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

**Case No:** PZRZ12-00036
**Application Type:** Rezoning
**CPC Hearing Date:** April 4, 2013
**Staff Planner:** Harrison Plourde, (915) 541-4114, Plourdeht@elpasotexas.gov

**Location:** The area of the Mission Valley with the southernmost boundary of Roseway Drive, the northernmost boundary of the Montoya Lateral at the intersection with Mecca Drive and Padilla Drive, the easternmost boundary being on the Franklin Canal adjacent to Santa Rosalia Court and the westernmost boundary on the Franklin Canal east of the intersection of Pendale Road and Harding Way.

**Legal Description:** A 528.58 acre tract of land including Kennedy Brothers Memorial; Gall Subdivision; Tracts 16A, 16B, 16C, 16D, 20, 20A, 21A, 21A1, 21B1, 21C, 21C1, 21C1C1, 21C1D, 21C1C2, 21C1B, 21C1B1, 21D, 21D1, 21E, 21E1, 21F, 21F1, 22A, 22B, 22B1, 22B1A, 23A, 23B, 23B1, 23C, 23D, 28A, 28A1, 28B, 28C, 28D, 30B, 30C, Block 8, Ysleta Grant; Tracts 13A, 13B, 13D, Block 35, Ysleta Grant; Tract 26, Block 36, Ysleta Grant; Tracts 2, 3A, 3C, 3D, 3E, 4A, 5, 6A, 6B, 7A, 7B, 8A, 8B, 8C, 8D, 8E, 8F, 8F1, 8G, 8H, 8J, 8K, 10, 11A, 11B, 11B1, 11C, 11D, 11E, 11E1, 11E2, 11E1A, 11E1B, 11F, 11G, 11J, 11K, 11L, 11M, 11N, 11P, 11R, 11S, 11T, 11U, 12, 12A, 13A, 13C, 13H, 14, 15, 16, 17, 17A, 18, 19, 19A, 20, 21A, 21B, 22B, 29A, 29B, 29B1, 29B1A, 29B1B, 29B1C, 29B1D, 29C, 30A, 30B, 30C, 32B, 32D, 33A, 33B, 34A, 34B, 35A, 35B, 37A, 38, 39A, 39B, 39C, 40, 41, 43, 44, 45, 46A, 46B, 46C, 46C1, Block 37, Ysleta Grant; Tracts 1, 2A, 2B1, 2B2, 2B3, 2B4, 2B5, 3A, 3B, 3C, 4A, 4C, 4C3, 4C4, 4C5, 4D, 4D1, 4D1A, 4D2, 4D2A, 4D3, 4D3A, 4D4, 4D4A, 4D5, 4D5A, 5, 18A, 18G, 18H, 19B, 19C, 19D, 19E, 19F19G, 19G1, 19G1B, 19H, 23A, 23B, 23B1, 23C, 23C1, 23D1, 24, Block 38, Ysleta Grant; Tracts 2, 3A, 3B, 3D, 4A, 4B, 4C, 4CA, 4C1B, 4D, 4D1, 4E, 4E1, 4F, 5C, 5C6, 6A, 6B, 6C1, 6C2, 7A, 8A, 9A, 9B, 10A, 10B, 10C, 10C1, 10C2, 10D, 10E, 10F, 10G, 10H, 11A, 11B, 12A, 12B, 12C, 13A, Block 39, Ysleta Grant; Tract 3C, 3C1, 5B, 5C4, 5C6, Block 40, Ysleta Grant; Tracts 1, 2A, 2B, 3A, 3B, 3B1, 3B2, 3B3, 4B, 4D, 5, 6A, 6B, 7A2, 7B, 7C, 7D1, 7D, 7D2, 8A, 8U, 8Z, 8Y, 8W, 8W1, 8X, 8X1, 8X2, 8X4, 8X6, 8X3, 8X4, 9A, 9B, 9B1, 9B1B, 9B2, 9B3, 8B, 8B1, 8C, 8E, 8F, 8G, 8H, 8I, 8J, 8P, 8Q, 8T, 10C, 10C1, 10D, 10E, 11A, 11B, 12A, 12B, 12C1A, 12C1B, 12C3, 13, 14, 15, 16, 17A, 17B, 22F, Block 42, Ysleta Grant; Tracts 1A, 1B, 1C, 1D, 1D1, 1D2, 1D2A, 1D2C, 1E, 2, 3, 4, 5A, 5B1, 6A, 6B, 6C, 6D1, 6F, 6H, 6K, 6K1, 6J, 6I, 6L, 7A, 7C, 8, 9, 10, 12, 14A, 15, Block 43, Ysleta Grant; Tracts 1A, 1B1, 1C, 1D, 2A, 2B, 3, 4, 5, 6, 6A, 6B, 6C, 7A, 7B, 11B, 12, 13B, 13C, 13D, 15, 16, 17, 18, 19A, 19B, 19B1, 19C, 20, Block 44, Ysleta Grant; Tracts 1, 2A, 2B, 3, 5, 6, 7, 9B, 9B1, 9B2, 9B3, 9C, 10A, 10B, 10D, 10C, 10E, 11, 12A, 12B, 12C, 13, 14A, 14B, 15A, 15B1, 15B3, 16B, 16D, 16E, 16F, 16G, 16J, 23A, 23B, 24, 25A, 25B, 26, 27A, 28, 30A, 31, 32, 33A, 33C, 33B, Block 45, Ysleta Grant; Tracts 1A, 2A, 2C, 3A, 3B, 3D, 3E, 3F, 3F1, 3F2, 3F3, 3J, 3G, 3H, 5, 5A, 6, 7, 8A, 9B, 9C, 10B, 10B1, 10C1, 10C1A, 10C1B, 10C, 10C2, 10C3, 10C3A, 10C4, 10C5, 10C6, 10C7, 10C8, 10C8A, 10C9, 10C10, 10C11, 10C11A, 10C12, 10C12A, 10C13, 10C14, 10C14A, 10D, 10D1, 10D3, 10E, 10J, 10I, 10F, 10F1, 10G, 10H, 10I1, 10L, 10L1, 11, 12A, 12A1, 12A1A, 12B, 12C, 12C1, 12C1A, 12C2, 12C4, 12C5, 12C6, 12C4A, 12D2, 12D4, 12E, 12E2, 12G1A, 12G2, 12F, 12H, 12H1, 12H4, 12H5,

