

Alameda Depot Neighborhood



City of Las Cruces
Community Development Department

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Table of Contents

INTRODUCTION

Purpose	1
Study Area	1

NEIGHBORHOOD PLAN GOALS AND POLICIES

ONE: Neighborhood Character	4
TWO: Non-Conforming Structures and Properties	6
THREE: Appropriate Land Use	8

ADMINISTRATION AND IMPLEMENTATION

14

APPENDICES

Appendix A: Neighborhood History	15
Appendix B: Planning Process	16
Appendix C: Glossary	20
Appendix D: List of Historic Properties	22

MAPS AND FIGURES

Map 1 Alameda Depot Neighborhood Boundaries	2
Map 2 Historic Designations	3
Map 3 Current Land Uses	9
Map 4 Current Zoning Districts	10
Map 5 Areas within Alameda Depot Neighborhood	12
Figure 1 Zoning and Land Use Comparison	8
Figure 2 Comprehensive Planning Framework	18

ON THE COVER (from top): Las Cruces Depot, 1901 (Rio Grande Archives at NMSU); Las Cruces Women Improvement Association members at the New Mexico Federation of Woman's Clubs convention, 1924 (Collection of the City of Las Cruces Museum System); Hendrix Methodist Episcopal Church on Alameda Blvd., circa 1900 (St. Paul's United Methodist Church); Urban Renewal, Downtown Las Cruces and the Alameda Neighborhood, circa 1970 (City of Las Cruces); A conceptual neighborhood with various planning elements, such as streetscapes, building heights, setbacks, and pedestrian amenities (Congress for the New Urbanism).

Introduction

PURPOSE

The Alameda Depot Neighborhood Plan is intended to maintain the character of one of Las Cruces' oldest neighborhoods by providing the policy basis for creating an Overlay, or Special Zoning District.

The Alameda Depot Neighborhood, along with the Mesquite Historic District and the Central Business District, form the historic heart of Las Cruces. In recent years, several factors have impacted the city's center: downtown revitalization; renewed interest in protecting historic properties; and movement from the suburbs back to the urban core. These factors have created a gradual change in the types of land uses in the Alameda Depot neighborhood, primarily from residential to office and commercial uses. Anticipated public and private investment in the downtown area will no doubt have further impact. For example, new city and federal government buildings and expansion of the county judicial complex create the potential for even more office and multi-family residential land uses. Also, as the downtown is redeveloped, two-way traffic on Main, Church and Water Streets will be restored. As a result, changing pedestrian, public transit and automobile traffic flow patterns will have an impact on the neighborhood and should be planned for.

The Alameda Depot neighborhood, with its rich history, diverse architecture and peaceful environment, is an important part of Las Cruces life. As it is impacted by change and the downtown continues to grow and expand, neighborhood residents want to protect the unique nature of the neighborhood and preserve these characteristics. This plan was created with these challenges in mind.

The Plan includes measures to preserve historic structures, recommended development standards that provide greater flexibility for historic properties, policies governing land use conversions and the preservation of the residential core of the neighborhood, and suggestions to enhance the aesthetics of the neighborhood's public areas. These guidelines are provided for residents, property owners, City Staff, and elected officials for use in making land use and development-related decisions.

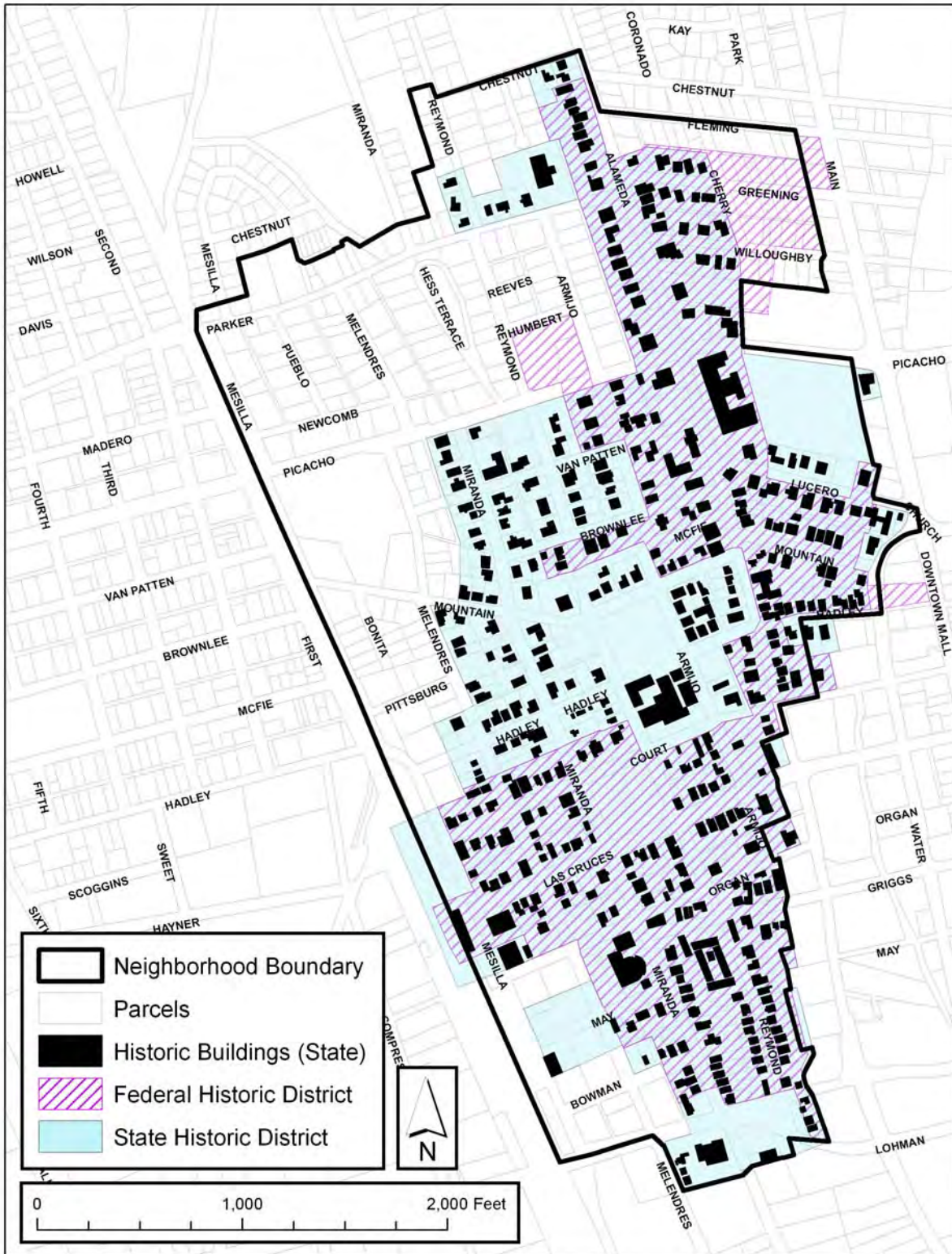
STUDY AREA

The Alameda Depot Neighborhood comprises approximately 260 acres and is located west of the Central Business District (Main Street and downtown Las Cruces). The Neighborhood boundaries are roughly based on boundaries described by the New Mexico State Historic Preservation Office and the National Register of Historic Places, but extend to include adjacent areas that contribute to the character of the neighborhood, and may be designated as historic in the future. In general, the neighborhood is bounded by Alameda Boulevard and Main Street on the east, the railroad tracks on the west, Parker Road and Chestnut Avenue to the north and Amador Avenue to the south. Specific boundaries are shown in *Map 1*. The following principles were used in determining the boundaries: 1) properties within the Central Business District (CBD) Overlay and the North Main Street corridor were excluded to avoid potential zoning conflicts; 2) other properties on the State or Federal Historic register were included; 3) properties with similar aesthetic qualities whose owners have participated in neighborhood groups were included; and 4) linear features were followed to create more regular boundaries.

Map 1 Alameda Depot Neighborhood Boundaries



Map 2 Historic Designations



Neighborhood Plan Goals and Policies

ONE: NEIGHBORHOOD CHARACTER

The Alameda Depot area is one of Las Cruces' oldest residential neighborhoods and is comprised of over 500 properties individually designated as historic on the State and National Registers (*Map 2*). Of these properties, 403 are designated Contributing and 121 are designated as Non-Contributing. While not listed on the National or State Registers, many homes adjacent to historic structures also contribute to the overall ambiance and character of the neighborhood. In addition, an update of the historical survey may determine that structures outside the current boundaries of the district are eligible to be registered.

A number of homes designated as historic by the Federal and State Registers have been demolished over the years. Their loss equates to the loss of neighborhood character and a part of Las Cruces' history. Designation as a State historic structure qualifies the property owner for tax credits for restoration activities, provided that the restoration follows State historic preservation guidelines. Tax credits may also be an incentive for restoration rather than demolition.

The unique architecture, along with the presence of large lots and mature landscaping, make the Alameda Depot streetscape quite distinct from other neighborhoods. The area, particularly near Pioneer Women's Park, has a high degree of pedestrian activity and attracts recreational walkers from other parts of town. Further enhancement of the district's public spaces in a neighborhood-appropriate way is of interest to area property owners.

The following policies provide safeguards against demolition of historic properties and encourage their re-use, suggest creating public spaces that complement the unique architecture of the area, offer methods to enhance the pedestrian-friendly aspect of the neighborhood, and encourage property owners to take

advantage of state and federal voluntary tax credit programs.

GOAL 1: Preserve and Enhance the Unique Character of the Alameda Depot Neighborhood

Policy 1.1

The Neighborhood Plan boundaries should include those properties found in *Map 1*.

Policy 1.2

The City and the Alameda Depot Neighborhood residents should coordinate efforts to update the Historic Building Inventory.

Policy 1.3

The City should establish a 60-day delay on demolition of designated Contributing historic structures, to begin the day that a demolition permit is applied for. The delay should include a process to notify the public when the demolition permit has been sought. The delay allows time for the neighborhood and concerned parties to discuss alternatives to demolition with the property owner or to make counter-proposals should they so choose.

Policy 1.4

Encourage infill and adaptive re-use to create, restore, and maintain structures to further enhance the character of the existing neighborhood.

- a. The reuse of historic structures is strongly encouraged to reduce frequency of demolition to the greatest extent possible.
- b. New development and redevelopment should conform to the allowed land uses in the Area in which they are located (see Goal 3).

Policy 1.5

Provide cohesive design and aesthetic unity to the historic neighborhood via its parks and streetscapes.

- a. Develop a streetscape plan for the district that addresses bus stops, benches, street signs, lighting, etc.
- b. Pursue funding for the acquisition of streetlights throughout the Alameda Depot neighborhood that compliment the historic character of the area. Include mid-block lighting where necessary to contribute to the overall safety and security of the neighborhood.
- c. Consider distinctive street signage and markers to enhance the historic character of the neighborhood, while remaining compliant with federal guidelines.
- d. Integrate existing design elements, such as those found at the train depot and in Pioneer Women's Park, into future streetscape design in other parts of the neighborhood.

Policy 1.6

To create a safe and comfortable pedestrian environment, the City should make traffic calming measures in the neighborhood a priority, including but not limited to:

- a. Conducting a traffic analysis after Water and Church Streets open to 2-way traffic, to determine if a road diet for South Alameda may be appropriate.

- b. Incorporating such tools as signalized and marked crosswalks at selected intersections.

- c. Adding textured pavers between the transverse lines of the crosswalks at major intersections.

Policy 1.7

The neighborhood associations should take the lead in creating a voluntary resource guide that property owners may use as a reference that would cover such topics as:

- a. architectural styles and techniques for repairing, restoring, and preserving historic buildings;
- b. tax credit programs for historic preservation;
- c. property tax relief, revolving loans, and/or low interest loans for those property owners who seek to rehabilitate historic structures.

Policy 1.8

Develop guidelines for signage in the Overlay ordinance that are compatible with the character of the neighborhood.

Policy 1.9

The neighborhood associations are encouraged to participate in efforts to revitalize the downtown area, in order to create attractive transition areas between the Overlay and the Central Business District.

TWO: NONCONFORMING STRUCTURES AND PROPERTIES

The age of the Alameda Depot neighborhood means that many structures in the area pre-date the establishment of the first development standards set forth in the 1955 Las Cruces Zoning Ordinance,¹ and are considered non-conforming. These include setbacks, lot size, wall heights, additional dwelling units, etc. This neighborhood plan acknowledges that these inconsistencies exist and should be accommodated by creating development standards for the neighborhood that correspond to the existing situation.

There are currently four main processes for dealing with deviations to the Zoning Code or development standards. The first is the granting of Legal Non-Conforming Status. This is an administrative process that is used when a property was legally developed before a regulation went into effect, to allow the existing use to continue as is. This process restricts the types of modifications that can be done to a “grandfathered” property before the Legal Non-Conforming Status is lost.

The second process is the Flexible Development Standard. This is also an administrative process for allowing deviations to planning-related development standards that are considered minor or insignificant.

This process requires the notification of adjacent property owners, but does not require a public hearing, unless a notified party objects.

The third process is the Variance, which is applicable to a physical characteristic unique to the property that significantly limits development options. This process requires a public hearing at the Planning and Zoning Commission, which is the decision making body. Variances may be granted for planning-related deviations to the Zoning Code that are numeric in nature (e.g., asking for a 10-foot setback when a 20-foot setback is required).

The fourth process is a zone change, which can completely change what uses are allowed on a property and the standards to which it must be developed. This is the most involved process, as it requires an ordinance change by City Council. It also requires a public hearing in which the Planning and Zoning Commission makes a recommendation to City Council.

The objective of this section is to establish policies that, when implemented by way of an Overlay for the neighborhood, will streamline the process of Zoning Code conformity for long-developed parcels that are undergoing improvements or minor modifications

¹ The first Zoning Ordinance was in 1939, but it only established allowed uses in residential districts and did not provide development standards.

GOAL 2: Develop standards to accommodate properties that do not conform to the current Zoning Code.

Policy 2.1

Expand the use of administrative Flexible Standards within the Alameda Depot Neighborhood to deal with deviations to development standards.

Policy 2.2

Adopt reduced setback and lot size requirements which can accommodate small and irregularly shaped lots and reflect the character of existing development in the neighborhood, to eliminate the need for many variances to development standards.

Policy 2.3

Create flexible parking standards in the Overlay that are in scale with the architecture, landscaping and purpose of construction, and are in keeping with neighborhood character or the historical appearance of the property.

- a. The City may allow reduction in number of off-street spaces required by giving greater allowance to on-street parking where practical.
- b. Shared parking agreements among neighboring properties are encouraged and

will count toward off-street parking requirements.

c. When properties are redeveloped, the number of existing off-street spaces should be preserved unless a reduction in parking demand can be demonstrated.

d. Parking areas for non-residential and multi-family uses should be located toward the side or back of the subject property when possible and screened or buffered when visible from the street.

e. Encourage different types of surfacing materials to enhance aesthetics of parking lots while maintaining ADA compliance and emergency vehicle accessibility.

f. Parking provisions should minimize destruction of mature landscaped areas that contribute to the overall character of the property.

Policy 2.4

The City should adopt the 2006 International Existing Building Code, which contains provisions that facilitate code conformity for historic structures while still protecting occupant health and safety. The IEBC acknowledges that a certain amount of flexibility is necessary when repairing, remodeling or adding on to an existing building, that wouldn't ordinarily be allowed for new construction. It also provides some flexibility for renovation of historic buildings.

THREE: APPROPRIATE LAND USE

Over the years, there has been a gradual change in the types of land uses in the Alameda Depot area, primarily from residential to office and commercial uses. *Map 3* shows how the land is being used, while *Map 4* shows the zoning districts. A graphic analysis of this information compares current land uses with the uses that would be allowed under current zoning (*Figure 1*). It indicates that a significant number of new conversions would be allowed by right. The current Comprehensive Planning policy discourages commercial development along Alameda Boulevard north of Picacho Avenue (Appendix B, Comprehensive Plan Land Use Element, Policy 1.3.17). However, no specific policy exists which deals with non-residential conversions to the south of the Picacho Avenue and Alameda Boulevard intersection. This plan offers policies on land use conversions as a whole so that the residential character of the neighborhood is maintained to the greatest extent possible. This will be especially important should the current Doña Ana County Judicial Complex, located at the corner of Picacho Avenue and Alameda Boulevard, be expanded.

Mixed land use has traditionally existed in the Alameda Depot area, but similar land uses have tended to cluster near one another. As a result, land use Areas within the district have been identified. Roadway classifications have also been a major factor in determining Area boundaries. Arterials such as Alameda Boulevard and Picacho Avenue are appropriate for higher intensity commercial use, with intensity diminishing as one travels closer to residential areas. Local streets such as Las Cruces Avenue and Raymond Street were designed and intended for low traffic volume, rather than for heavier traffic usually found in commercial areas.

As a historic area, and one in which land uses have changed continually in the past hundred years, commercial and industrial structures, as well as residential, may be registered historic properties. Hence the need for integrating land use with historic preservation, and an interest in preserving the residential feel of the neighborhood, regardless of types of land uses.

