well, thank you. Any DRC comments or questions? You're good?
38
39 Tiede: Just the one.
40
41 Ochoa: Okay. So just the issue about the... What was it again, I'm sorry, Sandra?
42
43 Tiede: Gas mainline is still showing on there.
44
45 Ochoa: So we just need to get that gas mainline off of the preliminary plat and then
46 we will be okay.

1
2 Tiede: Yes.

3
4 Ochoa: Okay. I think that's

5
6 Tiede: It's just going to stub out off of the street, Venus Street.

7
8 Ochoa: Gas mainline removed. That'll be something we could just make sure the
9 applicant gets it done before we go to P&Z.

10
11 Tiede: Sure.

12
13 Ochoa: Okay.

14
15 Weir: Okay. So the action required by DRC today is to make a recommendation
16 of approval or denial to the Planning and Zoning Commission. If the group
17 is comfortable, I'll entertain a motion to approve.

18
19 Harrison-Rogers: I'll make a motion to approve with the condition as stated by Utilities.

20
21 Weir: Do I have a second?

22
23 Arend: Second.

24
25 Weir: Okay. I think we're all in consensus I'll go ahead and do a vote by
26 acclamation. All those in favor, say "aye."

27
28 MOTION PASSES UNANIMOUSLY.

29
30 Weir: All those opposed? Okay. So we've made a positive recommendation to
31 the P&Z for that.

32
33 **4.2 Case No. 24CS0500141: Soaring Eagle Heights Master Plan**

- 34
- 35 • A request for approval of a Master Plan known as Soaring Eagle Heights.
 - 36 • The proposed subdivision encompasses approximately 23.826 acres, is
 - 37 zoned NH-1.S (Neighborhood-1 Suburban) and located at the northwest
 - 38 corner of Elks Drive and Moreno Road.
 - 39 • The master plan proposes the development of both single-family and
 - 40 multi-family residential lots to be developed in four (4) phases.
 - 41 • The subdivision will dedicate two (2) tracts of land for the expansion of
 - 42 Elks Drive and construction of Moreno Road.
 - 43 • Submitted by Cross Town Construction on behalf of Rocky M. Nevarez
 - 44 property owner.
 - 45

1 Weir: The next case is Soaring Eagle Heights Master Plan. There is also a third
2 case that is Soaring Heights Preliminary Plan. Do we as a group want to
3 discuss those concurrently?
4

5 Harrison-Rogers: Do we need to make a motion?
6

7 Ochoa: Yes.
8

9 Weir: Yes.
10

11 Harrison-Rogers: I make a motion to suspend the rules and here them simultaneously.
12

13 Weir: Do I have a second?
14

15 Tiede: Second.
16

17 Weir: Okay. All those in favor?
18

19 MOTION PASSES UNANIMOUSLY.
20

21 Weir: All those opposed? Okay. So John, you're... Okay, thanks, Adam.
22

23 Castillo: Good morning, everyone. Today we have Soaring Eagle Heights, both the
24 Master Plan and Preliminary Plan. This is a proposed subdivision
25 encompassing approximately 23.826 acres. Under our new land
26 development code, the property is zoned NH-1.S, which is our
27 neighborhood one suburban, and it's located on the northwest corner of
28 Elks Drive and Moreno Road.
29

30 The Master Plan and Preliminary Plan propose the development of both the
31 single-family and multi-family residential lots to be developed in four
32 phases. The subdivision will dedicate two tracts of land for the expansion
33 of Elks Drive and the construction of Moreno Road. They will also be
34 dedicating some land towards drainage, approximately 0.924 acres. And a
35 small tract of land that will provide a pedestrian connection to the adjacent
36 middle school next to the property. The subdivision was submitted by Cross
37 Town Construction on behalf of Rocky M. Nevarez the property owner.
38

39 Weir: Is this your...
40

41 Molina: Yes.
42

43 Weir: This case? Is there anything you want to add or discuss?
44

45 Molina: John, if you, will you elaborate on the drainage tract that's being dedicated?
46 It's not dedicated to the city, though.

1
2 Castillo: Oh, no, that's right. I apologize. The tract will be maintained privately, and
3 Tract B, which is this little piece right here is going to be what's dedicated
4 to the city as a pedestrian walkway or pedestrian access.
5
6 Molina: That's all I wanted. Appreciate it.
7
8 Weir: Okay, so you're comfortable with everything else. The Tract B, that'll be
9 dedicated so that'll be part of the street right-of-way? Or just a separate
10 tract?
11
12 Molina: Yes.
13
14 Castillo: Just a separate tract.
15
16 Weir: And Public Works and Park, are you comfortable with that?
17
18 Arend: Is there going to be any utilities in there or is it just the trail?
19
20 Molina: Just the trail. Just access for the kids to get through instead of having to
21 come in to Elks.
22
23 Moreno: How wide is that tract?
24
25 Molina: I believe it's eight to ten feet wide.
26
27 Moreno: What is the finish going to be?
28
29 Molina: Asphalt.
30
31 Moreno: Asphalt.
32
33 Molina: Unless you guys prefer something different. Asphalt's typical.
34
35 Moreno: Probably concrete.
36
37 Molina: Concrete?
38
39 Moreno: Like sidewalk. There's less maintenance when there's no...
40
41 Molina: Not a problem.
42
43 Harrison-Rogers: Generally I like to see it ten feet wide, but if it's concrete... Well, we like
44 to see it ten feet wide because we can access through there. So just need
45 to ensure. If I recall during my review, it was. Yes, if I recall.
46

Agenda Item #6.1.

1 Moreno: One more question. Lots of nine and ten, are they going to have yard walls
2 adjacent to that walkway?
3
4 Molina: Yes.
5
6 Moreno: Just need to make sure on plans that they show the foundations and the
7 entire rock wall outside of the city (*inaudible*).
8
9 Molina: Yes. Just a quick question. Now we're getting into the details, but pipe
10 bollards, removable or? There's no drainage going through, it's just trail.
11
12 Moreno: It's just trail.
13
14 Molina: Just trail.
15
16 Moreno: Yes, we just want to make sure they're ADA compliant to get somebody
17 through. The spacing needs to be ADA compliant.
18
19 Molina: Yes, five fee.
20
21 Arend: I guess I'll just point out that if it's only eight feet wide and there's going to
22 end up being walls right up next to it, then yes, like a tractor or a truck may
23 have trouble getting through there to do some kind of feature maintenance.
24 What we have done in the past when that track needed to be very narrow
25 for lot reasons was have a setback on each lot that they couldn't put their
26 wall right up against the edge, which either one is...
27
28 Molina: That could easily be accommodated.
29
30 Arend: Or we can adjust that width if Parks feels it's critical.
31
32 Harrison-Rogers: We'd like to see at least 10 feet. I'm looking at my comments that I had
33 made during review, and it said basically preferably 12 feet, but no smaller
34 than 10.
35
36 Tiede: Utilities don't have any issue as long as there's no utilities running through
37 there.
38
39 Weir: And that can be addressed at the final plat?
40
41 Harrison-Rogers: It could be. Yes.
42
43 Arend: Is it matching drainage as well?
44
45 Molina: No.
46

Agenda Item #6.1.

1 Arend: Strictly... Okay.

2

3 Molina: Strictly access.

4

5 Weir: And the track that it goes to, that's outside the boundaries of the subdivision,
6 correct?

7

8 Molina: Yes, sir.

9

10 Weir: The holding property.

11

12 Molina: Yes, it is. It's basically one of the access points to the school.

13

14 Weir: School. Okay.

15

16 Molina: Schools.

17

18 Weir: Okay. Thank you. The only other comment that I had was the notes on the
19 plat say that it will be using the 2001 Zoning Code. I think we just need to
20 confirm that this development. If not, it needs to be updated to the 2025
21 Zoning Code.

22

23 Harrison-Rogers: Mr. Chair. There will be a different application of fees if it falls under the
24 new code versus the old code. I do want to point that out. Under the new
25 code, there is a requirement for neighborhood parkland dedication. And as
26 none is part of this particular subdivision, the alternative is a fee in lieu,
27 offsite improvements, a number of other options. But the fee in lieu has a
28 particular calculation and will add up. I'm just going to point that out.

29

30 Molina: And I understand that. The only thing on this one subdivision, it's been
31 going on for quite a while.

32

33 Harrison-Rogers: Correct.

34

35 Molina: And I believe the issue on why it's carried over to this year is really just a
36 timing issue with being able to meet some meetings.

37

38 Weir: Okay.

39

40 Molina: We fully would request that it would be considered as part of the previous
41 zoning. That's how it was laid out. We are not taking advantage of the new
42 adopted zoning. And so we would request that it would be considered under
43 the previous zoning.

44

45 Weir: Okay. And that may be the case.

46

1 Molina: Okay.
2
3 Weir: It was already accepted. I don't know. I guess I did have one additional
4 question. What, on this graphic shows is Phase 4. That is zoned for
5 commercial apartments, but there's substantial floodplain in it. Is it intended
6 for drainage? Or if you develop it, it will pass that water through? Or what's
7 the intent?
8
9 Molina: At the point where the developers may consider actually doing any
10 multifamily, the drainage is of primary consideration, of course. And so
11 anything that would be developed would be not encroaching onto the
12 drainage. The drainage will be left in its natural state. So being able to do
13 multifamily, it's going to be limited due to the space and the drainage
14 considerations. Also, once developed it would be, the drainage for new
15 impervious areas would be handled by on lot ponding. But no, no
16 encroachment whatsoever onto the floodplain.
17
18 Weir: And so as a committee are we comfortable with that kind of being just
19 platted now and with the realization that any development would have to
20 meet our drainage requirements when they came in with the proposal? We
21 all agree. Okay. Any other discussion or points of either clarification or just
22 want to make sure it's all part of the record?
23
24 Castillo: We also do have alternate cross-section for Elks Road as there is a smaller
25 portion being dedicated. And then ensuring that staff can make the
26 transition between what's been previously built and then tying into the
27 county area so that there is no...
28
29 Weir: Issue from one to the other.
30
31 Castillo: Correct.
32
33 Weir: And that has been discussed through review, that this would take place?
34
35 Castillo: Yes, it's been discussed through review, and then several staff meetings.
36
37 Weir: Okay. Any further discussion on the alternate?
38
39 Arend: So did Gary take a look at your proposal and give the thumbs up to be ...
40
41 Molina: Gary, I'm sorry. Yes, Gary and So Gyu Lee actually looked at it. They
42 provided some recommendations for modification to it. I adopted those
43 modifications.
44
45 Arend: Okay.
46

Agenda Item #6.1.

1 Molina: Basically, lane width they wanted to be, they wanted to change the lane
2 width to 14 feet on the turn lane.
3
4 Arend: Okay.
5
6 Molina: I don't know if you recall seeing the layout.
7
8 Arend: Yes.
9
10 Molina: It's been some time.
11
12 Arend: Right.
13
14 Molina: But I accommodated that as well as a transitional change.
15
16 Arend: Okay.
17
18 Molina: Which I accommodated. But knowing well that once we go to construction
19 drawings, I'll be working with them directly to make sure it's something that
20 it's meeting their expectations.
21
22 Arend: As long as you've accommodated all of that within the right-of-way
23 dedication then we should be good to go at the moment.
24
25 Molina: Yes, sir. I believe that it was done.
26
27 Arend: Okay.
28
29 Moreno: Mr. Chair. One other question. On the drainage on the south there, is it
30 White Eagle Road?
31
32 Molina: The one that's tying down to...
33
34 Moreno: The one on the bottom. Yes, the one that's tying into your drainage pond.
35 I know it'll probably be addressed in your construction drawings, but what is
36 your intent on crossing that drainage through that road into that drainage
37 pond?
38
39 Molina: So...
40
41 Moreno: Because it's on the... go to the other sheet. That one. Right there. Right
42 there at the bottom corner. Yes. Because you have your drainage pond
43 there, and a lot of that drainage is crossing that road, correct?
44
45 Molina: Right.
46

Agenda Item #6.1.

1 Moreno: On Whitetail Eagle Road?
2
3 Molina: So it would remain as historical with overland flow at that location?
4
5 Moreno: So you're going to have a low water crossing on Whitetail Eagle Road?
6
7 Molina: Yes.
8
9 Moreno: Okay. Based on your calculations, I don't know if that's the best. Kyle, what
10 is your opinion on that?
11
12 Arend: Have you done preliminary flows through there on what the historic flows
13 are crossing that road at?
14
15 Molina: Yes. and I believe it'll be meeting the criteria. Basically, 12 inches above
16 curb line.
17
18 Arend: Mike, do you happen to recall what the code says about how much water
19 they can have on a local road?
20
21 Kinney: It can't go above, as far as the (*inaudible*), it can't go outside the right-of-
22 way.
23
24 Molina: I thought it couldn't exceed curb line.
25
26 Kinney: Right-of-way to right-of-way.
27
28 Weir: Is that something that would be ironed out at construction drawings?
29
30 Moreno: It can be. I just want to put on the record.
31
32 Weir: Right.
33
34 Moreno: Drainage is handled at that bottom corner where we're not having
35 maintenance issues or repair issues right at that intersection of Moreno
36 Road.
37
38 Arend: Or reoccurring closures.
39
40 Moreno: Yes, because if we get flooding issues through there, the mess is essentially
41 blocking off access if it's not addressed properly.
42
43 Molina: Understood.
44
45 Weir: And so there are several alternatives that can be used...
46

1 Molina: There is.

2
3 Weir: To meet the needs for that.

4
5 Molina: There is a waste to mitigate, I believe.

6
7 Weir: Okay. Okay. Is there any other items to discuss?

8
9 Tiede: Utilities don't have any issues.

10
11 Weir: Okay. If that's the case, I'll entertain a motion to unsuspend the rules and
12 then to first approve the master plan. Do I have a motion?

13
14 Harrison-Rogers: I'll make a motion to approve the master plan.

15
16 Weir: Did we want to place any conditions or do we want to, with that approval,
17 grant the ability to use an alternative cross-section for, is it Elks?

18
19 Castillo: Yes.

20
21 Weir: Elks Drive.

22
23 Harrison-Rogers: With the conditions as discussed during.

24
25 Weir: Okay. Do I have a second?

26
27 Moreno: I second.

28
29 Weir: All those in favor?

30
31 MOTION PASSES UNANIMOUSLY.

32
33 Weir: All those opposed? None. So that's approved.

34
35 **4.3 Case No. 24CS0500135: Soaring Eagle Heights Preliminary Plat**

- 36
- A request for approval of a Preliminary Plat known as Soaring Eagle Heights.
 - The proposed subdivision encompasses approximately 23.826 acres, is zoned NH-1.S (Neighborhood-1 Suburban) and located at the northwest corner of Elks Drive and Moreno Road.
 - The preliminary plat proposes seventy-one (71) single-family residential lots, one (1) multifamily lot and one (1) tract of land totaling approximately 0.924 acres for drainage.
 - The subdivision will dedicate two (2) tracts of land approximately 0.88 acres in size for the expansion of Elks Drive and the construction of Moreno Road.
- 46

- Submitted by Cross Town Construction on behalf of Rocky M. Nevarez, property owner.

Weir: The next one, we need a motion for the approval of the Soaring Eagle Heights preliminary plan. I'll entertain a motion.

Tiede: So moved.

Arend: Second.

Weir: Is there a second? Are there any conditions that need to be added to this? We've got the road already on the master plan, so. Okay. I will take an acclamation. All those in favor?

MOTION PASSES UNANIMOUSLY.

Weir: All those opposed? Okay. The master plan and preliminary plat have positive recommendation to the Planning and Zoning Commission. With that, that is all our items of business today.

5. ADJOURNMENT (09:20 a.m.)

Weir: I know that you want to stay here longer, but I'll entertain a motion to adjourn.

Moreno: Motion to adjourn.

Weir: And a second.

Arend: Second.

Weir: All those in favor?

MOTION PASSES UNANIMOUSLY.

Weir: Okay. We are adjourned at 9:25.

Chairperson

FINDINGS:

- Based upon review by relevant City staff, the proposed preliminary plat known as Venus – 70 Subdivision complies with the requirements and standards of Chapter 37. Subdivision Regulations of the Las Cruces Development Code.
- The proposed preliminary plat is consistent with existing development found in the surrounding area.
- The proposed lots comply with all development standards of the Las Cruces Development Code.
- The Development Review Committee (DRC) recommended approval of the preliminary plat during a public meeting on January 21, 2026.



Type of Action:
Planning & Zoning
Staff Report

Planning & Zoning Commission Staff Report

District:	☐ 1 ☐ 2 ☐ 3 ☒ 4 ☐ 5 ☐ 6 ☐ N/A		
Adopted:	February 24, 2026		
Drafter:	Adam Ochoa	Department:	Community Development
Program:	Community Planning	Line of Business:	Community Planning
Title:	A REQUEST FOR APPROVAL OF A SPECIAL USE PERMIT (SUP) TO ALLOW A CANNABIS-BASED BUSINESS LESS THAN THE REQUIRED 300-FOOT DISTANCE FROM A SINGLE-FAMILY RESIDENTIAL ZONING DISTRICT. THE SUBJECT PROPERTY IS LOCATED AT 2110 N. ALAMEDA BOULEVARD, ENCOMPASSES APPROXIMATELY 0.25 ACRES IN SIZE, AND IS ZONED C-2 (COMMERCIAL MEDIUM INTENSITY UNDER THE PREVIOUS 2001 ZONING CODE). SUBMITTED BY PLANET ZAZA, LLC. ON BEHALF OF MURSHED ALKOLANY, PROPERTY OWNER. COUNCIL DISTRICT 4. (CASE# 25ZO1000105)		

PURPOSE(S) OF ACTION:

Approval of a Special Use Permit.

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

CODE UTILIZED:

2001 Zoning Code.

PURPOSE:

A Special Use Permit (SUP) is required when a land use is not permitted by right in a zoning district and requires review and approval by the Planning and Zoning Commission to determine impacts on the surrounding area. Land uses eligible for SUP approval are designated in Figure 36-3-2, Permitted Use Chart. Approval of an SUP is not a zoning district change.

LAND USE HISTORY:

The subject property was annexed into the City via the NE City (Country Club and Park) annexation on October 17, 1957. The property is commercially zoned and has maintained that zoning designation prior to 1971. The site is developed with commercial structures and has been utilized for multiple commercial uses in the past including a gas station with convenience store, and a laundromat.

PROJECT DESCRIPTION:

The applicant is proposing to utilize the subject property located at 2110 N. Alameda Boulevard for a new cannabis dispensary. The subject property is zoned C-2 (Commercial Medium Intensity under the previous 2001 Zoning Code). Per the 2001 Zoning Code a cannabis related business is required to obtain a Special Use Permit (SUP) when the proposed location is within 300 feet of a single-family zoning district. The subject property is approximately 155 feet from a R-1a (Single-Family Medium Density) zoning district. The applicant has provided a floor plan showing that only a small portion of one of the existing commercial buildings will be utilized for the dispensary. Approval of the SUP by the Planning and Zoning Commission would allow the

Agenda Item #7.1.

establishment of the new cannabis dispensary on the subject property and allow the continued use of the commercial property.

SITE SUITABILITY:

Based on the standards of the C-2 zoning district, the subject property and existing buildings meet the required development standards. The applicant has provided a site plan showing all the existing improvements of the subject property that appear to meet all standards and requirements of the Code. Please see Attachment "C" for the site plan. Staff will confirm during the permitting process that all Code requirements are met.

ACCESS/TRAFFIC:

The subject property is located on and has primary access to North Alameda Boulevard and Three Crosses Avenue. Both streets are fully improved minor arterial roadways, as designated by the Elevate Las Cruces Future Throughfare Map and the Mesilla Valley Metropolitan Planning Organization Active Mobility Plan, with asphalt, curb, gutter, sidewalk and streetlights. No further improvements are required for either street.

PARK LAND DEDICATION:

The proposed Special Use Permit (SUP) is not a residential subdivision and therefore is not required to provide any park land dedication.

ELEVATE LAS CRUCES COMPREHENSIVE PLAN:

The property is located in the Urban Neighborhood Place Type as shown on the Future Development Map in the Elevate Las Cruces Comprehensive Plan. The Urban Neighborhood Place Type includes a variety of residential housing types at medium-to-high densities and areas of supporting neighborhood commercial development. The place type includes single-family and multi-family dwelling types, neighborhood retail and office uses and contains many of the City's established neighborhoods and historic residential areas closer to center of the city. The comprehensive plan has numerous goals, policies and actions that support the proposed SUP, as referenced in Attachment "D".

FLOOD PLAIN:

The property is not located in a flood zone.

STAFF RECOMMENDATION:

The proposed SUP was routed out for review to all reviewing departments, and all departments saw no issues with the proposed SUP. Staff recommends approval for the proposed SUP based on the findings outlined in Attachment "E".

ANALYSIS/ CONCLUSION:

The proposed use meets all the requirements for a SUP including the distancing requirement from any school or day care center. In general terms, a Special Use is a use that is not permitted by right but may be approved upon consideration of potential impacts to the surrounding area by the Planning and Zoning Commission. Impact consideration may include factors related to traffic, development compatibility, mitigation technique implementation, etc. In terms of the proposed use, the business will function as any other business within the City. SUP decisions made by the Planning and Zoning Commission are final unless appealed to City Council.

NOTICE:

In accordance with Realize Las Cruces, the Notice of Public Hearing was mailed to all property owners within 500 feet of the subject property. All comments and concerns will be discussed during the presentation regarding the proposed SUP request.

APPLICATION TIMELINE:

Applicant Submitted: December 27, 2025
Staff Returned: January 9, 2026
Applicant Returned: January 16, 2026
Review Complete: January 20, 2026

SUPPORT INFORMATION:

[Attachment "A", Zoning Map.](#)

[Attachment "B", Aerial Map.](#)

[Attachment "C", Site Plan.](#)

[Attachment "D", Elevate Las Cruces.](#)

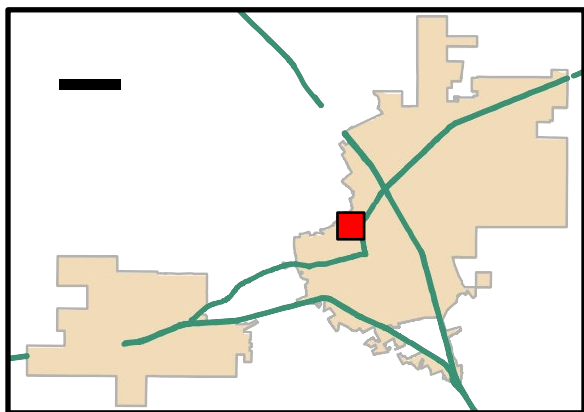
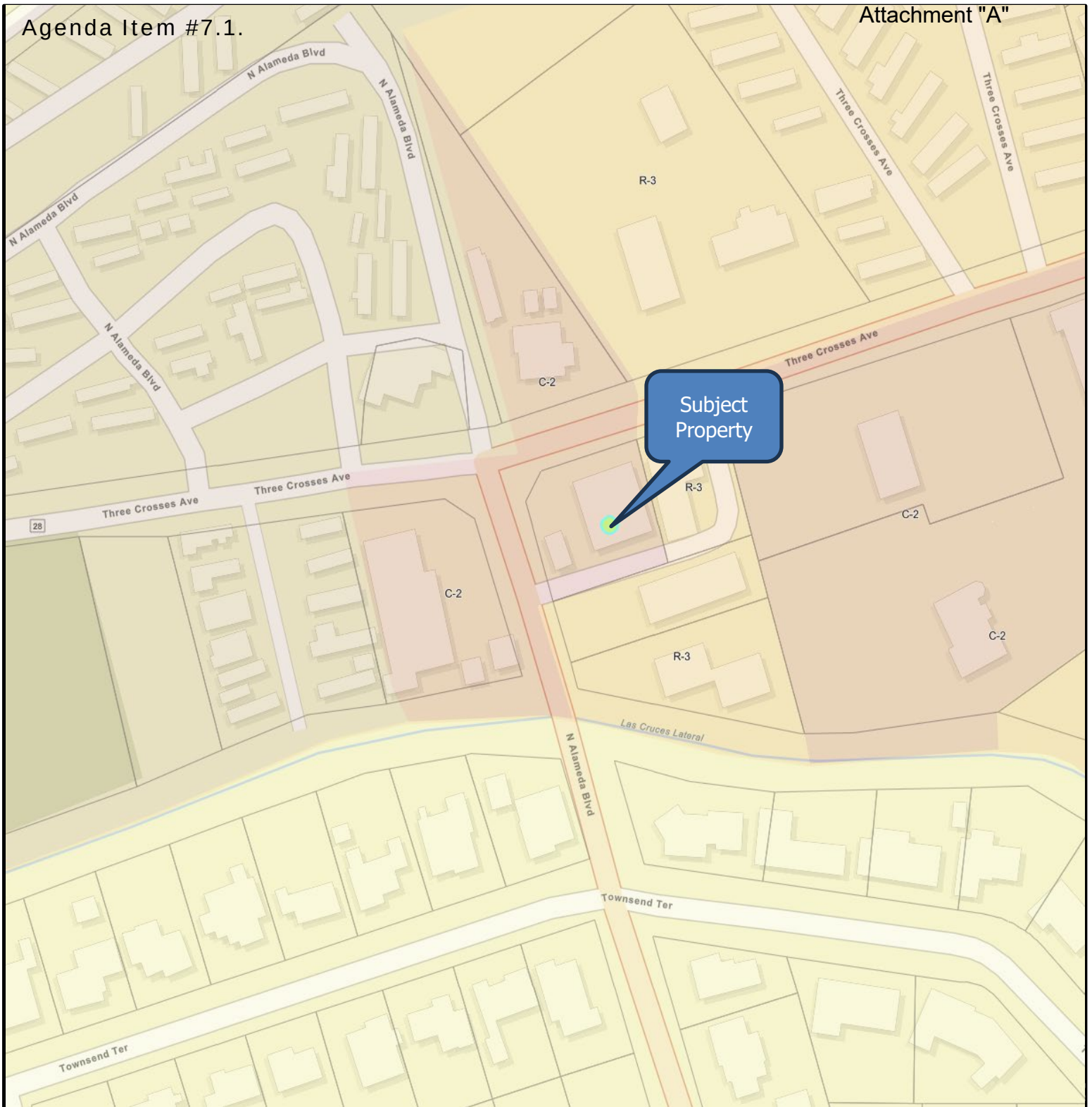
[Attachment "E", Findings.](#)

COMMITTEE/BOARD REVIEW:

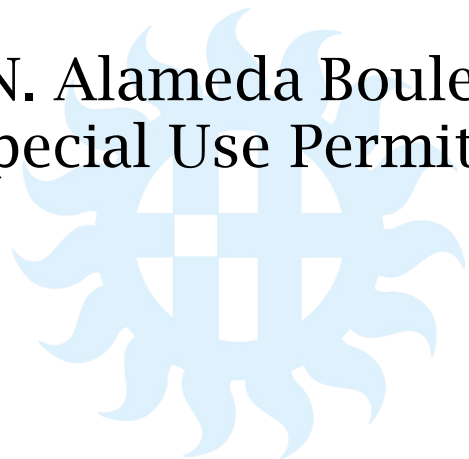
None

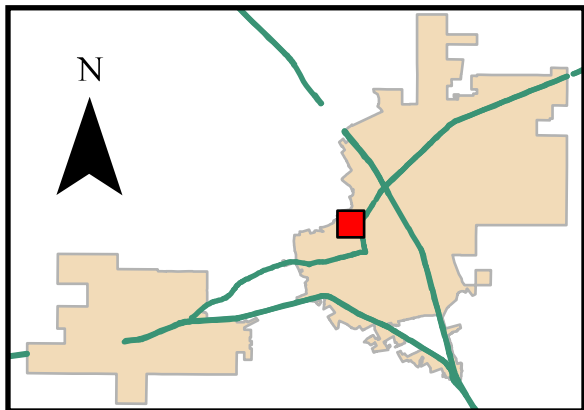
OPTIONS / ALTERNATIVES:

1. Vote "Yes"; this will approve the proposed Special Use Permit as recommended by staff.
2. Vote "No"; this will deny the proposed Special Use Permit.
3. Vote to "Amend"; this could modify approval of the Special Use Permit by adding conditions as the Planning and Zoning Commission deems appropriate.
4. Vote to "Table"; this will postpone consideration of the proposed Special Use Permit pursuant to further direction from the Commission.



