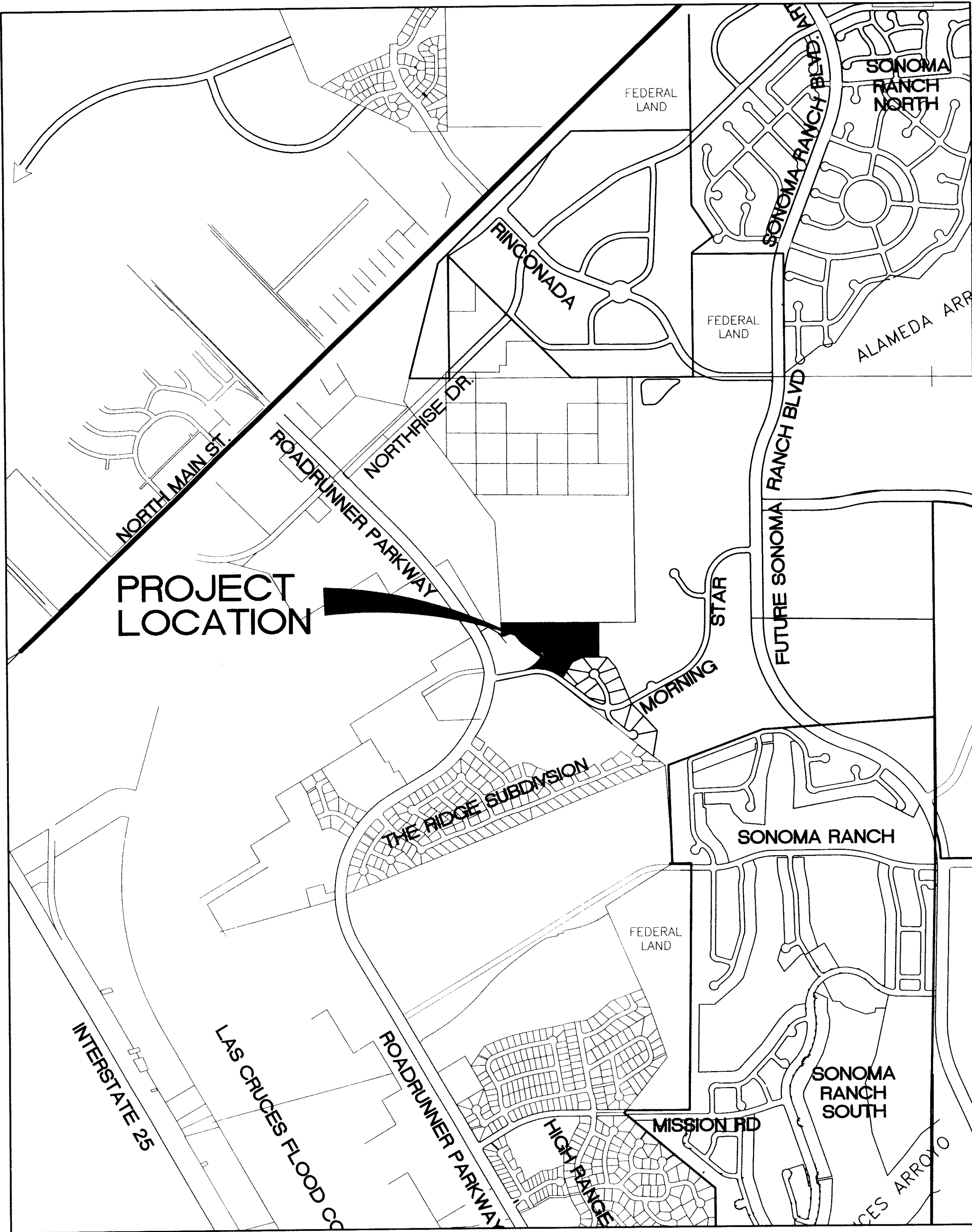


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VICINITY MAP

NOT TO SCALE

POCO LOMAS

POCO LOMAS PLANNING OBJECTIVES:

