



## *City of El Paso – City Plan Commission Staff Report*

**Case No:** SUSU12-00007 Rio Valley Subdivision  
**Application Type:** Major Combination  
**CPC Hearing Date:** March 8, 2012

**Staff Planner:** Justin Bass, (915) 541-4930, [bassjd@elpasotexas.gov](mailto:bassjd@elpasotexas.gov)  
**Location:** West of Westside Drive and North of Borderland Road  
**Acreage:** 60.46 acres  
**Rep District:** 1

**Existing Use:** Vacant  
**Existing Zoning:** G-MU (General Mixed-use) & C-1 (Commercial)  
**Proposed Zoning:** G-MU (General Mixed-use) & C-1 (Commercial)

**Nearest Park:** River Park West unit Three Park (1.14 miles)  
**Nearest School:** Garcia Elementary School (0.33 mile)  
**Park Fees Required:** Pending  
**Impact Fee Area:** This property is not located in an Impact Fee Service Area and not subject to impact fees.

**Property Owner:** Rio Valley, LLC  
**Applicant:** Rio Valley, LLC  
**Representative:** Summit Engineering

### **SURROUNDING ZONING AND LAND USE**

**North:** ETJ/ Single Family Residential Development

**South:** R-2/c/sp (Residential/ conditions/special permit) & R-F (Ranch-Farm)/ Vacant

**East:** P-R 1 (Planned Residential)/ Vacant

**West:** ETJ/ Vacant

**THE PLAN FOR EL PASO DESIGNATION:** None.

### **APPLICATION DESCRIPTION**

The applicant proposes to subdivide 60.46 acres of land into a mixed-use development and a 3.42-acre lot for commercial development. The property is located at the northwest intersection of Borderland Road and Westside Drive. The mixed-use development will consist of 240 residential lots (185 single-family lots and 55 attached dwelling lots), four commercial/vertical mixed-use lots, 4.67 acres of parkland (2.54-acre park/pond and three trail systems), and two private open spaces – to be maintained as orchards. Detached residential lots will range from 3,000 square feet to approximately 6,900 square feet. Attached residential lots will range from 3,000 square feet to approximately 1.2 acres in size. Primary access is proposed from Westside Drive and Borderland Road. The development is being reviewed under the subdivision code in

effect prior to May 4, 2011.

The applicant is also requesting three alternative subdivision design approvals (Attachment 6):

1. To allow for residential lots to abut a park within Blocks, 4, 5, and 8.
2. To allow for 20-ft alleys within Blocks 11, 13, and 14.
3. To allow for alternative roadway cross-sections on Westside Drive and Borderland Road.
  - Westside Drive will consist of an 86-ft right-of-way, to include 58-ft of pavement, a 10-ft hike/bike trail abutting the proposed development and a 5-ft sidewalk on the opposite side, and 5-ft parkways.
  - Borderland Road will consist of a 68-ft right-of-way, to include 48-ft of pavement, 5-ft sidewalks and 5-ft parkways on both sides of the road.

### **DEVELOPMENT COORDINATING COMMITTEE**

The Development Coordinating Committee recommends **approval** of the alternative design and **approval** of Rio Valley Subdivision on a Major Combination basis, subject to the following conditions and requirements:

Staff is also recommending that the City Plan Commission require the applicant to landscape the parkway area on Borderland Road, as stipulated under Section 19.23.040(H) *The city plan commission may require that a parkway at the rear of a double frontage lot be landscaped or other aesthetic treatment be provided by the subdivider, subject to the approval of the city plan commission to provide a visual and physical separation between the development and the street.* Staff also recommends that if the City Plan Commission requires landscaping, that the condition be coordinated with the El Paso Department of Transportation where it conflicts with site visibility standards, utilities, and parkway illumination. For the type of landscaping, staff recommends the developer select trees designated as median/street/right of way appropriate from the City's Plant and Tree List, to be placed 30-feet on centers.