12H6, 12J, 12K, 12L, 12L1, 12L2, 12N, 12O, 12P, 12Q, 12R, 12R1, 12R1A, 12R2, 12S, 12S1, 12T, 12U, 12U1, 12U2, 12V, 12V1, 13A, 13A1, 14A1, 14B, 15A, 15B, 15B1, 15C, 15D, 16, 17A, 17A1, 18A, 18B, 18B1, 18C, 19, 20, 21, 22, 23A, 23A1, 23B, 23B1, 24, 24A, 25, 26, 27A, 27A1, 27C, 27D, 27D1, 28A, 28B, 28C, 29, 30, Block 46, Ysleta Grant; Tracts 6E, 6F, 6F1A, 6F1B, 6F2, 6F3, 6F3A, 6F2A, 6F2B, 6F2B1, 6F2B2, 6F2C, 6F4, 6F4A, 6F4B, 6F4B1, 6F5, 6F5A, 7A1, 7A2, 7B, Block 47, Ysleta Grant; Tracts 1B, 2, 2A, 3A, 3B, 4A, 4B, 4C, 4D, 4E, 4F, 4G, 4H, 4J, 4K, 5B, 7, 8, 9A, 11A, 12, 13A, 13B, 15, 18, 19A, 19A1, 19B, 19B1, 20, 21, 22, Block 48, Ysleta Grant; Tracts 10, 11, 12, 12A, 12A1, 12B, 12D, 13, Block 49, Ysleta Grant; Apodaca Subdivision; Lots 55 through 75, portion of Lot 1 and Lots 2 through 25, Lots 49, through 54, Alexander Addition to Ysleta; Lone Star Subdivision; Estrada Replat A; Lots 1 through 11, 13 through 33, 34 through 42, Block 1, Lots 12 through 21, Block 2, Valumbrosa; Valumbrosa Replat; Home Improvement Unit 1; Home Improvement No. 2; Indian Town Subdivision; Frymuth Subdivision; J.R. Lopez Subdivision; Lots 1 through 16, 17 through 32, 33 through 49, North Valumbrosa; Lots 101 through 110, North Valumbrosa No. 2; a Portion of Tract 1 and Tracts 2 through 10, Franklin Place; a Portion of Tract 11 and Tracts 12 through 22, Franklin Place Replat; Tracts 25 through 31 and Tracts 16 through 24, Sunland Gardens; Tracts 3 through 17 and Tracts 18 through 33, Block B, Spohr Addition; Tract 12 and a portion of Tract 13, Spohr Addition; Arizona Subdivision; Lydia Dixon; Lydia Dixon No. 2; Gemotes; Shanks Carpenter; Shanks Carpenter Replat A; Yoshida Subdivision; Lots 1 through 5, Block 1, and a portion of Lot 25, Block 1, Lots 4, 5 and 6, Block 2, Frutas Place; Pullman Subdivision; Harris Subdivision; Carpenter & Ammons; Trice; Phelps; Phelps Replat of Lot A; Valle Hermosa; and a Portion of Block 24, Capistrano Park Unit Four as described in Volume 1279, Page 1443, and Volume 2379, Page 2053, Real Property Records of El Paso County, Texas.

**Acreage:** 528.58 acres

**Rep District:** 6

**Zoning:** A-O (Apartment/Office), A-O/C (Apartment-Office/Conditions), A-O/H (Apartment-Office/Historic), A-2 (Apartment), A-2/C (Apartment/Conditions), A-2/H (Apartment/Historic), A-2/SC (Apartment/Special Contract), A-2/SP (Apartment/Special Permit), A-M/SC (Apartment-Mobile Home/Special Contract), C-1 (Commercial), C-1/C (Commercial/Conditions), C-1/C/H (Commercial/Conditions/Historic), C-1/H (Commercial/Historic), C-1/H/SP (Commercial/Historic/Special Permit), C-1/SC (Commercial/Special Contract), C-1/SC/H (Commercial/Special Contract/Historic), C-2/SC (Commercial/Special Contract), C-3 (Commercial), C-3/H (Commercial/Historic), C-3/SC/H (Commercial/Special Contract/Historic), C-3/SP/H (Commercial/Special Permit/Historic), C-4 (Commercial), C-4/C (Commercial/Conditions), C-4/H (Commercial/Historic), C-4/SC (Commercial/Special Contract), C-4/SC/H (Commercial/Special Contract/Historic), M-1 (Light Manufacturing), R-3/SC (Residential/Special Contract), R-4 (Residential), R-4/H (Residential/Historic), R-5 (Residential), R-5/SC/H (Residential/Special Contract/Historic), R-F (Ranch and Farm), SD (Special District), SD/C (Special District/Conditions), SD/C/H (Special District/Conditions/Historic), SD/H (Special District/Historic)

**Existing Uses:** Apartment/Office, Apartment, Commercial, Residential and Light Manufacturing Uses

**Request:** From A-O (Apartment/Office), A-O/C (Apartment-Office/Conditions), A-O/H (Apartment-Office/Historic), A-2 (Apartment), A-2/C (Apartment/Conditions), A-2/H (Apartment/Historic), A-2/SC (Apartment/Special Contract), A-2/SP (Apartment/Special Permit), A-M/SC (Apartment-Mobile Home/Special Contract), C-1 (Commercial), C-1/C (Commercial/Conditions), C-1/C/H

(Commercial/Conditions/Historic), C-1/H (Commercial/Historic), C-1/H/SP (Commercial/Historic/Special Permit), C-1/SC (Commercial/Special Contract), C-1/SC/H (Commercial/Special Contract/Historic), C-2/SC (Commercial/Special Contract), C-3 (Commercial), C-3/H (Commercial/Historic), C-3/SC/H (Commercial/Special Contract/Historic), C-3/SP/H (Commercial/Special Permit/Historic), C-4 (Commercial), C-4/C (Commercial/Conditions), C-4/H (Commercial/Historic), C-4/SC (Commercial/Special Contract), C-4/SC/H (Commercial/Special Contract/Historic), M-1 (Light Manufacturing), R-3/SC (Residential/Special Contract), R-4 (Residential), R-4/H (Residential/Historic), R-5 (Residential), R-5/SC/H (Residential/Special Contract/Historic), R-F (Ranch and Farm), SD (Special District), SD/C (Special District/Conditions), SD/C/H (Special District/Conditions/Historic), SD/H (Special District/Historic) to SCZ (SmartCode Zone)

**Proposed Use:** Infill Community Traditional Neighborhood Development, Transit Oriented Development

**Property Owner:** Multiple
**Applicant:** The City of El Paso
**Representative(s):** The City of El Paso/City Development Department

**SURROUNDING ZONING AND LAND USE**

**North:** R5 (Residential), C-4 (Commercial), M-1 (Light Manufacturing), M-1/SC (Light Manufacturing/Special Contract)

**South:** R-F (Ranch and Farm), R-3/SC (Residential/Special Contract), P-R 1 (Planned Residential Development), C-1 (Commercial), C-1/SC (Commercial/Special Contract), C-3 (Commercial)

**East:** R-F (Ranch and Farm), R-F/H (Ranch and Farm/Historic), R-4/SP (Residential/Special Permit), R-5 (Residential), C-1 (Commercial), C-3 (Commercial), SD/C (Special District/Conditions)

**West:** R-F (Ranch and Farm), R-F/H (Ranch and Farm/Historic), R-4 (Residential), R-4/H (Residential/Historic), R-4/SC (Residential/Special Contract), R-5 (Residential), C-1 (Commercial), C-3 (Commercial), SD/C (Special District/Conditions)

**Plan El Paso Designation:** G-3 (Post War), G-2 (Traditional Neighborhood, Walkable), O-1 (Preserve) and G7 (Industrial and/or Railyard) – Mission Valley Planning Area

**Nearest Park:** Pueblo Viejo Park (Roseway Drive East to Presa Place), Ysleta Pedestrian Plaza (9107 Alameda Avenue) and Ysleta Park (9068 Socorro Road)

**Nearest School:** Robert F. Kennedy Pre-Kinder (9009 Alameda Avenue) and Community Learning Special Campus (121 Padres Drive)

**NEIGHBORHOOD ASSOCIATIONS**

- Save the Valley 21
- Ysleta Neighborhood Association

**NEIGHBORHOOD INPUT**

Notice of a Public Hearing was mailed to all property owners within the proposed rezoning area and within 300 feet of the proposed rezoning area on March 20, 2013. Planning staff received 25 informational phone calls, and no phone calls either in favor or in opposition.