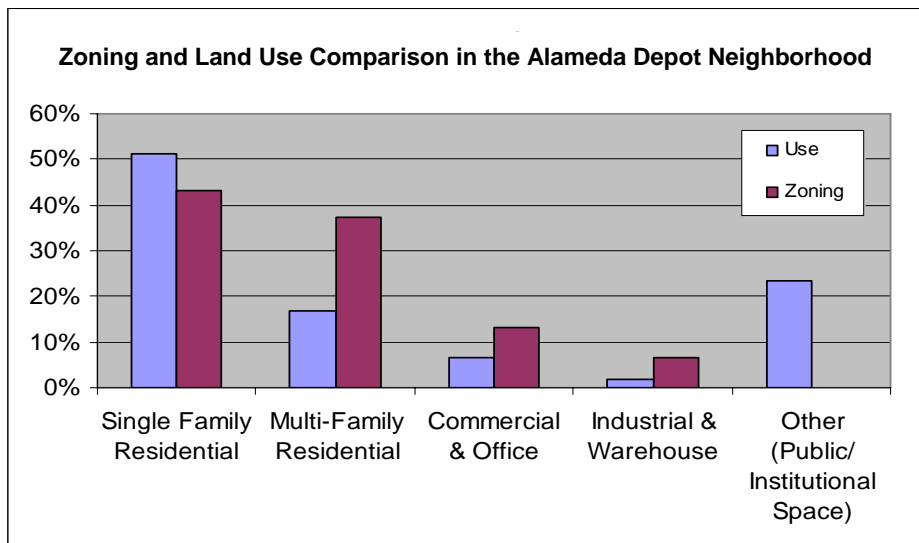
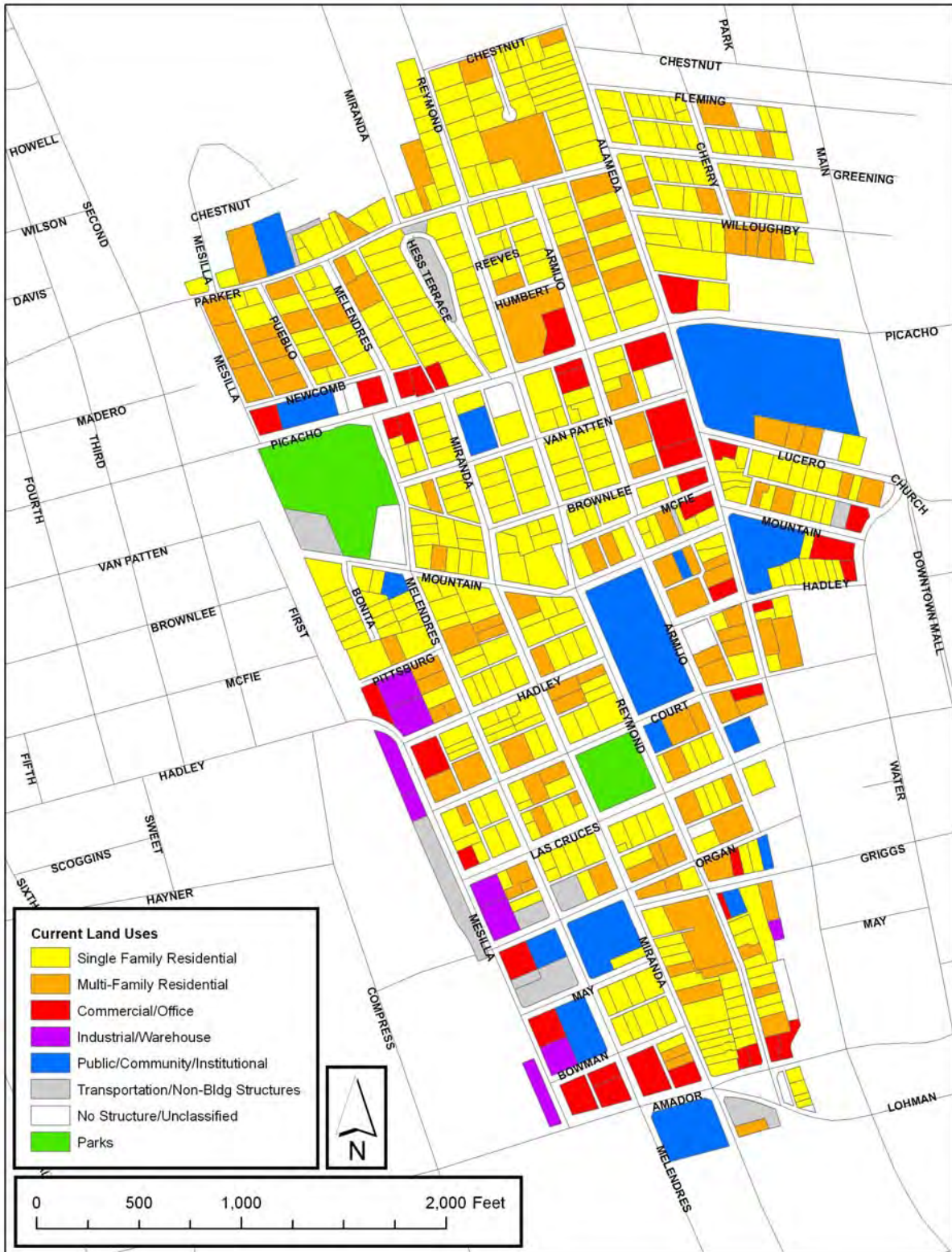
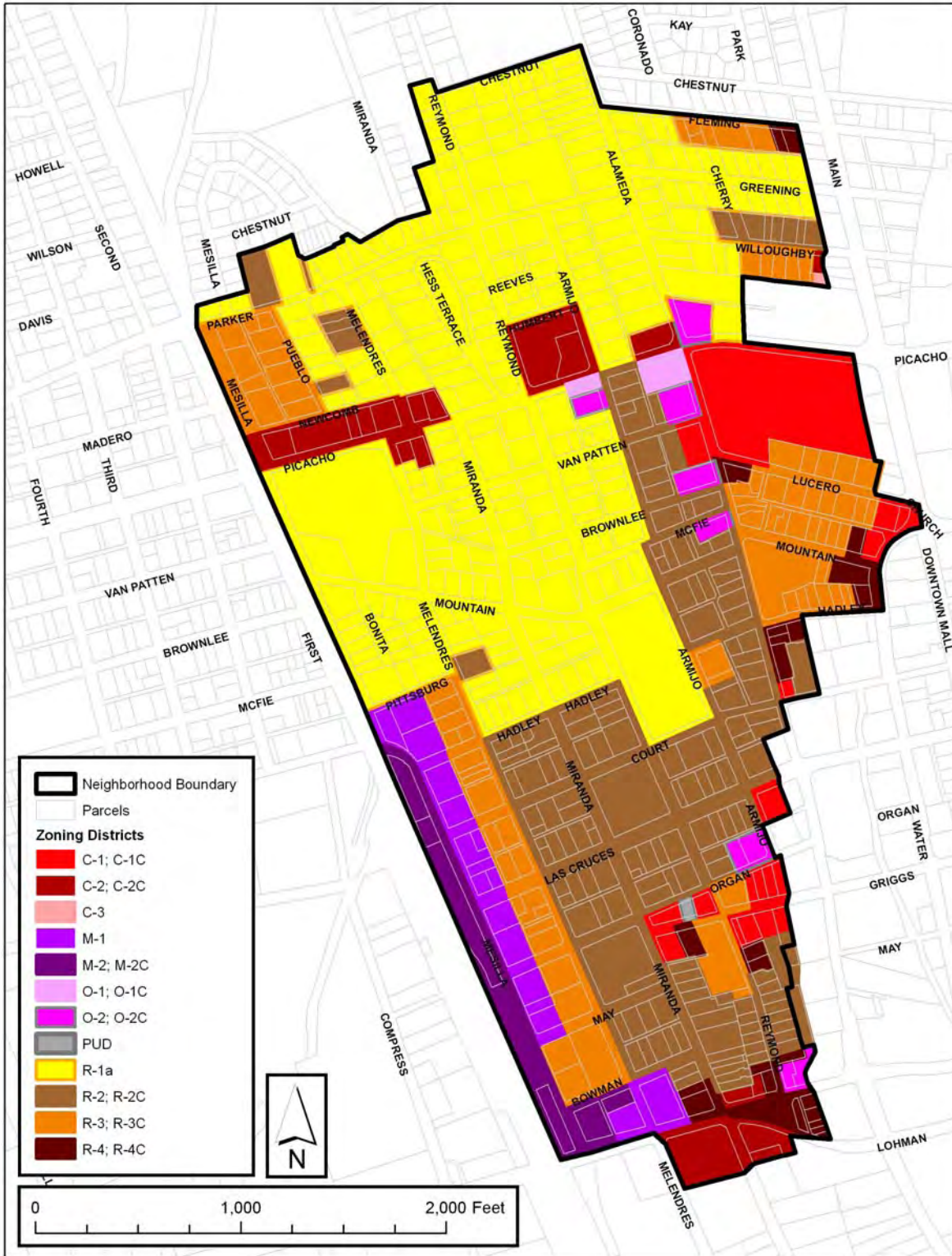


Figure 1. This figure illustrates that although single family detached housing is currently the dominant land use overall, existing zoning would allow a significant increase in both multi-family residential and commercial/office uses. Were this increase to take place, it would most likely be at the expense of single family residential uses. By defining areas in the overlay where such land use transitions are preferable and where they are not, residents have greater assurance that the character of the neighborhood will be maintained into the future.

Map 3 Current Land Uses



Map 4 Current Zoning Districts



GOAL 3: Maintain a reasonable balance between the development of non-residential uses and existing/new residences in the Alameda Depot Neighborhood.

Policy 3.1

Establish an Alameda Depot Neighborhood Overlay zone district, with boundaries as shown on *Map 1*.

Policy 3.2

New zoning designations should be established as part of the Overlay, as shown on *Map 5*. Regarding land uses, all Areas, except Area 3, should allow a mix of uses as outlined in subsequent policies. In Area 3, the existing zoning, as stated in the 2001 Zoning Code as amended, should remain with respect to allowed uses and densities, but new development standards should be defined in the Overlay. The Areas are as follows:

- Area 1: The Alameda Boulevard Corridor
- Area 2: The Griggs Avenue/Organ Avenue Area
- Area 3: The Residential Core
- Area 4: The Picacho Avenue Corridor
- Area 5: The Amador Avenue Corridor
- Area 6: The Mesilla Street/Railroad Track Corridor

Policy 3.3

Area 1, the Alameda Boulevard corridor from Picacho Avenue to Amador Avenue, and Area 2, the Griggs Avenue/Organ Avenue corridor, should allow similar uses. Uses in these corridors should include single family residential, multi-family residential up to 20 units/acre, low-intensity office and commercial uses, and public/institutional uses that generate relatively little traffic or parking. The

residential and historic character of the neighborhood should be retained as closely as possible.

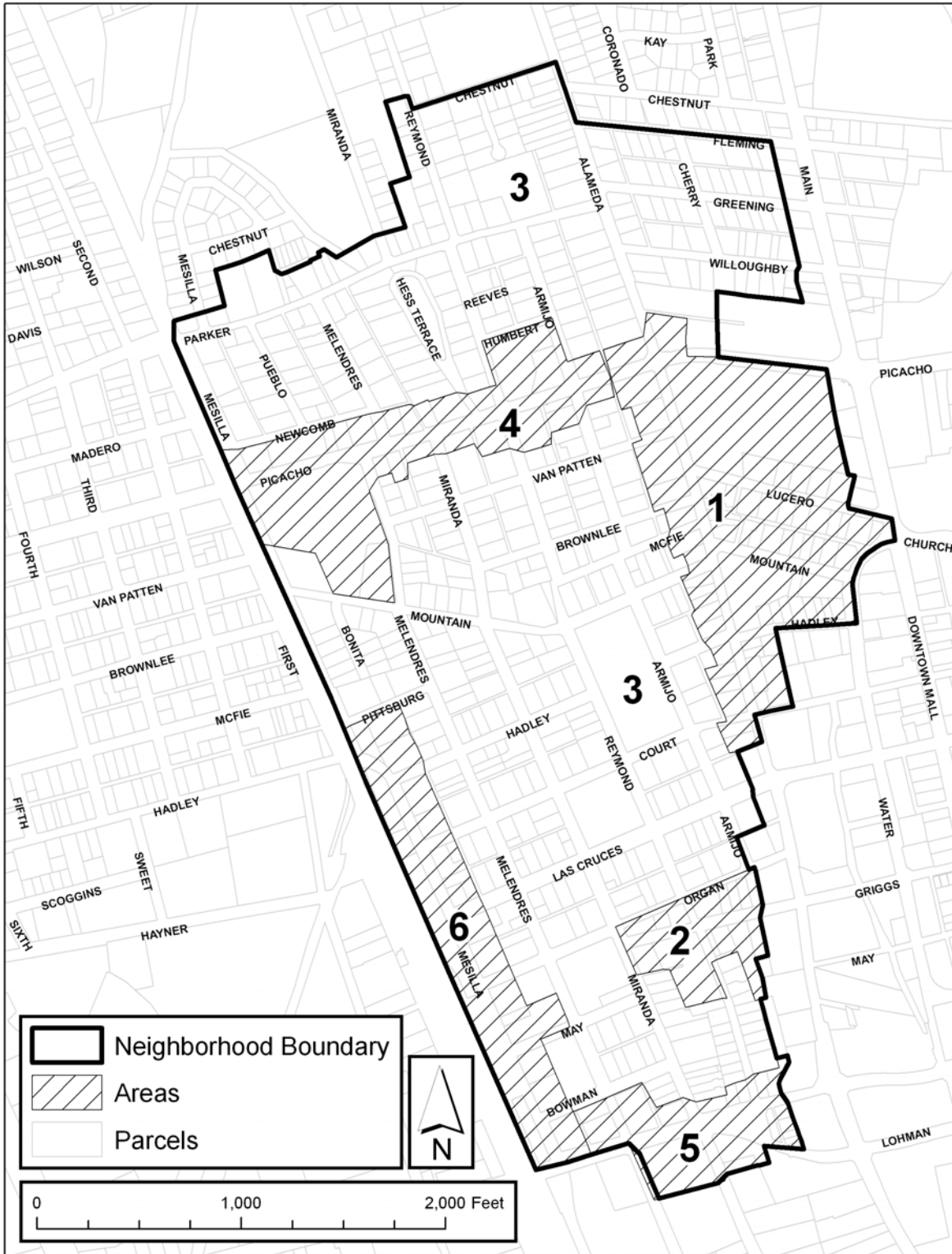
- a. All office and commercial uses are intended to be low intensity and small scale.
- b. Both these Areas can serve as transition zones between higher intensity uses in the Downtown and the predominantly residential uses of the Neighborhood.
- c. Although Doña Ana County is not subject to City zoning requirements, the County should consider the character of the neighborhood in any decisions they make regarding the potential expansion of the judicial complex.

Policy 3.4

Area 3, the Residential Core, is intended to accommodate detached single-family dwelling units, to maintain and protect a low-density residential character of development, and to maintain the historic appearance of this central area of the neighborhood as closely as possible.

- a. In Area 3, the existing zoning, as stated in the 2001 Zoning Code as amended, should remain with respect to allowed uses and densities.
- b. Area 3 would allow for already existing accessory buildings, traditional guest houses and rental units (both attached and detached). It would also provide some flexibility for future conversions of this nature.
- c. Introduction of low-intensity office and neighborhood commercial uses should be allowed if a residential component of the property is retained, for example, home occupation or live-work units as described in Section 38.52 of the 2001 Zoning Code as amended.

Map 5 Areas within Alameda Depot Overlay



Policy 3.5

Allowed uses in Area 4, the Picacho Avenue corridor, and Area 5, the Amador Avenue corridor, should include single family housing, multi-family housing (up to 20 units/acre), and non-residential uses ranging from low to medium intensity office and commercial uses that may generate greater traffic volumes than those allowed in Areas 1 and 2.

- a. All office and commercial uses are intended to be low and medium intensity, and serve as transition zones between higher intensity uses in the Downtown and the predominantly residential uses of the Neighborhood.

Policy 3.6

Area 6, the Mesilla Street/Railroad Track corridor, should continue to exist as a mixed use environment allowing low intensity manufacturing, office, medium intensity commercial uses and residential. Additional multi-family residential uses should be considered on a case-by-case basis. Additional single family detached residential uses are discouraged.

Policy 3.7

These guidelines should be amended to allow for transit-oriented development if passenger rail service comes to Las Cruces via the existing rail line.

Policy 3.8

No land uses should be introduced which generate unreasonable noise levels or noxious odors.

Policy 3.9

Avoid uses that would create heavy truck traffic in the neighborhood to the greatest extent possible. Said uses should be limited to areas where conflicts with residential uses are minimized, such as on Picacho Avenue, Amador Avenue, and Mesilla Street.

- a. The prohibition against truck traffic on Alameda Boulevard north of Picacho should be retained.
- b. The Public Works Department should continue to monitor the flow of truck traffic throughout the neighborhood and attempt to identify opportunities for limiting such traffic.

Policy 3.10

Create an additional use called “secondary residences,” which include kitchens and bathrooms and may be rented out, as an allowed use within all Areas of the Overlay.

Policy 3.11

Maximum building height should be 35 feet within the Neighborhood.

Policy 3.12

To help preserve neighborhood scale, a maximum of four (4) attached dwelling units should be allowed.

Policy 3.13

The intensity of non-residential uses in each Area should be controlled by limiting the square footage of non-residential space in the building, through the Overlay Ordinance.

Policy 3.14

Mobile homes should not be permitted in any Area of the neighborhood.

ADMINISTRATION AND IMPLEMENTATION OF THIS PLAN

This plan is intended to create a general guiding philosophy for land use and development decisions in the Alameda Depot Neighborhood. As such, this plan shall be considered by residents, property owners, City staff, and decision-making bodies when making proposals, recommendations, and/or taking final action regarding neighborhood character issues, development standards, and land use related requests. The Policies in this Plan will be administered and implemented by the City of Las Cruces and the neighborhood associations as follows:

- A. The Planning Section of the Community Development Department will begin the process of adopting an Overlay by Ordinance for the Alameda Depot Neighborhood immediately after approval of this Plan by City Council. The process will include drafting of the Ordinance, at least one neighborhood meeting to review it, and a recommendation from the Planning and Zoning Commission at a public hearing prior to adoption by City Council. This process is expected to take less than one year.
- B. In addition, the Permitting and Inspections Section of the Community Development Department will work toward

adoption of the 2006 International Existing Building Code by City Council as soon as possible.

- C. The Public Works Department will take the lead in determining the feasibility of restricting truck traffic on Alameda Boulevard south of Picacho Avenue. After two-way traffic is restored on Main, Church and Water Streets, a traffic study should be undertaken to determine the degree to which Alameda Boulevard is used by heavy trucks for accessing the downtown area, and assess the implications of redirecting this traffic to other roadways.