2110 N. Alameda Boulevard Special Use Permit

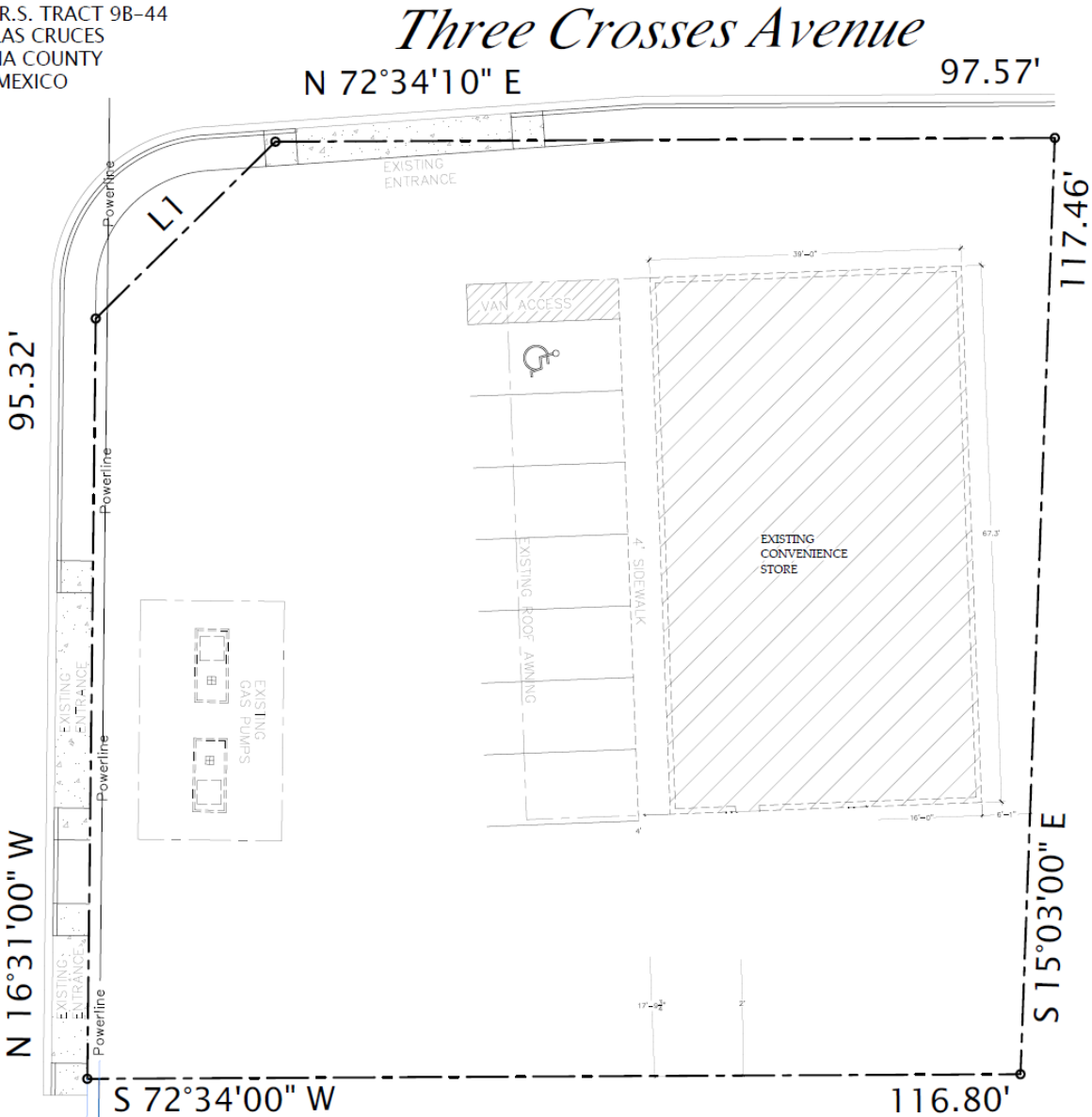




2110 N. Alameda Boulevard Special Use Permit

A 0.313 ACRE TRACT
IN SECTIONS 1 AND 12, T.23S., R.1E.
P.M. OF THE U.S.R.S. SURVEYS
PART OF U.S.R.S. TRACT 9B-44
CITY OF LAS CRUCES
DONA ANA COUNTY
NEW MEXICO

2110 North Alameda Boulevard

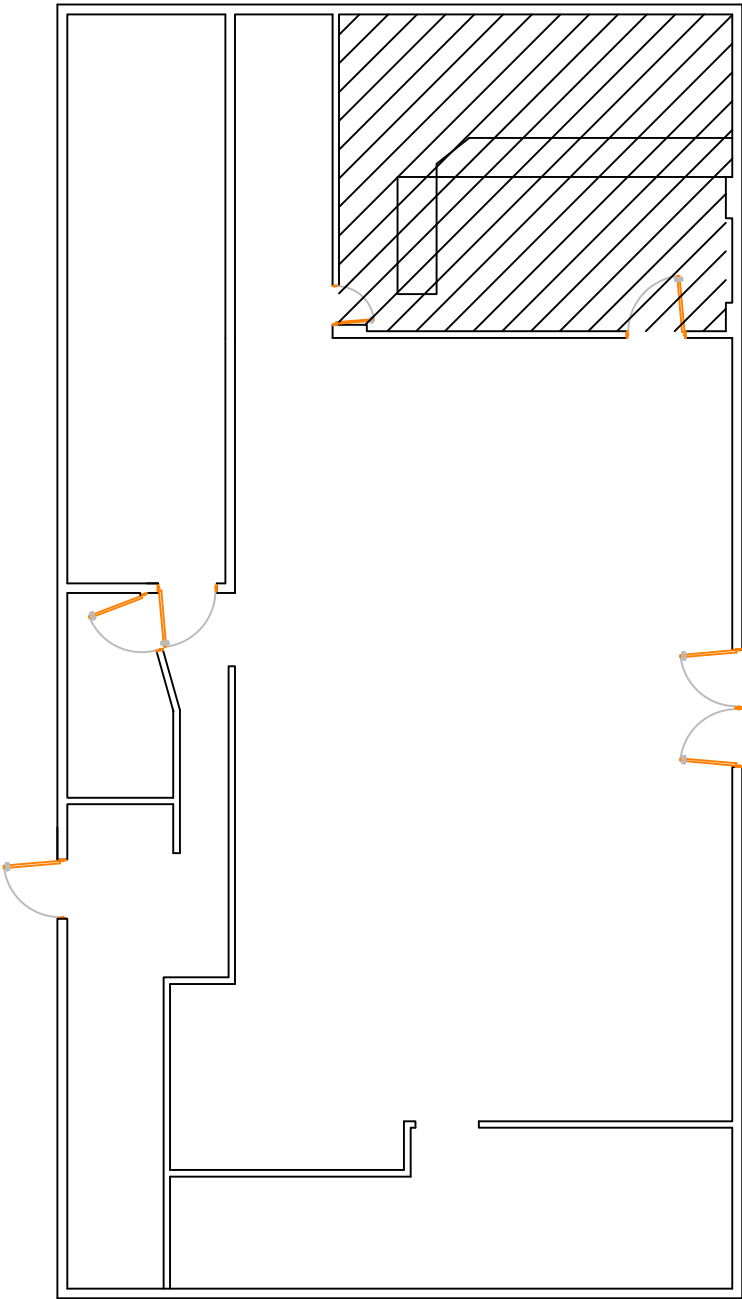


SITE PLAN

1/8"=1'-0"

2110 North Alameda Boulevard

-  Convenient Store 1888.59 SF
-  Dispensary 327.75 SF



- Community Environment:
 - Goal CE-1: Encourage efficient land use development patterns that accommodate projected growth in a sustainable manner.
 - Policy CE-1.2 -Promote investment within older areas of the City through redevelopment.
 - Goal CE-4: Develop mixed-use neighborhoods that incorporate a wide range of recreational, commercial, employment, and civic uses.
 - Policy CE-4.2 – Incorporate employment and shopping nodes into new and redeveloping neighborhoods to provide residents with convenient access to services.
- Community Prosperity
 - Goal CP-2: Economic Equity – Generate employment opportunities that create economic security for all residents.
 - Policy CP-2.2 – Support efforts to connect vulnerable populations to job opportunities.
 - Action CP -2.2.2 – Identify and promote places of employment to minimize commutes and increase accessibility to other transportation modes to create a job-housing balance.
 - Goal CP-4: Diversification - Seek a balance of business recruitment, retention, and expansion to diversify economic opportunities.
 - Policy CP-4. - Support efforts to be regionally and nationally competitive in regard to retaining and growing businesses, jobs, and students.

- The subject property meets the distance separation requirements from any school, nursery/day care, and other cannabis retail/microbusiness establishments.
- The subject parcel is compatible with the surrounding mix of uses with frontage along Alameda Blvd. and Three Crosses Ave with what is proposed.
- The proposed SUP meets the purpose and intent requirements of Section 38-2 of the 2001 Zoning Code, as amended.
- All applicable requirements as outlined in the 2001 Las Cruces Zoning Code, as amended, and those stipulated by the State of New Mexico must be adhered to for subsequent operation of the proposed business.
- The proposed SUP meets the purpose and intent of Elevate Las Cruces Comprehensive Plan through the promotion of higher development intensities and the incorporation of small-scale commercial uses along major thoroughfares.



Type of Action:
Planning & Zoning
Staff Report

Planning & Zoning Commission Staff Report

District:	☐ 1 ☐ 2 ☐ 3 ☐ 4 ☒ 5 ☐ 6 ☐ N/A			
Adopted:	February 24, 2026			
Drafter:	John Castillo	Department:	Community Development	
Program:	Community Planning	Line of Business:	Community Planning	
Title:	A REQUEST FOR APPROVAL OF A MASTER PLAN KNOWN AS SOARING EAGLE HEIGHTS. THE PROPOSED SUBDIVISION ENCOMPASSES APPROXIMATELY 23.83 ACRES, IS ZONED NH-1.S (NEIGHBORHOOD-1 SUBURBAN) AND LOCATED THE NORTHWEST CORNER OF ELKS DRIVE AND MORENO ROAD. THE MASTER PLAN PROPOSES THE DEVELOPMENT OF BOTH SINGLE-FAMILY AND MULTI-FAMILY RESIDENTIAL LOTS TO BE DEVELOPED IN FOUR (4) PHASES. THE SUBDIVISION WILL DEDICATE TWO (2) TRACTS OF LAND FOR THE EXPANSION OF ELKS DRIVE AND MORENO ROAD. SUBMITTED BY CROSS TOWN CONSTRUCTION, ON BEHALF OF ROCKY M. NEVAREZ, PROPERTY OWNER. (CASE 24CS0500141)			

PURPOSE(S) OF ACTION:

Approval of Master Plan

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

CODE UTILIZED:

Chapter 37, City of Las Cruces Subdivision Code and the 2025 Land Development Code, as amended.

PURPOSE:

The purpose of the master planning process is to advance the goals and objectives of the City’s Comprehensive Plan and to address a variety of environmental and social issues in an area being proposed for future development. A master plan is considered part of the planning process in which the proposal is viewed as a conceptual tool reflecting the ideas and thoughts for future development.

The Planning and Zoning Commission shall act upon the proposed master plan by reviewing the master plan, report, comments and recommendations received from the Development Review Committee (DRC), subdivision administrator and presentations from the applicant or applicant’s representative.

LAND USE HISTORY:

In 1987 the City of Las Cruces annexed approximately 1998.03 acres of land known as the North Albuquerque Lands Annexation per Ordinance 832, and the subject property was rezoned to H (Holding from the 1981 Zoning Code) and A-1 (Flood Control from the 1981 Zoning Code). In 1911, the subdivision known as Elephant Butte Land & Trust Company created the subject parcel. Then in 2010 the subject property was rezoned to R-1a (Single-Family Medium Density) and R-2 (Multi-Dwelling Low Density) with a condition that all new utilities be placed underground per Ordinance No. 2567. The existing NH-1.S zoning designation was placed on the property with the adoption of the new development code.

Agenda Item #7.2.

The application process began for the applicant in 2022 prior to the adoption of Realize Las Cruces. The original application was delayed, expired and resubmitted in 2024. The delay on the application was due to discussions on the alignment and dedication of Elks Drive, which was resolved in 2025. Due to the delay, staff determined that the applicant could proceed utilizing the new development code, with the exception of the required park land dedication and improvements.

PROJECT DESCRIPTION:

The proposed master plan, Soaring Eagle Heights, encompasses approximately 23.83 acres of vacant/undeveloped land that is zoned NH-1.S and located at the northwest corner of Elks Drive and Moreno Road. The subdivision proposes the development of both single-family and multi-family residential lots to be developed in four phases. A drainage area is also being proposed that will be maintained and owned by the developer. Dedication and improvements to Elks Drive and Moreno Road are also being proposed by this development.

SITE SUITABILITY:

Based on the standards of the NH-1S zoning district, the applicant could subdivide the property into several lots meeting the minimum required lot width of 40 feet with a maximum density of 16 dwelling units per acre. Single-family residential development and multi-family residential development is permitted so long as it follows the NH-1.S zoning district development standards. As designed, the subdivision will be developed in four phases with the single-family lots ranging in size from approximately 2,918 square feet to 13,198.68 square feet in size. Any proposed development within the designated flood zone area shall be required to comply with FEMA requirements as well. The required setbacks for each proposed lot include front, 15 feet; front garage, 20 feet; rear, 15 feet; and sides, 5 feet. The maximum allowed height for NH-1.S zoning district is 50 feet.

ACCESS/TRAFFIC:

Access to lots within a residential subdivision shall be from a dedicated, accepted, and improved local roadway, which is built to the City of Las Cruces Design Standards. The proposed master plan will have five internal roads classified as local roadways, which will be 50-ft wide including sidewalk, curb, gutter, pavement and streetlights. The developer is providing two access points; one from Elks Drive and one Moreno Road. Elks Drive is classified as an arterial roadway, which is required to be 120 feet in width, and the applicant is responsible for dedicating and improving half of the roadway cross section to which the subdivision is adjacent. In this case, the applicant is dedicating approximately 0.187 acres and proposing an alternate cross-section for the widening of Elks Road and will provide all necessary improvements. Moreno Road is classified as a local roadway, which is required to be 50 feet in width, and the applicant is responsible for dedicating and improving the full cross-section to which the subdivision is adjacent. The subdivision will be dedicating approximately 0.702 acres and proposing an alternate cross-section that is 40-ft wide providing improvements to the north side of the property and curb and gutter to the south that tapers westward to align with roads within the county.

PARK LAND DEDICATION:

As previously stated, through discussions with the Parks and Recreation Department, it was determined that the applicant was exempt from park land dedication and improvements, or a fee in lieu.

ELEVATE LAS CRUCES COMPREHENSIVE PLAN:

The property is located within an area designated as a Suburban Neighborhood Place Type as shown on the Future Development Map in the Elevate Las Cruces Comprehensive Plan. Suburban Neighborhood areas provide for low-to-moderate density residential land uses intermixed with areas of commercial development. The proposed master plan will allow the property owners to subdivide and continue to develop the vacant land in a manner that is compatible with the existing neighborhoods and continue to provide housing opportunities for those desirous to live in the area.

Goals, policies and actions from the Elevate Las Cruces Comprehensive Plan have not been added to this staff report as this was annexed and zoning has been established. Subsequent subdivisions, such as what is being proposed, are developed based on zoning development standards and subdivision standards.

Agenda Item #7.2.

FLOOD PLAIN:

The property is located within flood zone AE and will need to follow all regulations required by the flood plain administrator and FEMA.

DRC/STAFF RECOMMENDATION:

On January 21, 2026, the Development Review Committee (DRC), which includes Community Development, Fire, Public Works, Parks, and Utilities Directors or designees, reviewed the proposed master plan. The DRC reviews master plans from an infrastructure, utilities and improvement standpoint. DRC recommended Approval with the following Condition: The subdivider will utilize the proposed alternate cross sections for the development of Elks Drive and with Moreno Road to alleviate traffic safety issues. For addition information please refer to Attachment "E" for minutes of the DRC meeting.

ANALYSIS/ CONCLUSION:

The proposed Soaring Eagle Heights master plan meets all requirements of the Subdivision Code, Design Standards, and the 2025 Land Development Code. The proposed master plan also meets the objectives for the purpose of a master plan as required by the Subdivision Code. The proposed development is compatible with the surrounding area and provides multiple opportunities for a variety of housing options.

NOTICE:

In accordance with the Subdivision Code, the Notice of Public Hearing was mailed to all property owners within 500 feet of the subject property. All comments and concerns will be discussed during the presentation regarding the proposed master plan request.

APPLICATION TIMELINE:

Applicant Submitted: December 30, 2024
Staff Returned: February 20, 2025
Applicant Returned: August 14, 2025
Staff Returned: October 06, 2025
Applicant Returned: November 13, 2025
Staff Returned: January 7, 2026
DRC Recommended Approval: January 21, 2026

SUPPORT INFORMATION:

[Attachment A - Zoning Map](#)
[Attachment B - Aerial Map](#)
[Attachment C - Soaring Eagle Heights Master Plan](#)
[Attachment D - Soaring Eagle Heights Cross Sections](#)
[Attachment E - Jan.21.26 DRC Minutes](#)
[Attachment F- Findings Soaring Eagle Heights Master Plan](#)

PLAN(S):

Elevate Las Cruces

COMMITTEE/BOARD REVIEW:

DRC

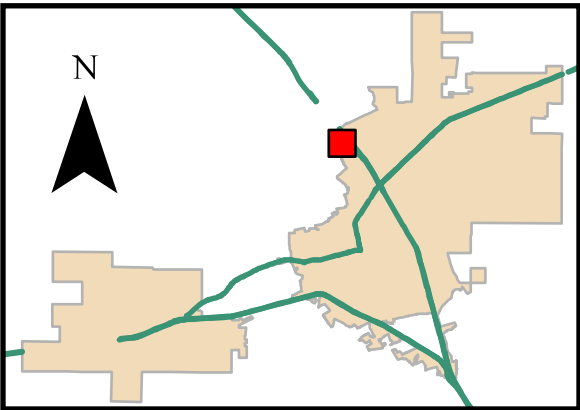
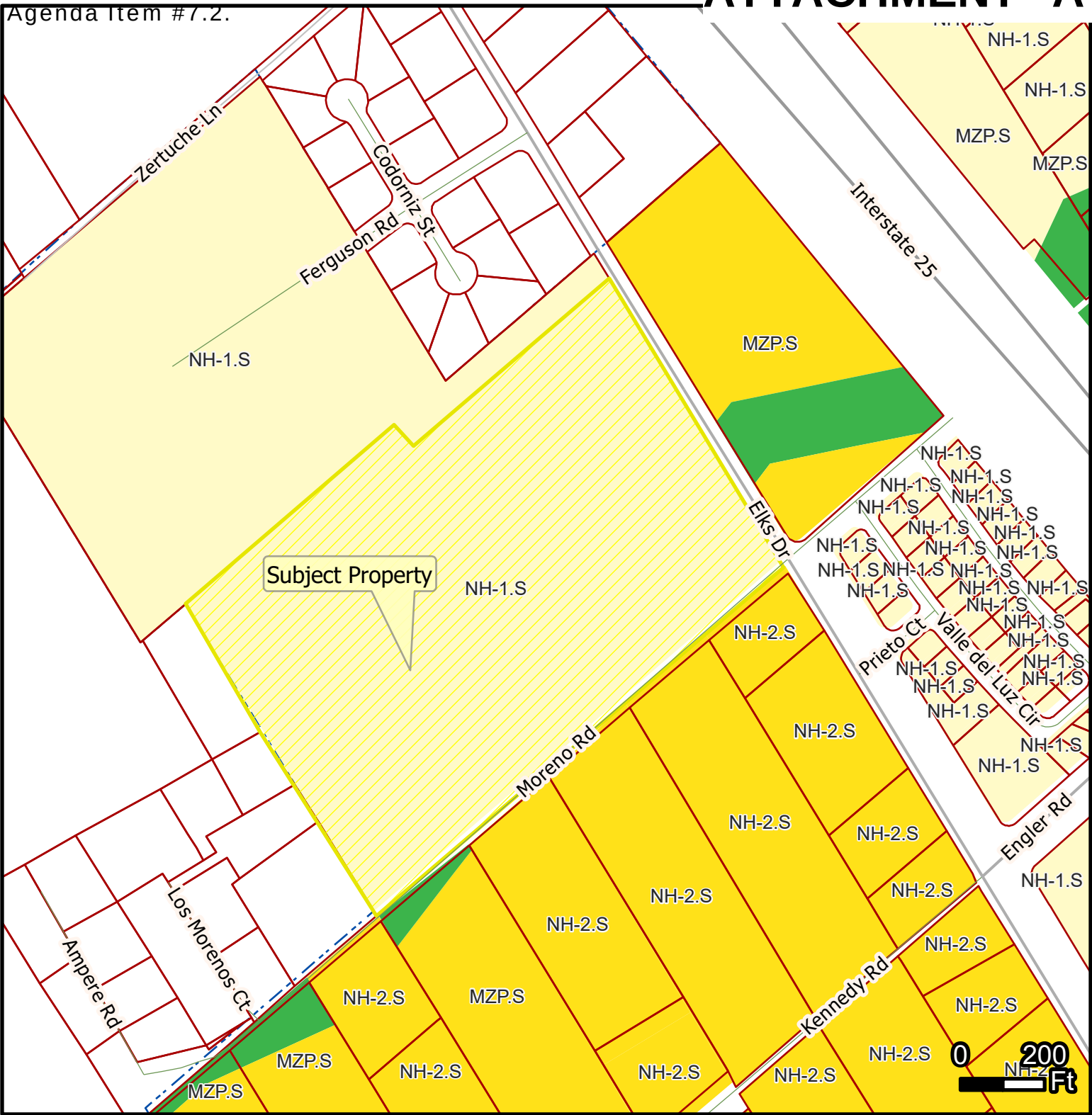
OPTIONS / ALTERNATIVES:

1. Vote "Yes" this will approve the proposed master plan known as Soaring Eagle Heights as recommended by staff.
2. Vote "No" this will deny the proposed master plan.
3. Vote to "Amend" this could modify approval of the proposed master plan by adding conditions as the Planning and Zoning Commission deems appropriate.

Agenda Item #7.2.

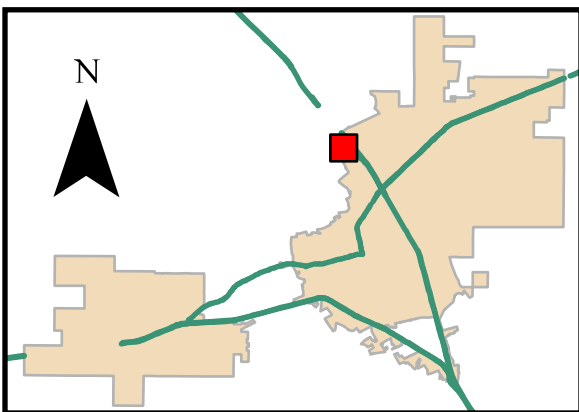
4. Vote to "Table" this will postpone consideration of the proposed master plan pursuant to further direction from the Commission.