### **Planning Division Recommendation:**

#### **Approval with alternative subdivision design:**

1. The parkland alternative design meets Section 19.26.040 as the alternative subdivision design demonstrates an equal or higher level of adequacy by permitting residential lots to front on a park while transferring the pedestrian element of the rights-of-way (the parkway) to the pocket parks within Blocks 4 & 5. The alternative subdivision design of Block 8 (park/pond) also allows for residential lots to front on the park – providing a pedestrian element within the park and also retaining the standard parkway along the adjacent rights-of-way.
2. The alley alternative design meets Section 19.26.040 by narrowing the pavement by four feet, yet still providing for adequate two-way travel.
3. The arterial rights-of-way alternative design meets Section 19.26.040 as the applicant has provided improvements beyond his proportionate share.

### **Engineering & Construction Management - Land Development**

We have reviewed subject plan recommend **Approval**; the Developer/Engineer needs to address the following comments:

1. Delete the note stating that the subdivision is subject to **On-Site Ponding** from both plats.

**The Subdivision is within Flood Zone X, "Areas determined to be outside 500-year floodplain - Panels # 480212 0125B, dated September 4, 1991.**

## **EPDOT**

The Department of Transportation has the following comments:

1. The developer shall pay their proportionate share of the following mitigation as proposed in the TIA submitted for the project prior to recording the Final Subdivision Plat:

- a. Intersection improvements to Westside at Artcraft \$1,144.00
- b. Signal re-timing \$386.00

2. Transportation does not object to the proposed alternative designs proposed for the roadways in accordance with Section 19.26. (Alternative Subdivision/Smart Code Designs).

Notes:

1. The subdivision improvement plans are under review in accordance with Section 19.08.010.H (Criteria for Approval) of the current subdivision ordinance. The final subdivision plat approval is still subject to the City Manager's determination that the Subdivision Improvement plans comply with this and other City ordinances.

2. Double frontage lots along Borderland Road shall comply with Section 19.23.040 H (Double Frontage Lots) of the El Paso City Code.

3. Subdivision improvement plans are under review in accordance with Section 19.08.

4. All existing and/or proposed paths of travel (accessible sidewalks, wheelchair access curb ramps and driveways) within public rights-of-way shall follow the City of El Paso Design Standards for Construction and be ADA/TAS compliant.

## **Parks and Recreation Department**

Pending.

## **El Paso Water Utilities**

1. Permits from the El Paso County Water Improvement District No. 1 (EPCWID No. 1) are required for the proposed water and sewer main extensions that will cross EPCWID No. 1 facilities.

2. Sanitary sewer service is critical. Deep sanitary sewer lines are required to serve the subject subdivision. Secondary-shallow sewer lines may be necessary along a portion of the subdivision.

3. EPWU is interested in leasing the water rights of the subject property. Please contact Mr. Jim Shelton at 594-5511.

## **Water**

4. There are no existing water mains adjacent to the property. Currently, a 12-inch diameter water main along Borderland Road dead-ends approximately 50-feet west of Bea Martinez Place. An off-site water main extension is required from the above mentioned 12-inch diameter water main to the western property line. A water main extension is also required along the entire Westside Drive frontage of the subject property. On-site water main extensions will be required to serve the subdivision. The Owner/Developer is responsible for all water main extension costs.

## **Sanitary Sewer**

5. There are no existing sanitary sewer mains adjacent to the subject property. There is an existing sanitary sewer lift station (Far West Lift Station) located on Borderland Road just east of

the Borderland Spur Drain. Off-site sewer main extensions along Borderland Road and Westside Drive are required to convey the sewer flows of the subject property to the Lift Station. On-site sanitary sewer main extensions are also required to serve the property. The Owner/Developer is responsible for all sanitary sewer main extension costs.

### **General**

6. De-watering may be required to enable the construction of water and sanitary sewer main extensions and related appurtenant structures.

7. EPWU-PSB requires a new service application to initialize the design of the water and sanitary sewer main extensions to serve the property. New service applications should be made 6-8 weeks in advance of construction to ensure water for construction work. The following items, if applicable, are required at the time of application: (1) hard copy of site plan with street names and addresses; (2) finalized set of improvement plans, including grading & drainage plans; (3) digital copy of site plan; (4) benchmark check; (5) construction schedule; and (6) a certificate of compliance. Service will be provided in accordance with the current El Paso Water Utilities – Public Service Board (EPWU-PSB) Rules and Regulations. The owner is responsible for the costs of any necessary on-site and off-site extensions, relocations or adjustments of water and sanitary sewer lines and appurtenances.