- D. The neighborhood associations will take the lead on developing, securing funding for, and implementing a Streetscape Plan, as per Policy 1.6. The level of City assistance will be determined by availability of staff and resources throughout the process.

- E. The neighborhood associations will take the lead on developing, securing funding for, and creating a voluntary Resource Guide for Property Owners, as per Policy 1.8. The level of City assistance will be determined by availability of staff and resources throughout the process.

APPENDICES

APPENDIX A: Neighborhood History

Prior to the arrival of the railroad in 1881, the Alameda Depot Neighborhood consisted primarily of large farms and associated farmhouses. The railroad provided a link with the rest of the nation, and the small community of Las Cruces gained importance as a center for the exchange of material goods. As the new commercial center grew and developed, so did the area around the railroad. As noted in *The Las Cruces Historic Buildings Survey*, “Las Cruces Avenue, originally called Depot Avenue, was the first paved street in town, so that people arriving on the train would receive a good impression and clean entrance to Las Cruces.”² One result of the increased development due to the railroad was the subdivision of these large tracts of farmland into both warehousing directly across from the depot and large residential lots beyond it.

Another effect of the railroad was the increased accessibility of building materials not typically found in the area. As a result of this accessibility, an assortment of housing styles became available.

Examples of this variety include Queen Anne, Bungalow, Tudor Revival, and Mediterranean architectural styles mixed with the more familiar Spanish-Pueblo, New Mexico Vernacular, and Territorial designs. As time passed and the need for servants’ quarters and carriage houses lessened, residential lots were further subdivided. This allowed for the construction of newer residences intermixed throughout the area with the older ones. In more recent years, property owners have also created guest cottages and rental units from these structures.

Though the Alameda Depot Neighborhood is centered near the railroad depot, it also extends along Alameda Boulevard north of Picacho Avenue. The architecture of this area combines a variety of eastern American types with the more traditional southwestern styles. This area has become “what is possibly the most complex and varied neighborhood in New Mexico.”³ It is this eclectic style and character that area residents wish to protect.

² Doña Ana County Historical Society. *The Las Cruces Historic Buildings Survey* [text by Mary -M. Steeb, Michael Romero Taylor, Anthony C. Pennock]. Las Cruces, N.M: Doña Ana County Historical Society, 1982.

³ *ibid.*

APPENDIX B: Planning Process

Overview

The Alameda Depot Neighborhood Plan is a fourth level planning document under the City's Comprehensive Planning Framework, *Figure 2*. The Plan is primarily a policy-oriented document for a specific geographic area. Its policies comply with the Comprehensive Plan, which is the City's primary planning document. Although it is not mandated that policies in a fourth level planning document carry out Comprehensive Plan policies, valid reasons should be shown why they would vary.

In general, a Neighborhood Plan is created to:

- Clearly describe what the neighborhood wants accomplished
- Provide the policy framework for zoning and other land use decisions
- Give direction to the City regarding capital improvements appropriate to the neighborhood
- Offer residents, developers, and businesses a clear picture of the type of development and land uses that are desired by the neighborhood
- Provide guidelines for the design of new development so it will compliment the existing neighborhood.

The Neighborhood Plan is generally implemented through an Overlay Zone District which is an Ordinance, or law, passed by the local government that regulates the size, type, structure and use of land or buildings within a specific geographic area. The Overlay Ordinance is drafted only after the adoption of the Neighborhood Plan and it too, is a publicly reviewed process.

Sequence

1. Neighborhood Plan written by City staff and neighborhood stakeholders

2. Draft reviewed by neighborhood at a public meeting
3. Draft revised by City staff, and revisions are reviewed by neighborhood
4. Plan presented at a public meeting to Planning and Zoning Commission for a recommendation to City Council
5. Plan presented to City Council for final action at a public meeting
6. If plan is adopted by City Council, staff and stakeholders write the Overlay Ordinance, repeating the public review process as above

1999 Comprehensive Plan

The following policies, excerpted verbatim from the 1999 Las Cruces Comprehensive Plan, are intended to guide land use, urban design, and historic preservation and are relevant to the Alameda Depot Neighborhood. The majority of the concepts and policies presented in this Alameda Depot Neighborhood Plan are consistent with the Comprehensive Plan which serves as the conceptual policy foundation for all City plans and planning efforts. However, several of the existing Comprehensive Plan policies cited may not be suitable for this neighborhood. In fact, neither the designation of a Local Historic District nor the establishment of architectural design standards is called for in this Neighborhood Plan (See *Neighborhood Planning Efforts*, below).

Land Use Element, Goal 1 (Land Uses)

1.3.6. Residential neighborhoods shall not be divided and/or redeveloped for non residential uses unless it can be shown that demand for housing in a neighborhood is diminishing or that a need for a more compatible land use relationship can be demonstrated.

1.3.17. The City shall permit only residential uses which front the North Alameda Corridor beyond the northeastern and northwestern

corner lots from the intersection of Picacho Avenue and North Alameda Boulevard to Three Crosses Avenue. The City shall, therefore, not permit commercial and/or office uses which front the North Alameda Corridor beyond the northeastern and northwestern corner lots from the intersection north of Picacho Avenue and North Alameda Boulevard to Three Crosses Avenue.

1.4.1. The Alameda Depot area and the Old Town/Mesquite St. area shall be designated as local historic districts.

1.4.2. Overlay zones shall be created in the historic districts as a means of providing flexible standards to address historical considerations.

1.4.3. Specific land use and urban design policy for local historic districts shall be established in fourth level planning documents. Issues addressed will include, but not be limited to: permitted land uses, setbacks, lot size, accessory buildings, and design issues. This policy shall be reflected in the Zoning Code where appropriate.

1.4.4. The Land Use Element and historic district policy shall observe City infill policy for development standards within the historic districts.

1.8.2. Infill development shall be compatible with the existing architecture, landscaping, and character of the surrounding neighborhood. Overlay zones shall be created in the historic districts as a means of providing flexible standards to address historical considerations. Issues addressed will include, but not be limited to: permitted land uses, setbacks, lot size, accessory buildings, and design issues. This policy shall be reflected in the Zoning Code where appropriate.

Urban Design Element

1.3.1. Encourage districts and/or neighborhoods (commercial or residential) throughout the community to establish themes for their respective neighborhood or district. Themes and styles should be called out in a

neighborhood/district plan, in accordance with the Land Use Element.

2.6.1. Seek a local historic district designation to enhance national and state historic districts and create an Historic Preservation Board who will deal with those issues pertaining to designated historic districts.

2.6.2. Neighborhood/district overlay zones should be created for those areas that come under an historic district designation to establish specific guidelines concerning new development and redevelopment. Each overlay zone should be written in the form of a neighborhood/district plan and shall address such issues as permitted land uses and architectural requirements.

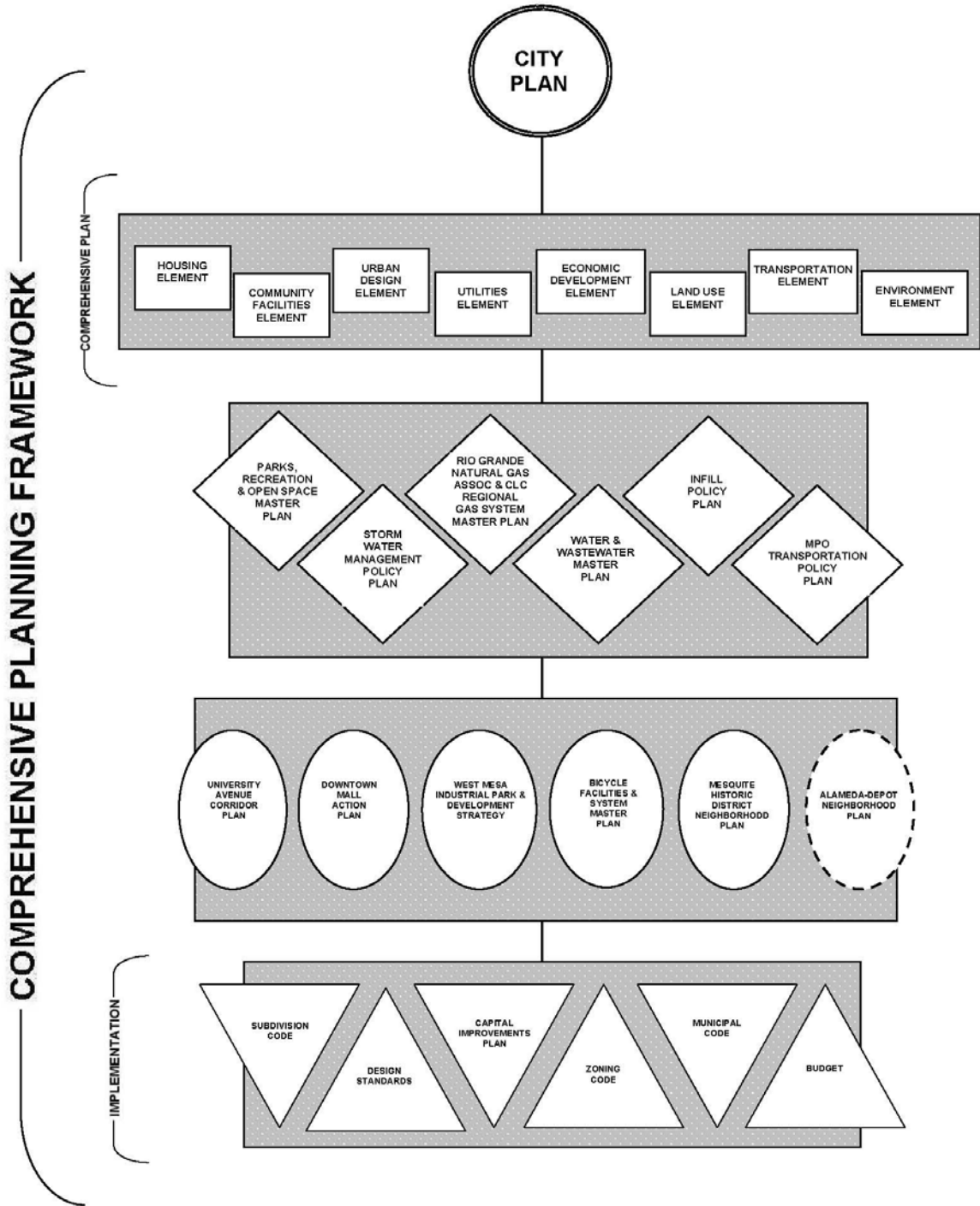
2.6.3. Development or redevelopment should be required to be compatible with the character of that historic district.

2.6.4. The City should provide incentives to those interested in restoring historic buildings. Incentives should include, but are not limited to: Property Tax Relief, Property Tax Abatement, Property Tax Credit, Property Tax Freeze, Revolving Loan Fund, Low Interest Loans.

3.9.3. New development or redevelopment should be required to utilize local and/or regional architectural styles and design elements in the downtown area, historic districts, gateways and designated corridors which are compatible with existing structures.

3.10.5. Support a policy of mixed land uses as discussed in the Land Use Element. Land uses which are not traditionally considered compatible may be located next to one another depending upon design features and compatibility with the adjacent area as a result of a mixed land use policy. Those uses with lower intensities must be protected from any negative impacts from adjacent uses with higher intensities in order to protect a desirable quality of life within the City.

Figure 2 Comprehensive Planning Framework



Neighborhood Planning Efforts

Due to neighborhood interest in establishing guidelines to preserve the character of the Alameda Depot area, the City of Las Cruces Community Development Department held two public meetings during the summer of 1999. The department proposed to amend the City's Comprehensive Plan land use policy to specifically address land use issues in the Alameda Depot area. The issue of historic preservation arose during these meetings and strong feelings toward historic preservation were expressed. In April 2000, the Community Development Department created a survey to gauge property owner interest in the creation of a neighborhood plan dealing with topics limited to historic preservation and land use.

The results of the survey were mixed. A strong majority of respondents said they favored the creation of a local historic district. However, in subsequent discussions it became clear that many misinterpreted the meaning of the term "local historic district" and instead favored a special zoning district, or Overlay. A local historic district by definition would have architectural design standards and a review board to enforce them. The responses also indicated that, although architectural integrity is important to the community, about half objected to architecturally related restrictions on their own property. The general opinion seemed to be that the architecture of the neighborhood is too eclectic for any architectural design standards to be viable.

With regard to land use conversions, the respondents were split on the issue of whether prohibitions on conversions from residential to non-residential uses should be enacted, but two-thirds said that if such conversions did occur, they should be the types of businesses that serve the local neighborhood, rather than the region as a whole.

Using the survey responses and results of public meetings, the Community Development Department then developed a draft neighborhood plan document and held public input meetings on August 17, 2000 and April 25, 2001 to review the draft. Smaller, more informal meetings were also organized in the interim. However, this draft was not approved by City Council.

There continued to be strong commitment for a plan among neighborhood residents and between 2003 and 2005, continuous meetings were held that led to the submittal in 2005 of a document that had the support of both community groups: the Alameda Depot Civic Association and the Alameda Depot Neighborhood Organization. Community Development staff used the 2005 document as the basis for a revised draft plan in early 2008. Public input meetings were held on April 7 and July 23. Based on the comments received at the meeting, written comments submitted afterwards, and meetings between Community Development staff and neighborhood association leadership throughout 2008, the Plan was revised to its current form.

APPENDIX C: Glossary

Contributing Property In the law regulating historic districts in the US, a contributing property is any property, structure or object that adds to the historical integrity or architectural qualities that make the historic area significant. For the Registration of the properties in the Alameda Depot neighborhood, the national definition of a contributing property was used.

In general, a contributing property is key to a historic district's historic associations, historic architectural qualities, or archaeological qualities. A historic district is generally a group of one of two types of property: contributing and non-contributing. A Property can change from contributing to non-contributing and vice versa if significant alterations take place. A contributing property, such as a 19th Century mansion, helps make a historic district historic; a non contributing property, such as a modern medical clinic, does not.

Grandfather Clause refers to a use, structure, etc. that was established legally under the Zoning Code in place at the time, but does not conform to the current code i.e., it is legally nonconforming.

Historic District is a group of buildings, properties or sites that have been designated by one of several government entities as historically or architecturally significant. At the State level, buildings, structures, objects and sites within a historic district are divided into two categories, Contributing and Non-Contributing. Districts greatly vary in size, some having hundreds of structures while others have just a few.

Infill Development refers to an Overlay District within the core of the City where land use and development policies specify provisions with incentives for development of vacant parcels. The boundaries are Interstate 25, the

north boundary of the University Avenue Corridor Overlay District, Valley Drive, Hoagland Road, North Alameda Boulevard, Three Crosses and North Main Street.

Local Historic Districts are generally administered by the county or municipal government and are typically subject to design guidelines and a policy-making/review board for historic preservation. This governing body is created by ordinance and is comprised of members appointed for their accomplishments and recognition in their field in the American Southwest with specialized knowledge of New Mexico, Las Cruces and its surrounding history, architecture and prehistoric archaeology. The Alameda Depot Neighborhood has NOT been designated a Local Historic District, and that will not change with this plan.

Manufactured home is a manufactured or modular home that is a single-family dwelling with a heated area of at least thirty-six (36) feet by twenty-four (24) feet and at least eight hundred sixty-four (864) square feet and constructed in a factory to the standards of the United States Department of Housing and Urban Development, the National Manufactured Housing Construction and Safety Standards Act of 1974 and the Housing and Urban Development Zone Code 2 or the Uniform Building Code, as amended to the date of the unit's construction, and installed consistent with the Manufactured Housing Act and with the regulations made pursuant to that act. (Article VI, Sec. 38-57 of the 2001 Zoning Code as amended). The City may not prohibit the placement of manufactured/modular homes on a location where site-built homes are allowed, according to State Law. The City may regulate the aesthetics of manufactured/modular homes, provided that all homes in a given area, including site-built homes, are subject to the same aesthetic

standard, and compliance with the standard does not impact the original construction of the manufactured/modular home or require placement on an excavated site.

Mobile home is a moveable or portable housing structure larger than forty (40) feet in body length, eight (8) feet in width or eleven (11) feet in overall height, designed for and occupied by no more than one family for living and sleeping purposes, but does not include structures built to the standards of any municipal building code and other technical codes. (Article VI, Sec. 38-57 of the 2001 Zoning Code as amended).

National Historic District is an area that the U.S. federal government designates through the U.S. Department of Interior, under the auspices of the National Park Service. Federally designated historic districts are listed on the National Register of Historic Places. The

Alameda Depot Neighborhood contains a National Historic District.

Overlay and Special Zoning District are synonymous and are defined boundaries around an area that has a set of unique or unusual characteristics. Overlays and Special Zoning Districts have a special purpose as defined in an accompanying plan, and may alter general residential, office, commercial or industrial zoning districts or replace them entirely.

State Historic District is an area that is designated by the State which follows criteria similar to the federal standards. State listings can have similar benefits to federal designation, such as qualification for grants and tax incentives. Designation of a district is through a review process at the State Historic Preservation Office. New Mexico's Register of Historic Places lists districts and individual properties. The Alameda Depot Neighborhood contains a State Historic District.