**PUBLIC MEETINGS**

3 public meetings were held:

1. Monday, April 23, 2012, 5:00pm-7:00pm
   Nestor A. Valencia Mission Valley Transfer Center
2. Wednesday, May 2, 2012, 6:00pm-8:00pm
   YISD Arts Center
3. Saturday, October 20, 2012, 9:00 am-12:00 pm
   Nestor A. Valencia Mission Valley Transfer Center

**CASE HISTORY**

The regulating plan for this rezoning case was prepared by Dover, Kohl & Partners and Street Plans Collaborative, on behalf of the City of El Paso. The plan calls for the designation of the site as a Traditional Neighborhood Development-Transit Oriented Development, defined by one Long, or mile diameter, Pedestrian Shed. The development of this regulating plan and rezoning application follows the recommendations made in the Plan El Paso for the Mission Valley Planning Area.

**APPLICATION DESCRIPTION**

The applicant is requesting to rezone 528.58 acres of property located north of Roseway Drive, South of the Montoya Lateral at the intersection of Mecca Drive and Padilla Drive, West of Franklin Canal adjacent to Santa Rosalia Court, and East of Franklin Canal at the intersection of Pendale Road and Harding Way to allow for one Infill Community, Traditional Neighborhood Development-Transit Oriented Development.

**PLANNING DIVISION RECOMMENDATION**

The Planning Division recommends **approval** of rezoning the subject properties to SCZ (SmartCode Zone) based on the regulating plan's compatibility with the recommendations made in Plan El Paso. The plan complies with Title 21 (SmartCode) of the El Paso City Code and furthers the City Council direction to promote smart growth.

**Plan El Paso: Regional Land Use Patterns**

**Goal 1.2:** The City of El Paso highly values the traditional neighborhoods that were laid out in all directions from Downtown and will maintain and improve their highly walkable character, transit accessibility, diverse mix of land uses, and historic building stock. These policies apply to land in the G-2 "Traditional Neighborhood" growth sector on the Future Land Use Map.

> **Policy 1.2.1:** The City should maintain and strengthen the historic landmark status of Austin Terrace, Chihuahuita, Magoffin, Manhattan Heights, Old San Francisco, Sunset Heights, Ysleta, and the Mission Trail Historic Corridor and District.
>
> **Policy 1.2.3:** Vacant and underutilized parcel in and around the City's traditional neighborhoods can be excellent locations for redevelopment that adds housing, shopping, employment, entertainment, and recreational options for nearby residents and transit patrons. Redevelopment of such sites should mesh with the scale and character of these existing neighborhoods rather than imposing a suburban or high-rise model on traditional neighborhoods. The City's zoning and development regulations should be modified accordingly. Additional infill incentives should be considered by the City.

**Goal 1.3:** The City of El Paso wishes to diversify its post-war and suburban neighborhoods in strategic locations in order to increase the variety of housing options, including rowhouses, apartments, and condominiums, and to expand opportunities for employment and neighborhood shopping without requiring long car trips.

> **Policy 1.3.1:** Most neighborhoods, even new ones, would benefit from a greater variety of activities within walking and bicycling distance. For instance, a greater number of smaller parks are preferable to a few larger ones that are accessible only to those with a private vehicle. Likewise, smaller schools often become the centerpiece of their neighborhoods rather than distant facilities to which most students must be driven or bused each day. This policy is most applicable within the G-3 "Post-

War" and G-4 "Suburban" growth sectors on the Future Land Use Map.

**Policy 1.3.2:** Sun Metro bus routes and rapid transit system (RTS) stops and transfer centers offer independence to those who live in drivable neighborhoods but do not have access to a car. The land near transfer centers and RTS stops offers major redevelopment opportunities to take special advantage of those facilities. These locations are designated as overlays on the Future Land Use Map.

**Plan El Paso: Goals and Policies for Urban Design**

**Goal 2.1:** The City should change its growth pattern away from continuous outward expansion and toward integrated growth that minimizes environmental damage, reduces the need for excessive travel by private automobile, and can be served by public transportation.

**Policy 2.1.4:** Development is encouraged to integrate jobs into or near residential neighborhoods, or to re-balance existing communities by adding jobs within a ½-mile radius of residential neighborhoods or by adding residences within a ½-mile radius of concentration of jobs.

**Policy 2.1.12:** Preferred locations for higher density development and redevelopment are sites in Compact Urban areas, which include the following land as identified on the Future Land Use Map:

a. Existing walkable neighborhoods, identified as land in the G-1 "Downtown" and G-2 "Traditional Neighborhood" sectors.
b. Planned walkable communities, identified as land in the O-7 "Urban Expansion" sector.
c. Future redevelopment and infill neighborhoods, identified with these overlays: "Local Transfer Centers," "RTS Stops," and "Future Compact Neighborhoods."

**Plan El Paso: Goals and Policies for Historic Preservation**

**Goal 8.6:** Improve the performance of El Paso's existing Historic Districts.

**Policy 8.6.7:** Encourage new commercial and live/work uses within historic districts to make them more economically viable and livable.

**Goal 8.7:** Promote historic preservation as part of a holistic strategy to promote walkable, livable, and humane place making.

**Policy 8.7.3:** Market historic districts to potential homeowners and property owners for the walkable, complete lifestyle that these neighborhoods offer. These homeowners spark a new generation of homeowners who will enjoy the benefits of mixed-use walkable communities and can increase the market for new walkable communities throughout El Paso.

**COMMENTS:**

**Department of Transportation**

Transportation Planning provided the following comments:

1. Include the following language for the thoroughfare assemblies under all landscape type if none is designated: Trees at 30 feet o.c. average when right-of-way is available.
2. Resolve discrepancy between CS 60-42 on the Thoroughfare Network and CS 64-42 on the Thoroughfare Assemblies.
3. Modify assembly identified as ST 40-30 to include two 10-foot travel lanes, one 8-foot parking lane on one side, and two 6-foot sidewalks.

These comments have been addressed in the final Regulating Plan.

**City Development Department – Planning Division – Land Development**

No objection.

**City Development Department – Building Permits & Inspections**

No comments received.