### **EPWU Stormwater Division**

1. Clarify the dedication on the final plat that states ponding areas, drainage easements, and a drainage right-of-way will be dedicated to the public. The plat only identifies one ponding area. In addition, no drainage easements or drainage right-of-ways are shown on the final plat.

*(comment has been addressed)*

2. The proposed park/pond shall meet all subdivision ordinance requirements for a park/pond. Provide geotechnical soil test results with the subdivision improvement plans.

3. EPWU strongly recommends using principles of low impact development (such as recessed landscaping, rainwater harvesting, and porous pavements) to reduce the amount of developed stormwater runoff. Provide additional stormwater retention at all landscaped and open space areas.

### **Sun Metro**

Sun Metro recommends the placement of sidewalks and ADA compliant improvements throughout the development to City standards to provide pedestrian accessibility to mass transit services.

### **El Paso Fire Department**

**Rio Valley Subdivision** does not adversely affect the Fire Department. Subdivision plat shall comply with all applicable Municipal Code Requirement. Note. Section 19.08.020-Timing of Public Improvements, permit issuance.... Under no circumstance will construction be allowed beyond the foundation stage until such time as fully charged fire hydrants and a drivable surface acceptable to the fire marshal have been provided to such site.

### **911**

**SPERANZA DR** is showing an odd number address range on the south side of this east/west road. They should be even numbers on the south side of the street.

**LOOTUS WAY, DADEJE WAY, and SPERANZA DR** show out of proper range addressing

numbers. They should be in a range more consistent with addressing in that area.

*(comments have been addressed)*

**Central Appraisal District**

No comments received.

**El Paso Electric Company**

No comments received.

**Texas Gas Company**

No comments received.

**Canutillo Independent School District**

No comments received.

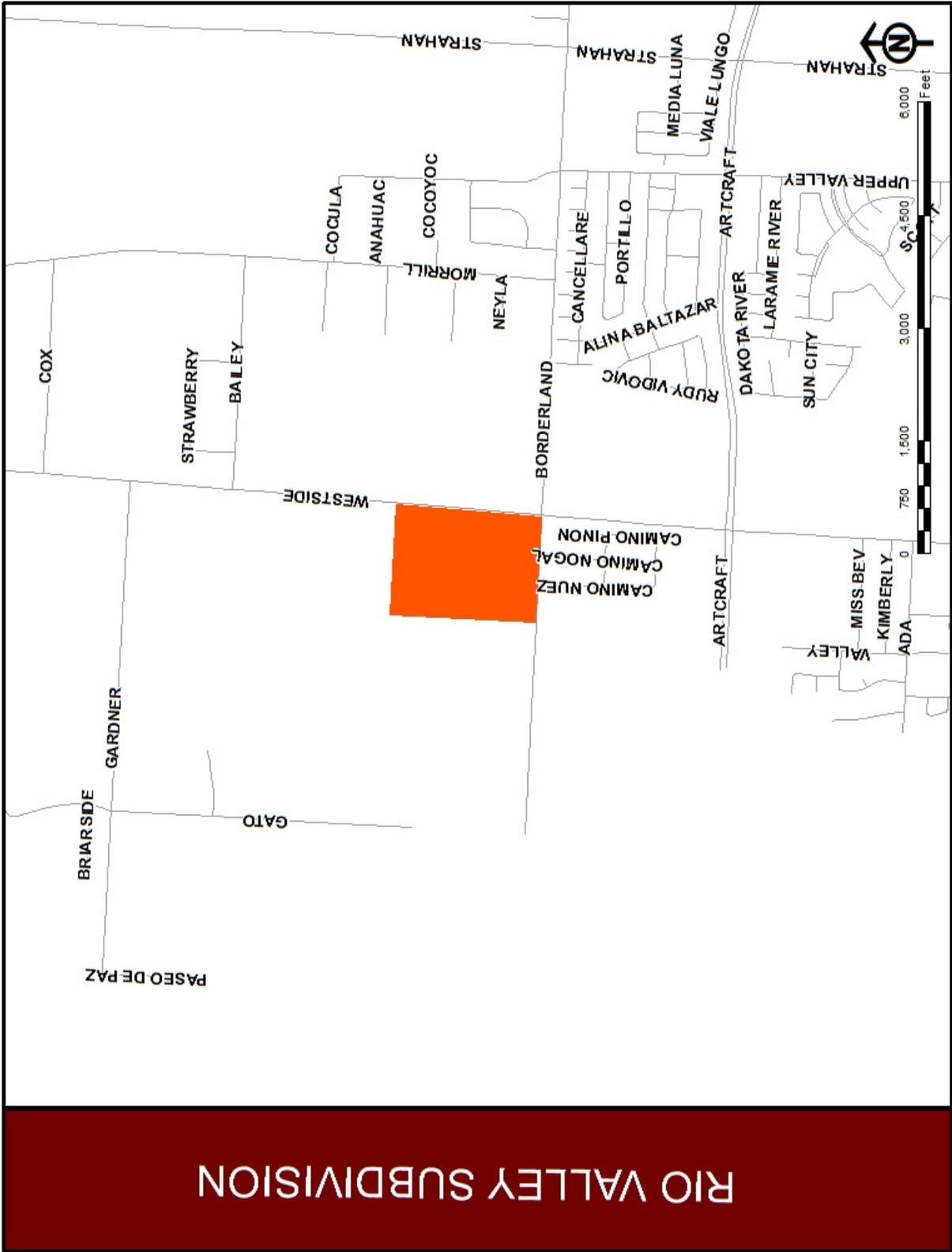
**Additional Requirements and General Comments:**