Appendix D: List of Historic Properties

ADDRESS	BUILDING	DATE	DATE NOTES	CLASSIFICATION (1994-1995 Survey)	STATE/ NATIONAL	GENERAL NOTES
1005 N ALAMEDA BLVD	Main Building	circa 1915		CONTRIBUTING	BOTH	
1005 N ALAMEDA BLVD	Garage	1915?	R	NON-CONTRIBUTING	BOTH	
1008 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
1008 N ALAMEDA BLVD	Garage	1925?	R	NON-CONTRIBUTING	BOTH	
101 W FLEMING AV	Main Building	1930		CONTRIBUTING	NATIONAL	(attached to 1145 N MAIN ST)
1015 1/2 N ALAMEDA BLVD	Main Building	NG		CONTRIBUTING	BOTH	
1015 N ALAMEDA BLVD	Main Building	NG		CONTRIBUTING	BOTH	
1028 N ALAMEDA BLVD	Main Building	circa 1915		CONTRIBUTING	BOTH	
1029 N ALAMEDA BLVD	Main Building	1915 (picture pre-1912)		CONTRIBUTING	BOTH	
1029 N ALAMEDA BLVD	Rear	NG		CONTRIBUTING	BOTH	
1036 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
1036 N ALAMEDA BLVD	Garage	NG		CONTRIBUTING	BOTH	
106 S MIRANDA ST	Main Building	1927		CONTRIBUTING	BOTH	
106 S MIRANDA ST	Baptist Church	1955		NON-CONTRIBUTING	BOTH	
106 W HADLEY AV	Main Building	1934-1935		CONTRIBUTING	NATIONAL	
1100 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
1100 N ALAMEDA BLVD	Garage	1925?		CONTRIBUTING	BOTH	
1101 N ALAMEDA BLVD	Main Building	circa 1915 (picture pre-1912)		CONTRIBUTING	BOTH	
1103 N ALAMEDA BLVD	Main Building	circa 1905		CONTRIBUTING	BOTH	
1103 N REYMOND ST	Main Building	NG		CONTRIBUTING	STATE	
1107 N REYMOND ST	Main Building	1849-1862 and growing		CONTRIBUTING	STATE	
1121 N REYMOND ST	Main Building	circa 1915		CONTRIBUTING	STATE	
1137 N ALAMEDA BLVD	Main Building	circa 1915		CONTRIBUTING	BOTH	
114 N MESILLA ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
1143 N MAIN ST	Main Building	circa 1930		CONTRIBUTING	NATIONAL	
1145 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
1145 N MAIN ST	Main Building	circa 1930		CONTRIBUTING	NATIONAL	
1147 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
117 S MIRANDA ST	Main Building	circa 1905	addition	CONTRIBUTING	BOTH	
120 W GREENING AV	Main Building	circa 1928		CONTRIBUTING	NATIONAL	
1201 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
1203 N ALAMEDA BLVD	Main Building	circa 1925		NON-CONTRIBUTING	BOTH	
1203 N ALAMEDA BLVD	Garage	NG		CONTRIBUTING	BOTH	
1209 N ALAMEDA BLVD	Main Building	circa 1910		CONTRIBUTING	BOTH	
1209 N ALAMEDA BLVD	Garage-Apt.	NG		CONTRIBUTING	BOTH	
121 W GREENING AV	Main Building	circa 1928		CONTRIBUTING	NATIONAL	
127 S MIRANDA ST	Main Building	circa 1905		CONTRIBUTING	BOTH	
127 W GREENING AV	Main Building	circa 1928		CONTRIBUTING	NATIONAL	
127 W GREENING AV	Garage	NG		CONTRIBUTING	NATIONAL	
129 S MIRANDA ST	Main Building	circa 1905		CONTRIBUTING	BOTH	
129 S REYMOND ST	Main Building	circa 1910	r. 1928	CONTRIBUTING	BOTH	
130 W GREENING AV	Main Building	circa 1925		CONTRIBUTING	NATIONAL	
130B W GREENING AV	Main Building	NG		CONTRIBUTING	NATIONAL	
133 W LUCERO AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
137 S MIRANDA ST	Main Building	circa 1910		CONTRIBUTING	BOTH	
138 W LUCERO AV	Main Building	circa 1920		CONTRIBUTING	BOTH	
138 W MOUNTAIN AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
140 W GREENING AV	Main Building	circa 1930		CONTRIBUTING	NATIONAL	

141 W LUCERO AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
142 S MIRANDA ST	Main Building	1932-1935		CONTRIBUTING	BOTH	
143 W LUCERO AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
145 W MOUNTAIN AV	Main Building	circa 1915	r. 1930	CONTRIBUTING	BOTH	
147 W GREENING AV	Main Building	circa 1930		CONTRIBUTING	NATIONAL	
149 W GREENING AV	Main Building	circa 1930	r. circa 1940	CONTRIBUTING	NATIONAL	
150 N MIRANDA ST	Main Building				BOTH	(see 570 et al., W GRIGGS)
150 W WILLOUGHBY AV	Main Building	circa 1915		CONTRIBUTING	NATIONAL	
154 W MOUNTAIN AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
159 W GREENING AV	Main Building	circa 1915		CONTRIBUTING	NATIONAL	
160 W GREENING AV	Main Building	circa 1925		CONTRIBUTING	NATIONAL	
160 W MOUNTAIN AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
165 W LUCERO AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
165 W LUCERO AV	Garage	1940?		CONTRIBUTING	BOTH	
167 W LUCERO AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
167 W LUCERO AV	Garage	NG		CONTRIBUTING	BOTH	
167 W WILLOUGHBY AV	Main Building	circa 1903		CONTRIBUTING	NATIONAL	
168 W WILLOUGHBY AV	Main Building	circa 1915	r	CONTRIBUTING	NATIONAL	
169 W GREENING AV	Main Building	circa 1915		CONTRIBUTING	NATIONAL	
169 W GREENING AV	Apt.-1010 Cherry	NG		CONTRIBUTING	NATIONAL	
170 W GREENING AV	Main Building	circa 1915		CONTRIBUTING	NATIONAL	
174 W WILLOUGHBY AV	Main Building	circa 1903	addition 1994	CONTRIBUTING	NATIONAL	addition is NON-CONTRIBUTING
201 S MIRANDA ST	Main Building	circa 1905-1910		CONTRIBUTING	BOTH	
201 W GREENING AV	Main Building	circa 1910		CONTRIBUTING	BOTH	(faces Cherry)
201 W LUCERO AV	Main Building	circa 1918		CONTRIBUTING	BOTH	
202 N MIRANDA ST	Main Building	1908		CONTRIBUTING	BOTH	
203 N REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
206 N REYMOND ST	Main Building	circa 1908		CONTRIBUTING	BOTH	
206 N REYMOND ST	Garage	NG		CONTRIBUTING	BOTH	
206 W WILLOUGHBY AV	Main Building	NG	r. 1915-1920, r. 1940's	CONTRIBUTING	BOTH	
206 W WILLOUGHBY AV	Garage	1915-1920?		CONTRIBUTING	BOTH	
207 N REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
208 N MIRANDA ST	Main Building	1908		CONTRIBUTING	BOTH	
208 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
209 W MOUNTAIN AV	Main Building	circa 1920	r. 1930	CONTRIBUTING	BOTH	
209 W WILLOUGHBY AV	Main Building	circa 1925	R	CONTRIBUTING	BOTH	
210 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
211 S MIRANDA ST	Main Building	circa 1905-1910	R	CONTRIBUTING	BOTH	
212 W GREENING AV	Main Building	circa 1920		CONTRIBUTING	BOTH	
212 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
213 N ARMIJO ST	Main Building	circa 1900	rear addition 1930	CONTRIBUTING	BOTH	
213 N REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
213 W WILLOUGHBY AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
213 W WILLOUGHBY AV	Garage	1940?		CONTRIBUTING	BOTH	
214 N ARMIJO ST	Main Building	NG	r. 1930-1940	CONTRIBUTING	BOTH	(see 331 W LAS CRUCES)
214 S REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
214 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
214 W MOUNTAIN AV	Main Building	circa 1910	r. 1930	CONTRIBUTING	BOTH	
215 S REYMOND ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
215 W GREENING AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
217 N REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	

220 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
221 N MELENDRES ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
221 N MELENDRES ST	Garage	NG		CONTRIBUTING	BOTH	
221 S MIRANDA ST	Main Building	1912		CONTRIBUTING	BOTH	
221 S MIRANDA ST	Garage-Apt.	NG		CONTRIBUTING	BOTH	
221 W GREENING AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
221 W MOUNTAIN AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
222 W GREENING AV	Main Building	circa 1930	r. 1940	CONTRIBUTING	BOTH	
222 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
223 N MELENDRES ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
223 N MELENDRES ST	Garage	1930?		CONTRIBUTING	BOTH	
223 S REYMOND ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
223 W GREENING AV	Main Building	circa 1930	r	CONTRIBUTING	BOTH	
224 S REYMOND ST	Main Building	circa 1925	r. 1940	CONTRIBUTING	BOTH	
224 S REYMOND ST	Garage-Apt.	NG		CONTRIBUTING	BOTH	
224 W HADLEY AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
224 W MOUNTAIN AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
225 N MELENDRES ST	Main Building	circa 1950		CONTRIBUTING	BOTH	
225 W WILLOUGHBY AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
226 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
226 W PICACHO AV	Main Building	1937		CONTRIBUTING	BOTH	
226 W PICACHO AV	Service Building	1937		CONTRIBUTING	BOTH	
226 W WILLOUGHBY AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
226 W WILLOUGHBY AV	Garage	NG		CONTRIBUTING	BOTH	
228 N MIRANDA ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
228 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
228 W MOUNTAIN AV	Main Building	circa 1910	r	CONTRIBUTING	BOTH	
230 N MELENDRES ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
230 N MOUNTAIN AV	Main Building	circa 1910	r	CONTRIBUTING	BOTH	
230 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
232 W LUCERO AV	Main Building	NG		CONTRIBUTING	STATE	
233 S MIRANDA ST	Main Building	1911-1913	addition	CONTRIBUTING	BOTH	
233 S MIRANDA ST	Garage	NG		CONTRIBUTING	BOTH	
237 S REYMOND ST	Main Building	circa 1911		CONTRIBUTING	BOTH	
240 S REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
241 S REYMOND ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
242 W HADLEY AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
242 W WILLOUGHBY AV	Main Building	circa 1920		CONTRIBUTING	BOTH	
244 S MIRANDA ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
245 S REYMOND ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
245 W LUCERO AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
246 S REYMOND ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
247 S REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
248 S REYMOND ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
249 S MIRANDA ST	Main Building	1904	additions 1925	CONTRIBUTING	BOTH	
249 S MIRANDA ST	Garage-Barn, Cow Shed, Chicken Coop			CONTRIBUTING	BOTH	
250 W COURT AV	Main Building	circa 1880		CONTRIBUTING	BOTH	
250 W HADLEY AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
255 W HADLEY AV	Main Building	circa 1930		CONTRIBUTING	STATE	
258 W HADLEY AV	Main Building	circa 1920		CONTRIBUTING	BOTH	
266 W COURT AV	Main Building	1884		CONTRIBUTING	BOTH	

268 W HADLEY AV	Main Building	circa 1920	r. 1930	CONTRIBUTING	BOTH	
301 S REYMOND ST	Main Building	circa 1911	r.1930, addition	CONTRIBUTING	BOTH	
301 W HADLEY AV	Main Building	circa 1930		CONTRIBUTING	BOTH	(see 447 N ALAMEDA ST)
304 S REYMOND ST	Main Building	circa 1911	r	CONTRIBUTING	BOTH	
305 S MIRANDA ST	Main Building	circa 1930	R	CONTRIBUTING	BOTH	
305 W HADLEY AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
306 W HADLEY AV	Main Building			CONTRIBUTING	STATE	(see 500 N ARMIJO ST)
309 S REYMOND ST	Main Building	circa 1911		CONTRIBUTING	BOTH	
310 W HADLEY AV	Main Building			CONTRIBUTING	STATE	(see 500 N ARMIJO ST)
311 S MIRANDA ST	Main Building	circa 1911-1913		CONTRIBUTING	BOTH	
312 S REYMOND ST	Main Building	circa 1911		CONTRIBUTING	BOTH	
312 W HADLEY AV	Main Building			CONTRIBUTING	STATE	(see 500 N ARMIJO ST)
312 W PARKER RD	Main Building	1900	r. 1930	CONTRIBUTING	STATE	
314 W MOUNTAIN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
315 W BROWNLEE AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
317 S MIRANDA ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
317 S REYMOND ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
318 W AMADOR AV	Main Building	circa 1890	r. 1930	CONTRIBUTING	BOTH	
318 W AMADOR AV	Garage	1940		CONTRIBUTING	BOTH	
318 W ORGAN AV	Main Building	circa 1900		CONTRIBUTING	BOTH	
319 N MIRANDA ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
319 W AMADOR AV	Main Building	circa 1900		CONTRIBUTING	BOTH	
321 N MIRANDA ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
321 W VAN PATTEN AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
322 W MOUNTAIN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
323 S MIRANDA ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
324 W AMADOR AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
326 W MOUNTAIN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
329 S MIRANDA ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
330 N MELENDRES ST	Main Building	circa 1945		CONTRIBUTING	BOTH	
330 W LAS CRUCES AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
330 W LAS CRUCES AV	Boys & Girls Club	circa 1940		CONTRIBUTING	NATIONAL	
330 W LAS CRUCES AV	Boys & Girls Club,	1965		NON-CONTRIBUTING	NATIONAL	
330 W MOUNTAIN AV	Main Building	circa 1930	addition	CONTRIBUTING	BOTH	
330 W VAN PATTEN AV	Main Building	circa 1945		CONTRIBUTING	BOTH	
330 W VAN PATTEN AV	Garage	1945?		CONTRIBUTING	BOTH	
331 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
331 N ALAMEDA BLVD	Apt.	circa 1940		CONTRIBUTING	BOTH	
331 N ALAMEDA BLVD	Garage	NG		CONTRIBUTING	BOTH	
331 N ARMIJO ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
331 W LAS CRUCES AV	Main Building	circa 1910	r. 1935-1950	CONTRIBUTING	BOTH	
333 N ARMIJO ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
334 1/2 W VAN PATTEN AV	Main Building	circa 1920		CONTRIBUTING	BOTH	
334 W GRIGGS AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
334 W VAN PATTEN AV	Main Building	circa 1920		CONTRIBUTING	BOTH	
335 (E) W VAN PATTEN AV	Main Building	1924		CONTRIBUTING	BOTH	
335 (S) W VAN PATTEN AV	Main Building	1929		CONTRIBUTING	BOTH	
335 (W) W VAN PATTEN AV	Main Building	1923		CONTRIBUTING	BOTH	
335 W PICACHO AV	Main Building	NG		CONTRIBUTING	NATIONAL	(see 834 N ARMIJO)
336 W MOUNTAIN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
336 W VAN PATTEN AV	Main Building	circa 1920		CONTRIBUTING	BOTH	

337 S MIRANDA ST	Main Building	1924		CONTRIBUTING	BOTH	
338 W MOUNTAIN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
339 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
340 N MELENDRES	Main Building			CONTRIBUTING	BOTH	(see 643 W COURT AV)
340 N REYMOND ST	Main Building	1927	r	CONTRIBUTING	BOTH	
341 N ARMIJO ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
343 N ARMIJO ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
400 W LAS CRUCES AV	Main Building	circa 1906	addition on east	CONTRIBUTING	BOTH	
400B W LAS CRUCES AV	Garage/now Apt.	circa 1910	r	CONTRIBUTING	BOTH	
400C W LAS CRUCES AV	Attic of 400	circa 1990		NON-CONTRIBUTING	BOTH	
403 S MELENDRES ST	Main Building	circa 1948		CONTRIBUTING	STATE	
403 W LAS CRUCES AV	Main Building	circa 1900		CONTRIBUTING	BOTH	
404 W MOUNTAIN AV	Main Building	NG		CONTRIBUTING	STATE	
405 N ALAMEDA AV	Main Building	1924		CONTRIBUTING	BOTH	
405 S MELENDRES ST	Main Building	circa 1948		CONTRIBUTING	STATE	
405 W GRIGGS AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
405 W ORGAN AV	Main Building	circa 1908		CONTRIBUTING	BOTH	
406 W GRIGGS AV	Main Building	1908		CONTRIBUTING	BOTH	
406 W LAS CRUCES AV	Main Building	circa 1909		CONTRIBUTING	BOTH	
407 W GRIGGS AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
407 W LAS CRUCES AV	Main Building	1924		CONTRIBUTING	BOTH	
407 W ORGAN AV	Main Building	circa 1908		CONTRIBUTING	BOTH	
407A S MELENDRES ST	Main Building	circa 1948		CONTRIBUTING	STATE	
409 W LAS CRUCES AV	Main Building	circa 1909		CONTRIBUTING	BOTH	
409 W LAS CRUCES AV	Garage	NG		CONTRIBUTING	BOTH	
410 N ARMIJO ST	Main Building	NG		CONTRIBUTING	STATE	
410 W COURT AV	Main Building	1940		CONTRIBUTING	STATE	
410 W COURT AV	Rear Addition	NG		NON-CONTRIBUTING	STATE	
412 W LAS CRUCES AV	Main Building	circa 1900		CONTRIBUTING	BOTH	
413 W GRIGGS AV	Main Building	circa 1895		CONTRIBUTING	BOTH	
413 W GRIGGS AV	Barn	NG		NON-CONTRIBUTING	BOTH	
413 W GRIGGS AV	Rear	NG		CONTRIBUTING	BOTH	
414 W GRIGGS AV	Main Building	1908		CONTRIBUTING	BOTH	
414 W LAS CRUCES AV	Main Building	circa 1915		CONTRIBUTING	BOTH	
414 W MOUNTAIN AV	Main Building	NG		CONTRIBUTING	STATE	
415 W BROWNLEE AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
415 W BROWNLEE AV	Garage-Apt.	1930	r. contemp.	NON-CONTRIBUTING	BOTH	
415 W LAS CRUCES AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
417-E W COURT AV	Main Building	circa 1940		NON-CONTRIBUTING	BOTH	
417-SE W COURT AV	Main Building	1930		CONTRIBUTING	BOTH	
417-SW W COURT AV	Main Building	1930		CONTRIBUTING	BOTH	
417-W W COURT AV	Main Building	1900	r. 1930	CONTRIBUTING	BOTH	
420 N ALAMEDA AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
420 N MELENDRES ST	Main Building	NG		CONTRIBUTING	STATE	
420 W PARKER RD	Main Building	contemp.	R	CONTRIBUTING	STATE	
422 N ALAMEDA BLVD	Main Building	circa 1890	R. circa 1920	CONTRIBUTING	BOTH	
424 W MOUNTAIN AV	Main Building	NG		CONTRIBUTING	STATE	
424 W PARKER RD	Main Building	contemp.		CONTRIBUTING	STATE	
425 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
425 N ALAMEDA BLVD	Garage	circa 1925		CONTRIBUTING	BOTH	
425 N MELENDRES ST	Main Building	circa 1930		CONTRIBUTING	BOTH	