Agenda Item #7.2.



Soaring Eagle Heights Zoning Map

Agenda Item #7.2



Soaring Eagle Heights Zoning Map

INDEX TO DRAWINGS

SHEET NO.	DESCRIPTION
1	COVER SHEET / VICINITY MAP / GENERAL INFO
2	MASTER GRADING PLAN
3	MASTER UTILITY PLAN

PLANNING OBJECTIVES

- SOARING EAGLE HEIGHTS SUBDIVISION IS PLANNED AS A SINGLE FAMILY AND MULTI-FAMILY RESIDENTIAL NEIGHBORHOOD TO PROVIDE EFFICIENT USE OF THE LAND MEETING ZONING REQUIREMENTS.
- STREET SYSTEM DESIGNS FOR THE SUBDIVISION WILL FOLLOW CITY STANDARDS.
- DRAINAGE DESIGN WILL ENSURE THAT DOWNSTREAM PROPERTIES DO NOT EXPERIENCE AN INCREASE IN RUNOFF. THE NETWORK OF ROADWAYS AND STORM DRAINS WILL CONVEY RUNOFF TO THE RETENTION POND. SMA WILL FOLLOW CLC STANDARDS FOR CLOMR.
- WATER & SEWER SERVICES SHALL BE PROVIDED BY DAMDINCA. GAS SERVICES SHALL BE PROVIDED BY THE CITY OF LAS CRUCES OR ZIA NATURAL GAS.
- ALL NEW POWER, PHONE AND CABLE UTILITIES CONSTRUCTED IN CONJUNCTION WITH THIS DEVELOPMENT WILL BE INSTALLED UNDERGROUND.
- STREET LIGHTS WILL BE INSTALLED IN COMPLIANCE WITH CITY STANDARDS.
- THE PROBABLE ORDER OF PHASING WILL BE INSTALLATION OF THE SINGLE FAMILY RESIDENTIAL IN THREE PHASES AND MULTI-FAMILY IN THE FINAL PHASE.
- TRACT A SHALL PROVIDE THE FUNCTION OF A TYPE "A" PRIVATE FACILITY AS REQUESTED BY CITY OF LAS CRUCES. THE POND WILL RECEIVE RUNOFF FROM THE SOARING EAGLE HEIGHTS SUBDIVISION. THE PONDING AREA WILL BE OWNED AND MAINTAINED BY THE DEVELOPER UNTIL A HOMEOWNERS ASSOCIATION TAKES OVER.
- TRACT B SHALL PROVIDE CONNECTIVITY TO LAS CRUCES PUBLIC SCHOOLS, WILL BE A PEDESTRIAN ACCESS AND WILL BE DEDICATED TO THE CITY OF LAS CRUCES.
- LOT 72 DRAINAGE WILL BE HANDLED BY ON LOT POND.
- THIS PARCEL OF LAND IS IN FLOOD ZONE "X" AND ZONE "AE" OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAPS (FIRM 35013C1081G) DATED 7/6/2016.
- ROADWAY IMPROVEMENTS WILL BE PROVIDED TO MORENO ROAD AND ELKS DRIVE.
- ALL LOTS SHALL MEET THE DEVELOPMENT STANDARDS FOR THE R-1A AND R-2 ZONING DISTRICT AND ALL DRIVEWAYS SHALL MEET CITY OF LAS CRUCES DEVELOPMENT CODE 32-404.(1)F.

GENERAL NOTES:

- LOTS LOCATED AT STREET INTERSECTIONS SHOWN WITH  ICON WILL BE SUBJECT TO CLEAR SITE TRIANGLE REGULATIONS. INTERNAL ROADWAY WILL BE 30'X30' AND ADJACENT TO ARTERIAL (ELKS ROAD) WILL BE 30'X50'.
- CLC UTILITES HAS ADVISED THEY CANT PROVIDE PRESSURE TO THIS SUBDIVISION UNTIL OFFSITE IMPROVEMENTS ARE COMPLETED. PROPOSED GAS IS SHOWN BUT WILL BE DETERMINED AT A LATER DATE WITH CLC UTILITIES.
- TRACT A & LOTS 32-37 MAYBE MODIFIED IF ANY LOTS ARE LOCATED WITHIN THE FLOODZONE AREA.

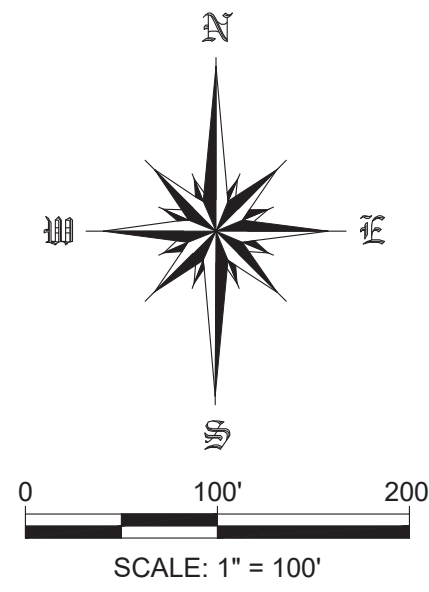
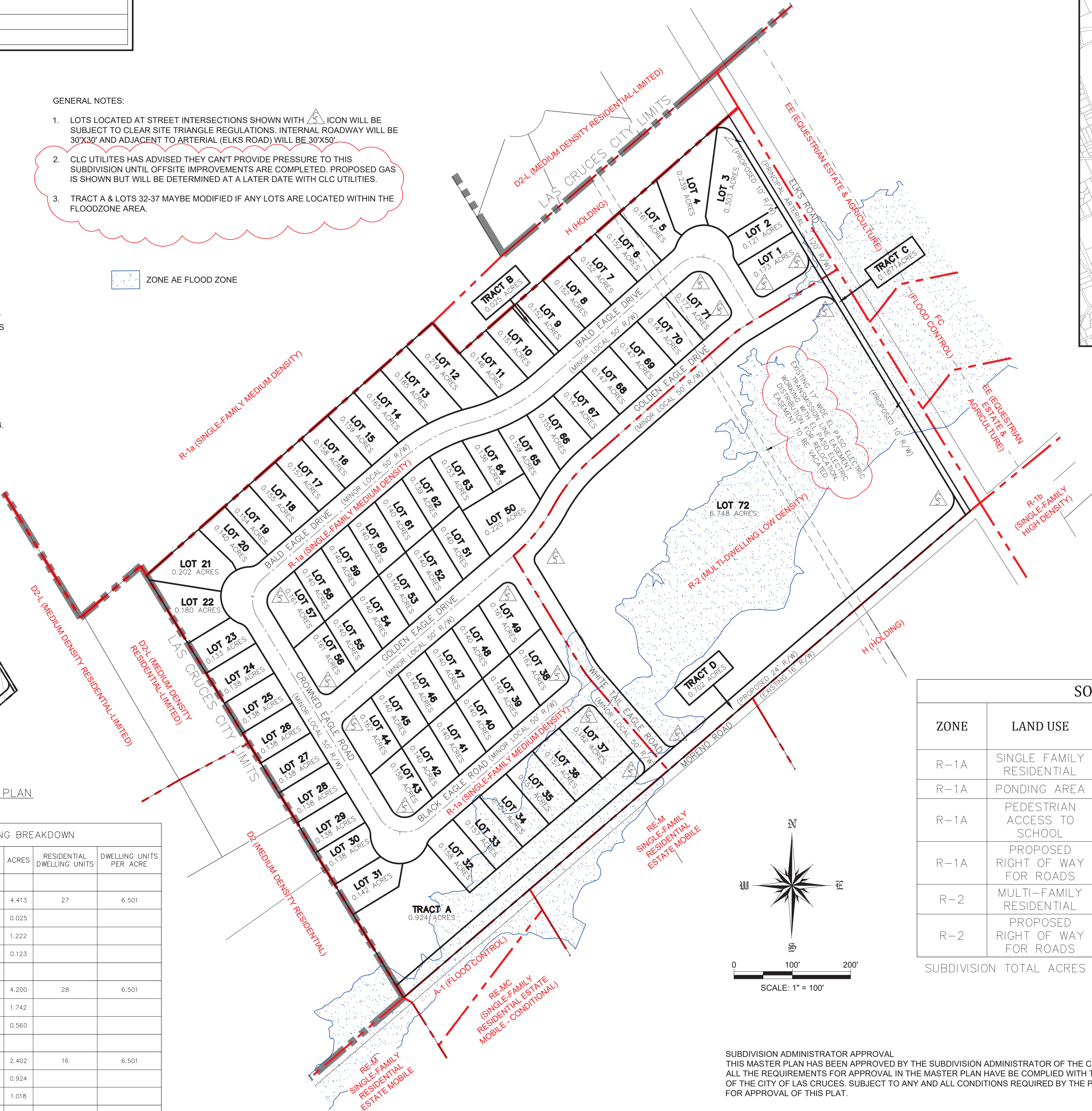
 ZONE AE FLOOD ZONE



PHASING PLAN
N.T.S.

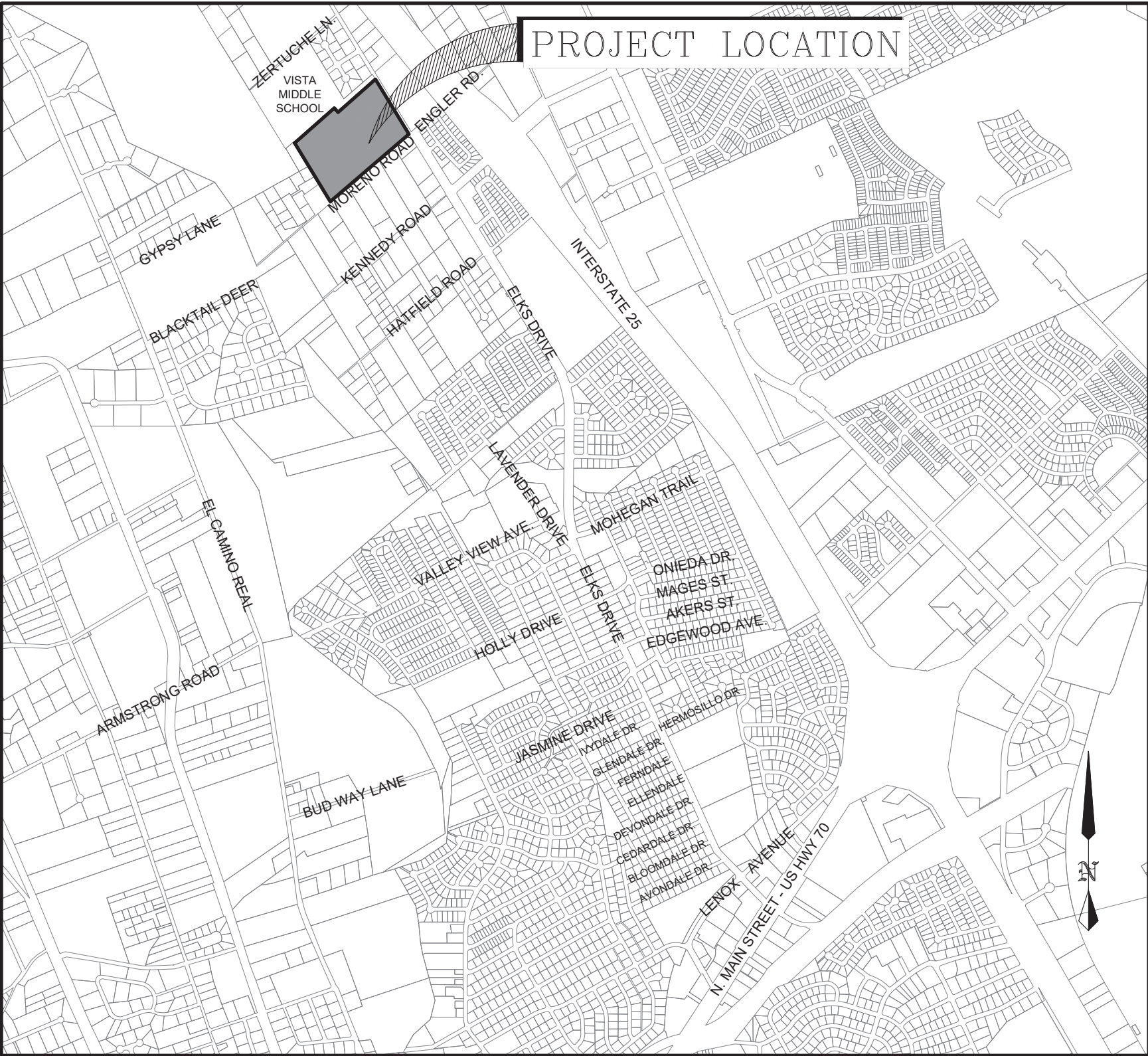
PHASING BREAKDOWN				
ZONE	LAND USE	ACRES	RESIDENTIAL DWELLING UNITS	DWELLING UNITS PER ACRE
PHASE 1				
R-1A	SINGLE FAMILY RESIDENTIAL	4.413	27	6.501
R-1A	PEDESTRIAN ACCESS TO SCHOOL	0.025		
R-1A	PROPOSED RIGHT OF WAY FOR ROADS	1.222		
R-2	PROPOSED RIGHT OF WAY FOR ROADS	0.123		
PHASE 2				
R-1A	SINGLE FAMILY RESIDENTIAL	4.200	28	6.501
R-1A	PROPOSED RIGHT OF WAY FOR ROADS	1.742		
R-2	PROPOSED RIGHT OF WAY FOR ROADS	0.560		
PHASE 3				
R-1A	SINGLE FAMILY RESIDENTIAL	2.402	16	6.501
R-1A	PONDING AREA	0.924		
R-1A	PROPOSED RIGHT OF WAY FOR ROADS	1.018		
PHASE 4				
R-2	MULTI-FAMILY RESIDENTIAL	6.748	72	10.669
R-2	PROPOSED RIGHT OF WAY FOR ROADS	0.448		
SUBDIVISION TOTAL ACRES		23.826		

SOARING EAGLE HEIGHTS SUBDIVISION
MASTER PLAN
PREPARED: NOVEMBER 12, 2025



SUBDIVISION ADMINISTRATOR APPROVAL
THIS MASTER PLAN HAS BEEN APPROVED BY THE SUBDIVISION ADMINISTRATOR OF THE CITY OF LAS CRUCES AND ALL THE REQUIREMENTS FOR APPROVAL IN THE MASTER PLAN HAVE BE COMPLIED WITH TO THE SATISFACTION OF THE CITY OF LAS CRUCES. SUBJECT TO ANY AND ALL CONDITIONS REQUIRED BY THE PLANNING AUTHORITY FOR APPROVAL OF THIS PLAT.

CITY OF LAS CRUCES SUBDIVISION ADMINISTRATOR _____ DATE _____



PROJECT VICINITY
N.T.S.

DEVELOPER

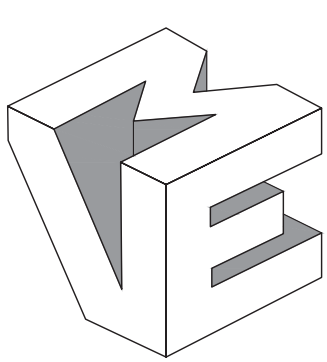
SOARING EAGLE HEIGHTS SUBDIVISION LLC
411 N. ARCHULETA ROAD
LAS CRUCES, NM 88005
(575) 523-6101
CROSSTOWN1984@MSN.COM

CONSULTANT

SUBDIVISION MVE LLC 1317 DONIPHAN PLACE LAS CRUCES, NM 88007 MVE19735@GMAIL.COM	CLOMR SOUDER, MILLER & ASSOCIATES 3500 SEDONA HILLS PKWY LAS CRUCES, NM 88011 (575) 647-0799
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SOARING EAGLE HEIGHTS SUBDIVISION SUBDIVISION						
ZONE	LAND USE	ACRES	RESIDENTIAL DWELLING UNITS	DWELLING UNITS PER ACRE	POPULATION INCREASE	TRAFFIC INCREASE
R-1A	SINGLE FAMILY RESIDENTIAL	11.013	71	6.501	291	AM - 59 PM - 77
R-1A	PONDING AREA	0.924	0	0	0	0
R-1A	PEDESTRIAN ACCESS TO SCHOOL	0.025	0	0	0	0
R-1A	PROPOSED RIGHT OF WAY FOR ROADS	3.985	0	0	0	0
R-2	MULTI-FAMILY RESIDENTIAL	6.748	72	10.669	303	AM - 42 PM - 49
R-2	PROPOSED RIGHT OF WAY FOR ROADS	1.131	0	0	0	0

SUBDIVISION TOTAL ACRES 23.826 *ITE LAND USE 200 & 220



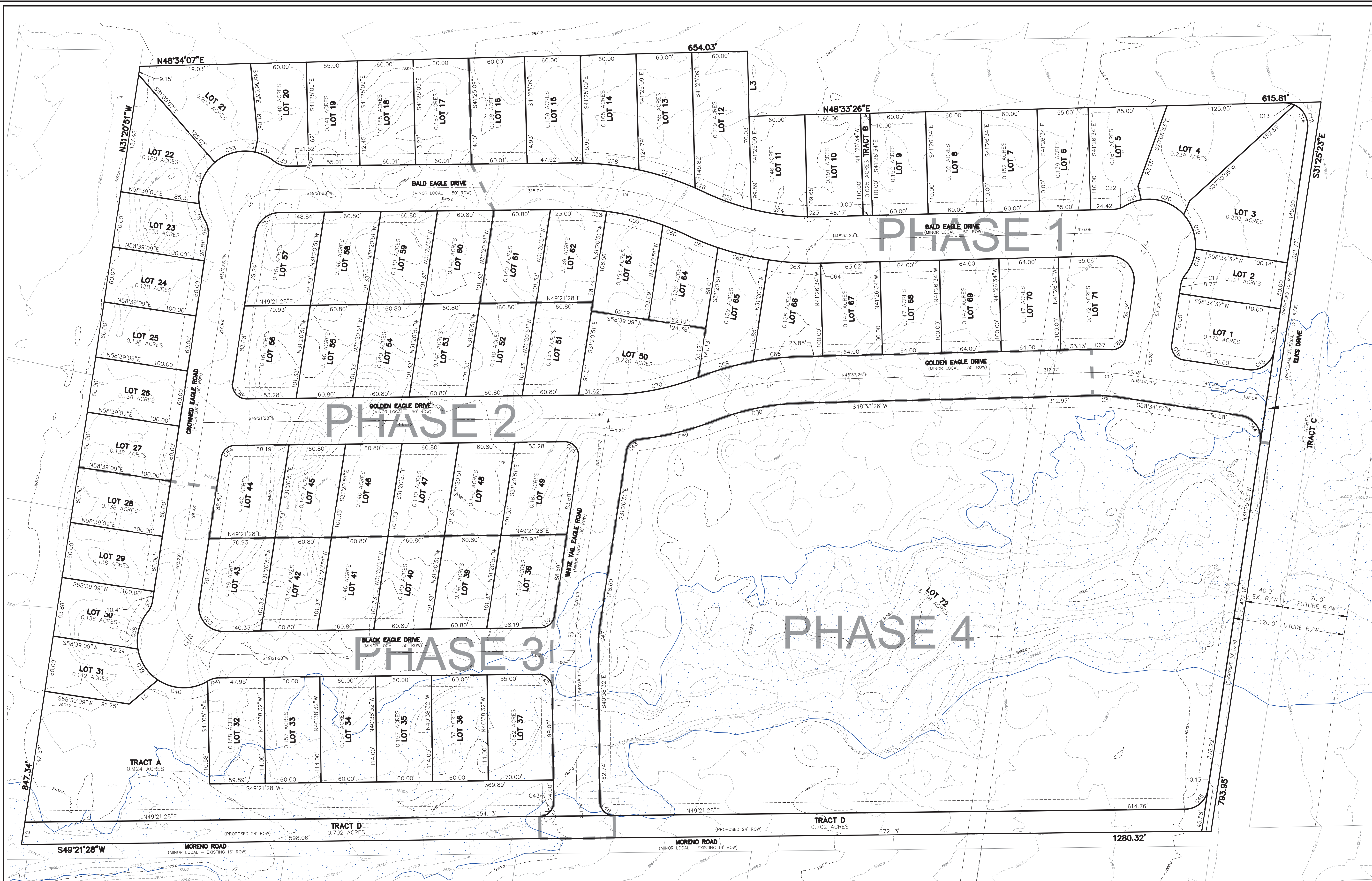
MVE, LLC.

1317 Doniphan Place, Las Cruces, New Mexico 88007
mve19735@gmail.com

PROJECT NAME:
SOARING EAGLE HEIGHTS SUBDIVISION
MASTER PLAN

REVISIONS:

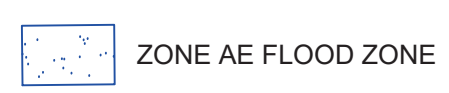
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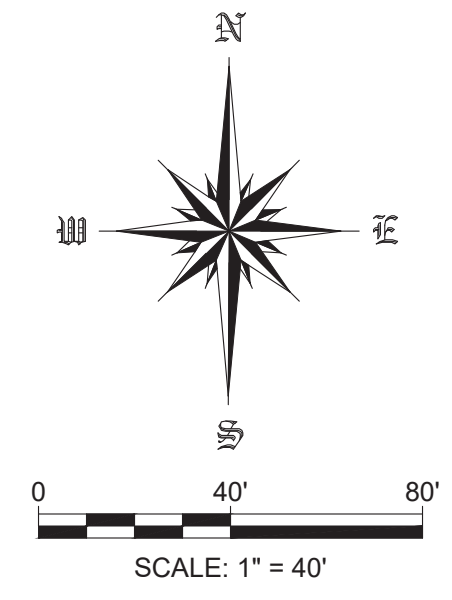
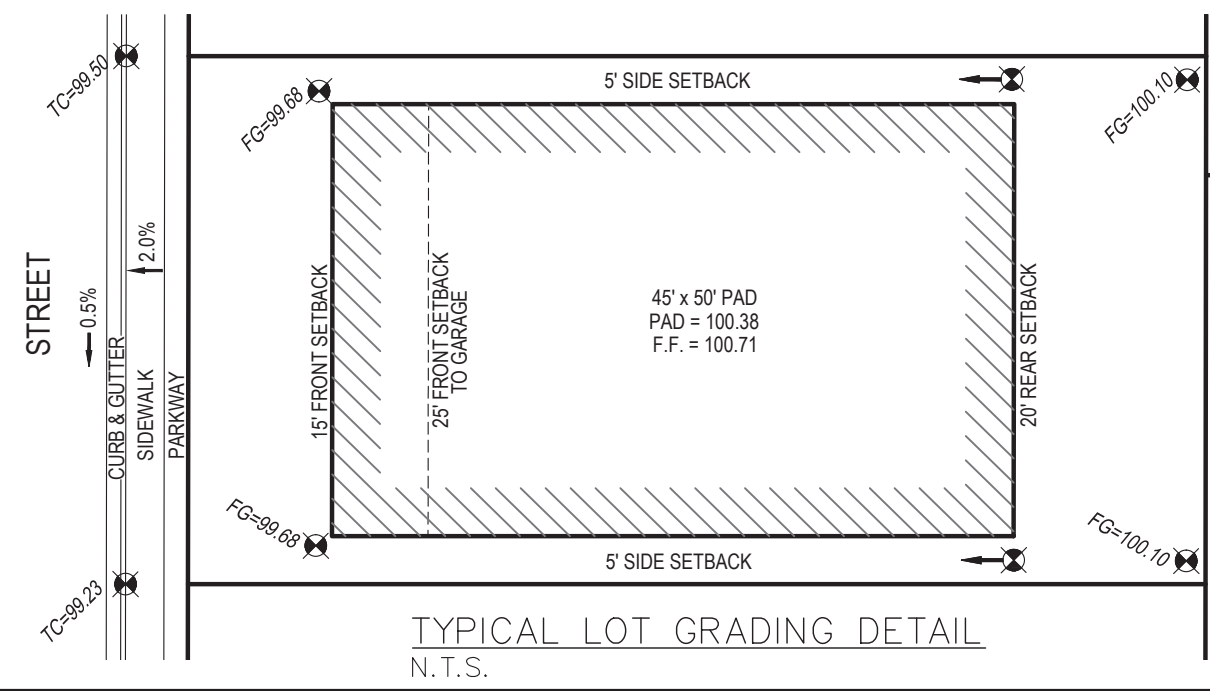
CURVE TABLE					
CURVE #	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	34.98	200.00	100°1'12"	S53°34'01"W	34.93
C2	89.03	51.00	100°0'12"	N81°25'59"W	78.15
C3	140.52	300.00	26°50'15"	N61°58'33"E	139.24
C4	136.33	300.00	26°02'13"	S62°22'35"W	135.16
C5	71.84	51.00	80°42'19"	S09°00'18"W	66.04
C6	88.38	51.00	99°17'41"	S80°59'42"E	77.73
C7	32.44	200.00	91°7'41"	S35°59'42"E	32.41
C8	0.26	200.00	0°0'23"	S40°36'21"E	0.26
C9	32.19	200.00	91°3'18"	S35°57'30"E	32.15
C10	108.53	300.00	20°43'36"	N38°59'40"E	107.93
C11	104.33	300.00	19°55'34"	S38°35'39"W	103.81
C12	43.64	25.00	100°0'12"	N81°25'59"W	38.31
C13	11.64	25.00	26°40'53"	S61°53'52"W	11.54
C14	32.00	25.00	73°20'19"	N68°05'32"W	29.86
C15	39.27	25.00	90°00'00"	N3°34'37"E	39.36
C16	23.56	15.00	90°00'00"	S76°25'23"E	21.21
C17	13.05	25.00	29°54'28"	S18°28'08"E	12.90
C18	29.95	50.00	34°19'00"	S18°37'59"E	29.50
C19	40.00	50.00	45°50'12"	S58°45'55"E	38.94
C20	50.73	50.00	58°07'41"	N69°17'04"E	48.58
C21	18.83	50.00	21°34'24"	N29°26'01"E	18.72
C22	13.05	25.00	29°54'37"	S13°36'07"E	12.90
C23	13.84	275.00	2°52'57"	N49°59'54"E	13.83
C24	60.95	275.00	12°41'59"	N57°47'22"E	60.83
C25	54.02	275.00	11°15'19"	N69°46'01"E	53.94
C26	10.79	325.00	1°54'09"	N74°26'37"E	10.79
C27	63.67	325.00	11°13'31"	N67°52'47"E	63.57
C28	60.73	325.00	10°42'22"	N56°54'05"E	60.64
C29	12.50	325.00	2°12'11"	N50°27'33"E	12.50
C30	17.09	25.00	39°09'42"	N68°43'53"E	16.76
C31	22.94	50.00	26°16'59"	N5°10'12"E	22.74
C32	46.12	50.00	52°50'45"	N35°36'20"E	44.50
C33	49.52	50.00	56°44'28"	N19°11'16"W	47.52
C34	19.85	50.00	22°44'35"	N58°55'48"W	19.72
C35	17.00	25.00	38°57'14"	N50°49'28"W	16.67
C36	13.23	25.00	30°19'17"	N16°11'13"W	13.08
C37	42.33	50.00	48°30'18"	N25°16'43"W	41.08
C38	40.73	50.00	46°40'06"	N72°51'55"W	39.61
C39	56.52	50.00	64°45'51"	S51°25'06"W	53.56
C40	13.41	25.00	30°44'16"	S34°24'08"W	13.25
C41	23.56	15.00	90°00'00"	N85°38'32"W	21.21
C42	23.56	15.00	90°00'00"	N04°21'28"E	21.21
C43	39.27	25.00	90°00'00"	N76°25'23"W	35.36
C44	35.25	25.00	80°46'51"	N80°58'03"E	32.40
C45	23.56	15.00	90°00'00"	S85°38'32"E	21.21
C46	28.39	175.00	91°7'41"	S35°59'42"E	28.36
C47	19.63	15.00	74°57'45"	S06°08'01"W	18.26
C48	84.99	325.00	14°59'02"	S36°07'23"W	84.75
C49	95.64	275.00	19°55'34"	S38°35'39"W	95.16
C50	30.60	175.00	10°0'12"	S53°34'01"W	30.57
C51	21.13	15.00	80°42'19"	N09°00'18"E	19.42
C52	45.06	26.00	99°17'41"	S80°59'42"E	39.63
C53	21.13	15.00	80°42'19"	S09°00'18"W	19.42
C54	26.00	15.00	99°17'41"	S80°59'42"W	22.86
C55	26.00	15.00	99°17'41"	S80°59'42"E	22.86
C56	36.62	26.00	80°42'19"	S09°00'18"W	33.67
C57	37.49	275.00	7°48'42"	S53°15'49"W	37.46
C58	62.56	275.00	13°02'06"	S63°41'12"W	62.43
C59	24.91	275.00	5°11'26"	S72°47'58"W	24.90
C60	39.11	325.00	6°53'42"	S71°56'50"W	39.09
C61	55.90	325.00	9°51'17"	S63°34'21"W	55.83
C62	56.24	325.00	9°54'55"	S53°41'15"W	56.17
C63	0.98	325.00	0°10'22"	S48°38'36"W	0.98
C64	45.39	26.00	100°0'12"	N81°25'59"W	39.84
C65	22.35	15.00	85°21'28"	N11°15'21"E	20.34
C66	21.12	225.00	5°22'39"	S51°14'45"E	21.11
C67	51.75	325.00	9°07'24"	N43°59'44"E	51.70
C68	61.28	325.00	10°48'11"	N34°01'57"E	61.19
C69	99.48	275.00	20°43'36"	N38°59'40"E	98.94