1. Submit to the Planning & Economic Development Department – Planning Division the following prior to recording of the subdivision.
  - a. Current certified tax certificate(s)
  - b. Current proof of ownership
  - c. Release of access document, if applicable
  - d. Set of restrictive covenants, if applicable
2. Every subdivision shall provide for postal delivery service. The subdivider shall coordinate the installation and construction with the United States Postal Service in determining the type of delivery service for the proposed subdivision. In all cases, the type and location of delivery service shall be subject to the approval of the United States Postal Service.

**Attachments**

1. Location map
2. Aerial map
3. Preliminary plat
4. Final plat
5. Cross-sections
6. Alternative design request
7. Application

ATTACHMENT 1



ATTACHMENT 2

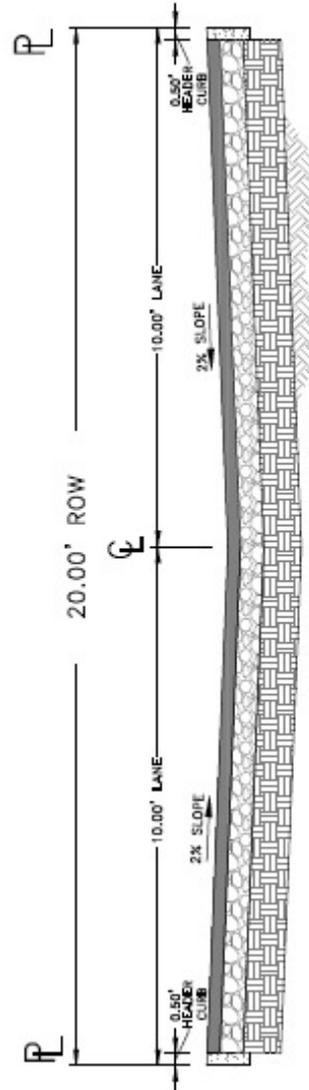