425 S REYMOND ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
425 W GRIGGS AV	Main Building	1924	addition, R. circa 1980	CONTRIBUTING	BOTH	
425 W LAS CRUCES AV	Main Building	circa 1940	r. 1940	CONTRIBUTING	BOTH	
426 N MIRANDA ST	Main Building	circa 1935		CONTRIBUTING	STATE	
426A N MIRANDA ST	Part of 426			CONTRIBUTING	STATE	
427 N MELENDRES ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
428 W GRIGGS AV	Main Building	circa 1890	rear addition	CONTRIBUTING	BOTH	
430 N MIRANDA ST	Main Building	1941		CONTRIBUTING	STATE	
432 W VAN PATTEN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
435 N MELENDRES ST	Main Building	NG		CONTRIBUTING	STATE	
435 N REYMOND ST	Main Building	circa 1915		CONTRIBUTING	BOTH	deteriorated
436 W MOUNTAIN AV	Main Building	circa 1948		CONTRIBUTING	STATE	
437 S REYMOND ST	Main Building	NG		CONTRIBUTING	BOTH	deteriorated
437 W GRIGGS AV	Main Building	circa 1910	r. 1920	CONTRIBUTING	BOTH	
439 N ALAMEDA AV	Main Building	circa 1925	r. 1970	NON-CONTRIBUTING	BOTH	
439 N ALAMEDA AV	Rear	NG		CONTRIBUTING	BOTH	
439 N MELENDRES ST	Main Building	NG		CONTRIBUTING	STATE	
440 W LAS CRUCES AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
440 W MOUNTAIN AV	Main Building	NG		CONTRIBUTING	STATE	
441 N MIRANDA ST	Main Building	circa 1885		CONTRIBUTING	STATE	
441 N MIRANDA ST	Carport	circa 1990		NON-CONTRIBUTING	STATE	Awful
443 1/2 N REYMOND ST	Main Building	between 1921 - 1927		CONTRIBUTING	STATE	
443 N REYMOND ST	Main Building	between 1921 - 1927		CONTRIBUTING	STATE	
445 N ALAMEDA AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
445 N ALAMEDA AV	Garage	NG		CONTRIBUTING	BOTH	
446 N ALAMEDA AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
447 N ALAMEDA AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
450 W PICACHO AV	Main Building	circa 1880 or earlier		CONTRIBUTING	NATIONAL	
450 W PICACHO AV	Court	circa 1925		CONTRIBUTING	NATIONAL	
450 W PICACHO AV	Extension	1950		NON-CONTRIBUTING	NATIONAL	
466 W VAN PATTEN AV	Main Building	circa 1930		CONTRIBUTING	STATE	
472 W VAN PATTEN AV	Main Building	circa 1937		CONTRIBUTING	STATE	
475 W VAN PATTEN AV	Main Building	NG		CONTRIBUTING	STATE	
500 N ARMIJO ST	Main Building	circa 1940		CONTRIBUTING	STATE	
501 N ALAMEDA BLVD	Main Building	1926	addition 1941	CONTRIBUTING	STATE	
502 N ARMIJO ST	Main Building	circa 1940		CONTRIBUTING	STATE	
502 W HADLEY AV	Main Building	NG		CONTRIBUTING	STATE	
504 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
504 N ARMIJO ST	Main Building	circa 1940		CONTRIBUTING	STATE	
504 W GRIGGS AV	Main Building	1896		CONTRIBUTING	BOTH	
506 N ARMIJO ST	Main Building	circa 1940		CONTRIBUTING	STATE	
506 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
507 W HADLEY AV	Main Building	NG		CONTRIBUTING	STATE	
509 W LAS CRUCES AV	Main Building	1897		CONTRIBUTING	BOTH	
509 W LAS CRUCES AV	Garage	NG		CONTRIBUTING	BOTH	
510 W AMADOR AV	Main Building	NG		CONTRIBUTING	STATE	
510 W COURT AV	Main Building	1939		CONTRIBUTING	BOTH	
510 W COURT AV	Garage	1939?		CONTRIBUTING	BOTH	
512 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
512 W GRIGGS AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
513 N MELENDRES ST	Main Building	NG		CONTRIBUTING	STATE	

514 W GRIGGS AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
514 W ORGAN AV	Main Building	contemp.		CONTRIBUTING	BOTH	
516 N ALAMEDA BLVD	Main Building	circa 1915-1920		CONTRIBUTING	BOTH	
516 N ALAMEDA BLVD	Rear	circa 1955		NON-CONTRIBUTING	BOTH	
516 W ORGAN AV	Main Building	contemp.		CONTRIBUTING	BOTH	
518 N ALAMEDA BLVD	Main Building	1960		NON-CONTRIBUTING	BOTH	
518 N ALAMEDA BLVD	Chapel	1913		CONTRIBUTING	BOTH	
518 N ALAMEDA BLVD	Hall & Colonnade	1955		NON-CONTRIBUTING	BOTH	
519 W LAS CRUCES AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
519 W LAS CRUCES AV	Garage	NG		NON-CONTRIBUTING	BOTH	
520 1/2 N ALAMEDA BLVD	Main Building	1940? (converted garage)		CONTRIBUTING	BOTH	
520 N ALAMEDA BLVD	Main Building	circa 1940		CONTRIBUTING	BOTH	
520 W COURT AV	Main Building	1940		CONTRIBUTING	BOTH	
520 W COURT AV	Garage	1940?		CONTRIBUTING	BOTH	
520 W MOUNTAIN ST	Main Building	NG		CONTRIBUTING	STATE	
521 N MIRANDA ST	Main Building	circa 1920		CONTRIBUTING	STATE	
521 W BROWNLEE AV	Main Building	circa 1910	hood addition 1940	CONTRIBUTING	BOTH	
523 N MIRANDA ST	Main Building	circa 1930		CONTRIBUTING	STATE	
523 W BROWNLEE AV	Main Building	NG		CONTRIBUTING	STATE	
528 N ALAMEDA BLVD	Main Building	circa 1940		CONTRIBUTING	BOTH	
528 N ALAMEDA BLVD	Garage	1940?		CONTRIBUTING	BOTH	
530 W COURT AV	Main Building	1939		CONTRIBUTING	BOTH	
530 W COURT AV	Garage	1939?		CONTRIBUTING	BOTH	
530A N MELENDRES ST	Main Building	circa 1930		CONTRIBUTING	STATE	
531 N ALAMEDA BLVD	Main Building	circa 1935		CONTRIBUTING	STATE	
537 N ALAMEDA BLVD	Main Building	circa 1940		CONTRIBUTING	STATE	
539 W LAS CRUCES AV	Main Building	1934		CONTRIBUTING	BOTH	
539 W LAS CRUCES AV	Garage	1934?		CONTRIBUTING	BOTH	
539 W LAS CRUCES AV	Guest House	circa 1950		NON-CONTRIBUTING	BOTH	
540 W HADLEY AV	Main Building	circa 1940		CONTRIBUTING	STATE	
541 N ALAMEDA BLVD	Main Building	circa 1923		CONTRIBUTING	STATE	
541 W LAS CRUCES AV	Main Building	circa 1915		CONTRIBUTING	BOTH	
548 W HADLEY AV	Main Building	1939		CONTRIBUTING	STATE	(see 512 N MIRANDA ST)
555 N MIRANDA ST	Main Building	circa 1930		CONTRIBUTING	STATE	
555 W AMADOR AV	Main Building	circa 1948		CONTRIBUTING	STATE	
562 W GRIGGS AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
570 W GRIGGS AV	Main Building	circa 1890		CONTRIBUTING	BOTH	
580 W GRIGGS AV	Main Building	circa 1890		CONTRIBUTING	BOTH	
590 W GRIGGS AV	Main Building	circa 1890		CONTRIBUTING	BOTH	
591 W ORGAN AV	Main Building			CONTRIBUTING	BOTH	(see 570 W GRIGGS)
600 W LAS CRUCES AV	Main Building	circa 1915		CONTRIBUTING	BOTH	
600 W LAS CRUCES AV	Garage	NG		CONTRIBUTING	BOTH	
600 W MOUNTAIN AV	Main Building	contemp.		CONTRIBUTING	STATE	
602 N ALAMEDA BLVD	Main Building	1923		CONTRIBUTING	BOTH	
602 W MOUNTAIN AV	Main Building	contemp.		CONTRIBUTING	STATE	
603 N ALAMEDA BLVD	Main Building	1918		CONTRIBUTING	BOTH	
603 W LAS CRUCES AV	Main Building	circa 1910	addition 1950	CONTRIBUTING	BOTH	
605 W MAY AV	Main Building	circa 1910	r	CONTRIBUTING	BOTH	
606 W COURT AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
606 W HADLEY AV	Main Building	circa 1930	r., R	CONTRIBUTING	STATE	
606 W LAS CRUCES AV	Main Building	circa 1940		CONTRIBUTING	BOTH	

611 W HADLEY AV	Main Building	NG		CONTRIBUTING	STATE	
614 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
615 W HADLEY AV	Main Building	(WPA-1938 in front sidewalk)		CONTRIBUTING	STATE	
616 N ARMIJO ST	Main Building	circa 1950		CONTRIBUTING	BOTH	
616 W COURT AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
618 N ARMIJO ST	Main Building	circa 1950		CONTRIBUTING	BOTH	
619 N ALAMEDA BLVD	Main Building	circa 1910		CONTRIBUTING	BOTH	
620 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
620 N ALAMEDA BLVD	Garage	1930?		CONTRIBUTING	BOTH	
620 N ARMIJO ST	Main Building	circa 1950		CONTRIBUTING	BOTH	
620 W HADLEY AV	Main Building	circa 1940		CONTRIBUTING	STATE	
620 W ORGAN AV	Main Building	circa 1910	r. 1940	CONTRIBUTING	BOTH	
622 N ARMIJO ST	Main Building	circa 1950		CONTRIBUTING	BOTH	
624 W COURT AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
624 W COURT AV	Rear Apt.	NG (pre-1947)		CONTRIBUTING	BOTH	
624 W LAS CRUCES AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
624 W LAS CRUCES AV	Garage	1940?		CONTRIBUTING	BOTH	
625 N REYMOND ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
625 W MOUNTAIN AV	Main Building	contemp.	addition	CONTRIBUTING	STATE	
626 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
626 W BOWMAN AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
626 W HADLEY AV	Main Building	NG		CONTRIBUTING	STATE	
629 W COURT AV	Main Building	circa 1910		CONTRIBUTING	BOTH	
630 W MOUNTAIN AV	Main Building	contemp.	addition	CONTRIBUTING	STATE	
634 W COURT AV	Main Building	circa 1980's		CONTRIBUTING	BOTH	
634 W COURT AV	Rear	1890's		CONTRIBUTING	BOTH	
635 W LAS CRUCES AV	Main Building	1913		CONTRIBUTING	BOTH	
637 N ALAMEDA BLVD	Main Building	circa 1925		CONTRIBUTING	BOTH	
637 N ARMIJO ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
640 W LAS CRUCES AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
640 W LAS CRUCES AV	Garage	1930?		CONTRIBUTING	BOTH	
641 W MAY AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
642 W LAS CRUCES AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
642 W LAS CRUCES AV	Garage	1930?		CONTRIBUTING	BOTH	
643 W COURT AV	Main Building	circa 1915	r	CONTRIBUTING	BOTH	and 340 N MELENDRES
644 W HADLEY AV	Main Building	circa 1910		CONTRIBUTING	STATE	
645 W LAS CRUCES AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
645 W MAY AV	Main Building	circa 1902	r. 1920's	CONTRIBUTING	BOTH	
647 W MOUNTAIN AV	Main Building	NG		CONTRIBUTING	STATE	
701 N ARMIJO ST	Main Building	less than 50 yrs. Old in 11/78		CONTRIBUTING	STATE	
701 N ARMIJO ST	Garage	NG		CONTRIBUTING	STATE	
701 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
702 N ARMIJO ST	Main Building	circa 1920		CONTRIBUTING	BOTH	
702 W COURT AV	Main Building	circa 1915	r. 1940	CONTRIBUTING	BOTH	
703 N REYMOND ST	Main Building	circa 1925		CONTRIBUTING	STATE	
703 N REYMOND ST	Garage	circa 1925?		CONTRIBUTING	STATE	
704 N MIRANDA ST	Main Building	circa 1930		CONTRIBUTING	STATE	
704 N REYMOND ST	Main Building	NG	R	CONTRIBUTING	STATE	
705 N ALAMEDA BLVD	Main Building	circa 1940		CONTRIBUTING	BOTH	
706 N REYMOND ST	Main Building	circa 1920		CONTRIBUTING	STATE	
706 N REYMOND ST	Garage	circa 1920?		CONTRIBUTING	STATE	

706 W COURT AV	Main Building	circa 1915	r. 1940	CONTRIBUTING	BOTH	
706 W MAY AV	Main Building	circa 1930		CONTRIBUTING	STATE	
706 W ORGAN AV	Main Building	circa 1910	addition 1920	CONTRIBUTING	BOTH	
707 N MIRANDA ST	Main Building	circa 1930		CONTRIBUTING	STATE	
707 W COURT AV	Main Building	circa 1890	addition 1910, r. 1970	CONTRIBUTING	BOTH	
708 W ORGAN AV	Main Building	circa 1910	addition 1920	CONTRIBUTING	BOTH	
710 W ORGAN AV	Main Building	circa 1910	addition 1920	CONTRIBUTING	BOTH	
711 N ARMIJO ST	Main Building	1937		CONTRIBUTING	STATE	
711 N ARMIJO ST	Garage	1937?		CONTRIBUTING	STATE	
714 W COURT AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
715 N ARMIJO ST	Main Building	NG		CONTRIBUTING	STATE	
715 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
715 W LAS CRUCES AV	Main Building	circa 1937		CONTRIBUTING	BOTH	
716 N ARMIJO ST	Main Building	circa 1930		CONTRIBUTING	BOTH	
716 N ARMIJO ST	Garage	1930?		NON-CONTRIBUTING	BOTH	
719 W LAS CRUCES AV	Main Building	circa 1930		CONTRIBUTING	BOTH	
721 W LAS CRUCES AV	Main Building	1928		CONTRIBUTING	BOTH	
724 W COURT AV	Main Building	circa 1940		CONTRIBUTING	BOTH	
728 W LAS CRUCES AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
729 N ARMIJO ST	Main Building	NG		CONTRIBUTING	STATE	
730 N MIRANDA ST	Main Building	circa 1935		CONTRIBUTING	STATE	
730 W LAS CRUCES AV	Main Building	circa 1925		CONTRIBUTING	BOTH	
732 N MIRANDA ST	Main Building	circa 1930		CONTRIBUTING	STATE	
733 N REYMOND ST	Main Building	circa 1915		CONTRIBUTING	STATE	
733 N REYMOND ST	Garage	circa 1915?		CONTRIBUTING	STATE	
734 N REYMOND ST	Main Building	NG		CONTRIBUTING	STATE	
739 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
741 N ALAMEDA BLVD	Main Building	NG		CONTRIBUTING	BOTH	
743 W COURT AV	Main Building	circa 1915		CONTRIBUTING	BOTH	
744 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
744 W COURT AV	Main Building	circa 1910	r. 1925	CONTRIBUTING	BOTH	
744A N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
744B N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
800 W LAS CRUCES AV	Freight Extension	1961		NON-CONTRIBUTING	BOTH	
800 W LAS CRUCES AV	Freight Section	circa 1909		CONTRIBUTING	BOTH	
800 W LAS CRUCES AV	Main Section	1909		CONTRIBUTING	BOTH	
801 N ARMIJO ST	Main Building	circa 1920		CONTRIBUTING	BOTH	
805 N REYMOND ST	Main Building	circa 1930		CONTRIBUTING	STATE	
807 N ARMIJO ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
807 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
808 N ALAMENDRA BLVD	Main Building	1925	addition 1950	CONTRIBUTING	BOTH	addition is NON-CONTRIBUTING
808 N ALAMENDRA BLVD	South of...	1940		CONTRIBUTING	BOTH	
808 N ARMIJO ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
810 N ARMIJO ST	Main Building	circa 1915		CONTRIBUTING	BOTH	
810 N REYMOND ST	Main Building	contemp.		CONTRIBUTING	STATE	
818 N ARMIJO ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
819 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	
824 N ARMIJO ST	Main Building	circa 1925		CONTRIBUTING	BOTH	
833 N ALAMEDA BLVD	Main Building	1908		CONTRIBUTING	BOTH	
834 N ARMIJO ST	Main Building	circa 1920	r. circa 1930	CONTRIBUTING	BOTH	
838 N MIRANDA ST	Main Building	NG		CONTRIBUTING	STATE	

887 N MAIN ST	Main Building	circa 1925		CONTRIBUTING	STATE	
909 N ALAMEDA BLVD	Main Building	circa 1908		CONTRIBUTING	BOTH	
909 N ALAMEDA BLVD	Garage	NG		CONTRIBUTING	BOTH	
920 N ALAMEDA BLVD	Main Building	circa 1920		CONTRIBUTING	BOTH	
938 N ALAMEDA BLVD	Main Building	circa 1900		CONTRIBUTING	BOTH	
938 N ALAMEDA BLVD	Garage	NG		CONTRIBUTING	BOTH	
943 N ALAMEDA BLVD	Main Building	circa 1900		CONTRIBUTING	BOTH	
955 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
955 N ALAMEDA BLVD	Garage	1930?		CONTRIBUTING	BOTH	
965 N ALAMEDA BLVD	Main Building	1915		CONTRIBUTING	BOTH	
972 N ALAMEDA BLVD	Main Building	circa 1915		CONTRIBUTING	BOTH	
975 N ALAMEDA BLVD	Main Building	circa 1930		CONTRIBUTING	BOTH	
975 N ALAMEDA BLVD	Garage	1930?		CONTRIBUTING	BOTH	