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N48°33'26"E	39.96
L2	S31°20'51"E	24.32
L3	S41°25'09"E	70.14
L4	S27°58'17"E	15.00
L5	S10°02'36"W	40.44
L7	S80°59'42"E	5.00
L8	S09°00'18"W	5.00
L9	N08°33'15"E	5.00

- GENERAL GRADING NOTES:
- THE STREET SUBGRADE, BASE, PAVEMENT, AND CURB AND GUTTER SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE CITY OF LAS CRUCES (CLC) ROAD CONSTRUCTION STANDARDS.
 - LOT GRADING FILL SHALL BE PLACED IN 8 IN. LIFTS AND COMPACTED TO 95% OF MODIFIED PROCTOR. STREET FILL SHALL BE PLACED IN 6 IN. LIFTS COMPACTED TO 95% OF MODIFIED PROCTOR MEETING THE REQUIREMENTS OF THE GEOTECHNICAL REPORT FOR THE DEVELOPMENT.
 - DEVELOPER IS RESPONSIBLE FOR INTERIM GRADING, CLEANING, AND PROTECTION OF ALL IMPROVEMENTS UNTIL THE SUBDIVISION IS COMPLETE AND ACCEPTED BY THE CLC.
 - STREET CONSTRUCTION IS CONTROLLED BY ELEVATIONS TO THE FLOW LINE OF CURB, UNLESS NOTED OTHERWISE (U.N.O.).
 - CURB RADII SHALL SLOPE UNIFORMLY BETWEEN SPOT ELEVATIONS.
 - ALL CHANGES IN GRADE SHALL BE TRANSITIONED TO PROVIDE A SMOOTH RIDING SURFACE.
 - UPON COMPLETION OF CURB, CONTRACTOR SHALL FILL BEHIND CURB AND TAPER TO LOT GRADE AT SLOPE SHOWN ON TYPICAL STREET SECTION.
 - PAVING CONTRACTOR IS RESPONSIBLE FOR ADJUSTING WATER & GAS VALVES AND SEWER MANHOLES TO FINISH PAVEMENT ELEVATION.
 - HOME OWNERS ARE RESPONSIBLE TO CONSTRUCT ALL SIDEWALK ABUTTING THEIR PROPERTY. ALL OTHER PROPERTIES THAT ARE NOT RESIDENTIAL PARCELS SHALL HAVE THE SIDEWALKS CONSTRUCTED BY THE DEVELOPER. DEVELOPER SHALL ALSO INSTALL ALL ADA RAMPS WHERE NEEDED.
 - ALL CONCRETE WITHIN THE RIGHT-OF-WAY SHALL ATTAIN A MINIMUM COMPRESSIVE STRENGTH OF 3000 PSI @ 28 DAYS.
 - CONTRACTOR IS RESPONSIBLE FOR PROVIDING A PLAN FOR DUST CONTROL (PRIMARY AND CONTINGENT) AT TIME OF PERMIT APPLICATION. DUST CONTROL MEASURES NEED TO BE MAINTAINED FOR THE DURATION OF THE CONSTRUCTION OF THE ENTIRE SITE.
 - TRACT A IS FOR A PRIVATE DRAINAGE FACILITY. TRACT B IS FOR PEDESTRIAN ACCESS. TRACTS C & D ARE FOR ROW DEDICATION.



ZONE AE FLOOD ZONE



MVE, LLC.

1317 Doniphan Place, Las Cruces, New Mexico 88007
mve19735@gmail.com

PROJECT NAME:

**SOARING EAGLE HEIGHTS SUBDIVISION
MASTER GRADING PLAN**

REVISIONS:

1. REV #1 COMMENTS	3. REV #4 COMMENTS
2. REV #2 COMMENTS	4.

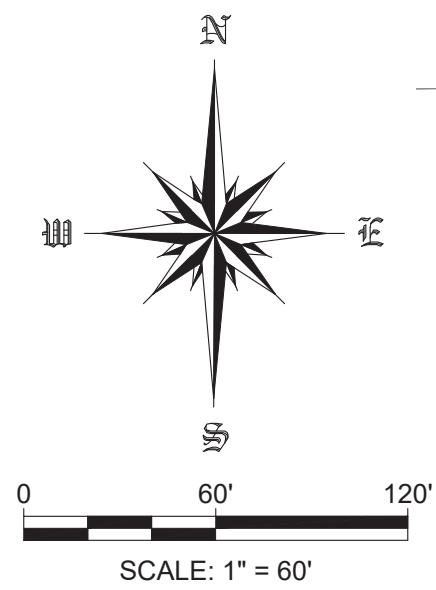
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CHECKED BY: RM

DATE: 11-12-2025

FILE NAME: SEH_MASTER PLAN.dwg

SHEET 2 OF 3



GENERAL UTILITY NOTES:

1. THE DESIGN ENGINEER IS RESPONSIBLE FOR DETERMINING, RESEARCHING, CALLING FOR DESIGN LOCATES NEW MEXICO ONE CALL (811), LOCATING EXISTING MAINS, SERVICE LINE STUB-OUTS, AND OTHER FACILITIES AND SHOWING THEM APPROPRIATELY ON THE UTILITY SHEET.
2. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY FOR JOB SAFETY OR COMPLIANCE WITH OSHA REGULATIONS.
3. SHOULD CONFLICTING INFORMATION OR INTERFERENCE PROBLEMS APPEAR IN THE CONSTRUCTION DRAWINGS THE CONTRACTOR SHALL BRING THAT INFORMATION TO THE ATTENTION OF THE ENGINEER IMMEDIATELY PRIOR TO INSTALLATION.
4. ALL CONSTRUCTION MATERIAL AND WORKMANSHIP DONE WITHIN THE PUBLIC RIGHT-OF-WAY SHALL CONFORM TO THE CITY OF LAS CRUCES UTILITY STANDARDS AND II IS AVAILABLE AT: [HTTP://WWW.LASCRCUES.ORG/DOCUMENTCENTER/VIEW/256/UTILITY-STANDARDS-PDF](http://www.lascruces.org/documentcenter/view/256/UTILITY-STANDARDS-PDF)
5. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES BEFORE COMMENCING WORK AND SHALL BE RESPONSIBLE FOR COMPLYING WITH NEW MEXICO ONE-CALL PROCEDURES. ANY DAMAGE TO EXISTING UTILITIES MUST BE IMMEDIATELY REPORTED TO THE APPROPRIATE UTILITY COMPANY. LAS CRUCES UTILITIES EMERGENCY DISPATCH, CALL (575) 526-0500.
6. ROADWAY, RIGHT-OF-WAY AND SUB GRADE TO BE ESTABLISHED WITHIN 6 INCHES (BOTH HORIZONTAL AND VERTICAL) OF FINAL LOCATION PRIOR TO INSTALLATION OF ANY UTILITIES. GAS AND WATER UTILITIES TO BE PLACED WITHIN 6 INCHES OF FINAL REQUIRED DEPTH AND LOCATION. THE CONTRACTORS WILL AT HIS EXPENSE RELOCATE OR REPLACE UTILITIES, WHICH FAIL TO ADHERE TO THIS SPECIFICATION.
7. CURB CONTRACTOR TO STAMP, FRESH CONCRETE SIDEWALK WITH G. S. AND W. DIRECTLY ABOVE GAS, SEWER, AND WATER STUB OUT LOCATIONS. A UTILITY INSPECTOR SHALL BE PRESENT WHEN MARKING. CALL (575) 528-3600 FOR CLC INSPECTION. FAILURE TO APPLY STAMPS SHALL BE CAUSE FOR REJECTION OF THE IMPROVEMENT BY THE CITY.
8. IT WILL BE THE DEVELOPER'S RESPONSIBILITY TO SUBMIT THE "AS-BUILT" DRAWINGS, AS COMPLETED BY THE CONTRACTOR AND TURNED IN TO THE CLC PROJECT MANAGER, FOR APPROVAL AND ACCEPTANCE.
9. THE CONTRACTOR SHALL PROVIDE AS-BUILT DRAWINGS OF THE IMPROVEMENTS TO THE GAS SYSTEM BEFORE THOSE IMPROVEMENTS BE TIED INTO THE EXISTING GAS SYSTEM.
10. THE INSTALLATION OF MAINS/SERVICE LINES IN DAC AND NMDOT RIGHT-OF-WAY REQUIRE A PERMIT FROM THAT GOVERNMENT ENTITY AND MUST BE INITIATED BY THE PERSON REQUESTING THE SERVICE. THE OWNER IS RESPONSIBLE FOR ANY FEES RELATED TO THE PERMIT PROCESS.
11. ALL CLC UTILITY LINES SHALL NOT BE INSTALLED UNDER CONCRETE WITHOUT PRIOR APPROVAL FROM THE LAS CRUCES UTILITIES.
12. EXCESS FLOW VALVES (EFV) ARE REQUIRED PER MOST CURRENT CODE OF FEDERAL REGULATION TITLE 49 PART 192.
13. TREES SHALL HAVE A 10' MINIMUM CLEARANCE FROM ALL CLC UTILITIES SERVICES.
14. THE CONTRACTOR IS RESPONSIBLE FOR ALL UTILITY WORK INCLUDING TRAFFIC CONTROL, PAVEMENT CUTS, EXCAVATION, INSTALLATION AND RESTORATION. AT THE OWNER'S EXPENSE, LAS CRUCES UTILITIES CAN PERFORM SUCH TASKS IF STATED ON THE UTILITY PLAN.
15. ANY CHANGES FROM THE PREVIOUSLY APPROVED UTILITY PLAN REQUIRE A WRITTEN REQUEST FROM THE ENGINEER OR AN AMENDMENT TO THE UTILITY PLAN.
16. ALL UTILITY EASEMENTS MUST BE FILED AND RECORDED WITH THE DONA ANA COUNTY AND A RECORDED COPY SUBMITTED TO THE LAS CRUCES UTILITIES RES/TS DEPARTMENT BEFORE ANY GAS METERS ARE INSTALLED OR THE FINAL INSPECTION IS APPROVED.

CONSTRUCTION MANAGEMENT GENERAL NOTES:

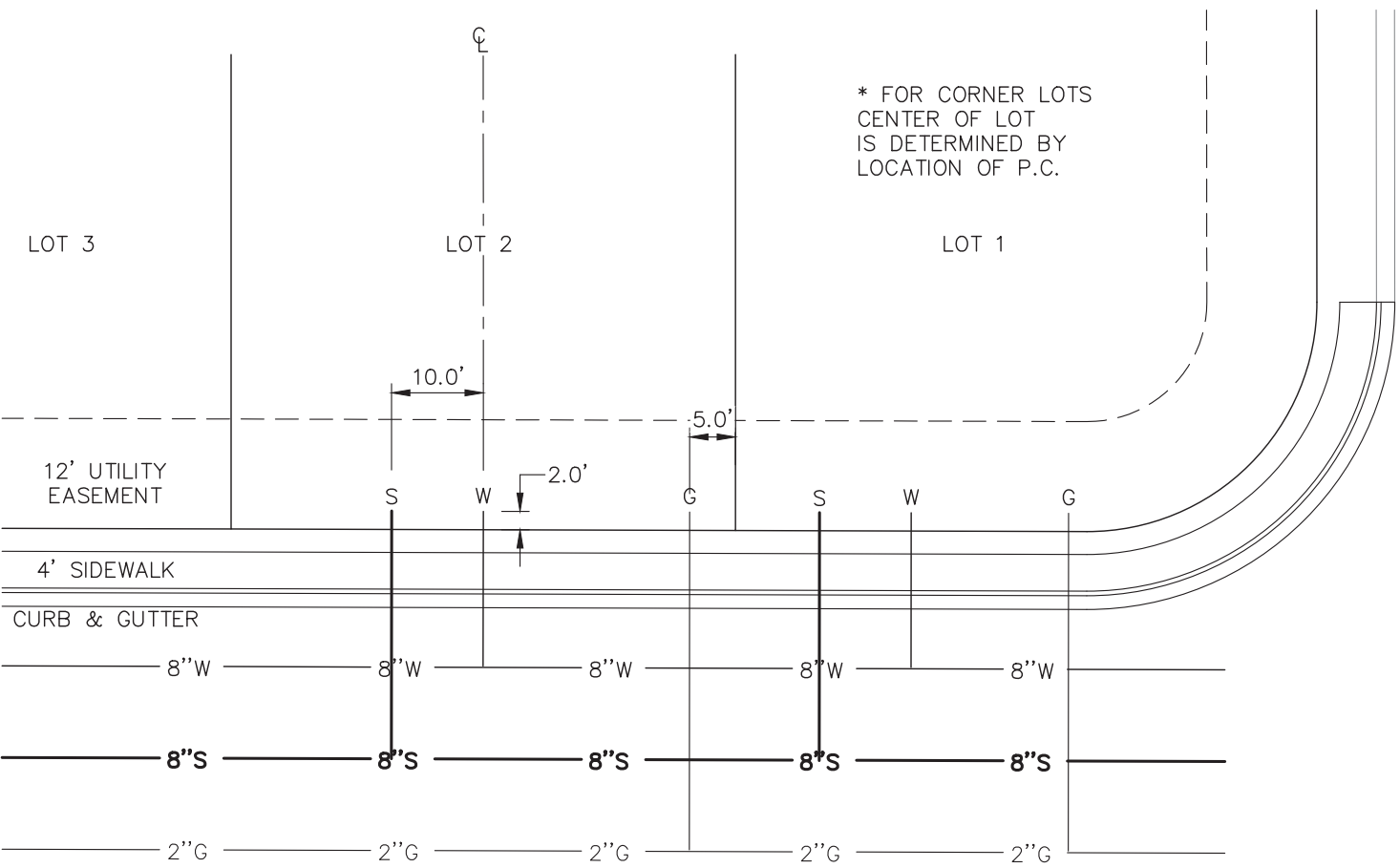
1. CITY OF LAS CRUCES PUBLIC WORKS DEPARTMENT/CONTRACTS ADMINISTRATION (PW/CA) CONTACT NUMBER: (575) 528-3098.
2. PW/CA SHALL BE NOTIFIED 72 HOURS PRIOR TO COMMENCING ANY WORK IN THE PUBLIC RIGHT OF WAY. ALL INSTALLATIONS REQUIRE VISUAL INSPECTION AS WELL AS MATERIALS TESTING.
3. TRAFFIC CONTROL PLAN MUST BE SUBMITTED TO PW/CA 72 HRS. PRIOR TO ANY SCHEDULED ROAD OR LANE CLOSURES. TRAFFIC CONTROL MUST MEET CURRENT EDITION OF MUTCD.
4. CONTRACTOR SHALL CONTACT PW/CA BEFORE ANY TRAFFIC CONTROL IS IN PLACE OR BEFORE ANY CONSTRUCTION (INCLUDING DEMOLITION) HAS BEGUN.
5. PW/CA ROADWAY INSPECTOR SHALL BE PRESENT AT THE TIME OF POTHOLING.
6. REPLACEMENT OF ASPHALTIC PAVEMENT SHALL CONFORM TO THE REQUIREMENTS OF SECTION 355, PATCHING OF ASPHALT PAVEMENTS OF THE CLC ROADWAY STANDARDS 2000. PAVEMENT CUTS MUST BE A STRAIGHT-LINE SAW CUT AND EXTEND FROM EXISTING JOINT TO JOINT TO THE EXTENTS POSSIBLE. EACH LINE SHALL BE MADE EITHER PERPENDICULAR OR PARALLEL TO EXISTING INFRASTRUCTURE.
7. ROADWAY SECTION SHALL MEET CURRENT CITY STANDARDS FOR DEPTH OR MATCH EXISTING DEPTH, WHICHEVER IS THICKER. ANY PAVEMENT OR CONCRETE DISRUPTION CAUSED BY THE CONSTRUCTION/DEVELOPMENT SHALL BE REMOVED AND REPLACED PER CITY STANDARDS.
8. BLUE STAKE LOCATES SHALL BE FIELD VERIFIED BY THE CONTRACTOR THROUGH POTHOLING AND COORDINATION WITH UTILITY OWNER.
9. RECORD DRAWINGS OR WORK COMPLETED SHALL BE SUBMITTED TO PW/CA PRIOR TO FINAL ACCEPTANCE OF THE INSTALLATIONS.

LAS CRUCES FIRE DEPARTMENT GENERAL NOTE:

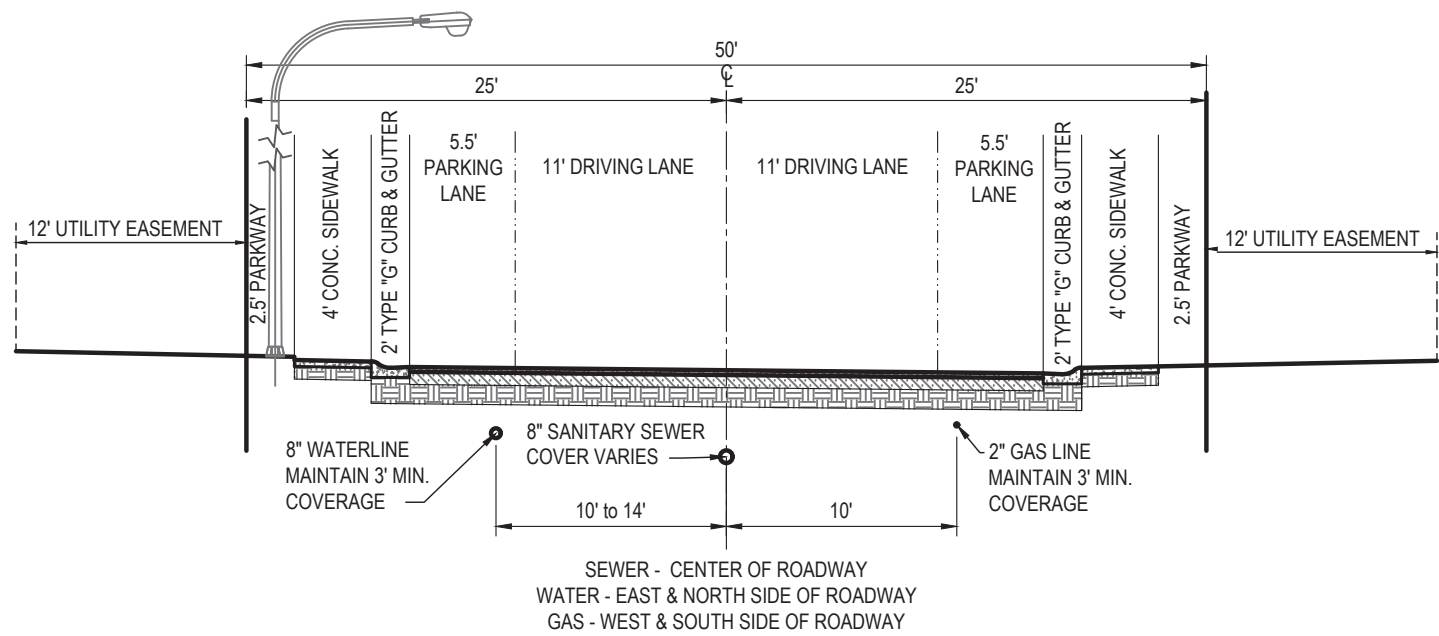
PRIVATE FIRE SERVICE UNDERGROUND MAINS AND APPURTENANCES SHALL BE INSTALLED IN ACCORDANCE WITH THE MOST CURRENTLY ADOPTED INTERNATIONAL FIRE CODE, CITY OF LAS CRUCES UTILITY STANDARDS, AND THE LCDF APPROVED PLANS. ANY WORK SHALL REMAIN OPEN AND UNCOVERED UNTIL INSPECTED BY LAS CRUCES FIRE DEPARTMENT. TO REQUEST INSPECTION OR TO WITNESS TESTING GO TO [HTTPS://ACA.ACCELA.COM/LASCRCUES](https://aca.accela.com/lascruces) ONLINE OR CALL 528-3222 NOT LESS THAN 24 HOURS PRIOR TO COVERING ANY WORK OR SCHEDULING A TEST. WHENEVER ANY INSTALLATION SUBJECT TO INSPECTION IS COVERED OR CONCEALED WITHOUT HAVING FIRST BEEN INSPECTED, THE FIRE CODE OFFICIAL SHALL HAVE THE AUTHORITY TO REQUIRE THAT SUCH WORK BE FULLY EXPOSED AND EASILY ACCESSIBLE FOR INSPECTION

GPS LOCATE OF NEW GAS LINE:

ALL NEW GAS LINES SHALL BE SURVEYED AS BUILT (GPS'D IN THE TRENCH) BY THE CITY OF LAS CRUCES, GAS LOCATING & MAPPING SECTION PRIOR TO ANY BACKFILLING. THE COORDINATION OF THIS SURVEY WILL BE THROUGH THE PUBLIC WORKS DEPARTMENT GAS INSPECTOR ASSIGNED TO THE PROJECT. A 30-MINUTE MINIMUM NOTICE WILL BE GIVEN TO GAS LOCATING AND MAPPING SECTION PRIOR TO THE CONTRACTOR HAVING THE PIPE IN PLACE AND READY TO BE GPS. THIS MINIMUM NOTICE WILL EXPEDITE GPS TASK. THE GAS INSPECTOR WILL CONTACT THE DAMAGE PREVENTION DISPATCHER @ (575) 528-3573 ANY WORK PERFORMED IN COORDINATING THIS EFFORT SHALL BE INCIDENTAL TO THE PIPELINE & APPURTENANCE INSTALLATION ACTIVITY.

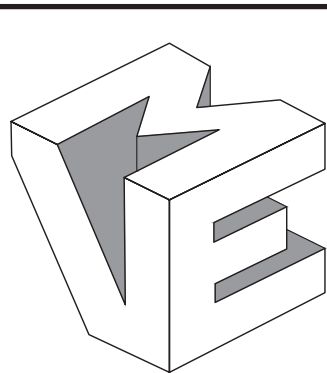


TYPICAL LOT SERVICE LOCATIONS
N.T.S.