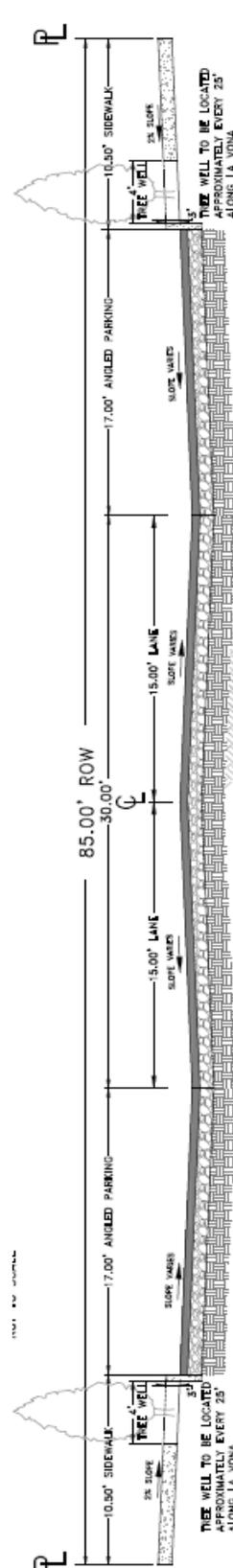
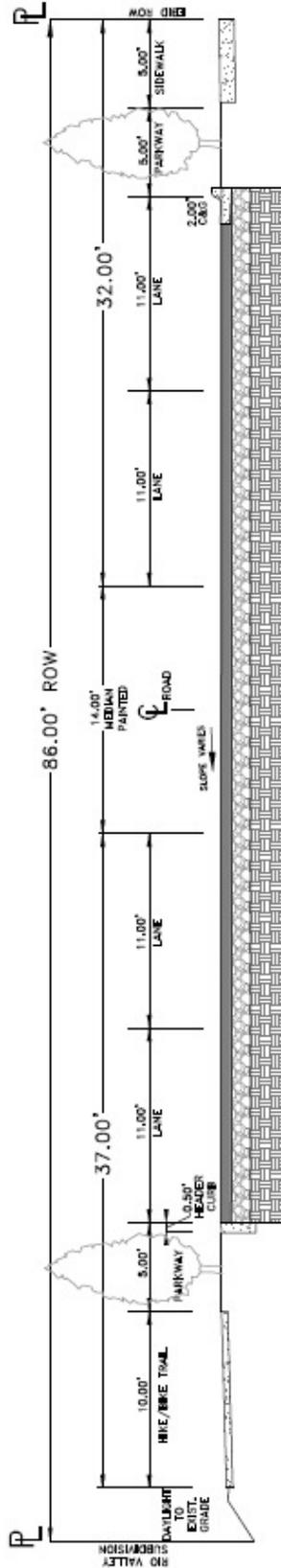
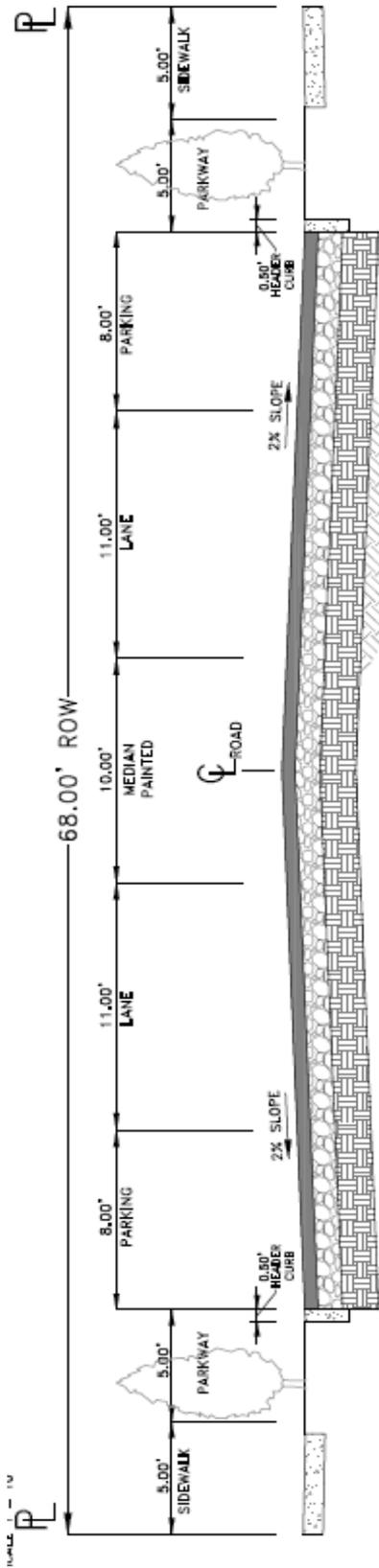




# ATTACHMENT 4



# ATTACHMENT 5



## ATTACHMENT 6

### MEMORANDUM

TO: Justin D. Bass  
Subdivision Planner  
Planning and Economic Development  
City of El Paso

From: Greg D. Byres, P.E.  
Summit Engineering, LLC

Subject: Rio Valley Subdivision – Proposed Alternative Design

#### Item 1 – Rear Loaded Lots with Park Frontage

Intent- the intent of this design is provide a tighter sense of community with the project design. By incorporating the park frontage on these particular lots, each of the proposed homes will have a closer proximity and common space. This allows for a greater sense of communal development. Each lot will have the same amenities and level of service, as any other single family lot within the subdivision that conforms to standard design practices.