- NG Not given in the previous survey
- ? When on a garage and no date given, the date of the house has been arbitrarily assigned
- r Minor remodeling, noticeable but didn't lower the classification by itself
- R Major remodeling, change in appearance

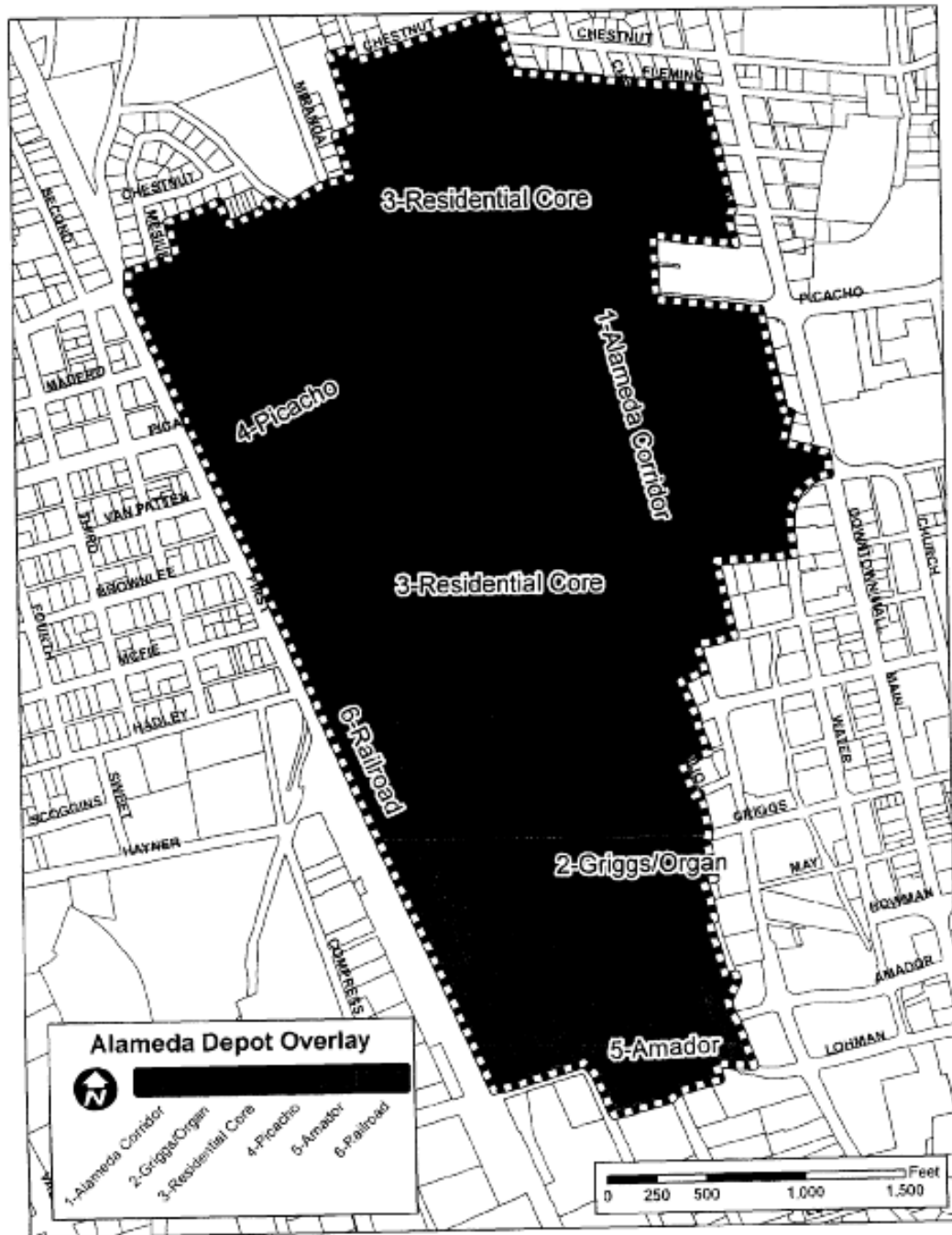
Sec. 38-49.3. - ADO—Alameda Depot Neighborhood Overlay.

- A. *Purpose.* The Alameda Depot neighborhood, with its rich history, diverse architecture and peaceful environment, is an important part of Las Cruces life. The purpose of the Alameda Depot Neighborhood Overlay (ADO) is to implement the policies that were established in the Alameda Depot Neighborhood Plan. As it is impacted by changes in downtown and surrounding neighborhoods, residents and property owners want to protect the characteristics that make the Alameda Depot neighborhood special. Specific provisions in this overlay provide greater flexibility for historic properties and address such things as such as setbacks, land uses, parking and changes to structures that predate the creation of development standards. The Alameda Depot Overlay contains a state historic district and a national historic district, but the neighborhood has not been designated a local historic district, and will be exempt from any future local historic district ordinances should they be adopted by the city.
- B. *Applicability.*
1. *Introduction.* This overlay applies to all properties within the Alameda Depot neighborhood boundaries. These properties have been categorized into six sub-areas, and have been given new zoning designations based on the distinct characteristics of each (see Subsection C. below). The overlay shall be used to regulate development standards, land uses, design of new streets, new buildings, and new public spaces.
 2. *Terms.* The provisions of this overlay are activated by "shall" when required; "should" when recommended; and "may" when optional. Technical terms used throughout this section may be defined below in section D (Definitions). Those terms not defined in section D shall be accorded their commonly accepted meanings or as defined in sections 38-20, 38-21 of the 2001 Zoning Code as amended. In the event of conflicts between these definitions and the provisions herein stated, the Community Development Director shall have the authority pursuant to Subsection 38-4 B. to determine which will be imposed.
 3. *Diagrams and illustrations.* Diagrams and illustrations are an integral part of this overlay and are used to help explain standards and guidelines. The diagrams and illustrations are for illustrative purposes only. When in conflict, written text shall take precedence over diagrams and illustrations.
- C. *Delineation of overlay.* The Alameda Depot Neighborhood Overlay District shall include all properties noted on the associated map (Figure 1). Within the overlay, six distinct zones shall be established: ADO-1, the Alameda Corridor; ADO-2, the Griggs/Organ Corridor; ADO-3, the North and South Residential Cores; ADO-4, the Picacho Corridor; ADO-5, Amador Corridor; and ADO-6, the Railroad Corridor. Description of overlay zones:
- 1.

ADO-1, the Alameda Corridor: Uses in ADO-1 include single-family residential, multifamily residential, low-intensity office and commercial uses, and public/institutional uses that generate relatively little traffic or parking demand. The residential and historic character of the neighborhood shall be retained as closely as possible.

2. *ADO-2, the Griggs/Organ Corridor:* Uses in ADO-2 include single-family residential, multifamily residential, low-intensity office and commercial uses, and public/institutional uses that generate relatively little traffic or parking demand. The residential and historic character of the neighborhood shall be retained as closely as possible.
3. *ADO-3 the North and South Residential Cores:* ADO-3, the Residential Core, is intended to accommodate primarily detached single-family dwelling units, with or without secondary residences, to maintain and protect a low-density residential character of development, and to maintain the historic appearance of this central area of the neighborhood as closely as possible.
4. *ADO-4, the Picacho Corridor:* Uses in ADO-4 include single-family residential, multifamily residential and low- and medium-intensity office and commercial uses. The residential and historic character of the neighborhood shall be retained as closely as possible. All office and commercial uses are intended to serve as transition zones between higher intensity uses on Picacho Avenue and the predominantly residential uses of the neighborhood.
5. *ADO-5, Amador Corridor:* Uses in ADO-5 include single-family residential, multifamily residential and low- and medium-intensity office and commercial uses. The residential and historic character of the neighborhood shall be retained as closely as possible. All office and commercial uses are intended to serve as transition zones between higher intensity uses on Amador Avenue and adjacent to the central business district and the predominantly residential uses of the neighborhood.
6. *ADO-6, the Railroad Corridor:* ADO-6, the Mesilla Street/Railroad Track Corridor, is intended to exist as a mixed-use environment allowing low-intensity manufacturing, low- and medium-intensity office and commercial, and limited residential uses. Residential uses must be part of a mixed-use development. Residential uses existing at the time of adoption of this overlay that are not a part of a mixed-use development are considered legally nonconforming, and shall adhere to the nonconforming use provisions stated below in section H, with the exception of section H.1.a). These uses are not subject to the one-year vacancy limit.

Figure 1 Alameda Depot Neighborhood Overlay Boundaries



- D. *Definitions.* Definitions are in addition to those noted in sections 38-20, 38-21 of the LCMC:
- Accessory dwelling unit:* A self-contained living quarter containing independent kitchen (cooking/culinary) facilities attached to and under the same roof as the main dwelling, created by: The conversion of an existing single-family dwelling; or the addition to an existing single-family dwelling; or the incorporation of applicable areas into a new single-family dwelling design which is subsequently constructed. (also see section 38-53 of the 2001 Zoning Code as amended).

Accessory use or structure: A subordinate use or structure, the use of which is incidental to and customarily found in connection with the principal dwelling on the same property. Examples: Gazebo, greenhouse, tool shed, detached garage, guest dwelling, swimming pool, tennis court, barn, and flag pole (also see [section 38-53](#) of the 2001 Zoning Code as amended).

Brew-pub: A brew-pub is a microbrewery which serves food or is combined with a pub. A microbrewery, or craft brewery, is a brewery which produces a limited amount of beer. The maximum amount of beer a brewery can produce and still be classed as a microbrewery in New Mexico is less than or equal to 200,000 barrels a year, according to the New Mexico Alcohol and Gaming Division.

Central business district (CBD): All properties with zoning designation of CBD according to the 2001 Zoning Code as amended.

Compatible: Capable of existing together in harmony. Parts of a whole that work well together when pieced together.

Consistent: That which is similar to, or nearly the same.

Contributing property: A property, structure or object that adds to the historical integrity or architectural qualities that make the historic area significant. In general, a contributing property is key to a historic district's historic associations, historic architectural qualities, or archaeological qualities. (A list of contributing properties in the Alameda Depot Neighborhood Overlay is available from the community development department.)

Demolition: An act that destroys or removes in whole or in part of the exterior of a building or structure on a property.

Dwelling, above ground floor: Dwelling unit(s) located above ground floor office or commercial uses.

Facade: Any exterior wall of a structure.

Guest dwelling: A detached or attached dwelling to be used for temporary occupancy only and is not to be rented or leased. A guest dwelling shall be no more than 50 percent of the main dwelling's heated/cooled square footage and shall not contain a kitchen (also see [section 38-53](#) of the 2001 Zoning Code as amended).

Historic: Structures/buildings deemed historic are those listed as contributing on the federal and/or state historic registers.

Historic district: Area in which historic buildings and their settings are protected by public review. Historic districts comprise the city's significant historic and architectural resources. Inclusion in a historic district signifies that a property contributes to an ensemble that is worth protecting by virtue of its historic importance or architectural quality.

Infill: An area within the core of the city where land use and development policies specify provisions with incentives for development of vacant parcels. The boundaries are Interstate 25, the north boundary of the University Avenue Corridor Overlay District, Valley Drive, Hoagland Road, North Alameda Boulevard, Three Crosses and North Main Street.

LCMC: Most current edition of the Las Cruces Municipal Code.

Live/work unit: A building that may be used flexibly for living and working in the same building. A variety of uses in the buildings is encouraged. Dwelling units may be located above the ground floor, attached to the rear of a shop front, or detached and located in the rear or side yard. Work is of a commercial nature subject to business registration requirements and not a home occupation.

Manufactured home: A manufactured or modular home that is a single-family dwelling with a heated area of at least 36 feet by 24 feet and at least 864 square feet and constructed in a factory to the standards of the United States Department of Housing and Urban Development, the National Manufactured Housing Construction and Safety Standards Act of 1974 and the Housing and Urban Development Zone Code 2 or the Uniform Building Code, as amended to the date of the unit's construction, and installed consistent with the Manufactured Housing Act and with the regulations made pursuant to that Act. (article VI, section 38-57 of the 2001 Zoning Code as amended).

Mixed-use: For the purposes of this overlay, the term refers to the practice of allowing more than one type of land use category (i.e., residential, office or commercial, etc.) in a single building or set of buildings located on a single parcel. Condominium maps created and filed showing distinct sub-lots on an otherwise single parcel shall be considered as a single parcel for purposes herein stated.

Mobile home: A moveable or portable housing structure larger than 40 feet in body length, eight feet in width or 11 feet in overall height, designed for and occupied by no more than one family for living and sleeping purposes, but does not include structures built to the standards of any municipal building code and other technical codes. (article VI, section 38-57 of the 2001 Zoning Code as amended).

National Historic District: An area that the U.S. Government designates as historically important through the U.S. Department of Interior, under the auspices of the National Park Service. Federally designated historic districts are listed on the National Register of Historic Places. The Alameda Depot Neighborhood Overlay contains a National Historic District.

Outdoor plaza or space: A generally open area that may be used for active or passive purposes by one or more businesses and the public visiting the location. An example may include an outdoor seating area for a cafe or restaurant, outdoor sales and service, a landscaped plaza serving as open space for patrons and visitors alike, etc.

Overlay and special zoning district: Synonymous terms used to define boundaries around an area that has a set of unique or unusual characteristics. Overlays and special zoning districts have a special purpose as defined in an accompanying plan, and may alter general residential, office, commercial or industrial zoning districts or replace them entirely.

Performing arts center: A multi-use performance facility that is intended for use by various types of the performing arts, including dance, music and theatre.

Secondary residence: A dwelling unit that is subordinate in size and location to the main dwelling on a single property, and may be rented or leased as an independent dwelling unit. A secondary residence is different from a guest dwelling or accessory structure in that it is distinct dwelling unit containing a kitchen. Examples include a traditional guest house, apartment, cottage or converted garage.

State historic district: An area that is designated by the state as historically important and which follows criteria similar to the federal standards. State listings can have similar benefits to federal designation, such as qualification for grants and tax incentives. Designation of a district is through a review process at the state historic preservation office. New Mexico's Register of Historic Places lists districts and individual properties. The Alameda Depot Neighborhood Overlay contains a state historic district.

Step-back: In buildings with multiple stories, a reduction in the footprint of each level located successively farther from the ground. Step-backs prevent a "canyon effect," which deprives neighboring properties of sun light, and ensure that streets and yards are provided adequate light and air. In addition, they create articulation and a sense of vertical rhythm in the architecture. The space created by a step-back may be used for terraces, gardens, outdoor seating, etc.

Structure: That which is built or constructed, an edifice or building of any kind, or any place of work artificially built up or composed of parts joined together in some definite manner.

Traditional guest house: A type of secondary residence with kitchen facilities found in the Alameda Depot neighborhood as a result of adaptive reuse of existing structures on the same parcel as the primary dwelling. Historically, these units were converted from nonresidential uses, such as a coach house.

E. *Permitted uses.* Permitted, conditional and special uses shall be established for each zone in this overlay district. Land uses in ADO-1, the Alameda Corridor; ADO-2, the Griggs/Organ Corridor; ADO-4, the Picacho Corridor; ADO-5, Amador Corridor; and ADO-6, the Railroad Corridor shall follow the Land Use Tables in section E.2 below. Uses in ADO-3, the North and South Residential Cores, shall be in accordance with the underlying zoning in place at the time of the adoption of this overlay (see Figure 2 above) and are listed in the Land Use Table in E.3 below.

1. *Land use definitions.* Unless otherwise stated, land uses are as follows:

- a) *Residential:* Low and medium density residential uses in the Alameda Depot Neighborhood Overlay are intended to accommodate single-family site built/manufactured dwelling units, including patio homes and townhouses, and multifamily dwellings up to 20 per acre, with no more than four attached units each.
- b) *Low-intensity office:* These office uses are small-scale, and provide low-intensity service activities. No goods or merchandise are prepared or sold on the premises with the exception of those activities that serve the primary use. Access to streets that are a major local or higher designation is recommended.
- c) *Low-intensity commercial:* Low-intensity commercial uses are those that generate small-scale retail and service activities within a neighborhood area.
- d) *Medium-intensity commercial:* Medium-intensity commercial areas facilitate and encourage development of those uses which provide retail and service activities as a convenience to the general public.
- e) *Public/institutional:* These are uses dedicated to public or nonprofit service, such as schools, religious institutions, government and quasi-governmental agencies, libraries, etc.
- f) *Low-intensity industrial:* Low-intensity industrial uses are those that accommodate a wide variety of light manufacturing, commercial, processing, storage, packaging, compounding, wholesaling and distribution operations. Such uses shall be constructed and operated to ensure that there is: 1) no activity producing noise, glare or heat observable or measurable outside the building; 2) no emission of objectionable dust, fumes, odors, vapors, gases, smoke or other forms of air pollution; 3) no vibration which is discernible beyond the property lines to the human sense of feeling for three minutes or more duration in any one hour of a day.

2.