**Sun Metro**
No comments received.

**Fire Department**
No comments received.

**El Paso Water Utilities - Engineering**
El Paso Water Utilities – Engineering has reviewed the rezoning referenced above and provides the following statement:

EPWU cannot confirm that water and sanitary sewer service can be provided at this time to the entire area if it is redeveloped as SmartCode. EPWU needs to conduct water and sanitary sewer analysis of the area to determine the improvements/upgrades to the existing water and sewer systems required to provide service to the property due to the permitted higher density. The water and sanitary sewer facilities within the area were designed and sized based on conventional development and do not have the capacity to serve the additional units based on a SmartCode development. EPWU needs ample time to conduct the analysis and requests the applicant to provide EPWU with the information required to facilitate the analysis.

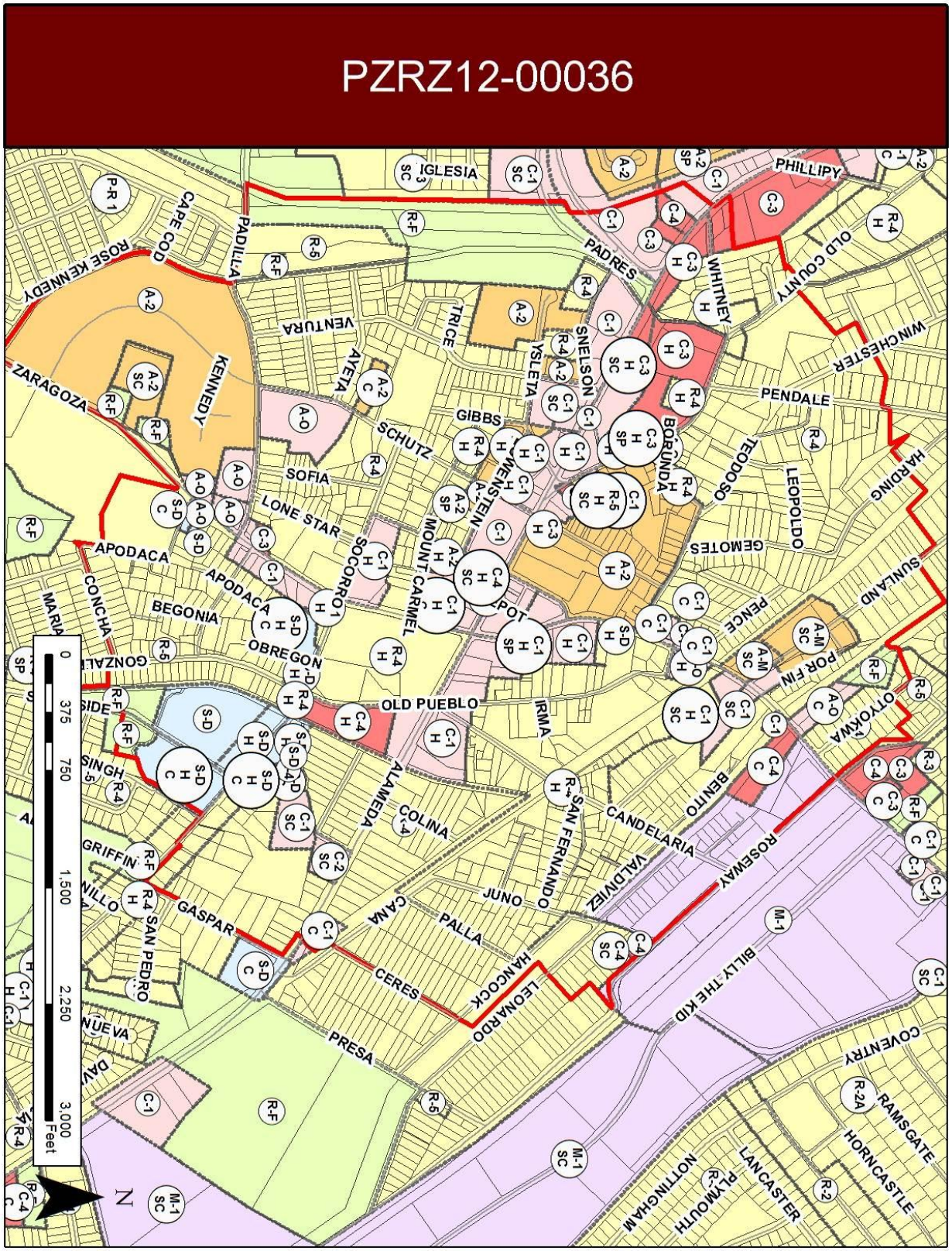
**Police Department**
No comments received.

**CITY PLAN COMMISSION OPTIONS**
The City Plan Commission may consider the following options and additional options that it identifies when reviewing the rezoning application:

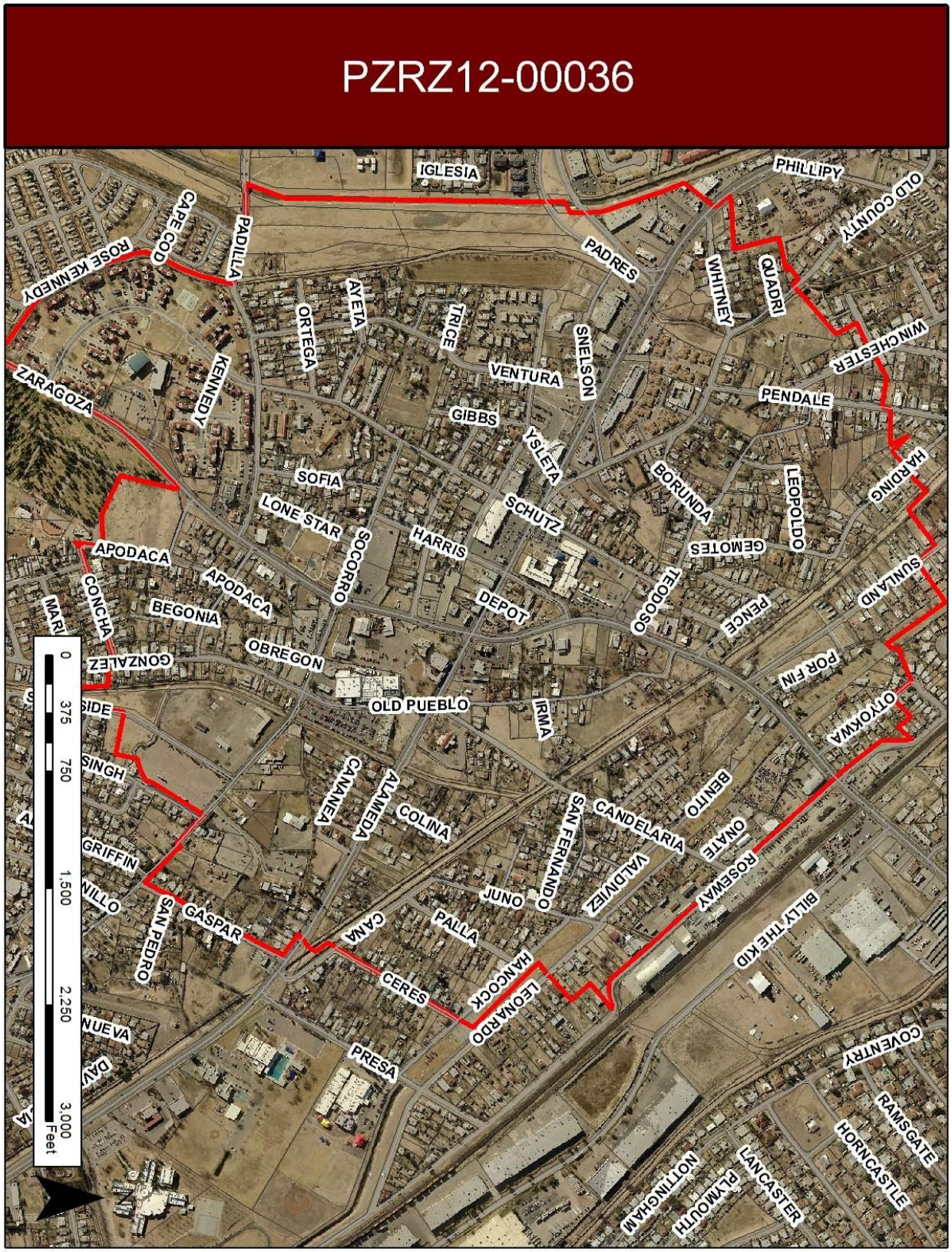
1. Recommend approval of the application finding that the rezoning is in conformance with the review criteria of The Plan for El Paso as reflected in CPC report or other criteria that the CPC identifies from the Plan.
2. Recommend approval of the application with modifications to bring the rezoning into conformance with the review criteria in The Plan for El Paso as reflected in CPC report or other criteria from the Plan as identified by the CPC.
3. Deny the application finding that the rezoning does not conform to the review criteria in The Plan for El Paso as reflected in CPC report or other criteria identified in the Plan by the CPC.