Geometric Design – For this alternative design, we have incorporated a reversal of the residential houses in reference to the park site. Normally residential homes abutting a park site, back up to the park. In this design, we have incorporated the residential homes facing the park site, so that the homeowners can basically “walk out their front door and into the park”. The concept has been used successfully in other cities.

The houses will be separated from the park with a 15 foot build to line. The park is a linear park, that will have a multi-use path, meandering through the center of it. Walls will be prohibited along the front property line, to maintain continuity with the community concept. The lots are accessed at the rear, through a 20 foot R.O.W. that will act as an alley way. The garages will be located at the rear of the lot, abutting the paved alley, in order to aide in parking off of the alley. A 10 foot utility easement will be incorporated adjacent to the alley way, to provide ample room for utilities.

The alley way will incorporate header curb on both sides, and be paved per City Design Standards. The cross section of the alley will be a 2% inverted crown, to accommodate storm water runoff, and allow ease of access into the adjacent lots.

Storm Water Runoff – The park site will be fully landscaped and make use of water harvesting, through depressed planting areas, it will also be sloped toward the community pond, to allow for a conveyance route, for storm water runoff from the park site, developed under a major storm event. The lots will drain from front to rear, and be routed through the inverted

roadway section, to the adjacent streets and on to the community pond, proposed for the subdivision.

#### Item 2 - Alternative Roadway Design

An alternative roadway design is being sought for Westside Road, Borderland Road and for the main entry into the subdivision, La Vona Drive. The alternative design for Westside drive, incorporates a narrower right-of-way, 86 feet, rather than 100 feet. The right-of-way width is a combination of existing right-of-way and the dedication of an additional 36 feet, with this plat proposal. The roadway section is a fully paved, super elevated section, with standard curb on the east side and flush header curb on the west side. There are several obstacles, which prohibit the use of a standard roadway section, along this stretch of road. The first, is the elevated irrigation lateral, La Union East Lateral, which parallels Westside Road, on the east side. Additional right-of-way is not obtainable at this time, or in the near future. Development of the property to the east of Westside Road and the lateral, has already been approved, and those development plans did not incorporate the use of the Westside Road or the elevated lateral. The second is the nature of the existing roadway, which is a rural, two lane roadway. Transitioning to and from a, split roadway with medians, in such a short distance, would be difficult at best, and dangerous at least. With a fully paved section, the transitions can be made with painted striping and allow gradual, unobstructed traffic paths. The third is the consideration of storm water runoff and drainage for the roadway. Due to the elevated lateral, and limited space to the east of the roadway centerline, drainage must be directed to the Westside, where it can be routed from the pavement, to a retention pond within the proposed subdivision. By using a super-elevated road section, drainage can be directed from the driving lanes, and off of the right-of-way. Landscaping and placement of a multi-use path, can also be implemented into the design.

Borderland Road has some of the same constraints, as Westside Road. The use of a split roadway with a median can not safely be accommodated in the short distance, of the project frontage. As an alternate, a full paved section is being proposed, with the median being demarcated, by painted striping. The roadway would accommodate sidewalks at both sides of the roadway as well as flush header curbs. The flush header curbs would help to maintain the rural appearance of the roadway, while allowing storm water to be directed from the driving path. Again this will allow for an unobstructed transition, from the rural two lane roadway, to a wider roadway, with a paved median, and shoulders. The proposed right-of way, is 68 feet, which incorporates the existing right-of-way and an additional 18 feet of right-of way, being dedicated with this proposed plat. Storm water runoff would be accommodated in roadway swales, within the parkway, and on the north side of Borderland Road, excess drainage would be directed in to a retention pond within the proposed subdivision.