Land uses in ADO-1, the Alameda Corridor; ADO-2, the Griggs/Organ Corridor; ADO-3, the North and South Residential Cores; ADO-4, the Picacho Corridor; ADO-5, Amador Corridor; and ADO-6, the Railroad Corridor.

a) RESIDENTIAL USES	ADO-1 ADO-2	ADO-4 ADO-5	ADO-6	CONDITIONS
Assisted Living or Retirement Facility	C	C	NP	Use shall be located on a collector or higher designated roadway.
Bed and Breakfast	C	C	NP	See <u>Sec. 38-53</u>
Boarding House	A	A	NP	
Dwelling Unit, including: Accessory Dwelling Unit Apartments Detached Site Built Single Family DU (incl. manufactured homes) Duplex, Triplex, etc. Dwelling, Live-Work Guest Dwelling Patio Homes Townhouse (Attached Single Family DU) Secondary Residences	A	A	C	In ADO 6, residential uses are intended to be multi-family and must be part of a live/work or multi-use development project. Proposals must go through Infill Development Proposal (IDP) process. Project must be no more than 50% residential.
Fraternity/Sorority House	A	A	NP	
Halfway House	S	S	NP	
Home for Disabled	A	A	NP	

Nursing Home	C	C	NP	Use shall be located on a collector or higher designated roadway.
Temporary/Homeless Shelter	A	A	NP	
A = Allowed C = Conditional S = Special Use Permit NP = Not Permitted				

b) RESIDENTIAL RELATED USES	ADO-1 ADO-2	ADO-4 ADO-5	ADO-6	CONDITIONS
Accessory Uses & Structures	C	C	C	See <u>Sec. 38-51</u>
Greenhouse (Noncommercial), Garden Shed, Tool Shed	C	C	C	See <u>Sec. 38-51</u>
Recreational Court, Tennis, etc., Private	C	C	C	See <u>Sec. 38-51</u>
A = Allowed C = Conditional S = Special Use Permit NP = Not Permitted				

c) RECREATIONAL USES	ADO-1 ADO-2	ADO-4 ADO-5	ADO-6	CONDITIONS
Health/Exercise Club/Gymnasium/Sports Institution	NP	A	A	
Park	A	A	A	

Recreational Court, Tennis, etc., Public	A	A	A	
Skating Rink	NP	A	NP	
Swimming Pool, Commercial or Public	C	C	C	See <u>Sec. 38-53</u>
A = Allowed C = Conditional S = Special Use Permit NP = Not Permitted				

d) INSTITUTIONAL RELATED USES	ADO-1 ADO-2	ADO-4 ADO-5	ADO-6	CONDITIONS
Child Care: Family Child Care Home (5—6 children)	C	C	C	See <u>Sec. 38-53</u>
Child Care: Group Child Care Home (7—12 children)	C	C	C	See <u>Sec. 38-53</u>
Child Care: Child Care Center or Preschool (over 12 children)	NP	S	S	See Secs. <u>38-53</u> and <u>38-54</u>
Community Buildings	C	C	NP	See <u>Sec. 38-53</u>
Convention Center/Exhibition Hall	A	A	NP	
Institutional Office (incl. quasi-governmental)	A	A	A	
Library/Museum	C	C	C	See <u>Sec. 38-53</u>
Religious Institution w/Columbarium	C	C	C	See <u>Sec. 38-53</u>

School (K-12) Public, Private, Parochial	C	C	NP	See <u>Sec. 38-53</u> May be located on local roadway
School, College or University	C	C	NP	See <u>Sec. 38-53</u>
School, Commercial, Trade or Technical	C	C	C	See <u>Sec. 38-53</u>
Theatre, Performing Arts	NP	C	C	Use shall be located on a collector or higher designated roadway.
A = Allowed C = Conditional S = Special Use Permit NP = Not Permitted				

e) OFFICE & COMMERCIAL LAND USES	ADO-1 ADO-2	ADO-4 ADO-5	ADO-6	CONDITIONS
Art Studio	C	C	C	Retail activity is limited to 25% of the gross floor area in ADO-1 and ADO-2, and 50% in ADO-4, ADO-5 AND ADO-6.
Bank, Bonding & Financial Institution (No Drive-Thru)	A	A	A	
Eating and Drinking Establishments (Cafe, Cafeteria, Coffee Shop, Restaurant; Bar, Pub, Tavern (No Dancing); Brewpub; etc.)	C	A	A	No drive-thru permitted.

Equipment (Large) Repair & Service (Non-Vehicular)	NP	C	C	No outside storage of parts, materials or equipment is permitted.
Equipment Rental	NP	C	C	No outside storage of parts, materials or equipment is permitted.
Gas Station	NP	A	A	
General Office and Service (Accounting, Auditing & Bookkeeping; Architectural, Contracting, Engineering, Planning & Surveying; Photo Studio; Barber/Beauty/Hair Salon & Related Personal Care; Cleaning & Maid Services; Consulting Services; Counseling Services; Credit Reporting & Collection; Desktop Publishing & Graphic Design; Funeral Home; Insurance; Laboratory; Legal Services; Lessons (Art, Dance, Music, etc.); Mailing & Stenographic Services; Medical/Dental Office; Motion Picture Production; Real Estate; Research Organization, Noncommercial; Tax Preparation; and other similar Business Offices.)	A	A	A	

<p>General Retail & Commercial (Bicycle Sales, Service and Repair; Building Materials; Delicatessen, Carpet/Window Treatments; Clothing Store; Convenience Store; Department Store; Produce/Meat Market; Grocery Store; Hardware Store w/out outdoor sales or storage; Furniture Store; Garden Supply; Home Furnishings; Laundry/Dry Cleaning Services; Liquor Store; Pawn Shop; Pharmacy; Photography Studio; Plant Nursery; Specialty Foods such as bakeries, confectionaries, etc.; Specialty Store such as books, music, toys, etc.; Variety Store; Video/DVD Rental/Sales; and other typical small-scale Commercial establishments.)</p>	<p>A</p>	<p>A</p>	<p>A</p>	
<p>Health Care Clinic (Non-Hospital)</p>	<p>NP</p>	<p>A</p>	<p>A</p>	
<p>Hotel/Motel/Youth Hostel</p>	<p>NP</p>	<p>A</p>	<p>A</p>	
<p>Petroleum/Propane Sales</p>	<p>NP</p>	<p>C</p>	<p>C</p>	<p>Use shall be screened with an opaque buffer or screen meeting current Fire Code standards. Also see <u>Sec. 38-53</u></p>
<p>Private Club or Lodge</p>	<p>NP</p>	<p>A</p>	<p>A</p>	
<p>Radio/TV Studio/Station</p>	<p>NP</p>	<p>A</p>	<p>A</p>	

Seasonal Sales, Non-temporary (Fireworks, Agricultural Produces, Snowcone Stand, Firewood Sales, etc.)	C	C	C	All structure locations shall meet all applicable setback requirements. If sited on property where other uses exist, there shall be no obstruction of the driving aisles or parking stalls unless it can be proven that there is an excess of parking area. If the use does not follow temporary use provisions, the property shall be subject to all applicable development requirements. See also Secs. <u>38-50</u> and <u>38-53</u> .
Small Item Repair Shop	C	C	C	No outdoor storage of parts, materials or equipment is permitted.
Telemarketing/Mail Order/Call Center	NP	C	C	No warehousing or distribution is permitted
Temporary (Non-Seasonal)	C	C	C	See <u>Sec. 38-50</u>
Theater, Movie	NP	A	A	
Theater, Performing Arts	NP	C	C	Uses shall be located on a collector or higher designated roadway.

Upholstery Shop	C	C	C	No outdoor storage of parts, materials or equipment is permitted.
Vehicle Sales/Service/Rental/Repair (incl. body shop, parts stores, repair & service, wash/wax/detailing (self- or full-service), sales, rental, campers, tire sales/repair, etc.)	NP	C	C	No salvage yard or related activities shall be permitted. No outside storage of parts, materials or equipment permitted.
A = Allowed C = Conditional S = Special Use Permit NP = Not Permitted				

f) INDUSTRIAL LAND USES	ADO-1 ADO-2	ADO-4 ADO-5	ADO-6	CONDITIONS
Above Ground Storage Tanks for Flammable & Combustible Liquids and LP Gas	NP	NP	C	See <u>Sec. 38-53</u>
Cab Stand	NP	NP	A	
Cabinetry and Woodworking	NP	NP	A	
Communication/Vertical Structures	C	C	C	See <u>Sec. 38-59</u>
Contractor's yard (general, plumbing, mechanical and others of a similar nature)	NP	NP	C	All storage outside of buildings shall be enclosed with an opaque screen
Face Mount (attached to primary use)	C	C	C	See <u>Sec. 38-59</u>
Jewelry, Silverware & Plated Ware	NP	NP	A	

Laboratories (Medical/Dental/R & D)	NP	NP	A	
Manufacturing, Low-Intensity	NP	NP	A	See "Land Use Definitions" above
Ministorage Units	NP	NP	A	
Musical Instrument Fabrication/Manufacture	NP	NP	A	
Parking Facilities, Commercial (Garages & Public Parking Lots	NP	NP	A	
Printing and Publishing	NP	NP	A	
Railroad Terminal	NP	NP	A	
Signs & Advertising Fabrication/Manufacture	NP	NP	A	
Storage/Display of Merchandise for Sale (except Manufactured buildings, mobile homes & operable cars, trucks, motorcycles & RVs)	NP	NP	C	Outdoor display is permitted and is required to be enclosed behind a solid wall or solid fence no less than 6 feet in height.
Storage outside of buildings of materials, equipment and supplies not for sale	NP	NP	C	All outdoor storage shall be enclosed with a Type A screen.
Storage, warehousing accessory to Office, Retail, Service or Industry	NP	NP	C	All outdoor storage shall be enclosed with a Type A screen.
Utility Installation, Public/Private	C	C	C	See <u>Sec. 38-53</u>

Water Purification, Commercial	NP	NP	A	
Wholesale Trade, any product	NP	NP	A	
A = Allowed C = Conditional S = Special Use Permit NP = Not Permitted				

3. *Land uses in ADO 3.* Land uses in ADO-3, the North and South Residential Cores, follow the underlying zoning designations existing as of the date of adoption of the ordinance from which this section derives, and may be found in sections 38-31—38-33 of the 2001 Zoning Code as amended, with the following modifications:

- a) Low-intensity office and commercial uses in predominantly residential areas are conditional and must include a residential component, for example, home occupation or live-work units as described in section 38-52 of the 2001 Zoning Code as amended.
- b) Secondary residences, as defined in section D above, are an allowed use in the residential cores.
- c) Industrial uses are not allowed in the residential cores.

F. *Development standards.* There shall be no development or alteration of the lands, uses, or structures within the overlay zone district except as provided for by this section of the 2001 City Zoning Code from the date of its enactment and other sections of the City Zoning Code and other city codes and ordinances where applicable. Development requirements and permitted uses shall be established for the entire overlay zone district, as follows (unless otherwise indicated):

1. PLACEMENT OF PRIMARY STRUCTURES—RESIDENTIAL	
Lot Area/Size	<p>Minimum: 3500 square feet</p> <p>Maximum: Not to exceed size of largest existing lot on both sides of the same block.</p> <p>Applications for replats that would result in a larger lot size will be considered on a case by case basis.</p>
Minimum Lot Width/Frontage	40 feet
Minimum Lot Depth	70 feet

Front Setback	Within the range of primary building setbacks on both sides of the same block.
Secondary Front Setback	5 feet
Side Setback	<p>Minimum: 5 feet</p> <ul style="list-style-type: none"> • Setback may be zero only if there is an existing structure on the same property with a zero setback. • Stormwater required to be contained on subject parcel. • Separation between all structures, on same and adjacent property, must comply with the International Building Code and other companion codes.
Rear Setback	<p>Minimum: 10 feet</p> <ul style="list-style-type: none"> • Setback may be less than 10 feet only if there is an existing structure on the same property with a setback of less than 10 feet. • Stormwater required to be contained on subject parcel. • Separation between all structures, on same and adjacent property, must comply with the International Building Code and other companion codes.
Maximum Building Height	<p>35 feet</p> <ul style="list-style-type: none"> • Proposed development adjacent to the central business district or Picacho Avenue may obtain a 35% flexible development standard approval for structures greater than 35 feet, and will be considered on a case-by-case basis. If adjacent use is single-family residential, this exception shall not apply. • For buildings greater than 2 stories, the upper stories shall be stepped back from the line of the front facade (see definitions).

Maximum # Attached Units	4
Maximum Density	20 Dwelling Units/Acre

2. PLACEMENT OF PRIMARY STRUCTURES—NONRESIDENTIAL

Lot Area/Size	<p>Minimum: 5,000 square feet</p> <p>Maximum: Not to exceed size of largest existing lot on both sides of the same block.</p> <p>Applications for replats that would result in a larger lot size will be considered on a case-by-case basis.</p>
Minimum Lot Width/Frontage	60 feet
Minimum Lot Depth	70 feet
Front Setback (Incl. Secondary Front Setback)	<p>5 feet</p> <ul style="list-style-type: none"> • Setback may be less than 5 feet only if there is an existing structure on the same property with a setback of less than 5 feet. • Buildings that request a greater setback shall use that setback frontage for active or passive open space as defined herein. Under no circumstances shall outdoor sales or service activities encroach on the public right-of-way. • Awnings and entrance canopies may protrude into the setback. • Second story bay windows, porches, decorative elements, landscaping, etc. may protrude into the setback.

<p>Side Setback</p>	<p>Minimum: 5 feet</p> <ul style="list-style-type: none"> • Setback may be zero only if there is an existing structure on the same property with a zero setback. • Stormwater required to be contained on subject parcel. • Separation between all structures, on same and adjacent property, must comply with the International Building Code and other companion codes.
<p>Rear Setback</p>	<p>Minimum: 10 feet</p> <ul style="list-style-type: none"> • Setback may be less than 10 feet only if there is an existing structure on the same property with a setback of less than 10 feet. • Stormwater required to be contained on subject parcel. • Separation between all structures, on same and adjacent property, must comply with the International Building Code and other companion codes.
<p>Maximum Building Height</p>	<p>35 feet</p> <ul style="list-style-type: none"> • Proposed development adjacent to the central business district or Picacho Avenue may obtain a 35% flexible development standard approval for structures greater than 35 feet, and will be considered on a case-by-case basis. If adjacent use is single-family residential, this exception shall not apply. • For buildings greater than 2 stories, the upper stories shall be stepped back from the line of the front facade (see definitions).
<p>3. PLACEMENT OF GARAGES, SURFACE PARKING, SECONDARY RESIDENCES & ACCESSORY STRUCTURES</p>	

<p>Front Setback — Residential and Nonresidential</p>	<p>Garage (Single-Family Residential only): To maintain the historic context of buildings in the neighborhood, garages may be placed within the range of garage front setbacks on both sides of the same block. This ensures that the placement of newly constructed garages is compatible with the location of existing garages in the immediate area and is consistent with the existing integrity and character of the street frontage. If there are no garages on the block to provide a range, the garage setback will be 25 feet.</p> <p>Other: No closer than the rear facade of the primary building(s), 40 feet, or at least 50% of the lot depth, whichever is less.</p>
<p>Secondary Front Setback — Residential and Nonresidential</p>	<p>Surface Parking: 8 feet Other: 10 feet</p>
<p>Side Setback — Residential and Nonresidential</p>	<p>A setback is not required.</p> <ul style="list-style-type: none"> • No encroachment into ROW permitted. • Stormwater required to be contained on subject parcel. • Separation between all structures, on same and adjacent property, must comply with the International Building Code and other companion codes.
<p>Rear Setback — Residential and Nonresidential</p>	<p>A setback is not required.</p> <ul style="list-style-type: none"> • No encroachment into ROW permitted. • Stormwater required to be contained on subject parcel. • Separation between all structures, on same and adjacent property, must comply with the International Building Code and other companion codes.

At the minimum, all setbacks shall meet clear sight triangle requirements, and where applicable, encroachment agreements must be entered into. Variances to clear sight triangle will be considered by the public works department.

G. *Property alteration, remodel or renovation.*

1. *Purpose.* Property alterations, remodels or renovation standards are established for this district to maintain consistent quality for all development and may be used for the purpose of adaptive re-use of the structure. For the purposes of this section, exterior remodel, renovation, or alteration shall be defined as: Any change or rearrangement in the supporting members of an existing building, such as bearing walls, columns, beams, girders, as well as any change in roof lines, or any enlargement to or diminution of a building or structure, whether horizontally or vertically. Normal maintenance activities as verified by the city's building official or designee are exempt from this provision.
2. *Minor modifications.* In most cases, expansion and/or modifications to a property must comply with the development standards of the Alameda Depot Neighborhood Overlay. However, if, through the determination of the Community Development Director or designee, said compliance would substantially create an undue burden to the property owner or create a condition whereby the expansion and compliance measure, partially applied, would be substantially out of character with the existing development, an exception may be made. In no case shall a minor modification/expansion:
 - a. Equal or exceed a cumulative total of 15 percent of the gross floor area; or
 - b. Equal or exceed a cumulative total of \$25,000.00 in valuation; or
 - c. Impact parking or landscape requirements.
3. Any proposal meeting one or more of the above criteria shall not be considered as a minor addition and/or modification, and shall, therefore, be subject to normal review and consideration afforded development in the overlay and may be subject to nonconforming provisions that follow. The applicant must provide estimates for the cost of labor as a means of ensuring compliance with the valuation criteria. Once permission to proceed has been granted by the Community Development Director or designee, the applicant may apply for the permit. Work shall not commence until permit approval is granted. All other nonconforming use requirements are subject to sections 38-70 through 38-76 of the 2001 Zoning Code as amended.

H. *Nonconforming uses, structures, and property.* Nonconforming uses, structures and property that legally existed at the time of adoption of this overlay shall be considered legal nonconforming, and shall comply with the nonconforming use provisions found below.

1. Land uses that were legally in place at the time of adoption of this overlay and remain legal uses may continue to the extent the subject regulations allowed, but shall be required to come into compliance with current overlay standards when the following provisions take place:
 - a) The property remains vacant for a period of one continuous year or greater; or
 - b) *Land use.* A change in use occurs on the property which results in the alteration of the use intensity, e.g., low volume retail to high volume retail; use orientation, e.g., service to retail; or density, e.g., eight dwelling units to 15 dwelling units; or change in occupancy type from the building code perspective; or
 - c) *Right-of-way or lighting.* When nonconforming features regarding access from the right-of-way or lighting are involved, these features shall be brought into compliance with current standards when any one-time or cumulative increase of 15 percent or greater to the gross square footage of building area occurs; or
 - d) *Signage, landscaping, walls or parking.* When nonconforming features regarding signage, landscaping, walls or parking are involved, these features shall be brought into compliance with current standards when any one-time or cumulative increase of 25 percent or greater to the gross square footage of building area occurs; or
 - e) *Development standards.* Any noncompliant issues pertaining to setbacks, number of attached units and/or maximum density of existing development shall be brought into compliance with overlay standards to the extent possible. A nonconforming certificate may be issued based on appropriate documentation. Determination of the extent of compliance shall rest with the Community Development Director or designee. Compliance with these matters shall not be triggered when a certificate has been issued as appropriate.
2. Legal uses that existed prior to ordinance adoption (2010), that become a prohibited use with adoption may be allowed to continue to exist and may expand or enlarge (either one-time or cumulative increase) not more than 50 percent in gross square footage of lot or building area, provided that:
 - a) The property has not remained vacant for a period of one continuous year or greater; or
 - b) A change in use has not occurred on the property which results in the alteration of the use intensity, e.g., low volume retail to high volume retail; or use orientation e.g., service to retail.
3. *Exceptions.* Regarding any of the above, any one-time or cumulative increase of less than 15 percent to the gross square footage of building area may take place without requiring compliance to any nonconforming element associated with the property. Exceptions to this

provision include those matters the city requires compliance on for purposes of meeting health, safety and welfare concerns.