**ATTACHMENTS:**
Attachment 1: Zoning Map
Attachment 2: Aerial Map
Attachment 3: Regulating Plan

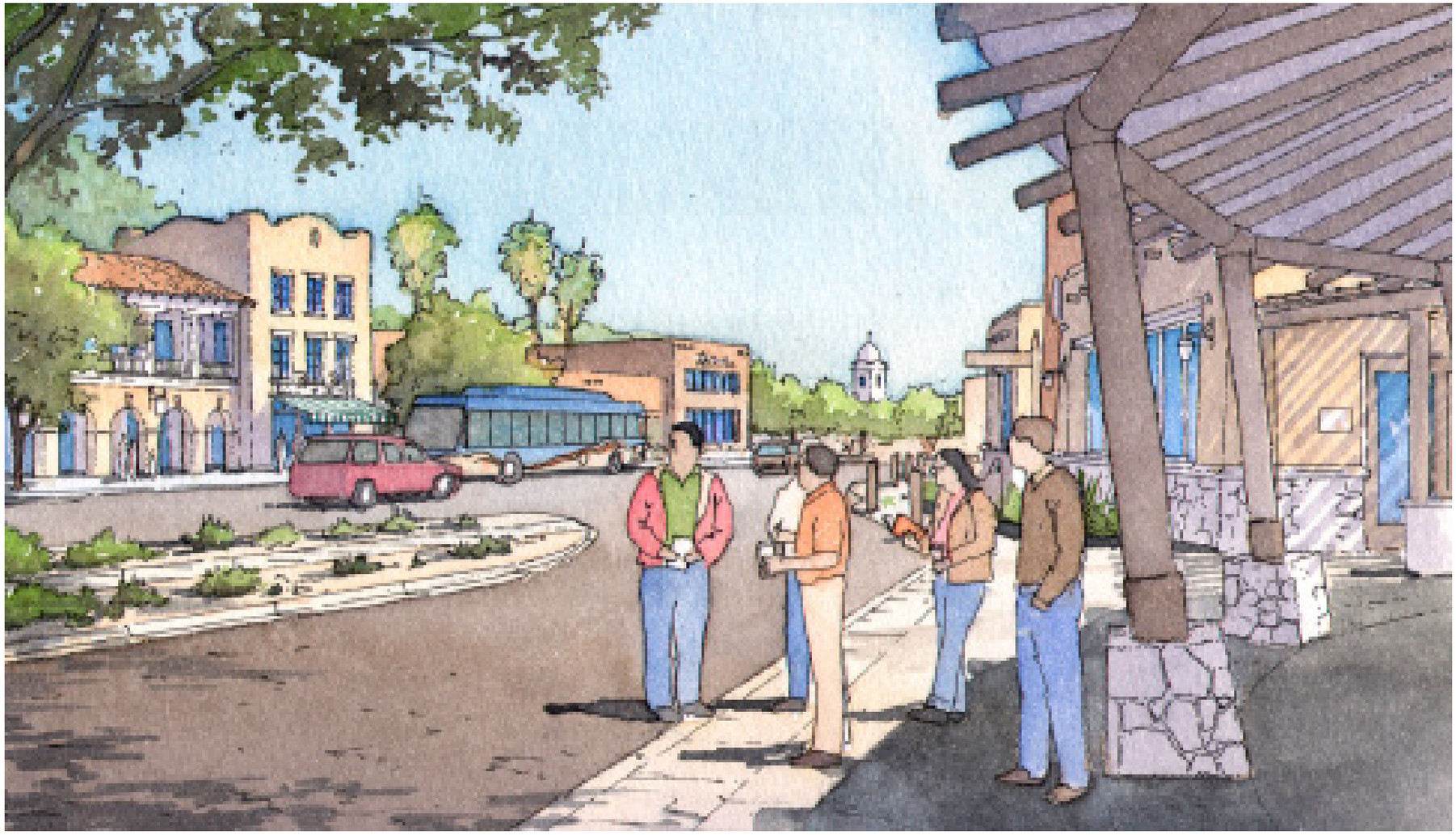
**ATTACHMENT 1: ZONING MAP**



**ATTACHMENT 2: AERIAL MAP**



ATTACHMENT 3



Mission Valley Transfer Station

# SMARTCODE APPLICATION
# EL PASO, TEXAS
# CODE OF ORDINANCES
# TITLE 21 APPLICATION

## Mission Valley Transfer Station Infill Traditional Neighborhood, Transit Oriented Development Overlay

Prepared for the City of El Paso, City Development Department

February 2013

Soccorro Road Shultz Drive Change Over Time Sequence

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# ATTACHMENT 3

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## Project Team


**Lead Consultant:**
Dover Kohl & Partners
Town Planning
Joseph Kohl
Jason King
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Kenneth Garcia

**Planning/Transportation**
The Street Plans Collaborative
Anthony Garcia
Mike Lydon
Thomas Johnson
Marta Viciedo



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# ATTACHMENT 3

## Code Compliance Checklist

- [ ] New Community
- [x] Infill Community

- [x] Site Plan
- [x] Legal Description

- [x] Regulating Plan: Transect Zones
- [x] Regulating Plan: Civic Zones
- [x] Regulating Plan: Special Requirements
- [x] Regulating Plan: Thoroughfare Network
- [x] Regulating Plan: Block Network/Size

- [ ] Request for warrant or variance if any
- [ ] Proof of Notice if any

From Title 21 - SmartCode of the El Paso Code of Ordinances

Per Section 21.10.040 - Process, General to all Plans.