An additional alternative roadway design, is being sought for the main entrance into the subdivision, La Vona Drive. This is the core of the development, and is the true intention of the GMU zoning. Commercial lots, abut the proposed roadway on each side, and is intended to

have a Main Street appearance. Parking for the commercial buildings would be angled parking spaces, directly in front of commercial store fronts. The parking would be separated from the store fronts, by a 10 foot wide sidewalk, which would incorporate tree wells, for a pedestrian friendly walkway. The right-of-way would be 85 feet wide, and accommodate two 15 foot driving aisles.

In addition to the above, we have proposed twenty (20) foot wide alley ways at the rear loaded lots within the subdivision. These alley ways provide access to the rear loaded lots, which have fifteen (15) foot rear yard setbacks and twenty (20) foot garage setbacks. The narrower alleys provide adequate drive aisles for two way access, yet deter travel as a through street. The rear loaded lots fit the criteria for new urbanism, and the narrower alleys allow for an economical means of such development.

**ATTACHMENT 7**



**CITY PLAN COMMISSION APPLICATION FOR  
MAJOR SUBDIVISION COMBINATION APPROVAL**

DATE: 1/19/12 FILE NO. SUSU12-00007  
 SUBDIVISION NAME: Rio Valley Subdivision

1. Legal description for the area included on this plat (Tract, Block, Grant, etc.)  
TRACT 5, Block 14, Upper Valley Surveys

2. Property Land Uses:

	<u>ACRES</u>	<u>SITES</u>		<u>ACRES</u>	<u>SITES</u>
Single-family	<u>22.49</u>	<u>185</u>	Office		
Duplex	<u>9.27</u>	<u>54</u>	Street & Alley	<u>20.12</u>	
Apartment			Ponding & Drainage		
Mobile Home			Institutional		
P.U.D.			Other (specify below)		
Park	<u>6.72</u>	<u>17</u>			
School					
Commercial	<u>1.91</u>	<u>4</u>	Total No. Sites		
Industrial			Total (Gross) Acreage	<u>60.51</u>	

3. What is existing zoning of the above described property? EMU Proposed zoning? \_\_\_\_\_

4. Will the residential sites, as proposed, permit development in full compliance with all zoning requirements of the existing residential zone(s)? Yes  No \_\_\_\_\_

5. What type of utility easements are proposed: Underground  Overhead \_\_\_\_\_ Combination of Both \_\_\_\_\_

6. What type of drainage is proposed? (If applicable, list more than one)  
Street Sheet Flow into Regional Ponding

7. Are special public improvements proposed in connection with development? Yes  No \_\_\_\_\_

8. Is a modification or exception of any portion of the Subdivision Ordinance proposed? Yes  No \_\_\_\_\_  
 If answer is "Yes", please explain the nature of the modification or exception  
Street Cross Sections

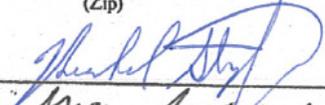
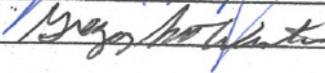
9. Remarks and/or explanation of special circumstances: \_\_\_\_\_

10. Improvement Plans submitted? Yes  No \_\_\_\_\_

11. Will the proposed subdivision require the city to review and decide whether this application is subject to the standards in effect prior to the effective date of the current applicable standards? Yes  No \_\_\_\_\_  
 If yes, please submit a vested rights petition in accordance with Section 19.47- Vested Rights (See Attached). *previous current code*

12. Owner of record Rio Vauey LLC 6300 ESCONDIDO DR. EL PASO, TX 79912 915-584-8629  
 (Name & Address) (Zip) (Phone)
13. Developer \_\_\_\_\_  
 (Name & Address) (Zip) (Phone)
14. Engineer Gres Byres, P.E. Summit Engineering P.O. Box 375 Fairacres Nm 88033 (615) 527-5321  
 (Name & Address) (Zip) (Phone)

CASHIER'S VALIDATION  
 FEE: \$2,088.00

OWNER SIGNATURE:   
 REPRESENTATIVE: 

**NOTE: SUBMITTAL OF AN APPLICATION DOES NOT CONSTITUTE ACCEPTANCE FOR PROCESSING UNTIL THE PLANNING DEPARTMENT REVIEWS THE APPLICATION FOR ACCURACY AND COMPLETENESS.**