- I. *Flexible development standards.* Community development staff shall review applications for flexible development standards based on requirements cited in section 38-56 of the 2001 Zoning Code as amended.
- J. *Parking requirements.*

Community development department staff shall review plans for adherence to parking requirements. Parking requirements shall follow section 38-58 of the LCMC, with the exceptions stated below:

1.	Parking Ranges	Parking requirements for automobiles and bicycles are set for land uses in each zone, as noted in <u>section 38-33</u> . Requests to reduce parking requirements shall be evaluated on a case-by-case basis by the Community Development Director or designee.
2.	Off-street Parking Location	Parking areas for nonresidential and multifamily uses shall be located to the side or back of the subject property and screened or buffered when visible from the street. (See subsequent section below, "Landscape requirement, planting for parking lots.")

3. Adjustments in Required On-Site Parking Spaces

The following provisions are methods to reduce the number of required on-site parking spaces. Any combination of the following options may be used, but in no event shall the reduction amount to more than 50% of the total requirement. The minimum number of parking stalls required is two. These provisions may not be utilized for required accessible parking spaces.

a. Flex Standards.

Applicant may utilize "Tier 1" provisions in section 38-56 to reduce the number of required on-site parking spaces by up to 25%. Requests to utilize this option shall be evaluated on a case-by-case basis by the Community Development Director or designee. Applicant may utilize this option in combination with other parking reduction options.

b. On-street Parking.

In areas where the city has determined that on-street parking is permissible, this parking may be used for up to 25% of the required parking. On-street parking shall be permitted on all local roadways or as deemed appropriate through a traffic analysis conducted and/or approved by the city traffic engineer.

c. Shared Off-street Parking Areas.

Multi-dwelling and nonresidential uses are encouraged to seek shared parking agreements with other multi-dwelling and nonresidential uses on nearby properties. In general, shared parking agreements shall follow criteria found in section 38-58.G.1. Properties within one-fourth mile, as measured along the street network and pedestrian right-of-way, may be considered when determining how parking demand will be met.

d. For properties in the Alameda Depot Neighborhood

		<p>Overlay that are listed as "significant" or "contributing" on the state or National Register of Historic Places and are utilized for office or commercial purposes, it is possible to allow exceptions to the number of on-site parking spaces required in exchange for the improvement or maintenance of the subject property in terms of the building and/or landscaping. In these cases, the applicant shall follow requirements for off-street parking in the historic districts found in <u>section 38-58</u>. (Note: Flexible standard provisions may not be used in conjunction with this historic district parking exception provision.)</p> <p>e. Other methods to reduce the total number of parking spaces will be considered on a case-by-case basis by the Community Development Director or designee. These provisions follow <u>section 38-58</u>. They include:</p> <ul style="list-style-type: none"> • Adding more bicycle parking • Adding more landscaping • Building a parking structure • Arranging tandem parking stalls • Providing bus stop or bus shelter at bus stops within one-fourth mile
4.	Walkways	In parking lots larger than one acre or equal to or greater than 200 feet wide, walkways within the lot shall link perimeter sidewalks to primary building entrances.
5.	Prohibited Parking	All vehicles are to be parked along designated streets, in designated driveway or parking areas only. Parking on front lawns and/or landscaped areas shall be prohibited.
6.	Dimensions and ADA Standards	All standards for parking dimensional and ADA requirements for all development within the district shall be consistent with <u>section 38-58</u> .

7.	Driveways	Driveways width shall comply with city design standards.
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K. *Landscape requirements.* The abundance of mature shade trees in the Alameda Depot neighborhood contributes to the distinct character of the area. Landscape requirements are intended to protect this verdant landscape through the careful selection of plants and the implementation of water conservation principals. Community development department staff shall review landscape plans for adherence to the landscape requirements. Landscaping shall follow section 32-266 of the LCMC, "Development standards for landscaping," with the following exceptions and specifications:

1. *Applicability:* Landscaping standards apply to all new development and redevelopment in the ADO with the exception of properties that are occupied by single-family residences and duplexes. Where conflict in regulation exists, the provisions of this section shall supersede other landscaping requirements within the Municipal Code.
2. *Areas to be landscaped:* The required area to be landscaped is equal to a minimum of 25 percent of the entire parcel area, excluding the main building area. Landscape consists of native or drought-tolerant species of both overstory (shade and coniferous trees) and understory plantings (ornamental trees, shrubs, cacti and perennial grasses, groundcovers and flowers).
3. *Landscape shall be defined as:*
 - a) A minimum of one two-inch caliper tree, 15 five-gallon shrubs and either five one-gallon shrubs or 50 square feet of groundcover plants shall be installed per each 500 square feet of provided landscape area.
 - b) All plant materials shall be species native to the Chihuahuan Desert or adapted to our climate and to the location of the Alameda Depot neighborhood in the valley. This is not to say that the landscape plan needs to adhere to "zero-scaping." Rather, plants should be chosen that will survive and thrive in the local climate. Appropriate species include, but are not limited to, those in the following table. It is recommended that the applicant consult with a professional landscape architect or the Dona Ana County Master Gardeners regarding appropriate plant selection.

TREES	SHRUBS	GROUNDCOVER
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Arizona Ash	Euonymus	Bermuda
Arizona Cypress	Juniper	TIFF, various
Arizona Mesquite	Pyracantha	Vinca
Canyon Hackberry	Sages (Texas, Chihuahuan,	Horizontal Juniper
Chinese Pistache	Desert, Cherry, Russian)	Trailing Rosemary
Desert Willow	Silverberry	Iceplant
Italian Cypress	Spanish Broom	Creeping Thyme
Lacebark Elm		Powis Castle Artemesia
Palo Verde		Dalea capitata
Pecan		Clover Fern
Pines		
Southern Live Oak		
Texas Honey Mesquite		
Texas Red Oak		
Sycamore		
Western Hackberry		

- c) All landscape planting should serve to enhance the architectural value of the building, ground the building in the site, create a pleasant and attractive environment for pedestrians, and mitigate environmental conditions such as excess heat, strong winds and air pollution.
 - d) Trees shall include shade producing trees which achieve a mature size of at least 25 feet high and 25 feet spread and ornamental trees which have particular features such as spring blooms, fall foliage color or bark characteristics.
 - e) Shrubs shall include a mix of deciduous and evergreen plants.
 - f) Groundcovers shall serve to prevent soil erosion, provide color, and create an oasis feeling.
4. *Installation.* The irrigation system and landscaping shall be installed before the completion of building construction and prior to the issuance of a certificate of occupancy unless a written agreement has been made with the city. Such agreements extending the time of installation will be for a maximum period of nine months, and shall be subject to temporary certificate of occupancy provisions and fees.
- 5.

Planting for parking lots. All new construction and adaptive reuse of properties shall require planted parking areas. Landscaping in parking areas shall follow section 32-266 of the LCMC, "Development standards for landscaping," with the following exceptions or specifications:

- a) One tree shall be planted for every five parking spaces within parking lots as they pertain to the uses listed for each area.
 - b) Trees may be located between the parking lot and the building, or within the parking lot itself. In the event that the landscaped area is between the building and the lot, the area shall be no less than eight feet in width.
 - c) In the event that the parking area is compliant with development standards above and remains adjacent to public right-of-way, there shall be a landscape buffer no less than eight feet wide between the building and the sidewalk or street. The buffer strip shall consist of shade trees and low shrubs or perennial flowers, which may count toward the landscape requirement specified above.
 - d) Trees in parking lots shall be located in an island or planter in which the tree trunks, at mature size, shall be protected from motor vehicles. Islands and planters shall be a minimum of six feet wide, have a minimum area of 36 square feet and a raised border of at least four inches in height.
6. Property owners wishing to install landscaping in city right-of-way (for example, parkways or medians) shall first complete a maintenance and liability agreement with the city's public works department, with the understanding that liability and maintenance shall be property owner's responsibility.
 7. In the event that a tree in city right-of-way must be removed in order to maintain or replace sidewalks, the regulations found in the Municipal Code chapter 26, article II, division 2 Repair and Replacement of Sidewalks, shall be followed.
- L. *Walls and fences.*
1. Existing fences within the district shall remain in place so long as they conform to the standards stated herein. Increases in structure height, length or configuration shall require full compliance with fencing/wall requirements.
 2. Historic structures. On properties with contributing structures listed on the state or National Historic Register, new walls or fencing should complement or be in keeping with the style of the structure to the greatest extent possible demolition, removal or alteration of existing historic fences, walls, retaining walls, and steps is discouraged.
 3. Fences, walls and hedges facing the street shall adhere to clear sight triangle regulations.
 4. Fences, walls and hedges that are within the rear and side yards shall be limited to a height of eight feet.
 - 5.

Retaining walls shall be designed in a manner limiting their height to what is absolutely necessary for the retaining purpose intended.

6. All other provisions regarding walls and fences not noted herein shall follow those found in section 38-60 of the 2001 Zoning Code, as amended.

M. *Signs.* All signage shall be of suitable materials and design so as to be compatible with the architecture of the structure and the residential character of the neighborhood. Sign permit applications shall be submitted for approval to the community development department in accordance with chapter 36 of the LCMC, unless specified below.

1. *Off-premises signs.* No off-premises signs shall be allowed in the ADO except for the following:

- a) Political signs shall follow regulations stated in chapter 36-86 of the LCMC (Sign Code).
- b) Off-premises sign displays regarding community events or holidays may be permitted, if approved by the city manager or designee.

2. *On-premises freestanding signs.*

- a) Ground signs shall be the only freestanding sign allowed within the ADO, and shall be no greater than 24 square feet in size and four feet in height. One sign per lot shall be permitted.
- b) On-premises freestanding signs are not permitted on parcels used for residential purposes, except for a development identification sign.
- c) Ground signs may be illuminated, and shall follow regulations stated in chapter 39 of the LCMC (Outdoor Lighting).
- d) Properties developed as business centers shall conform to the following:
 - i. One ground sign identifying the name of the center is permitted, and shall be no greater than 24 square feet in size and four feet in height.
 - ii. A property containing a business center sign may not have additional freestanding signs, except for temporary signage, which shall follow chapter 36 of the LCMC.
- e) Ground signs shall be placed at least five feet from the outside edge of the right-of-way, and at least five feet from adjacent property lines and not within the clear sight triangle as defined by the City of Las Cruces Design Standards. See section 32-405.
- f) Freestanding multi-use development directory signs are not permitted.

3. *On-premises attached signs.*

a) *Wall signs:*

- i. One square foot of signage for each linear foot of exterior wall space, not to exceed 50 square feet per wall.
- ii.

The sign(s) shall be placed on the side of the building used to calculate the square footage of the sign.

- iii. Window and projecting signage shall be considered types of wall signs.
- b) *Multi-use development directory sign*: Exterior directory signs, with the name and location of all businesses within a multi-use development, may be wall-mounted as specified above.
- c) *Home-occupation or live-work uses* in residential areas shall be allowed one non-illuminated attached sign no greater than four square feet in size. Freestanding signs shall not be permitted for home-occupation or live-work uses.
- d) *Projecting signage*:
 - i. Projecting signs shall be considered double-faced signs with each sign face of equal size. Only one side shall be used to determine the square footage.
 - ii. Projecting signs shall not exceed six square feet in sign face area.
 - iii. Only one projecting sign shall be allowed per business per street frontage.
 - iv. Only ground floor commercial businesses shall be permitted to utilize projecting signs.
 - v. Projecting signs must clear walkable areas by at least eight feet as measured from the bottom of the sign to grade and may project no more than four feet from the building or closer than two feet to the sidewalk, whichever is less.
 - vi. Projecting signs shall be installed at right angles to a building front.
- e) *Window signs*:
 - i. There shall be no more than one permanent window sign per window.
 - ii. Neon signs displayed indoors constitute permanent window signs. Only one neon sign shall be permitted per business facade.
 - iii. The total coverage of all permanent, neon and temporary window signs shall not exceed 25 percent of the total glass area of the window.
- 4. *Prohibited signs*: The following signs are prohibited in the Alameda Depot Neighborhood Overlay:
 - a) Variable electronic message display boards, whether temporary or permanent.
 - b) Portable and pole signs, whether temporary or permanent.
 - c) Permanent banners.
 - d) Pennants, streamers, and other fluttering devices, whether temporary or permanent.
 - e) Real estate, construction, contractor and "coming soon" signs over 12 square feet in area or over five feet tall.
 - f) Billboards.
 - g) All other signs as prohibited in section H of the Las Cruces Sign Code.

5. *Temporary signs:* Temporary signs shall follow provisions found in the Las Cruces Sign Code, chapter 36 of the LCMC.
- N. *Demolition.* To preserve any contributing structure listed on the historic register (state or national) in the Alameda Depot Neighborhood Overlay, this section creates a 60-day demolition permit review process that allows time for interested parties to explore alternatives to the demolition of historic structures. Demolition for all other structures shall follow sections 30-491 and 38-63 of the LCMC.
1. *Demolition permit.* Demolition permit applications shall be submitted to the community development department prior to any demolition activity taking place. Community development department staff will review the application for compliance with the LCMC. A proposal for redevelopment of the property must accompany the permit application.
 2. *Posting.* At the beginning of the 60-day demolition permit review process, the community development department will issue a sign that is to be posted in a conspicuous place on the property. The applicant is responsible for posting the sign and ensuring that it is in place for the entire 60-day period.
 3. At the beginning of the 60-day demolition permit review process, the community development department will inform the neighborhood associations, the New Mexico State Historic Preservation Office (SHPO) and the Dona Ana Historical Society that a demolition permit has been applied for.
 4. A demolition permit shall be issued upon the completion of the following items: 1) the completion of the 60-day period; and 2) the application meets all City Code requirements and has been approved by the community development department staff. (The applicant may use the 60-day time period to resolve any necessary Code compliance comments.) The permit application may be withdrawn by the applicant at anytime without charge.
 5. Prior to the demolition of a historic structure, the applicant shall be responsible for fully documenting the structure, both interior and exterior, to provide a permanent record, in accordance with documentation procedures as follows. The demolition permit will not be approved without submittal and approval of this documentation by community development staff.
 - a) Complete the Historic Cultural Property Inventory (HCPI) forms 1 and 2, available in the community development department and online at:
 - b) <http://www.nmhistoricpreservation.org/documents.php?recordnum=10>
Photograph the historic property: Take several exterior photos of the structure to be demolished (front, rear, sides, close-up views, details, setting, etc.). Photo processing, printing and labeling shall follow the protocol established on the National Register Photo

Policy Fact Sheet, available in the community development department and online at:

http://www.nps.gov/history/nr/publications/guidance/Photo_Policy_final.pdf

- c) If measured drawings done by the Historic American Building Survey exist, the owner should annotate the drawings, showing changes to the property, interior and exterior, that have occurred up to the current date.
 - d) If known, a short history of the property should be included, in order to document how that property fits within the historic district or community.
 - e) The demolition permit will not be approved without submittal and approval of this documentation by community development staff.
6. Compliance with the procedure set out in this section is not required if it is determined by the City of Las Cruces that the immediate demolition of a historic structure is in the best interest of public health, safety and welfare. The applicant shall be responsible for documenting the structure in accordance with the procedure above to fully demonstrate the need for demolition and to provide a historic record of the structure. In the event that entering the structure would pose a threat to the health, safety and welfare of the documenter, interior photos are not required. This documentation must accompany the memo of determination for demolition by the building official prior to the issuance of a demolition permit.
- O. *Land use/zone change requests.* It is possible to request an additional land use not already noted within the permitted use lists on a specific parcel within the Alameda Depot Neighborhood Overlay. Each request for an additional land use must be consistent with the Alameda Depot Neighborhood Plan and will be considered on a case-by-case basis. These requests will be processed per section 38-10 of the 2001 Zoning Code as amended.
- P. *Submittal and review process.* The following submittal and review procedures are established for all new development to protect persons and property in the Alameda Depot Neighborhood Overlay. The applicant shall submit at minimum, one copy of all application materials to the community development department for review. Upon submittal, staff shall review the submittal for completeness. If all the required items have been submitted, the community development department shall issue a receipt for submittal.
1. *Buildings/structures.* Prior to the filing of an application for development and/or signs, a pre-application conference with community development department staff to review the proposal is strongly encouraged.
 2. *Subdivisions.* For submittal and review of subdivisions within the district, refer to article V, chapter 37 of the LCMC pertaining to infill subdivision procedure. The Planning and Zoning Commission has approval authority.
 - 3.

Signs. Sign permit applications shall be submitted for approval to the community development department in accordance with chapter 36 of the LCMC and subsection "G" above.

4. *Variances.* A variance shall be defined as a variation in the numerical requirements of the 2001 Zoning Code as amended or the sign code. Numerical variances to the clear sight triangle requirements shall be considered, reviewed, denied or approved by the public works director or designee, as per article III of chapter 26 of the LCMC.

Q. *Appeals.* Any aggrieved person who is affected by a decision of an administrative official, commission, committee, or board in the enforcement of the Alameda Depot Neighborhood Overlay may appeal such decision in accordance with section 38-10 of the Zoning Code as amended.

R. *Enforcement of overlay zone district.* Provisions to enforce this section shall be consistent with the enforcement provisions of article II of the 2001 Zoning Code as amended.

(Ord. No. 2597, § I(exh. A), 12-6-10; Ord. No. 2775, § I(Exh. A), 2-16-16)