A. Any property to be developed under this Title must be part of an approved New Community Plan or an Infill Community Plan as defined and set forth in Chapter 21.30 or Chapter 21.40 of this Title respectively.

B. Any property to be developed under this Title must be first zoned "SmartCode Zone". The rezoning application shall include the following:

1. A site plan drawn to scale in black and white, and not less than eight and one-half inches by eleven inches and not more than twenty-four inches by thirty-six inches, showing the boundaries of the property proposed for rezoning, names of streets immediately adjacent to the property proposed for rezoning, the north point, the legal description of the property proposed for rezoning and the amount of land included. When over eight and one-half inches by eleven inches, the drawing shall be on paper suitable for reproduction;

2. A proposed regulating plan for the land being rezoned that complies with this Title, consisting of one or more maps showing the following:

a. For New Community Plans, regulating plans designate the precise location of:
(1) Transect Zones (Section 21.30.040);
(2) Civic Zones, including Civic Spaces and Civic Buildings (Section 21.30.050);
(3) Special Districts, if any (Section 21.30.060);
(4) Thoroughfare network and block layout (Section 21.30.070);
(5) Special Requirements, if any (Section 21.30.090).

b. For Infill Community Plans, regulating plans designate the precise location of:
(1) Transect Zones (Section 21.40.030);
(2) Civic Zones, including Civic Spaces and Civic Buildings (Section 21.40.040);
(3) Special Districts, if any (Section 21.40.050);
(4) Thoroughfare network, existing or planned (Table 3A, Table 3B);
(5) Special Requirements, if any (Section 21.40.070).

3. Submittals of New Community & Infill Community Plans shall also include additional information required by this Title, such as:

a. Identification of pedestrian sheds and community types;
b. Requests for Warrants or Variances, if any (Section 21.10.050);
c. Proof of notice of proposed application to any recognized neighborhood association required to receive notice pursuant to Chapter 2.102 of the City Code.

4. The process and procedure once an application is submitted shall be in accordance with the provisions of Article VI of Title 20, Zoning, Section 20.04, of the City Code, except that the application requirements specified in Section 21.10.040(B) shall supersede the application requirements stated in Article VI of Section 20.04.380, Zoning.

## Community Type

Per Sec. 21.30.020 & *21.40.020* - Sequence of community design for New and Infill Communities, "*Each pedestrian shed shall be designated with a community type in accordance with Section 21.30.030. The pedestrian sheds shall determine the approximate boundaries and centers of the communities.*"

Indicate the applicable Community Type:

- [x] **Infill TND** (Traditional Neighborhood Development) Shall be assigned to neighborhood areas that are predominantly residential with one or more mixed use corridors or centers. An infill TND shall be mapped as at least one complete standard pedestrian shed, which may be adjusted as a network pedestrian shed, oriented around one or more existing or planned common destinations.
- [ ] **Infill RCD** (Regional Center Development). Infill RCD should be assigned to downtown areas that include significant office and retail uses as well as government and other civic institutions of regional importance. An infill RCD shall be mapped as at least one complete long or linear pedestrian shed, which may be adjusted as a network pedestrian shed, oriented around an important mixed use corridor or center.
- [x] **Infill TOD** (Transit-Oriented Development) Any infill TND or infill RCD on an existing or projected rail or bus rapid transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher density represented by the effective parking allowance in Section 21.50.090(B)(4).
- [ ] **New Community Clustered Land Development** (CLD). Shall be structured by one standard pedestrian shed and shall consist of no fewer than thirty acres and no more than eighty acres.
- [ ] **New Community Traditional Neighborhood Development** (TND) shall be structured by one standard or linear pedestrian shed and shall be no fewer than 80 acres and no more than 160 acres.
- [ ] **New Community Regional Center Development (**RCD) shall be structured by one long pedestrian shed or linear pedestrian shed and shall consist of no fewer than eighty acres and no more than six hundred forty acres.
- [ ] **New Community Transit-Oriented Development** (TOD) Any TND or RCD on an existing or projected rail or bus rapid transit (BRT) network may be redesignated in whole or in part as TOD and permitted the higher density represented by the effective parking allowance in Section 21.50.090(B)(4).


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# ATTACHMENT 3

## Illustrative Plan

Ysleta and the Mission Valley area is unique due to its history, dense population and small winding streets. The intricate street network found throughout Ysleta should be emulated as new street connections are created.

Land use and transportation decisions should be made in conjunction with one another. A transportation decision was made to locate the end of the Mission Valley Transfer Station at the intersection of Zaragoza Road and Alameda Avenue. Accordingly, land use around the transfer center should complement that decision.

The Ysleta Mission offers a unique opportunity as a tourist attraction at the end of the Mission Valley Transfer Line. With a comprehensive bus system, the transfer center in this location allows people to come out to the mission, not just travel toward downtown and other employment centers, increasing the potential ridership in this area.

Ysleta is already home to a large population within a 10-minute walk of the transfer center, but to best complement transit, additional density in the area should be encouraged. At the same time, pedestrian routes should be enhanced and increased.

Many blocks have large undeveloped areas at their center with little or no street frontage. By creating a series of green spaces and pedestrian connections that flow through the blocks, additional housing opportunities are created at these mid-block locations. Alleys are created or extended to allow access to the rear of the properties facing the streets. Creating attractive green spaces at the center of large blocks allows new residential units facing the public space while allowing for access by rear alley. Pedestrian links from the surrounding streets open the central green spaces to the community and allow pedestrian connections through the block.

Large parking lots should be lined with commercial or residential uses, enhancing the pedestrian environment and eliminating dead zones. This will not only help pedestrians and reduce transportation problems, but will also help in recreating a self-sufficient local economy in the Ysleta area, thereby making it more attractive to the El Paso community at large.

### *General Recommendations*

- (A) Leverage transit investment in the Mission Valley Transfer Station with infill oriented land use policies.
- (B) Courtyard buildings help to increase the density around the transfer station.
- (C) The center of large blocks are infilled with new development that fronts green spaces.
- (D) New commercial and residential infill opportunities line parking lots and front Alameda Avenue.
- (E) The school and transfer station can share parking lots in mid-block locations.
- (F) Trailways are added along the drainage canals. New homes should either front or have their sides face the drainage canals.
- (G) Special paving patterns act as gateways and alert drivers to the special area they are entering and to be aware of pedestrians and bicyclists.
- (H) Structured parking reduces the need for surface parking lots.
- (I) A new street connection and park improve connectivity throughout the neighborhood.
- (J) A civic green in front of the Ysleta Lutheran Mission adding to its civic presence within the neighborhood.