TYPICAL UTILITY LAYOUT
N.T.S.

LEGEND	
	NEW 8" WATER LINE
	NEW 8" SEWER LINE
	NEW 2" GAS LINE
	EXISTING 10" WATER LINE
	EXISTING 8" SEWER LINE
	EXISTING 4" GAS LINE
	EXISTING FIBER OPTIC LINE
	EXISTING TELEPHONE LINE
	EXISTING UNDERGROUND ELECTRIC
	EXISTING FIRE HYDRANT ASSEMBLY
	NEW FIRE HYDRANT ASSEMBLY
	EXISTING SEWER MANHOLE
	NEW SEWER MANHOLE
	EXISTING STREET LIGHT
	EXISTING TELEPHONE BOX
	EXISTING ELECTRIC BOX
	EXISTING POWER POLE



MVE, LLC.

1317 Doniphan Place, Las Cruces, New Mexico 88007
mve19735@gmail.com

PROJECT NAME:
SOARING EAGLE HEIGHTS SUBDIVISION
MASTER UTILITY PLAN

REVISIONS:

1. REV #1 COMMENTS

2. REV #2 COMMENTS

DRAWN BY:
EKC

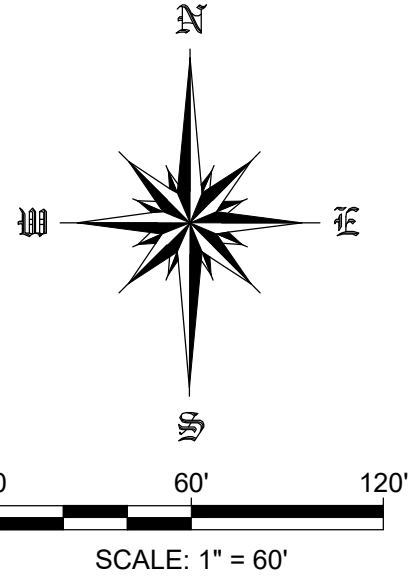
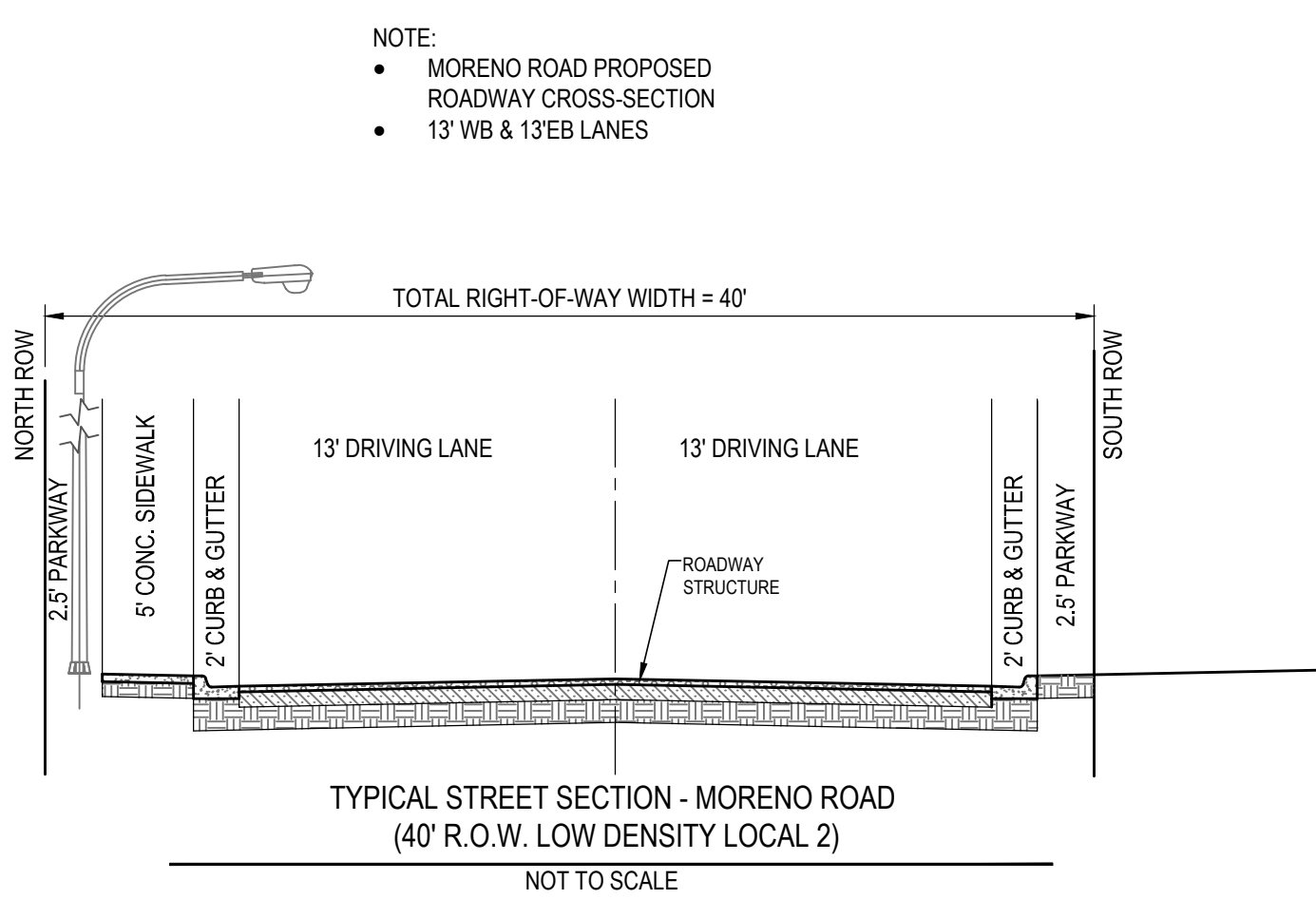
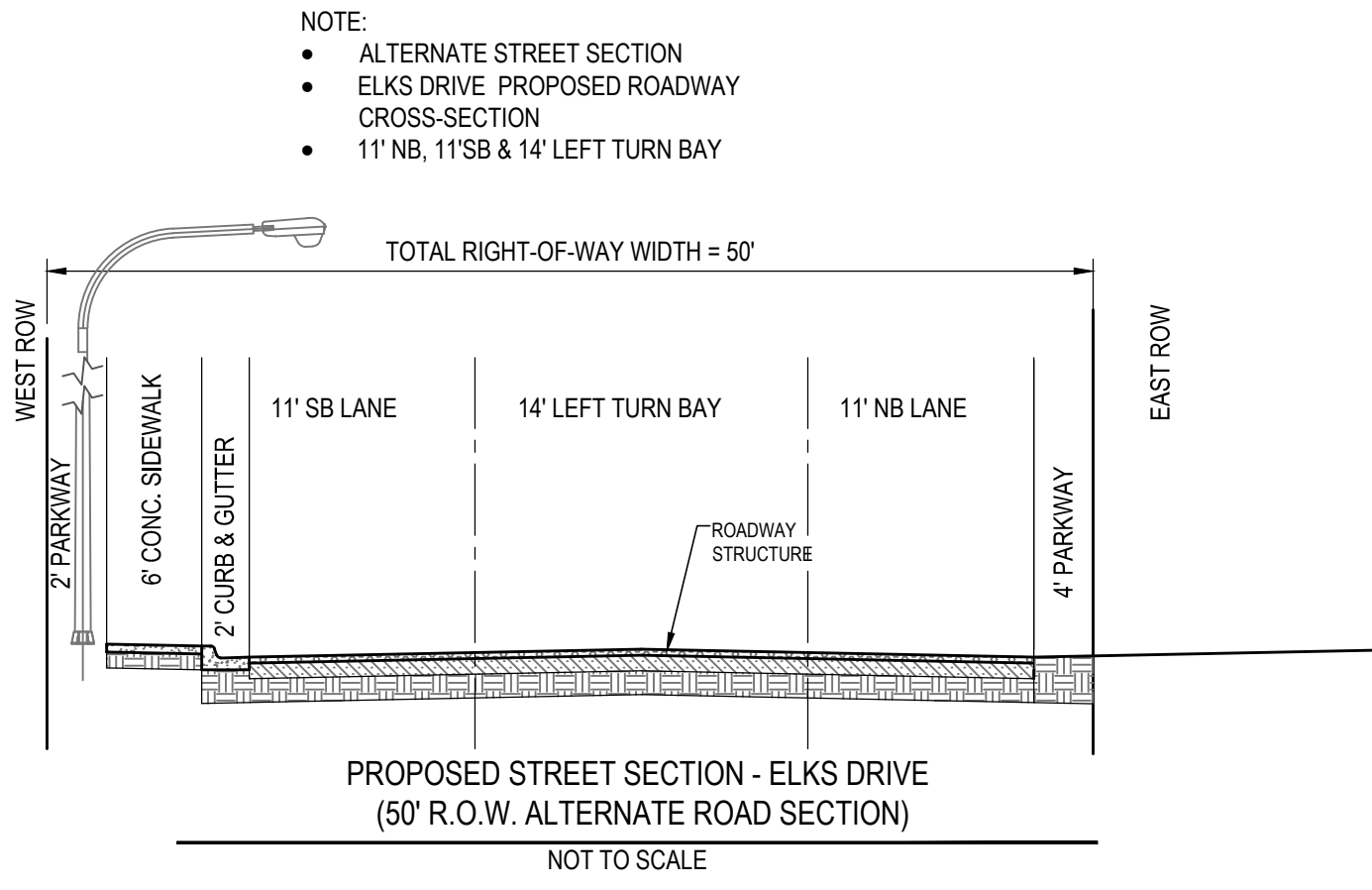
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RM

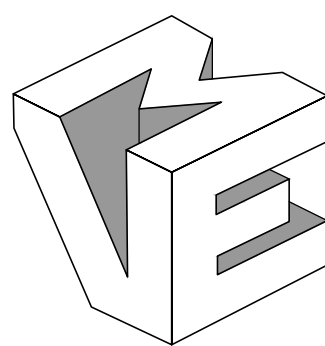
DATE:
11-12-2025

FILE NAME:
SEH_MASTER PLAN.dwg

SHEET 3 OF 3

ELKS & MORENO ROAD IMPROVEMENT EXHIBIT



	MVE, LLC. 1317 Doniphan Place, Las Cruces, New Mexico 88007 mve19735@gmail.com			
	PROJECT NAME: SOARING EAGLE HEIGHTS SUBDIVISION ELKS & MORENO ROAD IMPROVEMENTS EXHIBIT			
REVISIONS:	1.		3.	
	2.		4.	
DRAWN BY: RM	CHECKED BY: RM	DATE: 2025	FILE NAME: ELKS ROAD EXHIBIT.dwg	SHEET 1 OF 1



CITY OF LAS CRUCES

DEVELOPMENT REVIEW COMMITTEE (DRC)

Following are the minutes from the City of Las Cruces Development Review Committee Meeting held Wednesday, January 21, 2026, at 9:00 a.m. in Room 1158.

DRC PRESENT: David Weir, Deputy Director Community Planning
Jimmy Moreno, Interim Public Works Director
Katherine Harrison-Rogers, Plan & Construct Admin, Parks
Kyle Arend, Engineering Mgr, Public Works
Michael Kinney, Community Development
Sandra Tiede, Utilities

STAFF PRESENT: Adam Ochoa, Senior Planner
John Castillo, Planner, Community Development

OTHER PRESENT: Rene Molina, MVE

1. CALL TO ORDER (9:00 a.m.)

Weir: Okay, it's 9 o'clock/ I'll call the Development Review Committee meeting to order.

2. APPROVAL OF MINUTES -

2.1 November 19, 2025

Weir: First order of business is approval of the minutes from November 19th. If I have a motion.

Arend: Motion to approve the minutes.

Weir: Do I have a second?

Moreno: I'll second.

Weir: Is there any corrections or changes the group would like to make? I know we have one that you said you'd go ahead and do.

Ochoa: Yes, it's just a spelling error.

Weir: Okay, if that's the case, I'll go ahead and take a vote by acclamation. All those in favor say "aye."

1 MOTION PASSES UNANIMOUSLY.

2
3 Tiede: I have one more thing for Utilities.

4
5 Weir: Okay.

6
7 Tiede: I noticed this gas main line is still shown on the plat.

8
9 Weir: Okay.

10
11 Tiede: And it's just going to be stopped and then manifolded to service the lots.

12
13 Ochoa: On the minutes itself or from the plat?

14
15 Tiede: On the plat.

16
17 Weir: Okay, we're not quite there yet.

18
19 Ochoa: We're not there yet.

20
21 Weir: You're too eager this morning.

22
23 Harrison-Rogers: Way too prepared.

24
25 Weir: Did I get, did people say yes?

26
27 Ochoa: Yes.

28
29 Weir: Okay, then I'll oppose - no. Okay. Minutes have been approved.

30
31 **3. OLD BUSINESS - NONE**

32
33 Weir: There's no old business today.

34
35 **4. NEW BUSINESS**

36
37 **4.1 Case No. 25CS0500087: Venus - 70 Subdivision Preliminary Plat**

- 38
- A request for approval of a Preliminary Plat known as Venus – 70 Subdivision.
 - The proposed subdivision is zoned NH-3.S (Neighborhood-3 Suburban), encompasses approximately 3.209 acres in size, and is located on the northwest corner of Bataan Memorial West and Venus Street.
 - The subdivision proposes to subdivide two (2) existing tracts into seven (7) non-residential lots.
- 44

- The proposed subdivision will work as one development with the proposed new lots utilizing shared parking, access, drainage and landscaping.
- Submitted by Borderland Engineers & Surveyors, LLC., on behalf of Talley Investments, LLC., property owner.

Weir: For the first case is Venus - 70 subdivision preliminary plat. John, are you going to introduce that?

Ochoa: I would.

Weir: Adam actually.

Ochoa: First item we have here is a preliminary plat known as Venus - 70 subdivision. It is a proposed, subject property. It is currently zoned NH-3.S, neighborhood three suburban. It encompasses approximately 3.209 acres in size and is located on the northwest corner of what is Bataan Memorial West and Venus Street. Subdivision proposes to subdivide two existing tracks into essentially seven non-residential lots. This will serve as one development, kind of like an office complex if you will, with each office being on its own lot.

Proposed subdivision will work as one development with the lots utilizing the shared parking, access, drainage, and landscaping agreement between all lots. Again, separate lots but all working as one development if you will. This was submitted by Borderland Engineering on behalf of Talley Investments, LLC. This did go out to review a couple of times. Everybody approved. I believe there was approval with conditions from Utilities, which, Sandra I believe you could clarify that condition during your time to speak. But all other comments were addressed. So this is basically ready to move forward. That's essentially it.

Weir: Okay. Is there anybody from the applicant or Borderland today?

Ochoa: They are not here yet, unfortunately. But I don't see too many issues with this one. If we run into any staff issues, we can definitely postpone if needed in order to get clarification.

Weir: The rest of the committee comfortable with that? Go ahead and discuss this without Borderland?

Arend: Yes.

Weir: Okay. One question I had, Adam, was they have access easements, so that means that they're all private streets? Or how does the frontage and access of that meet the zoning and subdivision code?

1
2 Ochoa: So that would be another thing that would be approved essentially here at
3 DRC. It is a private road. Typical driveway if you will. A 27-foot wide driving
4 aisle which would be access one point off of Venus, another point off of
5 Bataan Memorial West. And they already have their permit in with NMDOT
6 to receive that access agreement with NMDOT as well.
7
8 Arend: They're going to use the streets to move their drainage down to what is it,
9 lot four, and they're going to combine all their drainage on lot four, is that
10 what I am seeing?
11
12 Ochoa: That is correct. So for clarification, all drainage will go down to lot four, that
13 is where their retention pond will be. It will be privately owned and
14 maintained by the owner of lot four. And that is in the agreement between
15 all lot owners within there as well. Same thing with parking, same thing with
16 access. Like I said, it's just a blanket agreement between everybody kind
17 of sharing the blunt of the development of the property.
18
19 Weir: Okay. Is there an example of any other office or commercial development
20 you're aware of that works in that kind of manner?
21
22 Ochoa: Most definitely. I could bring up, if you bear with me here. Not there. Just
23 to give you an example of something like that that has occurred in the past
24 is the... Here we go. What is called kind of like the dentist complex here
25 off of Telshor and Don Roser. Basically this was done the same way where
26 each person owns their own lot and then there's a shared parking
27 agreement, shared access agreement, shared ponding agreement because
28 they kind of retain their own stuff there as well.
29
30 Weir: Okay. And we haven't had any issues?
31
32 Ochoa: Absolutely no issues. This one was a little more different. It came in as a
33 PUD just because it needed variances to some items, number of parking
34 stalls, landscaping, and so forth like that. But the one that we currently are
35 reviewing, Venus, will be able to meet all development requirements.
36
37 Weir: Okay. Well, thank you. Any DRC comments or questions? You're good?
38
39 Tiede: Just the one.
40
41 Ochoa: Okay. So just the issue about the... What was it again, I'm sorry, Sandra?
42
43 Tiede: Gas mainline is still showing on there.
44
45 Ochoa: So we just need to get that gas mainline off of the preliminary plat and then
46 we will be okay.

1
2 Tiede: Yes.

3
4 Ochoa: Okay. I think that's

5
6 Tiede: It's just going to stub out off of the street, Venus Street.

7
8 Ochoa: Gas mainline removed. That'll be something we could just make sure the
9 applicant gets it done before we go to P&Z.

10
11 Tiede: Sure.

12
13 Ochoa: Okay.

14
15 Weir: Okay. So the action required by DRC today is to make a recommendation
16 of approval or denial to the Planning and Zoning Commission. If the group
17 is comfortable, I'll entertain a motion to approve.

18
19 Harrison-Rogers: I'll make a motion to approve with the condition as stated by Utilities.

20
21 Weir: Do I have a second?

22
23 Arend: Second.

24
25 Weir: Okay. I think we're all in consensus I'll go ahead and do a vote by
26 acclamation. All those in favor, say "aye."

27
28 MOTION PASSES UNANIMOUSLY.

29
30 Weir: All those opposed? Okay. So we've made a positive recommendation to
31 the P&Z for that.

32
33 **4.2 Case No. 24CS0500141: Soaring Eagle Heights Master Plan**

- 34
- A request for approval of a Master Plan known as Soaring Eagle Heights.
 - The proposed subdivision encompasses approximately 23.826 acres, is zoned NH-1.S (Neighborhood-1 Suburban) and located at the northwest corner of Elks Drive and Moreno Road.
 - The master plan proposes the development of both single-family and multi-family residential lots to be developed in four (4) phases.
 - The subdivision will dedicate two (2) tracts of land for the expansion of Elks Drive and construction of Moreno Road.
 - Submitted by Cross Town Construction on behalf of Rocky M. Nevarez property owner.
- 44
45

1 Weir: The next case is Soaring Eagle Heights Master Plan. There is also a third
2 case that is Soaring Heights Preliminary Plan. Do we as a group want to
3 discuss those concurrently?
4

5 Harrison-Rogers: Do we need to make a motion?
6

7 Ochoa: Yes.
8

9 Weir: Yes.
10

11 Harrison-Rogers: I make a motion to suspend the rules and here them simultaneously.
12

13 Weir: Do I have a second?
14

15 Tiede: Second.
16

17 Weir: Okay. All those in favor?
18

19 MOTION PASSES UNANIMOUSLY.
20

21 Weir: All those opposed? Okay. So John, you're... Okay, thanks, Adam.
22

23 Castillo: Good morning, everyone. Today we have Soaring Eagle Heights, both the
24 Master Plan and Preliminary Plan. This is a proposed subdivision
25 encompassing approximately 23.826 acres. Under our new land
26 development code, the property is zoned NH-1.S, which is our
27 neighborhood one suburban, and it's located on the northwest corner of
28 Elks Drive and Moreno Road.
29

30 The Master Plan and Preliminary Plan propose the development of both the
31 single-family and multi-family residential lots to be developed in four
32 phases. The subdivision will dedicate two tracts of land for the expansion
33 of Elks Drive and the construction of Moreno Road. They will also be
34 dedicating some land towards drainage, approximately 0.924 acres. And a
35 small tract of land that will provide a pedestrian connection to the adjacent
36 middle school next to the property. The subdivision was submitted by Cross
37 Town Construction on behalf of Rocky M. Nevarez the property owner.
38

39 Weir: Is this your...
40

41 Molina: Yes.
42

43 Weir: This case? Is there anything you want to add or discuss?
44

45 Molina: John, if you, will you elaborate on the drainage tract that's being dedicated?
46 It's not dedicated to the city, though.

1
2 Castillo: Oh, no, that's right. I apologize. The tract will be maintained privately, and
3 Tract B, which is this little piece right here is going to be what's dedicated
4 to the city as a pedestrian walkway or pedestrian access.
5
6 Molina: That's all I wanted. Appreciate it.
7
8 Weir: Okay, so you're comfortable with everything else. The Tract B, that'll be
9 dedicated so that'll be part of the street right-of-way? Or just a separate
10 tract?
11
12 Molina: Yes.
13
14 Castillo: Just a separate tract.
15
16 Weir: And Public Works and Park, are you comfortable with that?
17
18 Arend: Is there going to be any utilities in there or is it just the trail?
19
20 Molina: Just the trail. Just access for the kids to get through instead of having to
21 come in to Elks.
22
23 Moreno: How wide is that tract?
24
25 Molina: I believe it's eight to ten feet wide.
26
27 Moreno: What is the finish going to be?
28
29 Molina: Asphalt.
30
31 Moreno: Asphalt.
32
33 Molina: Unless you guys prefer something different. Asphalt's typical.
34
35 Moreno: Probably concrete.
36
37 Molina: Concrete?
38
39 Moreno: Like sidewalk. There's less maintenance when there's no...
40
41 Molina: Not a problem.
42
43 Harrison-Rogers: Generally I like to see it ten feet wide, but if it's concrete... Well, we like
44 to see it ten feet wide because we can access through there. So just need
45 to ensure. If I recall during my review, it was. Yes, if I recall.
46

Agenda Item #7.2.

1 Moreno: One more question. Lots of nine and ten, are they going to have yard walls
2 adjacent to that walkway?
3
4 Molina: Yes.
5
6 Moreno: Just need to make sure on plans that they show the foundations and the
7 entire rock wall outside of the city (*inaudible*).
8
9 Molina: Yes. Just a quick question. Now we're getting into the details, but pipe
10 bollards, removable or? There's no drainage going through, it's just trail.
11
12 Moreno: It's just trail.
13
14 Molina: Just trail.
15
16 Moreno: Yes, we just want to make sure they're ADA compliant to get somebody
17 through. The spacing needs to be ADA compliant.
18
19 Molina: Yes, five fee.
20
21 Arend: I guess I'll just point out that if it's only eight feet wide and there's going to
22 end up being walls right up next to it, then yes, like a tractor or a truck may
23 have trouble getting through there to do some kind of feature maintenance.
24 What we have done in the past when that track needed to be very narrow
25 for lot reasons was have a setback on each lot that they couldn't put their
26 wall right up against the edge, which either one is...
27
28 Molina: That could easily be accommodated.
29
30 Arend: Or we can adjust that width if Parks feels it's critical.
31
32 Harrison-Rogers: We'd like to see at least 10 feet. I'm looking at my comments that I had
33 made during review, and it said basically preferably 12 feet, but no smaller
34 than 10.
35
36 Tiede: Utilities don't have any issue as long as there's no utilities running through
37 there.
38
39 Weir: And that can be addressed at the final plat?
40
41 Harrison-Rogers: It could be. Yes.
42
43 Arend: Is it matching drainage as well?
44
45 Molina: No.
46

Agenda Item #7.2.

1 Arend: Strictly... Okay.
2
3 Molina: Strictly access.
4
5 Weir: And the track that it goes to, that's outside the boundaries of the subdivision,
6 correct?
7
8 Molina: Yes, sir.
9
10 Weir: The holding property.
11
12 Molina: Yes, it is. It's basically one of the access points to the school.
13
14 Weir: School. Okay.
15
16 Molina: Schools.
17
18 Weir: Okay. Thank you. The only other comment that I had was the notes on the
19 plat say that it will be using the 2001 Zoning Code. I think we just need to
20 confirm that this development. If not, it needs to be updated to the 2025
21 Zoning Code.
22
23 Harrison-Rogers: Mr. Chair. There will be a different application of fees if it falls under the
24 new code versus the old code. I do want to point that out. Under the new
25 code, there is a requirement for neighborhood parkland dedication. And as
26 none is part of this particular subdivision, the alternative is a fee in lieu,
27 offsite improvements, a number of other options. But the fee in lieu has a
28 particular calculation and will add up. I'm just going to point that out.
29
30 Molina: And I understand that. The only thing on this one subdivision, it's been
31 going on for quite a while.
32
33 Harrison-Rogers: Correct.
34
35 Molina: And I believe the issue on why it's carried over to this year is really just a
36 timing issue with being able to meet some meetings.
37
38 Weir: Okay.
39
40 Molina: We fully would request that it would be considered as part of the previous
41 zoning. That's how it was laid out. We are not taking advantage of the new
42 adopted zoning. And so we would request that it would be considered under
43 the previous zoning.
44
45 Weir: Okay. And that may be the case.
46

1 Molina: Okay.
2
3 Weir: It was already accepted. I don't know. I guess I did have one additional
4 question. What, on this graphic shows is Phase 4. That is zoned for
5 commercial apartments, but there's substantial floodplain in it. Is it intended
6 for drainage? Or if you develop it, it will pass that water through? Or what's
7 the intent?
8
9 Molina: At the point where the developers may consider actually doing any
10 multifamily, the drainage is of primary consideration, of course. And so
11 anything that would be developed would be not encroaching onto the
12 drainage. The drainage will be left in its natural state. So being able to do
13 multifamily, it's going to be limited due to the space and the drainage
14 considerations. Also, once developed it would be, the drainage for new
15 impervious areas would be handled by on lot ponding. But no, no
16 encroachment whatsoever onto the floodplain.
17
18 Weir: And so as a committee are we comfortable with that kind of being just
19 platted now and with the realization that any development would have to
20 meet our drainage requirements when they came in with the proposal? We
21 all agree. Okay. Any other discussion or points of either clarification or just
22 want to make sure it's all part of the record?
23
24 Castillo: We also do have alternate cross-section for Elks Road as there is a smaller
25 portion being dedicated. And then ensuring that staff can make the
26 transition between what's been previously built and then tying into the
27 county area so that there is no...
28
29 Weir: Issue from one to the other.
30
31 Castillo: Correct.
32
33 Weir: And that has been discussed through review, that this would take place?
34
35 Castillo: Yes, it's been discussed through review, and then several staff meetings.
36
37 Weir: Okay. Any further discussion on the alternate?
38
39 Arend: So did Gary take a look at your proposal and give the thumbs up to be ...
40
41 Molina: Gary, I'm sorry. Yes, Gary and So Gyu Lee actually looked at it. They
42 provided some recommendations for modification to it. I adopted those
43 modifications.
44
45 Arend: Okay.
46

Agenda Item #7.2.