1. Poco Lomas is planned as a residential neighborhood that is more than the typical tract home subdivision that usually results from a strict adherence to the City development standards. The developer seeks to create a more livable neighborhood. While Poco Lomas is not low cost housing, the design provides economical infrastructure layouts and efficient use of land and insures affordability (the ability to purchase the home and things that go along with it at a reasonable cost).
2. The flag lot/shared access concept is a tool used to layout Poco Lomas to fit the site's natural contours and respond sensitively to Poco Lomas' surroundings. Four-foot high stepped retaining walls, mixed with landscaping, will be used where required to create the appearance of "growing from the land".
3. The 9.08 acre property is currently zoned PUD via the Alameda Preserve Subdivision with the underlying zone an R-1A. R-1A would allow 8 units per acre or a total of 72 units. The PUD proposed meets most City of Las Cruces development standards of the R-1A zone, but clusters and arranges lots in a more separate, private and livable manner at a density of less than 50% of the allowed.
4. Attractive open space is provided throughout the project. Tract A will provide a buffer from adjacent office land uses. Tract B will be constructed as a recreational park complete with a basketball goal. Tract D will be a shaded postal park for mail pickup and small communal gatherings. All open space will be incorporated into the landscaping theme to be constructed throughout the development. The .601 acre of open space is an equitable 7% of the total land area of the subdivision.
5. Street system design for Poco Lomas begin with the City standard 37' cross section and a desire to eliminate the ROW parking lot, the street lined with garage doors, and the "wider is better" philosophy. It is also necessary to consider the pedestrian. The standard 37' street provides an 8' wide parking lane on each side and a 21' wide drive aisle in the center. The Poco Lomas 30' section will post one side "no parking" and allows only short-term parking on the other side. The shared access lot arrangement will actually allow parking of substantially more vehicles than typical on this one side. The Poco Lomas covenants will control parking duration and will require four (4) off street parking spaces for each residence. The 30' street with only one parking lane will provide a 22' wide drive aisle, and the sidewalk will be protected from this traffic aisle with a 15' landscape parkway.
6. The shared access lots are an arrangement that has been used previously. The lots are all accessed from a common entrance drive located on the flag arms of the rear lots. All four lots share the maintenance of this drive. The width of this drive is set at 20' which is more than adequate for circulation while helping discourage parking on it. Garages must be set back 20' from the access drive to provide for 4 off drive parking spaces, and structures must be set back 10' from the access drive to provide a 40' wide utility easement.
7. Setbacks for individual lots are R-1A standard: 15' front, 25' garages, 20' rear and 5' side. Shared access lots meet the above R-1A standards on their perimeter. Along shared access drives, structures are setback 20' from the center of the access drive and garages are setback 30' from the center of the shared access drive. Between shared access lots 5' side setbacks are provided. See drawing sheet 2.
8. Drainage design will ensure that downstream properties do not experience an increase in runoff. The network of roadways and drainage easements will guide runoff to the retention pond located in Tract A. It would be desirable for the overflow from this pond to be connected to the retention ponds at the Camino Real Middle School site, as ultimately these ponds drain directly into the Alameda Arroyo. Connecting the ponds would ensure appropriate levels of retention and greatly improve local drainage characteristics.
9. Side setbacks of 5' are allowed if any road drainage along the subject setback is conveyed by pipe or downspout to the ground. If roof scuppers are used along a side setback the setback shall be increased to 7'.
10. Vehicle access for maintenance will be provided over the sewer main on the north side of the project.
11. Shared access entrances will be constructed as shown on the attached detail and entrances and driveway crossings will be constructed with road construction and designed to convey storm water.
12. Shared access drive easement will be noted on the plat as "no parking" areas to provide fire access and signage indicating no parking will be installed at each shared access.
13. Storm water will be conveyed in the landscaped area via a wier and pond system. The typical section may be revised as needed to convey drainage. Specific design information will be provided with the final drainage report and the construction drawings.

INDEX TO SHEETS

- 1 COVER PAGE
- 2 SITE PLAN AND DETAILS
- 3 GRADING PLAN
- 4 LOT DESCRIPTION PLAN
- 5 MASTER UTILITY PLAN
- 6 ARCHITECTURAL CONCEPT

POCO LOMAS STATEMENT OF INTENT:

As stated earlier the Owner seeks to create a neighborhood with a focus on livability, where streets are not only for the automobile, but also pedestrian friendly. We also seek to create a sense of place and a feeling of a special destination. We will build this on a theme incorporating:

Unique Landscape: Poco Lomas will utilize native xeriscape landscaping throughout at an expanded level. The entry and the entire 15' wide street parkway and pocket parks will be landscaped by the project owner and all residences constructed will extend this theme. Tract A, with included ponding, will be landscaped as a rescued native plant garden.

Rock walls: All rock walls throughout Poco Lomas will be constructed of the yellow/red native rock. Walls will be limited to 4' maximum retainage, stepped and mixed with landscaping. Higher retaining structures will be limited in use.

Amenities: A paved half court basketball pocket park incorporating seating and complimentary uses will be provided at Tract B. A pedestrian trail will connect with project sidewalks to the east and west. A postal pocket park is also provided with seating and landscaping for neighborhood conversation at Tract C.

Dominant Architecture: The architecture will follow a traditional southwest adobe architecture theme featuring exterior elements such as rounded corners, stepped walls, interior courtyards and patios, carved wood entry doors, canales, thick walls, deep set windows, in general a sculptural look. Colors will be traditional red, brown, yellow and earth tones with stronger variations acceptable. Sloping roofs will be tile or metal. See the included concept drawing.

It is the Owners intent to not only develop and sell the lots of Poco Lomas, but also to carry the project through to completion. This will include design of all site improvements including individual residences and management of the construction process.

DEVELOPMENT SCHEDULE:

The project is proposed in two phases as indicated on the concept plan. Phase I construction will begin following approval of the final plat in 2003. Phase II construction will begin in 2004 or 2005.

LEGAL DESCRIPTION:

Parcel 1, Alameda Preserve Subdivision, Las Cruces, New Mexico.

OWNERS:

PARCEL ONE, LLC
2480 N. ROADRUNNER PKWY
LAS CRUCES, NM 88011
(505) 525-0241

PREPARED BY:

DENTON VENTURES, INC.
2480 N. ROADRUNNER PKWY
LAS CRUCES, NM 88011
(505) 525-0241

PUD SUBMITTAL POCO LOMAS SUBDIVISION

PREPARED FOR
PARCEL ONE, LLC
LAS CRUCES
NEW MEXICO

DATE	PHASE
6/3/03	PUD-SUBMITTAL



THIS PLANNED UNIT DEVELOPMENT HAS BEEN APPROVED BY THE ZONING ADMINISTRATOR OF THE CITY OF LAS CRUCES, AND ALL THE REQUIREMENTS FOR APPROVAL IN THE ABOVE PLANNED UNIT DEVELOPMENT HAVE BEEN COMPLIED WITH TO THE SATISFACTION OF THE CITY OF LAS CRUCES SUBJECT TO ANY AND ALL CONDITIONS REQUIRED BY THE PLANNING AUTHORITY FOR APPROVAL OF THIS PLAT.

ZONING ADMINISTRATOR

DATE

SHEET
1
D996CVR