0' 300' 600' 1200'

- Existing Buildings
- Landmark Buildings
- Civic Buildings
- Greens
- Lots
- Application Boundary


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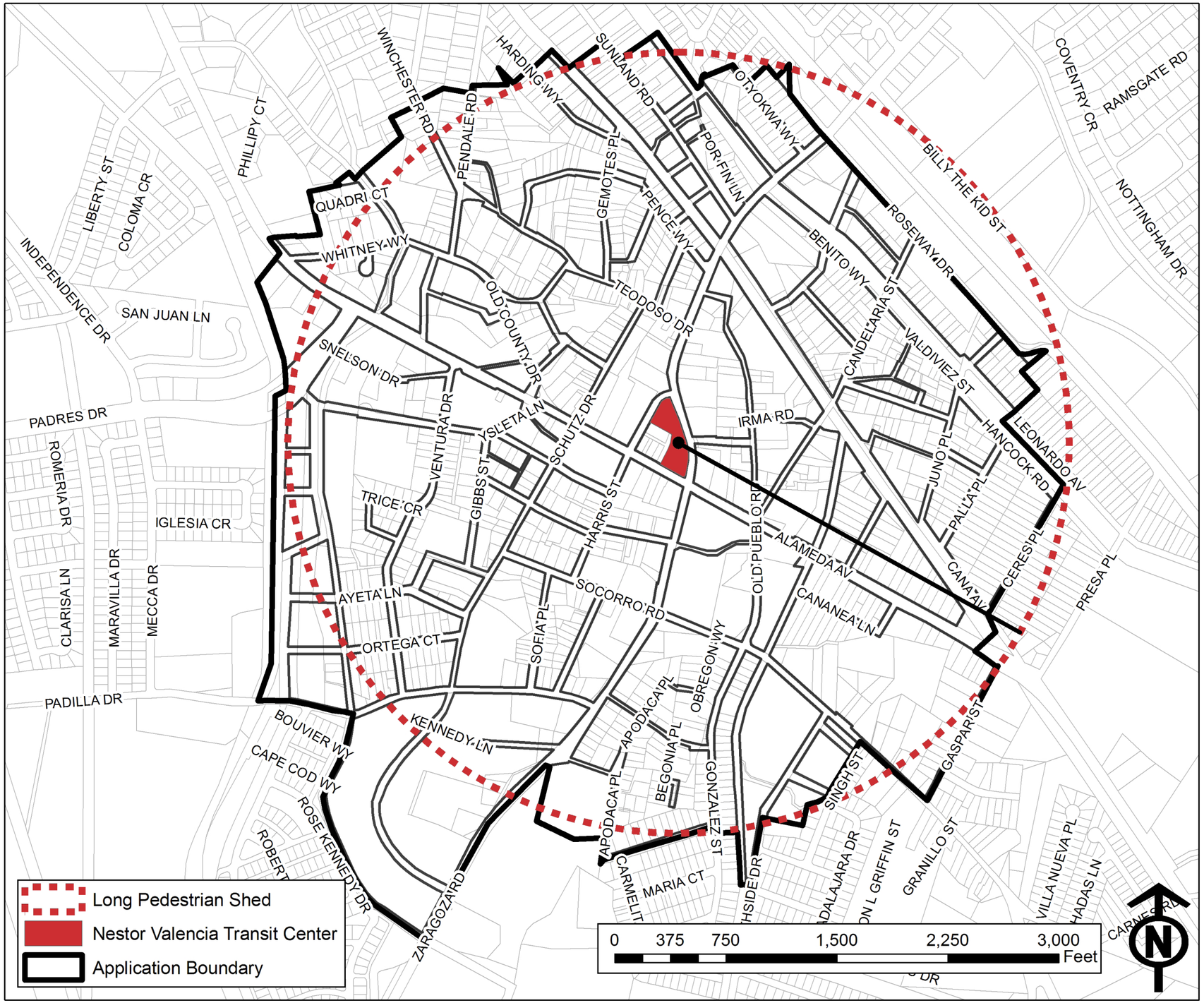


## Site Plan

- [ ] Identify application type
- [ ] Identify Community type and boundaries based on Pedestrian Shed. (See below)

For Infill Community TNDs: *"An infill TND shall be assigned to neighborhood areas that are predominantly residential with one or more mixed use corridors or centers. An infill TND shall be mapped as at least one complete standard pedestrian shed, which may be adjusted as a network pedestrian shed, oriented around one or more existing or planned common destinations. The edges of an infill TND should blend into adjacent neighborhoods and/or a downtown without buffers."* §21.40.020(B)

For Infill Community TODs: *"Any infill TND or infill RCD on an existing or projected rail or bus rapid transit network may be redesignated in whole or in part as with a TOD overlay and permitted the higher density represented by the effective parking allowance in §21.50.090(B)(4). A proposed TOD overlay shall be clearly indicated on an Infill Regulating Plan and shall be subject to approval by City Council concurrently with approval of, or amendment to, a SmartCode Zone."* §21.40.020(C)

## Project Data

| | |
|---|---|
| Project Name: | Mission Valley Transfer Station |
| Application Type: | Infill Community |
| Community Type: | Infill TND-TOD |
| Total Site Area: | 528.58 Acres |
| Net Site Area*: | 528.58 - 42.46 = 486.12 Acres |
| Shed Type: | One Long Pedestrian Shed |

* Net Site Area includes Thoroughfares, but excludes T1 and Civic Zones.


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## Aerial

The aerial of Ysleta shows an intricate network of narrow streets, open spaces at the center of residential blocks and large parking lots between commercial buildings and the street. The infill plan builds on the strengths of the existing context while seeking to enhance those areas which contribute to a weak pedestrian realm.