1 Molina: Basically, lane width they wanted to be, they wanted to change the lane
2 width to 14 feet on the turn lane.
3
4 Arend: Okay.
5
6 Molina: I don't know if you recall seeing the layout.
7
8 Arend: Yes.
9
10 Molina: It's been some time.
11
12 Arend: Right.
13
14 Molina: But I accommodated that as well as a transitional change.
15
16 Arend: Okay.
17
18 Molina: Which I accommodated. But knowing well that once we go to construction
19 drawings, I'll be working with them directly to make sure it's something that
20 it's meeting their expectations.
21
22 Arend: As long as you've accommodated all of that within the right-of-way
23 dedication then we should be good to go at the moment.
24
25 Molina: Yes, sir. I believe that it was done.
26
27 Arend: Okay.
28
29 Moreno: Mr. Chair. One other question. On the drainage on the south there, is it
30 White Eagle Road?
31
32 Molina: The one that's tying down to...
33
34 Moreno: The one on the bottom. Yes, the one that's tying into your drainage pond.
35 I know it'll probably be addressed in your construction drawings, but what is
36 your intent on crossing that drainage through that road into that drainage
37 pond?
38
39 Molina: So...
40
41 Moreno: Because it's on the... go to the other sheet. That one. Right there. Right
42 there at the bottom corner. Yes. Because you have your drainage pond
43 there, and a lot of that drainage is crossing that road, correct?
44
45 Molina: Right.
46

Agenda Item #7.2.

1 Moreno: On Whitetail Eagle Road?
2
3 Molina: So it would remain as historical with overland flow at that location?
4
5 Moreno: So you're going to have a low water crossing on Whitetail Eagle Road?
6
7 Molina: Yes.
8
9 Moreno: Okay. Based on your calculations, I don't know if that's the best. Kyle, what
10 is your opinion on that?
11
12 Arend: Have you done preliminary flows through there on what the historic flows
13 are crossing that road at?
14
15 Molina: Yes. and I believe it'll be meeting the criteria. Basically, 12 inches above
16 curb line.
17
18 Arend: Mike, do you happen to recall what the code says about how much water
19 they can have on a local road?
20
21 Kinney: It can't go above, as far as the (*inaudible*), it can't go outside the right-of-
22 way.
23
24 Molina: I thought it couldn't exceed curb line.
25
26 Kinney: Right-of-way to right-of-way.
27
28 Weir: Is that something that would be ironed out at construction drawings?
29
30 Moreno: It can be. I just want to put on the record.
31
32 Weir: Right.
33
34 Moreno: Drainage is handled at that bottom corner where we're not having
35 maintenance issues or repair issues right at that intersection of Moreno
36 Road.
37
38 Arend: Or reoccurring closures.
39
40 Moreno: Yes, because if we get flooding issues through there, the mess is essentially
41 blocking off access if it's not addressed properly.
42
43 Molina: Understood.
44
45 Weir: And so there are several alternatives that can be used...
46

1 Molina: There is.

2
3 Weir: To meet the needs for that.

4
5 Molina: There is a waste to mitigate, I believe.

6
7 Weir: Okay. Okay. Is there any other items to discuss?

8
9 Tiede: Utilities don't have any issues.

10
11 Weir: Okay. If that's the case, I'll entertain a motion to unsuspend the rules and
12 then to first approve the master plan. Do I have a motion?

13
14 Harrison-Rogers: I'll make a motion to approve the master plan.

15
16 Weir: Did we want to place any conditions or do we want to, with that approval,
17 grant the ability to use an alternative cross-section for, is it Elks?

18
19 Castillo: Yes.

20
21 Weir: Elks Drive.

22
23 Harrison-Rogers: With the conditions as discussed during.

24
25 Weir: Okay. Do I have a second?

26
27 Moreno: I second.

28
29 Weir: All those in favor?

30
31 MOTION PASSES UNANIMOUSLY.

32
33 Weir: All those opposed? None. So that's approved.

34
35 **4.3 Case No. 24CS0500135: Soaring Eagle Heights Preliminary Plat**

- 36
- A request for approval of a Preliminary Plat known as Soaring Eagle Heights.
 - The proposed subdivision encompasses approximately 23.826 acres, is zoned NH-1.S (Neighborhood-1 Suburban) and located at the northwest corner of Elks Drive and Moreno Road.
 - The preliminary plat proposes seventy-one (71) single-family residential lots, one (1) multifamily lot and one (1) tract of land totaling approximately 0.924 acres for drainage.
 - The subdivision will dedicate two (2) tracts of land approximately 0.88 acres in size for the expansion of Elks Drive and the construction of Moreno Road.
- 37
38
39
40
41
42
43
44
45
46

- Submitted by Cross Town Construction on behalf of Rocky M. Nevarez, property owner.

Weir: The next one, we need a motion for the approval of the Soaring Eagle Heights preliminary plan. I'll entertain a motion.

Tiede: So moved.

Arend: Second.

Weir: Is there a second? Are there any conditions that need to be added to this? We've got the road already on the master plan, so. Okay. I will take an acclamation. All those in favor?

MOTION PASSES UNANIMOUSLY.

Weir: All those opposed? Okay. The master plan and preliminary plat have positive recommendation to the Planning and Zoning Commission. With that, that is all our items of business today.

5. ADJOURNMENT (09:20 a.m.)

Weir: I know that you want to stay here longer, but I'll entertain a motion to adjourn.

Moreno: Motion to adjourn.

Weir: And a second.

Arend: Second.

Weir: All those in favor?

MOTION PASSES UNANIMOUSLY.

Weir: Okay. We are adjourned at 9:25.

Chairperson

FINDINGS:

- Based upon review by relevant City staff, the proposed master plan known as Soaring Eagle Heights complies with the requirements and standards of the City of Las Cruces Subdivision Code.
- The proposed new lots that are being created by the master plan comply with all the requirements of the 2025 City of Las Cruces Land Development Code.
- Following the goals and actions outlined in Elevate Las Cruces, the proposed subdivision will allow for the development of alternative housing types and medium to high intensity commercial opportunities.
- Development Review Committee recommended Approval with Condition January 21, 2026.



Type of Action:
Planning & Zoning
Staff Report

Planning & Zoning Commission Staff Report

District:	☐ 1 ☐ 2 ☐ 3 ☐ 4 ☒ 5 ☐ 6 ☐ N/A		
Adopted:	February 24, 2026		
Drafter:	John Castillo	Department:	Community Development
Program:	Community Planning	Line of Business:	Community Planning
Title:	A REQUEST FOR APPROVAL OF A PRELIMINARY PLAT KNOWN AS SOARING EAGLE HEIGHTS. THE PROPOSED PRELIMINARY PLAT ENCOMPASSES APPROXIMATELY 23.826 ACRES, IS ZONED NH-1.S (NEIGHBORHOOD-1 SUBURBAN) AND LOCATED AT THE NORTHWEST CORNER OF ELKS DRIVE AND MORENO ROAD. THE SUBDIVISION PROPOSES SEVENTY-ONE (71) SINGLE-FAMILY LOTS, ONE (1) MULTI-FAMILY LOT, AND ONE (1) TRACT OF LAND APPROXIMATELY 0.924 ACRES UTILIZED FOR DRAINAGE, WHICH WILL BE MAINTAINED AND OWNED BY THE DEVELOPER. THE SUBDIVISION WILL DEDICATE TWO (2) TRACTS OF LAND THAT ARE APPROXIMATELY 0.88 ACRES IN SIZE TOTAL FOR THE DEVELOPMENT OF ELKS DRIVE AND MORENO ROAD. SUBMITTED BY CROSS TOWN CONSTRUCTION, ON BEHALF OF ROCKY M. NEVAREZ, PROPERTY OWNER. (CASE 24CS0500135)		

PURPOSE(S) OF ACTION:

To approve a preliminary plat.

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

CODE UTILIZED:

Chapter 37, City of Las Cruces Subdivision Code and the 2025 Land Development Code, as amended.

PURPOSE:

The purpose of the preliminary platting process is to establish quality site design that promotes the compatibility of development with physical and cultural issues within the city. The preliminary plat process identifies street location, promotes flexibility within development that is compatible with the surrounding area, while ensuring that the proposed subdivided lots follow all adopted city plans, zoning rules and regulations, and master plan, if applicable.

The Planning and Zoning Commission shall act upon the proposed preliminary plat by reviewing the zoning standards outlined in the development code for the development of the property. The final plat and construction drawings when submitted will follow all development standards of the development code.

Agenda Item #7.3.

LAND USE HISTORY:

In 1987 the City of Las Cruces annexed approximately 1998.03 acres of land known as the North Albuquerque Lands Annexation per Ordinance 832, and the subject property was rezoned to H (Holding) and A-1 (Flood Control 1981 Zoning Code). In 1911, the subdivision known as Elephant Butte Land & Trust Company created the subject property. Then in 2010 the subject property was rezoned to R-1a (Single-Family Medium Density) and R-2 (Multi-Dwelling Low Density) with a condition that all new utilities be placed underground per Ordinance No. 2567. The subject property was zoned NH-1.S under the new development code.

PROJECT DESCRIPTION:

The proposed preliminary plat, Soaring Eagle Heights, encompasses approximately 23.83 acres, is vacant/undeveloped land, is zoned NH-1.S and located at the northwest corner of Elks Drive and Moreno Road. The subdivision proposes the development of seventy-one (71) single-family residential lots and one (1) multi-family residential lot to be developed in four phases. The development also proposes a drainage area that is approximately 0.924 acres in size, which will be maintained and owned by the developer. The preliminary plat will also dedicate to the City two (2) tracts of land approximately 0.88 acres in size combined for right-of-way improvements to Elks Drive and Moreno Road.

SITE SUITABILITY:

The preliminary plat will allow the property to be subdivided, creating seventy-one (71) single-family lots and one (1) lot for multi-family housing, following the NH-1.S zoning district development standards. As designed, the subdivision will be developed in four phases with the single-family lots ranging in size from approximately 2,918 square feet to 13,198.68 square feet in size. The proposed multi-family lot will meet all standards required by the flood plain administrator and FEMA to ensure that the flood plain does not get disturbed. The required setbacks for each proposed lot include front, 15 feet; front garage, 20 feet; rear, 15 feet; and sides, 5 feet. The maximum allowed height for NH-1.S zoning district is 50 feet.

ACCESS/TRAFFIC:

Access to lots within a residential subdivision shall be from a dedicated and accepted improved public right-of-way, which is built to the City of Las Cruces Design Standards. The proposed subdivision will have five internal roads classified as local roadways, which will be 50-ft wide including sidewalk, curb, gutter, pavement and streetlights. The developer is providing two access points, from Elks Drive and Moreno Road. Elks Drive is classified as an arterial roadway, which is required to be 120 feet in width, and the applicant is responsible for dedicating and improving half of the cross section to which the subdivision is adjacent. The applicant will also be deducting and improving the entirety of Moreno Road that is adjacent to subdivision. In addition, the preliminary plat will have a tract of land that is approximately 0.924 acres in size which will be utilized as drainage and be maintained and owned by the developer.

PARK LAND DEDICATION:

The application process began for the applicant in 2022 prior to the adoption of the new development code. The original application was delayed and then expired and resubmitted in 2024. The delay on the application was due to discussions on the alignment of Elks Drive and what was to be dedicated, which was resolved in 2025. Through discussions with Parks and Recreation, it was determined that there would be no need to assess a fee in lieu of park land dedication as this was moving forward prior to the adoption of the 2025 Land Development Code, as amended.

ELEVATE LAS CRUCES COMPREHENSIVE PLAN:

The property is located within an area designated as a Suburban Neighborhood Place Type as shown on the Future Development Map in the Elevate Las Cruces Comprehensive Plan. Suburban Neighborhood areas provide for low-to-moderate density residential land uses intermixed with areas of commercial development. The proposed preliminary plat will allow the property owners to subdivide and continue to develop the vacant land in a manner that is compatible with the existing neighborhoods and continue to provide housing opportunities for those desirous to live in the area.

Agenda Item #7.3.

Goals, policies and actions from the Elevate Las Cruces Comprehensive Plan have not been added to this staff report as this was annexed and zoning has been established. Subsequent subdivisions, such as what is being proposed, are developed based on zoning development standards and subdivision standards.

FLOOD PLAIN:

The property is located within a flood zone and will have to follow all requirements of the flood administrator and FEMA. The requirements that are needed are going to be a Conditional Letter of Map Revision (CLOMR) and a Letter of Map Revision (LOMR). This will be needed at the time of the final plat and construction drawings.

DRC/STAFF RECOMMENDATION:

On January 21, 2026, the Development Review Committee (DRC), which includes Community Development, Fire, Public Works, Parks, and Utilities Directors or designees, reviewed the proposed preliminary plat. The DRC reviews preliminary plats from an infrastructure, utilities and improvement standpoint. After some discussion of the location and proposed development of this area, the DRC voted to recommend APPROVAL for the preliminary plat. For additional information please refer to Attachment "D" for minutes of the DRC meeting.

ANALYSIS/ CONCLUSION:

The proposed Soaring Eagle Heights Preliminary Plat meets all requirements of the Subdivision Code, Design Standards, the 2001 Zoning Code, and the 2025 Land Development Code, as amended. The proposed preliminary plat also meets the objectives for the purpose of a preliminary plat as required by the Subdivision Code. The proposed development is compatible with the surrounding area. Furthermore, the forthcoming final plat and construction drawings will be required to meet any remaining or additional requirements of the Zoning Code and Design Standards.

NOTICE:

In accordance with the Subdivision Code, the Notice of Public Hearing was mailed to all property owners within 500 feet of the subject property. All comments and concerns will be discussed during the presentation regarding the proposed preliminary plat request.

APPLICATION TIMELINE:

Applicant Submitted: December 02, 2024
Staff Returned: January 14, 2025
Applicant Returned: August 14, 2025
Staff Returned: October 16, 2025
Applicant Returned: November 13, 2025
Staff Returned: January 7, 2026
DRC Recommended Approval: January 21, 2026

SUPPORT INFORMATION:

[Attachment A - Zoning Map](#)
[Attachment B - Aerial Map](#)
[Attachment C - Soaring Eagle Heights Preliminary Plat](#)
[Attachment D - Jan.21.26 DRC Minutes](#)
[Attachment E - Findings Soaring Eagle Heights Preliminary Plat](#)

COMMITTEE/BOARD REVIEW:

DRC

OPTIONS / ALTERNATIVES:

1. Vote "Yes" this will approve the proposed preliminary plat known as Soaring Eagle Heights as recommended by staff.

Agenda Item #7.3.

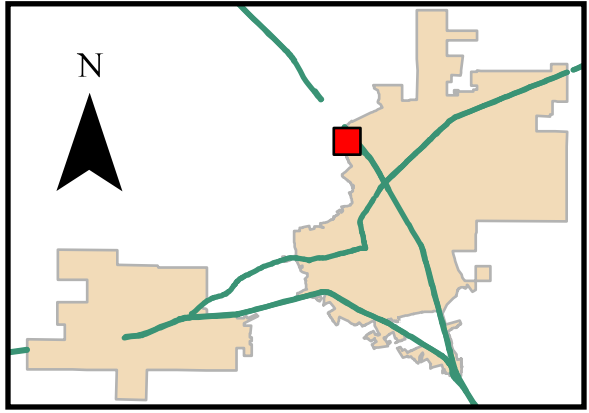
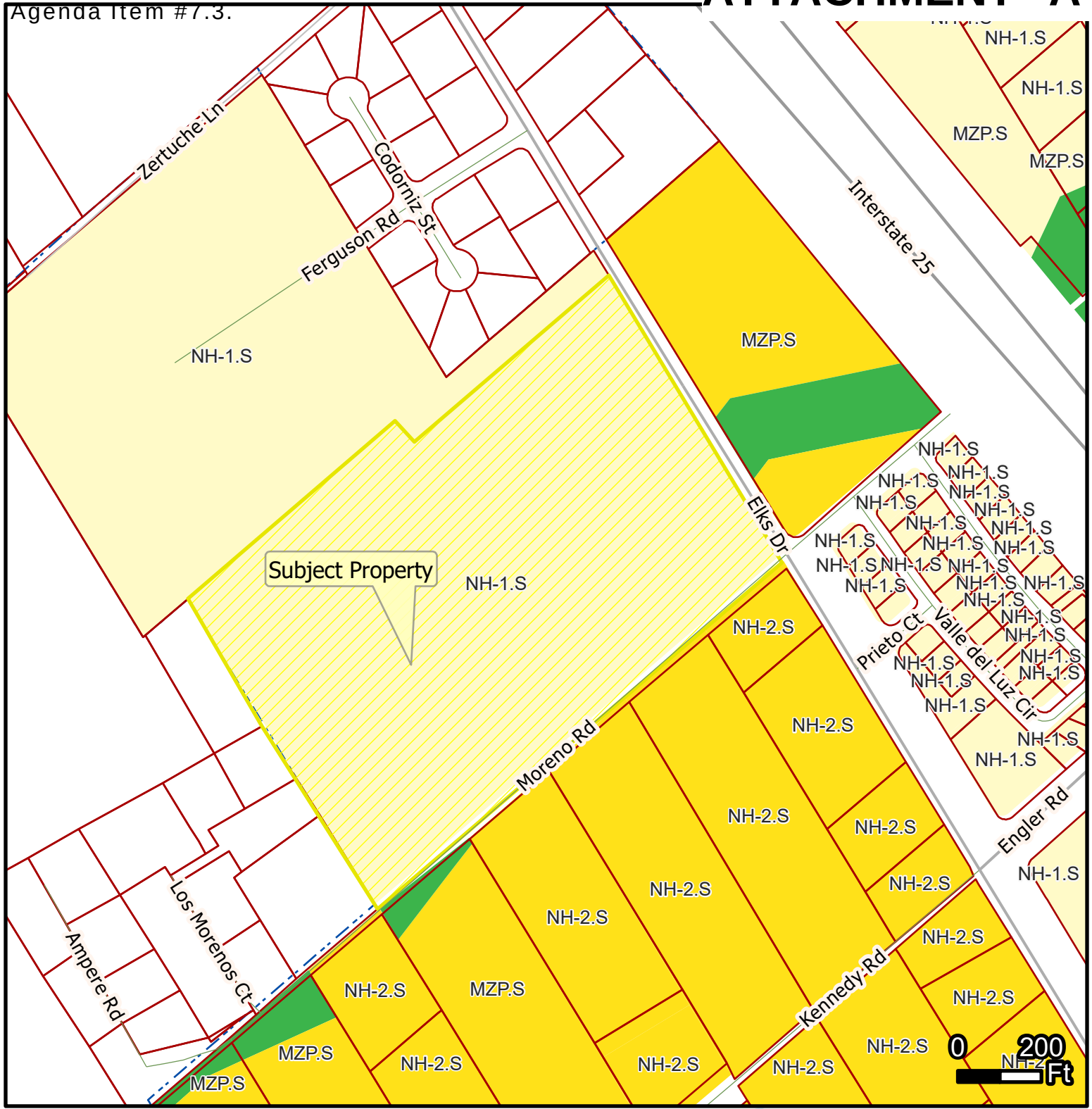
2. Vote "No" this will deny the proposed preliminary plat

3. Vote to "Amend" this could modify approval of the proposed preliminary plat by adding conditions as the Planning and Zoning Commission deems appropriate

4. Vote to "Table"

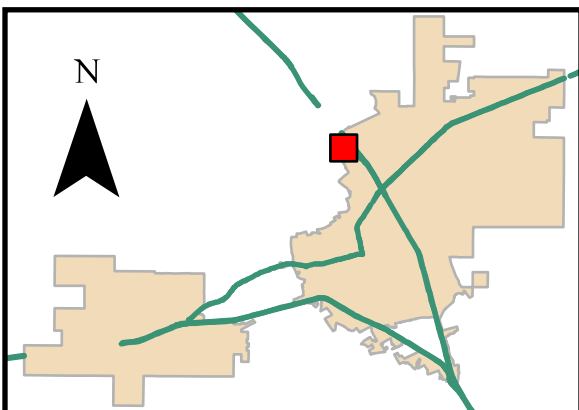
this will postpone consideration of the proposed preliminary plat pursuant to further direction from the Commission.

Agenda Item #7.3.



Soaring Eagle Heights Zoning Map

Agenda Item #7.3



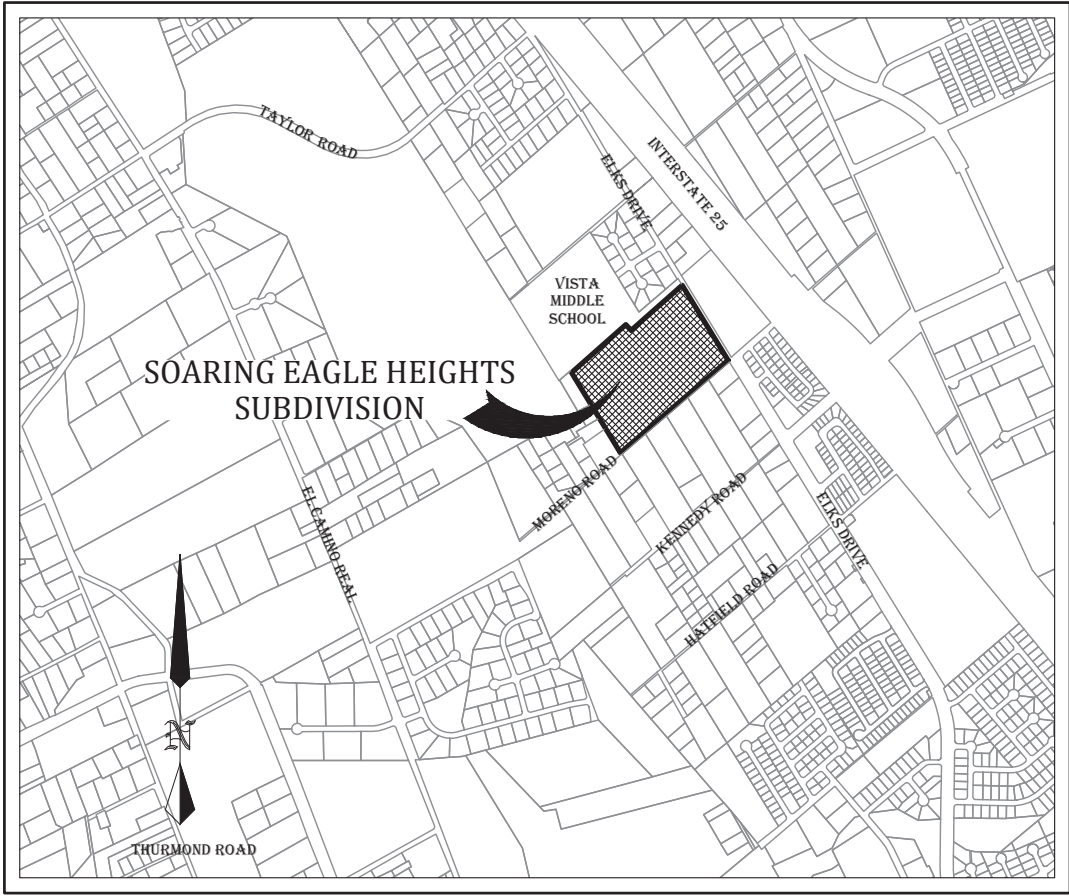
Soaring Eagle Heights Zoning Map

SOARING EAGLE HEIGHTS SUBDIVISION - PRELIMINARY PLAT

A 23.826 ACRE REPLAT OF LOTS 11, 12 AND PART OF LOTS 13, 14 AND 15, BLOCK 27,
ELEPHANT BUTTE LAND & TRUST COMPANY SUBDIVISION "A" PLAT
RECORDED MARCH 1, 1911 IN PLAT BOOK 8, PAGE 86
LOCATED IN SECTION 25, T.22S., R.1E., N.M.P.M. OF THE U.S.G.L.O. SURVEYS
CITY OF LAS CRUCES, DOÑA ANA COUNTY, NEW MEXICO
NOVEMBER 12, 2025

CURVE TABLE					
CURVE #	ARC LENGTH	RADIUS	DELTA ANGLE	CHORD BEARING	CHORD LENGTH
C1	34.98	200.00	10°01'12"	S53°34'01"W	34.93
C2	89.03	51.00	100°01'12"	N81°25'59"W	78.15
C3	140.52	300.00	26°50'15"	N61°58'33"E	139.24
C4	136.33	300.00	26°02'13"	S62°22'35"W	135.16
C5	71.84	51.00	80°42'19"	S09°00'18"W	66.04
C6	88.38	51.00	99°17'41"	S80°59'42"E	77.73
C7	32.44	200.00	9°17'41"	S35°59'42"E	32.41
C8	0.26	200.00	0°04'23"	S40°36'21"E	0.26
C9	32.19	200.00	9°13'18"	S35°57'30"E	32.15
C10	108.53	300.00	20°43'36"	N38°59'40"E	107.93
C11	104.33	300.00	19°55'34"	S38°35'39"W	103.81
C12	43.64	25.00	100°01'12"	N81°25'59"W	38.31
C13	11.64	25.00	26°40'53"	S61°53'52"W	11.54
C14	32.00	25.00	73°20'19"	N68°05'32"W	29.86
C15	39.27	25.00	90°00'00"	N13°34'37"E	35.36
C16	23.56	15.00	90°00'00"	S76°25'23"E	21.21
C17	13.05	25.00	29°54'28"	S16°28'08"E	12.90
C18	29.95	50.00	34°19'00"	S18°37'59"E	29.50
C19	40.00	50.00	45°50'12"	S58°45'55"E	38.94
C20	50.73	50.00	58°07'41"	N69°17°04"E	48.58
C21	18.83	50.00	21°34'24"	N29°26'01"E	18.72
C22	13.05	25.00	29°54'37"	N33°36'07"E	12.90
C23	13.84	275.00	2°52'57"	N49°59'54"E	13.83
C24	60.95	275.00	12°41'59"	N57°47'22"E	60.83
C25	54.02	275.00	11°15'19"	N69°46'01"E	53.94
C26	10.79	325.00	1°54'09"	N74°26'37"E	10.79
C27	63.67	325.00	11°13'31"	N67°52'47"E	63.57
C28	60.73	325.00	10°42'22"	N56°54'50"E	60.64
C29	12.50	325.00	2°12'11"	N50°27'33"E	12.50
C30	17.09	25.00	39°09'42"	N68°43'53"E	16.76
C31	22.94	50.00	26°16'59"	N75°10'12"E	22.74
C33	46.12	50.00	52°50'45"	N35°36'20"E	44.50
C34	49.52	50.00	56°44'28"	N19°11'16"W	47.52
C35	19.85	50.00	22°44'35"	N58°55'48"W	19.72
C36	17.00	25.00	38°57'14"	N50°49'28"W	16.67
C37	13.23	25.00	30°19'17"	N16°11'13"W	13.08
C38	42.33	50.00	48°30'18"	N25°16'43"W	41.08
C39	40.73	50.00	46°40'06"	N72°51'55"W	39.61
C40	56.52	50.00	64°45'51"	S51°25'06"W	53.56
C41	13.41	25.00	30°44'16"	S34°24'08"W	13.25
C42	23.56	15.00	90°00'00"	N85°38'32"W	21.21
C43	23.56	15.00	90°00'00"	N04°21'28"E	21.21
C44	39.27	25.00	90°00'00"	N76°25'23"W	35.36
C45	35.25	25.00	80°46'51"	N08°58'03"E	32.40
C46	23.56	15.00	90°00'00"	S85°38'32"E	21.21
C47	28.39	175.00	9°17'41"	S35°59'42"E	28.36
C48	19.63	15.00	74°57'45"	S06°08'01"W	18.26
C49	84.99	325.00	14°59'02"	S36°07'23"W	84.75
C50	95.64	275.00	19°55'34"	S38°35'39"W	95.16
C51	30.60	175.00	10°01'12"	S53°34'01"W	30.57
C52	21.13	15.00	80°42'19"	N09°00'18"E	19.42
C53	45.06	26.00	99°17'41"	S80°59'42"E	39.63
C54	21.13	15.00	80°42'19"	S09°00'18"W	19.42
C55	26.00	15.00	99°17'41"	N80°59'42"W	22.86
C56	26.00	15.00	99°17'41"	S80°59'42"E	22.86
C57	36.62	26.00	80°42'19"	S09°00'18"W	33.67
C58	37.49	275.00	7°48'42"	S53°15'49"W	37.46
C59	62.56	275.00	13°02'06"	S63°41'12"W	62.43
C60	24.91	275.00	5°11'26"	S72°47'58"W	24.90
C61	39.11	325.00	6°53'42"	S71°56'50"W	39.09
C62	55.90	325.00	9°51'17"	S63°34'21"W	55.83
C63	56.24	325.00	9°54'55"	S53°41'15"W	56.17
C64	0.98	325.00	0°10'22"	S48°38'36"W	0.98
C65	45.39	26.00	100°01'12"	N81°25'59"W	39.84
C66	22.35	15.00	85°21'28"	N11°15'21"E	20.34
C67	21.12	225.00	5°22'39"	N51°14'45"E	21.11
C68	51.75	325.00	9°07'24"	N43°59'44"E	51.70
C69	61.28	325.00	10°48'11"	N34°01'57"E	61.19
C70	99.48	275.00	20°43'36"	N38°59'40"E	98.94

LINE TABLE		
LINE #	BEARING	DISTANCE
L1	N48°33'26"E	39.96
L2	S31°20'51"E	24.32
L3	S41°25'09"E	70.14
L4	S27°58'17"E	15.00
L5	S10°02'36"W	40.44
L7	S80°59'42"E	5.00
L8	S09°00'18"W	5.00
L9	N08°33'15"E	5.00



VICINITY MAP
NTS

NOTES:

- TOTAL ACREAGE OF SUBDIVISION: 23.826 AC.
- PROPERTY IS ZONED R-1A AND R-2.
- THE DEVELOPER IS RESPONSIBLE FOR PROVIDING UTILITY STUBOUTS TO EACH LOT AND FOR PROVIDING ANY AND ALL EASEMENTS NECESSARY TO PROVIDE UTILITY SERVICES TO THE THE LOTS CONTAINED HEREIN.
- THIS PARCEL OF LAND IS IN FLOOD ZONE "X" AND ZONE "AE" OF THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAPS (FIRM 35013C1081G) DATED 7/6/2016.
- EXCESS STORM DRAINAGE IS TO BE RETAINED IN A COMMUNITY POND ON TRACT A AND ON LOTS WITH THE PONDING SYMBOL . MAINTENANCE OF ON LOT PONDS WILL BE THE RESPONSIBILITY OF THE LOT OWNERS.
- TRACT A SHALL PROVIDE THE FUNCTION OF A TYPE "A" PRIVATE FACILITY AS REQUESTED BY CITY OF LAS CRUCES. THE POND WILL RECEIVE RUNOFF FROM THE SOARING EAGLE HEIGHTS SUBDIVISION. THE PONDING AREA WILL BE OWNED AND MAINTAINED BY THE DEVELOPER UNTIL A HOMEOWNERS ASSOCIATION TAKES OVER.
- TRACT B SHALL PROVIDE CONNECTIVITY TO LAS CRUCES PUBLIC SCHOOLS, WILL BE A PEDESTRIAN ACCESS AND WILL BE DEDICATED TO THE CITY OF LAS CRUCES.
- TRACTS C & D ARE FOR RIGHT OF WAY DEDICATION.
- LOTS LOCATED AT STREET INTERSECTIONS SHOWN WITH  ICON WILL BE SUBJECT TO CLEAR SITE TRIANGLE REGULATIONS. INTERNAL ROADWAYS WILL BE 30'X30' AND ADJACENT TO COLLECTOR (ELKS ROAD) WILL BE 30'X50'.
- ALL LOTS SHALL MEET THE DEVELOPMENT STANDARDS FOR THE R-1A AND R-2 ZONING DISTRICT AND ALL DRIVEWAYS SHALL MEET CITY OF LAS CRUCES DEVELOPMENT CODE 32-404.(1)F.
- SMA WILL FOLLOW CITY OF LAS CRUCES STANDARDS FOR CLOMR.
- SUBSTANTIAL COMPLETION OF THIS SUBDIVISION'S PUBLIC IMPROVEMENTS MUST BE OBTAINED PRIOR TO CITY ISSUANCE OF BUILDING PERMITS FOR LOTS CONTAINED WITHIN THIS SUBDIVISION.
- CLC UTILITES HAS ADVISED THEY CAN'T PROVIDE PRESSURE TO THIS SUBDIVISION UNTIL OFFSITE IMPROVEMENTS ARE COMPLETED. PROPOSED GAS IS SHOWN BUT WILL BE DETERMINED AT A LATER DATE WITH CLC UTILITIES.
- TRACT A & LOTS 32-37 MAYBE MODIFIED IF ANY LOTS ARE LOCATED WITHIN THE FLOODZONE AREA.

OWNER:

ROCKY M. NEVAREZ
161 B AND J LANE
LAS CRUCES, NM 88007-7248

I HEREBY ACKNOWLEDGE THAT I AM THE PROPERTY OWNER OF THE PROPERTY REPRESENTED BY THIS PLAT.

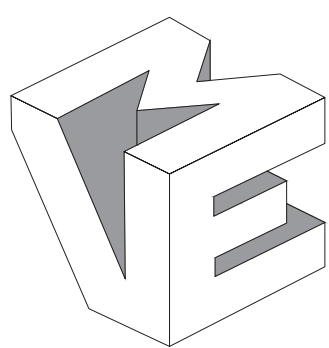
ROCKY M. NEVAREZ

DATE

THIS PRELIMINARY PLAT HAS BEEN APPROVED BY THE SUBDIVISION ADMINISTRATOR OF THE CITY OF LAS CRUCES AND ALL THE REQUIREMENTS FOR APPROVAL OF THE ABOVE PRELIMINARY PLAT HAVE BEEN COMPILED WITH AND TO THE SATISFACTION OF THE CITY OF LAS CRUCES PLANNING AND ZONING COMMISSION, SUBJECT TO ANY AND ALL CONDITIONS REQUIRED BY THE PLANNING AUTHORITY FOR APPROVAL OF THIS PRELIMINARY PLAT.

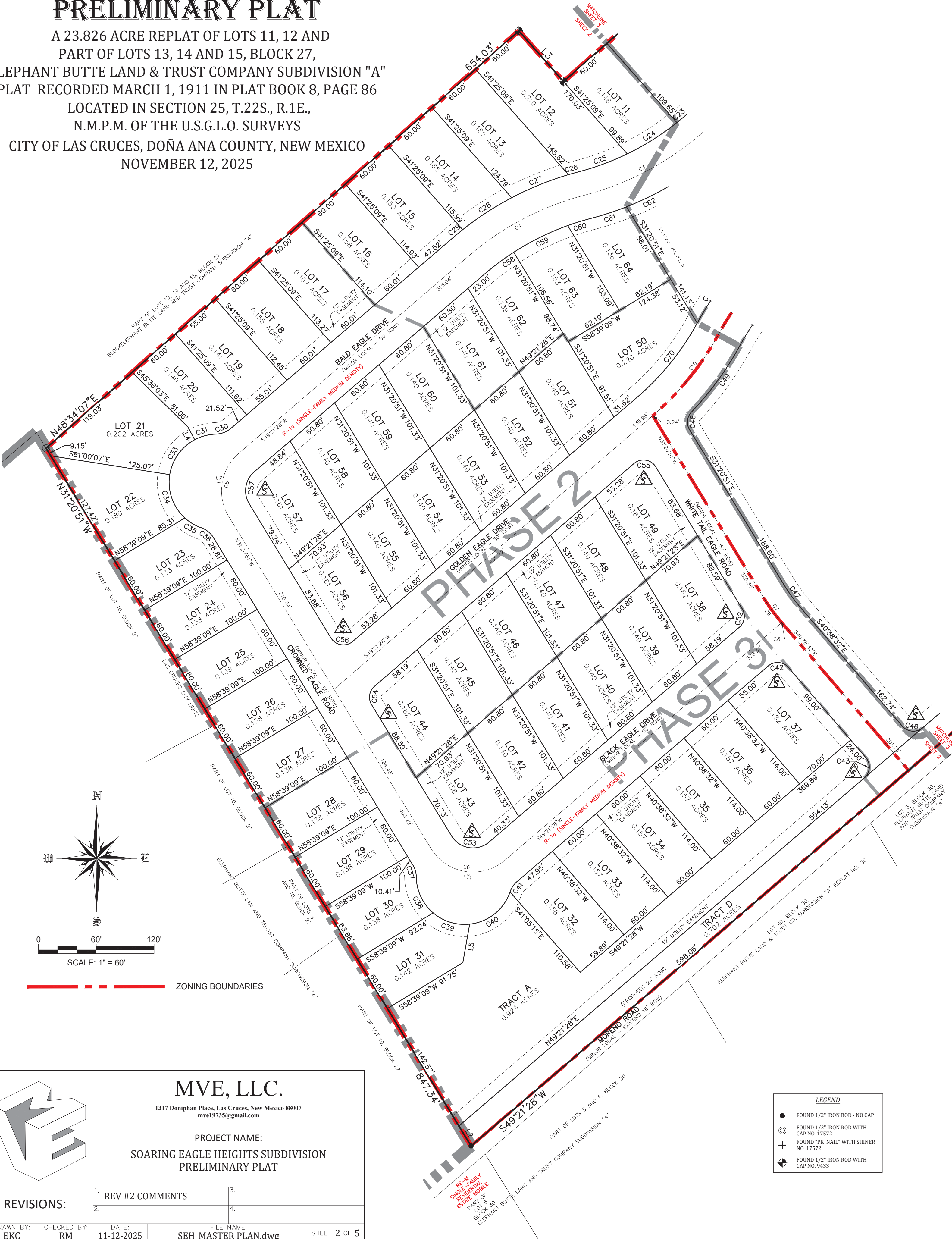
SUBDIVISION ADMINISTRATOR

DATE

	MVE, LLC. 1317 Doniphan Place, Las Cruces, New Mexico 88007 mve19735@gmail.com			
	PROJECT NAME: SOARING EAGLE HEIGHTS SUBDIVISION PRELIMINARY PLAT			
	REVISIONS:		1. REV #2 COMMENTS	3.
		2.	4.	
DRAWN BY: EKC	CHECKED BY: RM	DATE: 11-12-2025	FILE NAME: SEH_MASTER PLAN.dwg	SHEET 1 OF 5

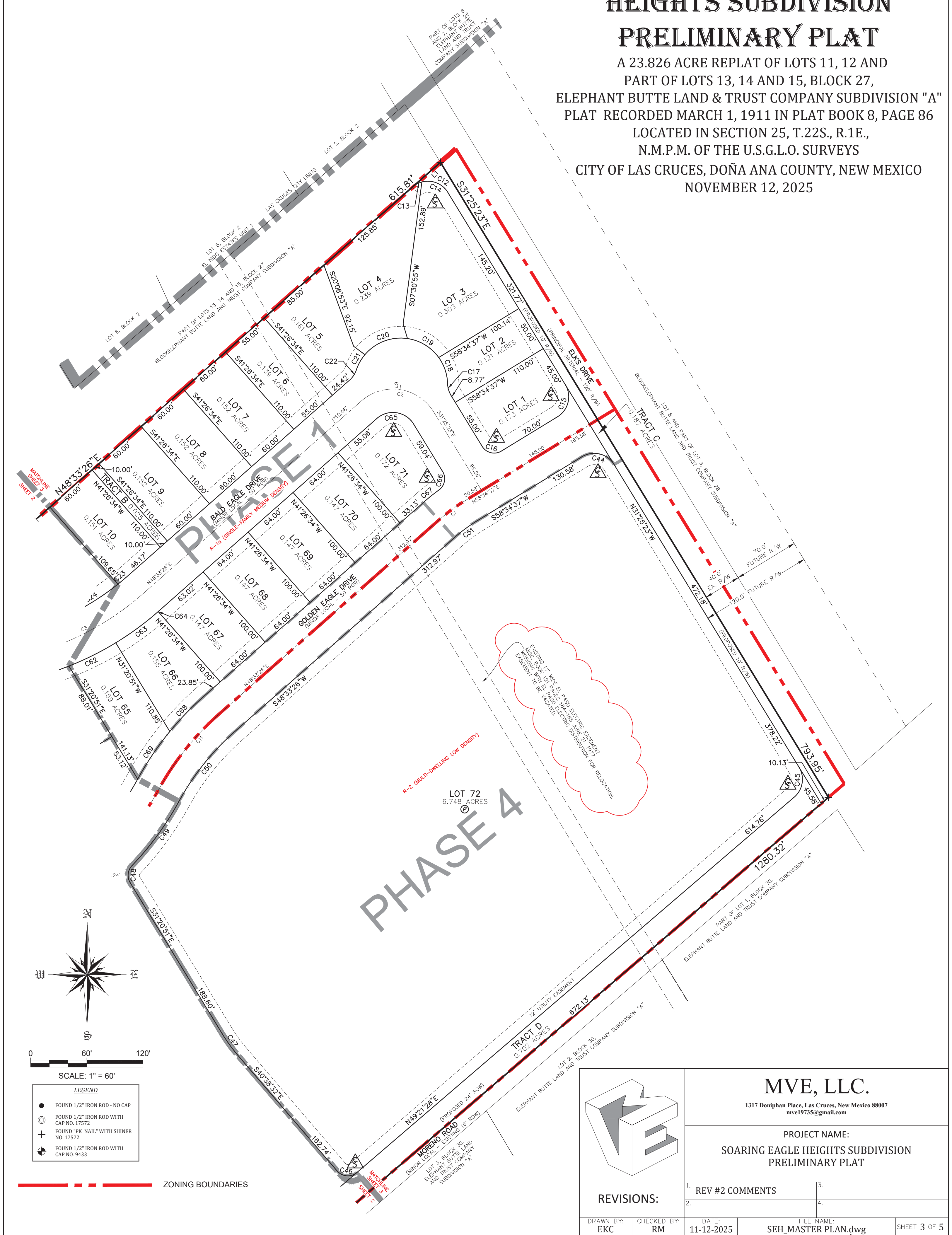
SOARING EAGLE
HEIGHTS SUBDIVISION
PRELIMINARY PLAT

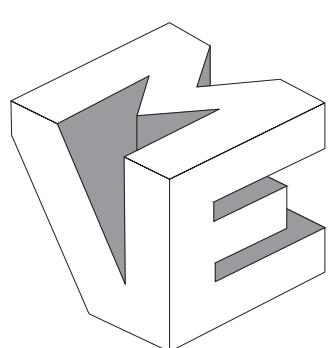
A 23.826 ACRE REPLAT OF LOTS 11, 12 AND
PART OF LOTS 13, 14 AND 15, BLOCK 27,
ELEPHANT BUTTE LAND & TRUST COMPANY SUBDIVISION "A"
PLAT RECORDED MARCH 1, 1911 IN PLAT BOOK 8, PAGE 86
LOCATED IN SECTION 25, T.22S., R.1E.,
N.M.P.M. OF THE U.S.G.L.O. SURVEYS
CITY OF LAS CRUCES, DOÑA ANA COUNTY, NEW MEXICO
NOVEMBER 12, 2025



SOARING EAGLE
HEIGHTS SUBDIVISION
PRELIMINARY PLAT

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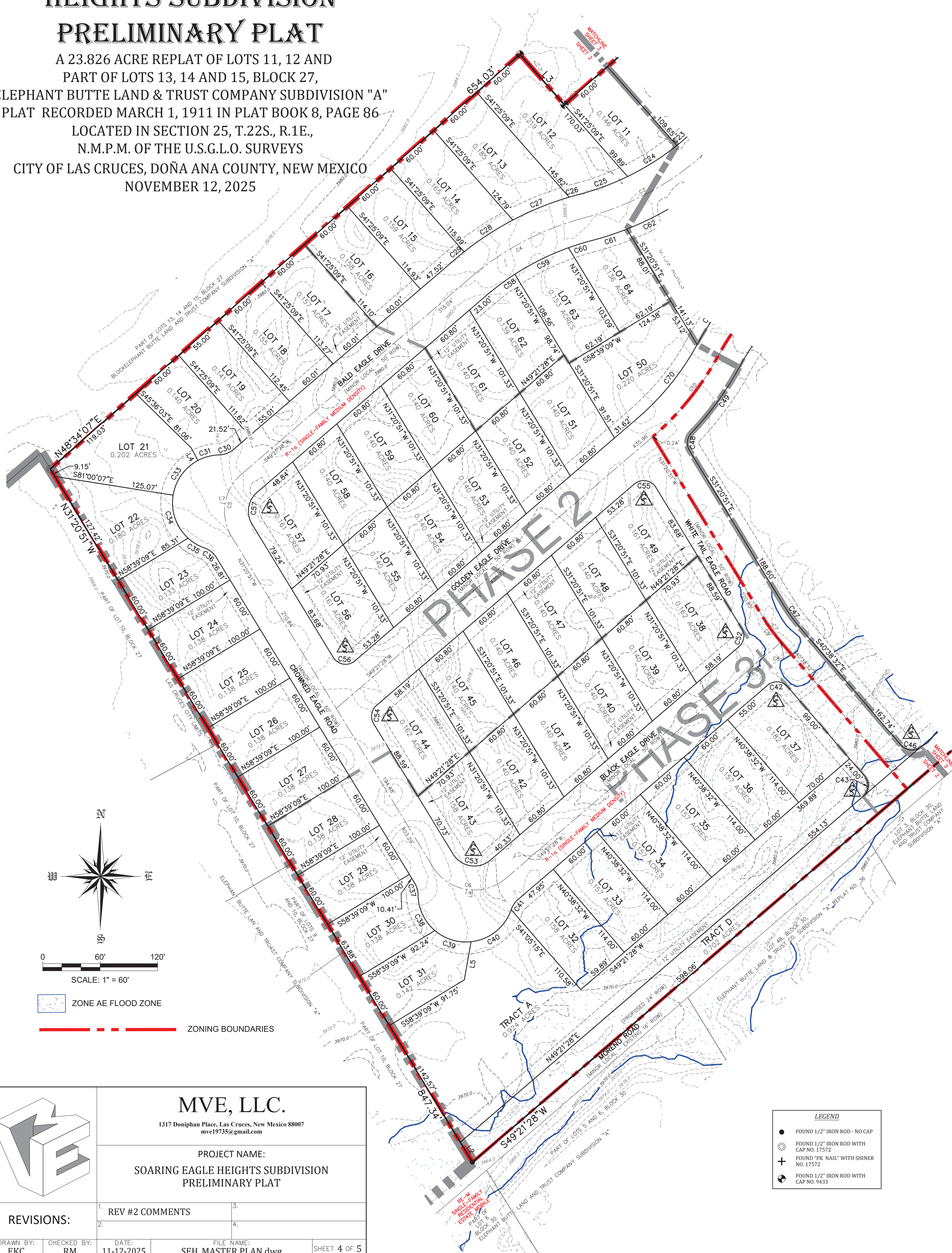
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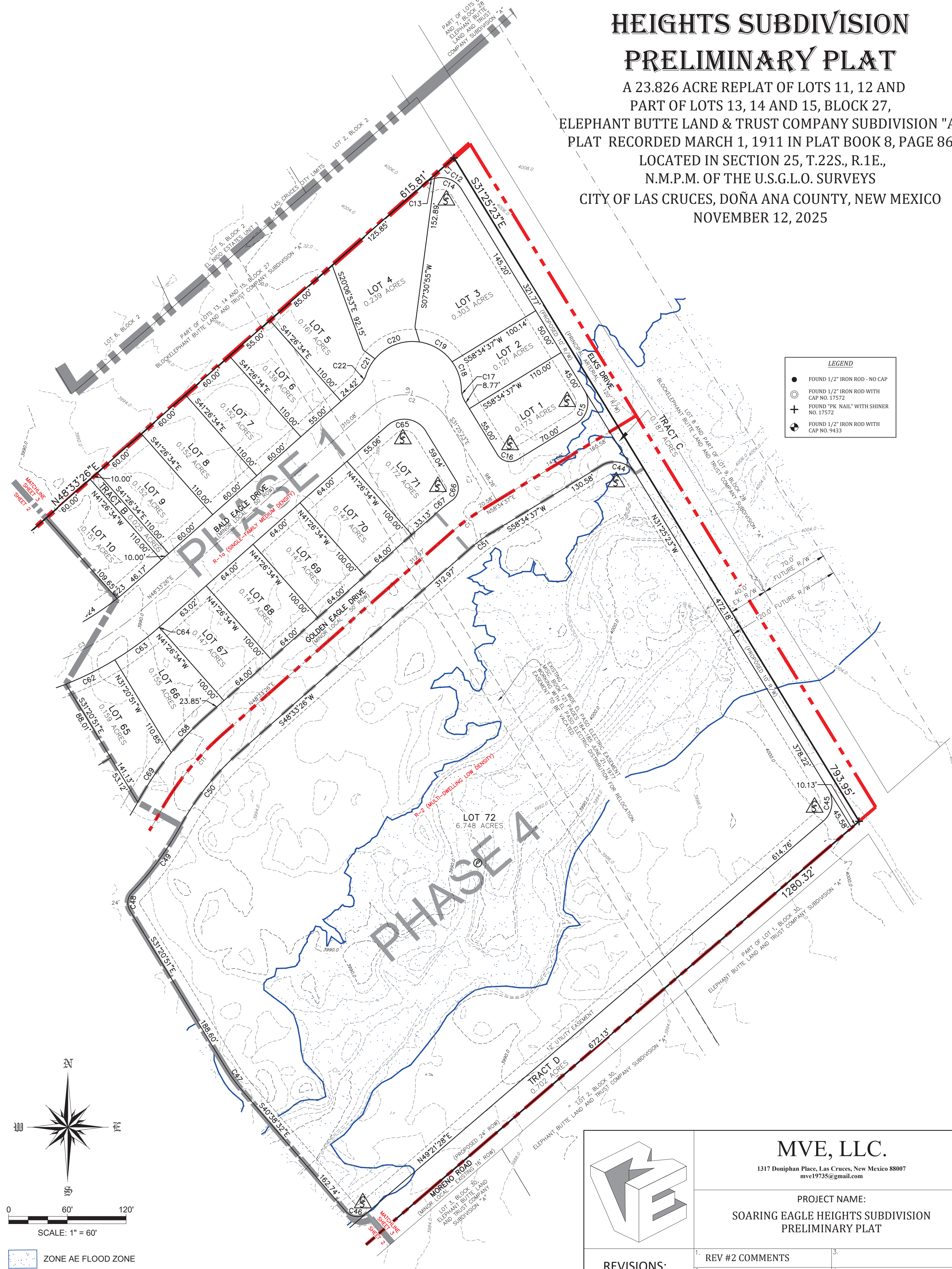
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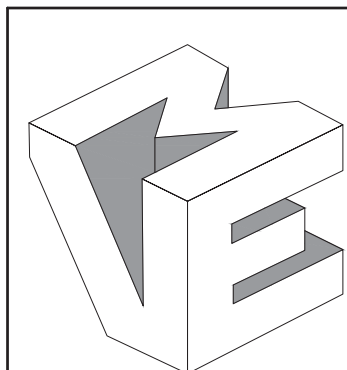
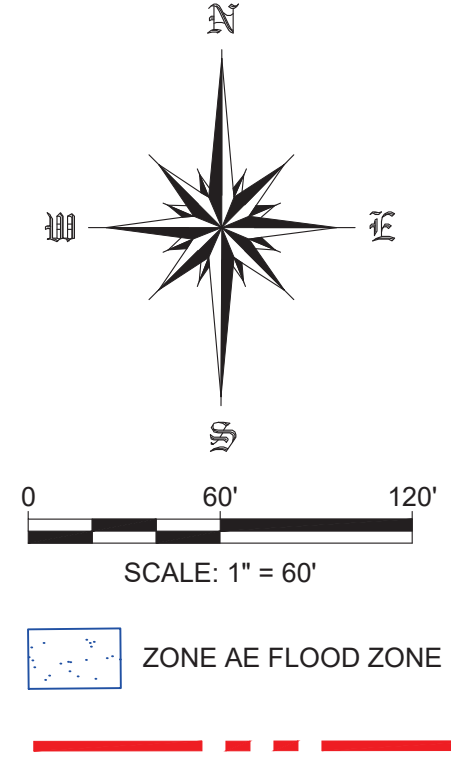
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CITY OF LAS CRUCES, DOÑA ANA COUNTY, NEW MEXICO
NOVEMBER 12, 2025



LEGEND

●	FOUND 1/2" IRON ROD - NO CAP
⊙	FOUND 1/2" IRON ROD WITH CAP NO. 17572
+	FOUND "PK NAIL" WITH SHINER NO. 17572
⊕	FOUND 1/2" IRON ROD WITH CAP NO. 9433



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DRAWN BY: EKC	CHECKED BY: RM	DATE: 11-12-2025	FILE NAME: SEH_MASTER PLAN.dwg	SHEET 5 OF 5
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CITY OF LAS CRUCES

DEVELOPMENT REVIEW COMMITTEE (DRC)

Following are the minutes from the City of Las Cruces Development Review Committee Meeting held Wednesday, January 21, 2026, at 9:00 a.m. in Room 1158.

DRC PRESENT: David Weir, Deputy Director Community Planning
Jimmy Moreno, Interim Public Works Director
Katherine Harrison-Rogers, Plan & Construct Admin, Parks
Kyle Arend, Engineering Mgr, Public Works
Michael Kinney, Community Development
Sandra Tiede, Utilities

STAFF PRESENT: Adam Ochoa, Senior Planner
John Castillo, Planner, Community Development

OTHER PRESENT: Rene Molina, MVE

1. CALL TO ORDER (9:00 a.m.)

Weir: Okay, it's 9 o'clock/ I'll call the Development Review Committee meeting to order.

2. APPROVAL OF MINUTES -

2.1 November 19, 2025

Weir: First order of business is approval of the minutes from November 19th. If I have a motion.

Arend: Motion to approve the minutes.

Weir: Do I have a second?

Moreno: I'll second.

Weir: Is there any corrections or changes the group would like to make? I know we have one that you said you'd go ahead and do.

Ochoa: Yes, it's just a spelling error.

Weir: Okay, if that's the case, I'll go ahead and take a vote by acclamation. All those in favor say "aye."

1 MOTION PASSES UNANIMOUSLY.

2
3 Tiede: I have one more thing for Utilities.

4
5 Weir: Okay.

6
7 Tiede: I noticed this gas main line is still shown on the plat.

8
9 Weir: Okay.

10
11 Tiede: And it's just going to be stopped and then manifolded to service the lots.

12
13 Ochoa: On the minutes itself or from the plat?

14
15 Tiede: On the plat.

16
17 Weir: Okay, we're not quite there yet.

18
19 Ochoa: We're not there yet.

20
21 Weir: You're too eager this morning.

22
23 Harrison-Rogers: Way too prepared.

24
25 Weir: Did I get, did people say yes?

26
27 Ochoa: Yes.

28
29 Weir: Okay, then I'll oppose - no. Okay. Minutes have been approved.

30
31 **3. OLD BUSINESS - NONE**

32
33 Weir: There's no old business today.

34
35 **4. NEW BUSINESS**

36
37 **4.1 Case No. 25CS0500087: Venus - 70 Subdivision Preliminary Plat**

- 38
- A request for approval of a Preliminary Plat known as Venus – 70 Subdivision.
 - The proposed subdivision is zoned NH-3.S (Neighborhood-3 Suburban), encompasses approximately 3.209 acres in size, and is located on the northwest corner of Bataan Memorial West and Venus Street.
 - The subdivision proposes to subdivide two (2) existing tracts into seven (7) non-residential lots.
- 44

- 1 • The proposed subdivision will work as one development with the
2 proposed new lots utilizing shared parking, access, drainage and
3 landscaping.
4 • Submitted by Borderland Engineers & Surveyors, LLC., on behalf of
5 Talley Investments, LLC., property owner.
6
7 Weir: For the first case is Venus - 70 subdivision preliminary plat. John, are you
8 going to introduce that?
9
10 Ochoa: I would.
11
12 Weir: Adam actually.
13
14 Ochoa: First item we have here is a preliminary plat known as Venus - 70
15 subdivision. It is a proposed, subject property. It is currently zoned NH-
16 3.S, neighborhood three suburban. It encompasses approximately 3.209
17 acres in size and is located on the northwest corner of what is Bataan
18 Memorial West and Venus Street. Subdivision proposes to subdivide two
19 existing tracks into essentially seven non-residential lots. This will serve as
20 one development, kind of like an office complex if you will, with each office
21 being on its own lot.
22
23 Proposed subdivision will work as one development with the lots utilizing
24 the shared parking, access, drainage, and landscaping agreement between
25 all lots. Again, separate lots but all working as one development if you will.
26 This was submitted by Borderland Engineering on behalf of Talley
27 Investments, LLC. This did go out to review a couple of times. Everybody
28 approved. I believe there was approval with conditions from Utilities, which,
29 Sandra I believe you could clarify that condition during your time to speak.
30 But all other comments were addressed. So this is basically ready to move
31 forward. That's essentially it.
32
33 Weir: Okay. Is there anybody from the applicant or Borderland today?
34
35 Ochoa: They are not here yet, unfortunately. But I don't see too many issues with
36 this one. If we run into any staff issues, we can definitely postpone if needed
37 in order to get clarification.
38
39 Weir: The rest of the committee comfortable with that? Go ahead and discuss
40 this without Borderland?
41
42 Arend: Yes.
43
44 Weir: Okay. One question I had, Adam, was they have access easements, so
45 that means that they're all private streets? Or how does the frontage and
46 access of that meet the zoning and subdivision code?

1
2 Ochoa: So that would be another thing that would be approved essentially here at
3 DRC. It is a private road. Typical driveway if you will. A 27-foot wide driving
4 aisle which would be access one point off of Venus, another point off of
5 Bataan Memorial West. And they already have their permit in with NMDOT
6 to receive that access agreement with NMDOT as well.
7
8 Arend: They're going to use the streets to move their drainage down to what is it,
9 lot four, and they're going to combine all their drainage on lot four, is that
10 what I am seeing?
11
12 Ochoa: That is correct. So for clarification, all drainage will go down to lot four, that
13 is where their retention pond will be. It will be privately owned and
14 maintained by the owner of lot four. And that is in the agreement between
15 all lot owners within there as well. Same thing with parking, same thing with
16 access. Like I said, it's just a blanket agreement between everybody kind
17 of sharing the blunt of the development of the property.
18
19 Weir: Okay. Is there an example of any other office or commercial development
20 you're aware of that works in that kind of manner?
21
22 Ochoa: Most definitely. I could bring up, if you bear with me here. Not there. Just
23 to give you an example of something like that that has occurred in the past
24 is the... Here we go. What is called kind of like the dentist complex here
25 off of Telshor and Don Roser. Basically this was done the same way where
26 each person owns their own lot and then there's a shared parking
27 agreement, shared access agreement, shared ponding agreement because
28 they kind of retain their own stuff there as well.
29
30 Weir: Okay. And we haven't had any issues?
31
32 Ochoa: Absolutely no issues. This one was a little more different. It came in as a
33 PUD just because it needed variances to some items, number of parking
34 stalls, landscaping, and so forth like that. But the one that we currently are
35 reviewing, Venus, will be able to meet all development requirements.
36
37 Weir: Okay. Well, thank you. Any DRC comments or questions? You're good?
38
39 Tiede: Just the one.
40
41 Ochoa: Okay. So just the issue about the... What was it again, I'm sorry, Sandra?
42
43 Tiede: Gas mainline is still showing on there.
44
45 Ochoa: So we just need to get that gas mainline off of the preliminary plat and then
46 we will be okay.

1
2 Tiede: Yes.

3
4 Ochoa: Okay. I think that's

5
6 Tiede: It's just going to stub out off of the street, Venus Street.

7
8 Ochoa: Gas mainline removed. That'll be something we could just make sure the
9 applicant gets it done before we go to P&Z.

10
11 Tiede: Sure.

12
13 Ochoa: Okay.

14
15 Weir: Okay. So the action required by DRC today is to make a recommendation
16 of approval or denial to the Planning and Zoning Commission. If the group
17 is comfortable, I'll entertain a motion to approve.

18
19 Harrison-Rogers: I'll make a motion to approve with the condition as stated by Utilities.

20
21 Weir: Do I have a second?

22
23 Arend: Second.

24
25 Weir: Okay. I think we're all in consensus I'll go ahead and do a vote by
26 acclamation. All those in favor, say "aye."

27
28 MOTION PASSES UNANIMOUSLY.

29
30 Weir: All those opposed? Okay. So we've made a positive recommendation to
31 the P&Z for that.

32
33 **4.2 Case No. 24CS0500141: Soaring Eagle Heights Master Plan**

- 34 • A request for approval of a Master Plan known as Soaring Eagle
35 Heights.
36 • The proposed subdivision encompasses approximately 23.826 acres, is
37 zoned NH-1.S (Neighborhood-1 Suburban) and located at the northwest
38 corner of Elks Drive and Moreno Road.
39 • The master plan proposes the development of both single-family and
40 multi-family residential lots to be developed in four (4) phases.
41 • The subdivision will dedicate two (2) tracts of land for the expansion of
42 Elks Drive and construction of Moreno Road.
43 • Submitted by Cross Town Construction on behalf of Rocky M. Nevarez
44 property owner.
45

1 Weir: The next case is Soaring Eagle Heights Master Plan. There is also a third
2 case that is Soaring Heights Preliminary Plan. Do we as a group want to
3 discuss those concurrently?
4

5 Harrison-Rogers: Do we need to make a motion?
6

7 Ochoa: Yes.
8

9 Weir: Yes.
10

11 Harrison-Rogers: I make a motion to suspend the rules and here them simultaneously.
12

13 Weir: Do I have a second?
14

15 Tiede: Second.
16

17 Weir: Okay. All those in favor?
18

19 MOTION PASSES UNANIMOUSLY.
20

21 Weir: All those opposed? Okay. So John, you're... Okay, thanks, Adam.
22

23 Castillo: Good morning, everyone. Today we have Soaring Eagle Heights, both the
24 Master Plan and Preliminary Plan. This is a proposed subdivision
25 encompassing approximately 23.826 acres. Under our new land
26 development code, the property is zoned NH-1.S, which is our
27 neighborhood one suburban, and it's located on the northwest corner of
28 Elks Drive and Moreno Road.
29

30 The Master Plan and Preliminary Plan propose the development of both the
31 single-family and multi-family residential lots to be developed in four
32 phases. The subdivision will dedicate two tracts of land for the expansion
33 of Elks Drive and the construction of Moreno Road. They will also be
34 dedicating some land towards drainage, approximately 0.924 acres. And a
35 small tract of land that will provide a pedestrian connection to the adjacent
36 middle school next to the property. The subdivision was submitted by Cross
37 Town Construction on behalf of Rocky M. Nevarez the property owner.
38

39 Weir: Is this your...
40

41 Molina: Yes.
42

43 Weir: This case? Is there anything you want to add or discuss?
44

45 Molina: John, if you, will you elaborate on the drainage tract that's being dedicated?
46 It's not dedicated to the city, though.

1
2 Castillo: Oh, no, that's right. I apologize. The tract will be maintained privately, and
3 Tract B, which is this little piece right here is going to be what's dedicated
4 to the city as a pedestrian walkway or pedestrian access.
5
6 Molina: That's all I wanted. Appreciate it.
7
8 Weir: Okay, so you're comfortable with everything else. The Tract B, that'll be
9 dedicated so that'll be part of the street right-of-way? Or just a separate
10 tract?
11
12 Molina: Yes.
13
14 Castillo: Just a separate tract.
15
16 Weir: And Public Works and Park, are you comfortable with that?
17
18 Arend: Is there going to be any utilities in there or is it just the trail?
19
20 Molina: Just the trail. Just access for the kids to get through instead of having to
21 come in to Elks.
22
23 Moreno: How wide is that tract?
24
25 Molina: I believe it's eight to ten feet wide.
26
27 Moreno: What is the finish going to be?
28
29 Molina: Asphalt.
30
31 Moreno: Asphalt.
32
33 Molina: Unless you guys prefer something different. Asphalt's typical.
34
35 Moreno: Probably concrete.
36
37 Molina: Concrete?
38
39 Moreno: Like sidewalk. There's less maintenance when there's no...
40
41 Molina: Not a problem.
42
43 Harrison-Rogers: Generally I like to see it ten feet wide, but if it's concrete... Well, we like
44 to see it ten feet wide because we can access through there. So just need
45 to ensure. If I recall during my review, it was. Yes, if I recall.
46

Agenda Item #7.3.

1 Moreno: One more question. Lots of nine and ten, are they going to have yard walls
2 adjacent to that walkway?
3
4 Molina: Yes.
5
6 Moreno: Just need to make sure on plans that they show the foundations and the
7 entire rock wall outside of the city (*inaudible*).
8
9 Molina: Yes. Just a quick question. Now we're getting into the details, but pipe
10 bollards, removable or? There's no drainage going through, it's just trail.
11
12 Moreno: It's just trail.
13
14 Molina: Just trail.
15
16 Moreno: Yes, we just want to make sure they're ADA compliant to get somebody
17 through. The spacing needs to be ADA compliant.
18
19 Molina: Yes, five feet.
20
21 Arend: I guess I'll just point out that if it's only eight feet wide and there's going to
22 end up being walls right up next to it, then yes, like a tractor or a truck may
23 have trouble getting through there to do some kind of feature maintenance.
24 What we have done in the past when that track needed to be very narrow
25 for lot reasons was have a setback on each lot that they couldn't put their
26 wall right up against the edge, which either one is...
27
28 Molina: That could easily be accommodated.
29
30 Arend: Or we can adjust that width if Parks feels it's critical.
31
32 Harrison-Rogers: We'd like to see at least 10 feet. I'm looking at my comments that I had
33 made during review, and it said basically preferably 12 feet, but no smaller
34 than 10.
35
36 Tiede: Utilities don't have any issue as long as there's no utilities running through
37 there.
38
39 Weir: And that can be addressed at the final plat?
40
41 Harrison-Rogers: It could be. Yes.
42
43 Arend: Is it matching drainage as well?
44
45 Molina: No.
46

Agenda Item #7.3.

1 Arend: Strictly... Okay.
2
3 Molina: Strictly access.
4
5 Weir: And the track that it goes to, that's outside the boundaries of the subdivision,
6 correct?
7
8 Molina: Yes, sir.
9
10 Weir: The holding property.
11
12 Molina: Yes, it is. It's basically one of the access points to the school.
13
14 Weir: School. Okay.
15
16 Molina: Schools.
17
18 Weir: Okay. Thank you. The only other comment that I had was the notes on the
19 plat say that it will be using the 2001 Zoning Code. I think we just need to
20 confirm that this development. If not, it needs to be updated to the 2025
21 Zoning Code.
22
23 Harrison-Rogers: Mr. Chair. There will be a different application of fees if it falls under the
24 new code versus the old code. I do want to point that out. Under the new
25 code, there is a requirement for neighborhood parkland dedication. And as
26 none is part of this particular subdivision, the alternative is a fee in lieu,
27 offsite improvements, a number of other options. But the fee in lieu has a
28 particular calculation and will add up. I'm just going to point that out.
29
30 Molina: And I understand that. The only thing on this one subdivision, it's been
31 going on for quite a while.
32
33 Harrison-Rogers: Correct.
34
35 Molina: And I believe the issue on why it's carried over to this year is really just a
36 timing issue with being able to meet some meetings.
37
38 Weir: Okay.
39
40 Molina: We fully would request that it would be considered as part of the previous
41 zoning. That's how it was laid out. We are not taking advantage of the new
42 adopted zoning. And so we would request that it would be considered under
43 the previous zoning.
44
45 Weir: Okay. And that may be the case.
46

1 Molina: Okay.
2
3 Weir: It was already accepted. I don't know. I guess I did have one additional
4 question. What, on this graphic shows is Phase 4. That is zoned for
5 commercial apartments, but there's substantial floodplain in it. Is it intended
6 for drainage? Or if you develop it, it will pass that water through? Or what's
7 the intent?
8
9 Molina: At the point where the developers may consider actually doing any
10 multifamily, the drainage is of primary consideration, of course. And so
11 anything that would be developed would be not encroaching onto the
12 drainage. The drainage will be left in its natural state. So being able to do
13 multifamily, it's going to be limited due to the space and the drainage
14 considerations. Also, once developed it would be, the drainage for new
15 impervious areas would be handled by on lot ponding. But no, no
16 encroachment whatsoever onto the floodplain.
17
18 Weir: And so as a committee are we comfortable with that kind of being just
19 platted now and with the realization that any development would have to
20 meet our drainage requirements when they came in with the proposal? We
21 all agree. Okay. Any other discussion or points of either clarification or just
22 want to make sure it's all part of the record?
23
24 Castillo: We also do have alternate cross-section for Elks Road as there is a smaller
25 portion being dedicated. And then ensuring that staff can make the
26 transition between what's been previously built and then tying into the
27 county area so that there is no...
28
29 Weir: Issue from one to the other.
30
31 Castillo: Correct.
32
33 Weir: And that has been discussed through review, that this would take place?
34
35 Castillo: Yes, it's been discussed through review, and then several staff meetings.
36
37 Weir: Okay. Any further discussion on the alternate?
38
39 Arend: So did Gary take a look at your proposal and give the thumbs up to be ...
40
41 Molina: Gary, I'm sorry. Yes, Gary and So Gyu Lee actually looked at it. They
42 provided some recommendations for modification to it. I adopted those
43 modifications.
44
45 Arend: Okay.
46

Agenda Item #7.3.

1 Molina: Basically, lane width they wanted to be, they wanted to change the lane
2 width to 14 feet on the turn lane.
3
4 Arend: Okay.
5
6 Molina: I don't know if you recall seeing the layout.
7
8 Arend: Yes.
9
10 Molina: It's been some time.
11
12 Arend: Right.
13
14 Molina: But I accommodated that as well as a transitional change.
15
16 Arend: Okay.
17
18 Molina: Which I accommodated. But knowing well that once we go to construction
19 drawings, I'll be working with them directly to make sure it's something that
20 it's meeting their expectations.
21
22 Arend: As long as you've accommodated all of that within the right-of-way
23 dedication then we should be good to go at the moment.
24
25 Molina: Yes, sir. I believe that it was done.
26
27 Arend: Okay.
28
29 Moreno: Mr. Chair. One other question. On the drainage on the south there, is it
30 White Eagle Road?
31
32 Molina: The one that's tying down to...
33
34 Moreno: The one on the bottom. Yes, the one that's tying into your drainage pond.
35 I know it'll probably be addressed in your construction drawings, but what is
36 your intent on crossing that drainage through that road into that drainage
37 pond?
38
39 Molina: So...
40
41 Moreno: Because it's on the... go to the other sheet. That one. Right there. Right
42 there at the bottom corner. Yes. Because you have your drainage pond
43 there, and a lot of that drainage is crossing that road, correct?
44
45 Molina: Right.
46

Agenda Item #7.3.

1 Moreno: On Whitetail Eagle Road?
2
3 Molina: So it would remain as historical with overland flow at that location?
4
5 Moreno: So you're going to have a low water crossing on Whitetail Eagle Road?
6
7 Molina: Yes.
8
9 Moreno: Okay. Based on your calculations, I don't know if that's the best. Kyle, what
10 is your opinion on that?
11
12 Arend: Have you done preliminary flows through there on what the historic flows
13 are crossing that road at?
14
15 Molina: Yes. and I believe it'll be meeting the criteria. Basically, 12 inches above
16 curb line.
17
18 Arend: Mike, do you happen to recall what the code says about how much water
19 they can have on a local road?
20
21 Kinney: It can't go above, as far as the (*inaudible*), it can't go outside the right-of-
22 way.
23
24 Molina: I thought it couldn't exceed curb line.
25
26 Kinney: Right-of-way to right-of-way.
27
28 Weir: Is that something that would be ironed out at construction drawings?
29
30 Moreno: It can be. I just want to put on the record.
31
32 Weir: Right.
33
34 Moreno: Drainage is handled at that bottom corner where we're not having
35 maintenance issues or repair issues right at that intersection of Moreno
36 Road.
37
38 Arend: Or reoccurring closures.
39
40 Moreno: Yes, because if we get flooding issues through there, the mess is essentially
41 blocking off access if it's not addressed properly.
42
43 Molina: Understood.
44
45 Weir: And so there are several alternatives that can be used...
46

1 Molina: There is.
2
3 Weir: To meet the needs for that.
4
5 Molina: There is a waste to mitigate, I believe.
6
7 Weir: Okay. Okay. Is there any other items to discuss?
8
9 Tiede: Utilities don't have any issues.
10
11 Weir: Okay. If that's the case, I'll entertain a motion to unsuspend the rules and
12 then to first approve the master plan. Do I have a motion?
13
14 Harrison-Rogers: I'll make a motion to approve the master plan.
15
16 Weir: Did we want to place any conditions or do we want to, with that approval,
17 grant the ability to use an alternative cross-section for, is it Elks?
18
19 Castillo: Yes.
20
21 Weir: Elks Drive.
22
23 Harrison-Rogers: With the conditions as discussed during.
24
25 Weir: Okay. Do I have a second?
26
27 Moreno: I second.
28
29 Weir: All those in favor?
30
31 MOTION PASSES UNANIMOUSLY.
32
33 Weir: All those opposed? None. So that's approved.
34

35 **4.3 Case No. 24CS0500135: Soaring Eagle Heights Preliminary Plat**

- 36 • A request for approval of a Preliminary Plat known as Soaring Eagle
37 Heights.
- 38 • The proposed subdivision encompasses approximately 23.826 acres, is
39 zoned NH-1.S (Neighborhood-1 Suburban) and located at the northwest
40 corner of Elks Drive and Moreno Road.
- 41 • The preliminary plat proposes seventy-one (71) single-family residential
42 lots, one (1) multifamily lot and one (1) tract of land totaling
43 approximately 0.924 acres for drainage.
- 44 • The subdivision will dedicate two (2) tracts of land approximately 0.88
45 acres in size for the expansion of Elks Drive and the construction of
46 Moreno Road.

- Submitted by Cross Town Construction on behalf of Rocky M. Nevarez, property owner.

Weir: The next one, we need a motion for the approval of the Soaring Eagle Heights preliminary plan. I'll entertain a motion.

Tiede: So moved.

Arend: Second.

Weir: Is there a second? Are there any conditions that need to be added to this? We've got the road already on the master plan, so. Okay. I will take an acclamation. All those in favor?

MOTION PASSES UNANIMOUSLY.

Weir: All those opposed? Okay. The master plan and preliminary plat have positive recommendation to the Planning and Zoning Commission. With that, that is all our items of business today.

5. ADJOURNMENT (09:20 a.m.)

Weir: I know that you want to stay here longer, but I'll entertain a motion to adjourn.

Moreno: Motion to adjourn.

Weir: And a second.

Arend: Second.

Weir: All those in favor?

MOTION PASSES UNANIMOUSLY.

Weir: Okay. We are adjourned at 9:25.

Chairperson

FINDINGS:

- Based upon review by relevant City staff, the proposed preliminary plat known as Soaring Eagle Heights complies with the requirements and standards of the City of Las Cruces Subdivision Code.
- The proposed new lots that are being created by the preliminary plat comply with all the requirements of the 2025 City of Las Cruces Land Development Code, as amended.
- Following the goals and actions outlined in Elevate Las Cruces, the proposed subdivision will offer housing options that vary in intensity.
- Development Review Committee recommended Approval on January 21, 2026.