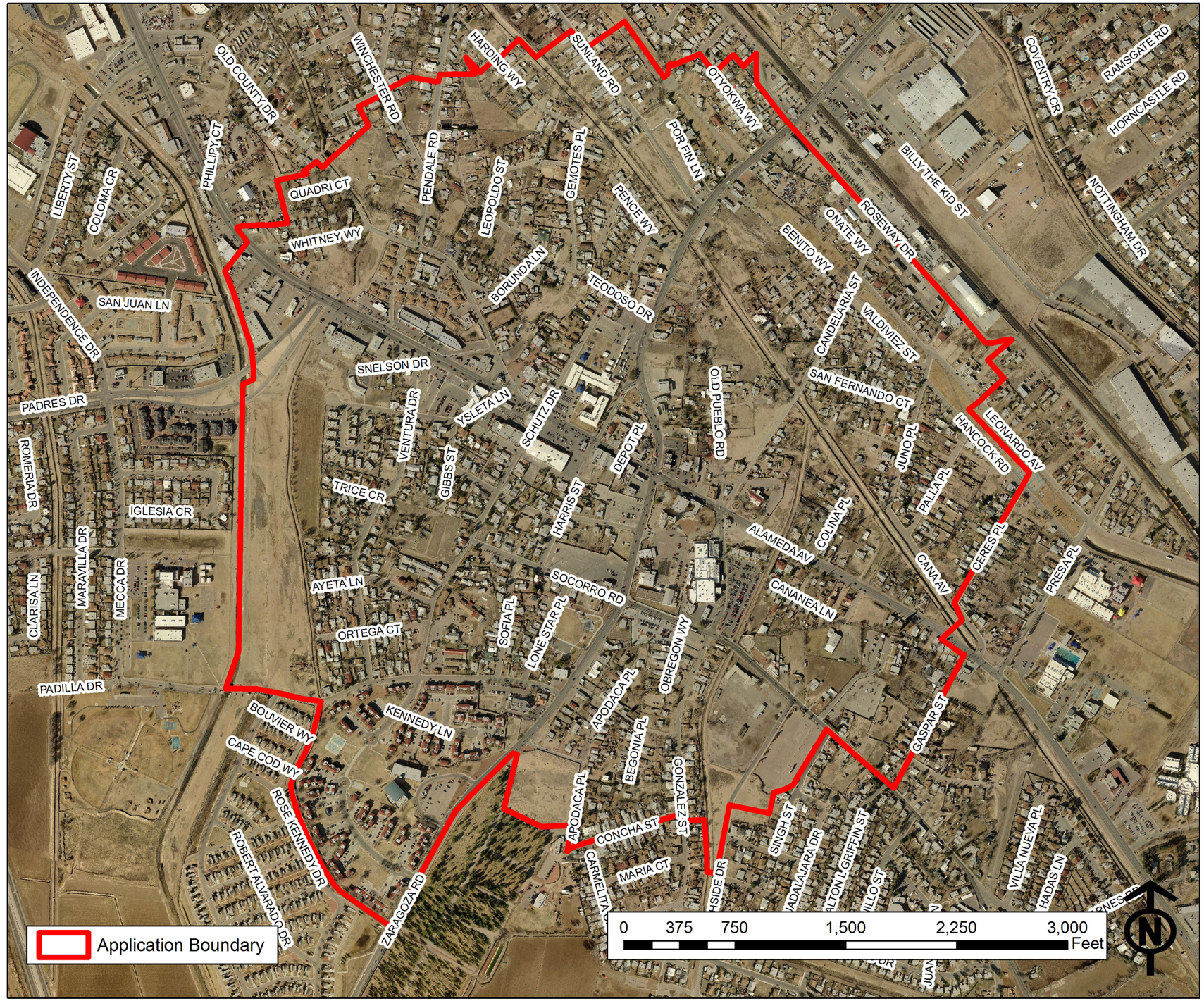
Central to understanding the context of the area is a thorough understanding of the history of the "Tiguas" tribe, and their relationship with the ever changing surrounding city. Consistent with the Ysleta del Sur Pueblo Comprehensive Development Strategy, the infill plan envisions a community that is "self sufficient and empowered to thrive in the modern world while preserving a cultural foundation."

Existing historic fabric, such as the stretch of Alameda Avenue between Zaragoza Road and Harris Street, is not only preserved but used as a precedent for other areas of the community.

Compact development patterns and increased development capacity within the Ysleta and Mission Valley should be viewed by the Ysleta del Sur Pueblo tribe as an economic development tool, addressing the need to balance an expanded tribal tax base and greater economic development potential on tribal lands, with the desire to be responsible stewards of surrounding rural tribal lands, such as the Chilicote Ranch.

The expansion of compact, mixed-use buildings, particularly along Zaragosa, will further the goals of the Comprehensive Economic Development Strategy by supporting a variety of development opportunities, including retail, business/office, and other neighborhood serving retail, in addition to additional residential capacity.

The compact, walkable nature of the existing urbanism, together with the expansion of transit at the Mission Valley Transit Station, will ensure that accommodating future development will happen in a way that does not exacerbate traffic conditions, while giving residents, businesses and visitors a diversity of transportation options.





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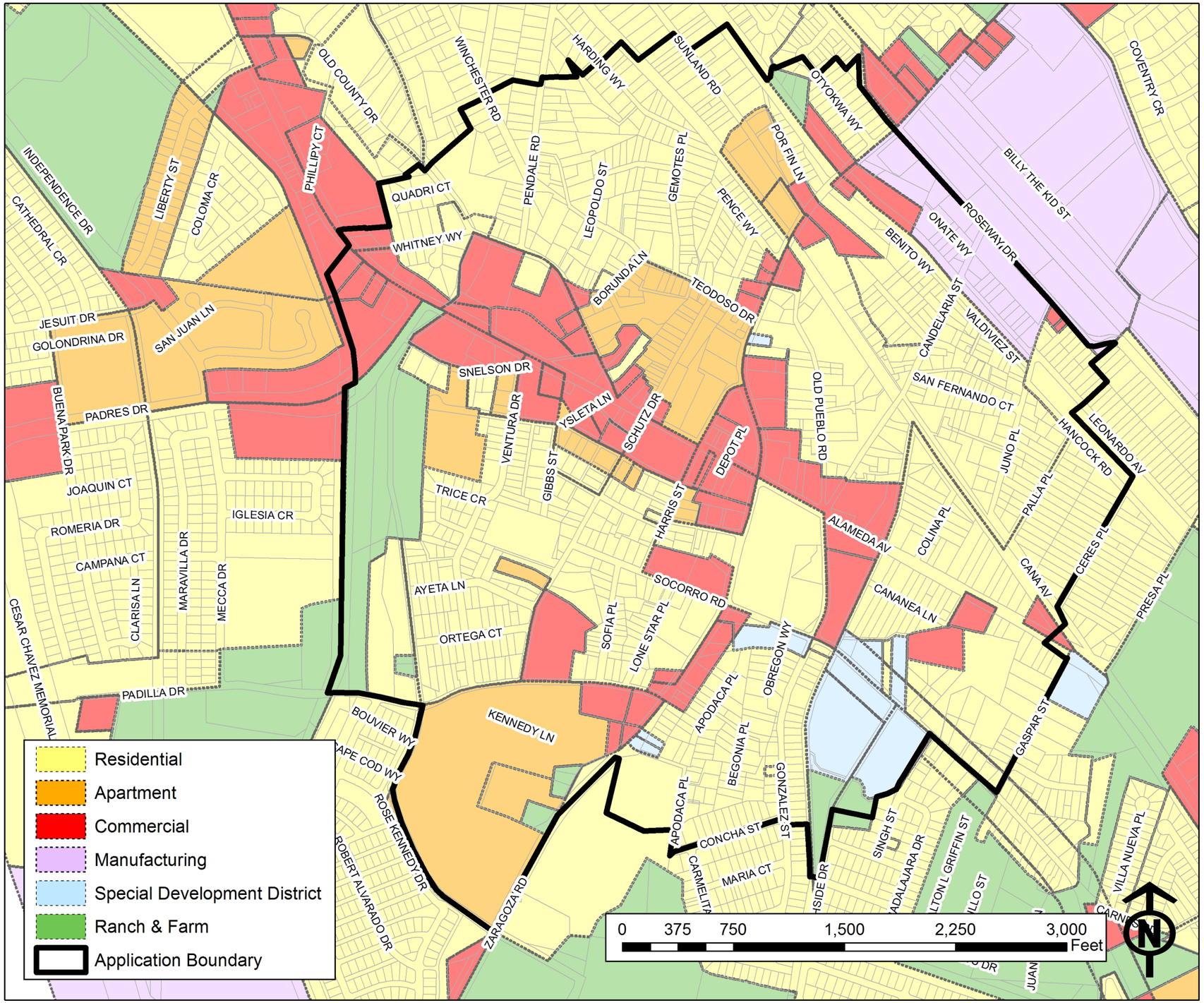


## Existing Zoning Map



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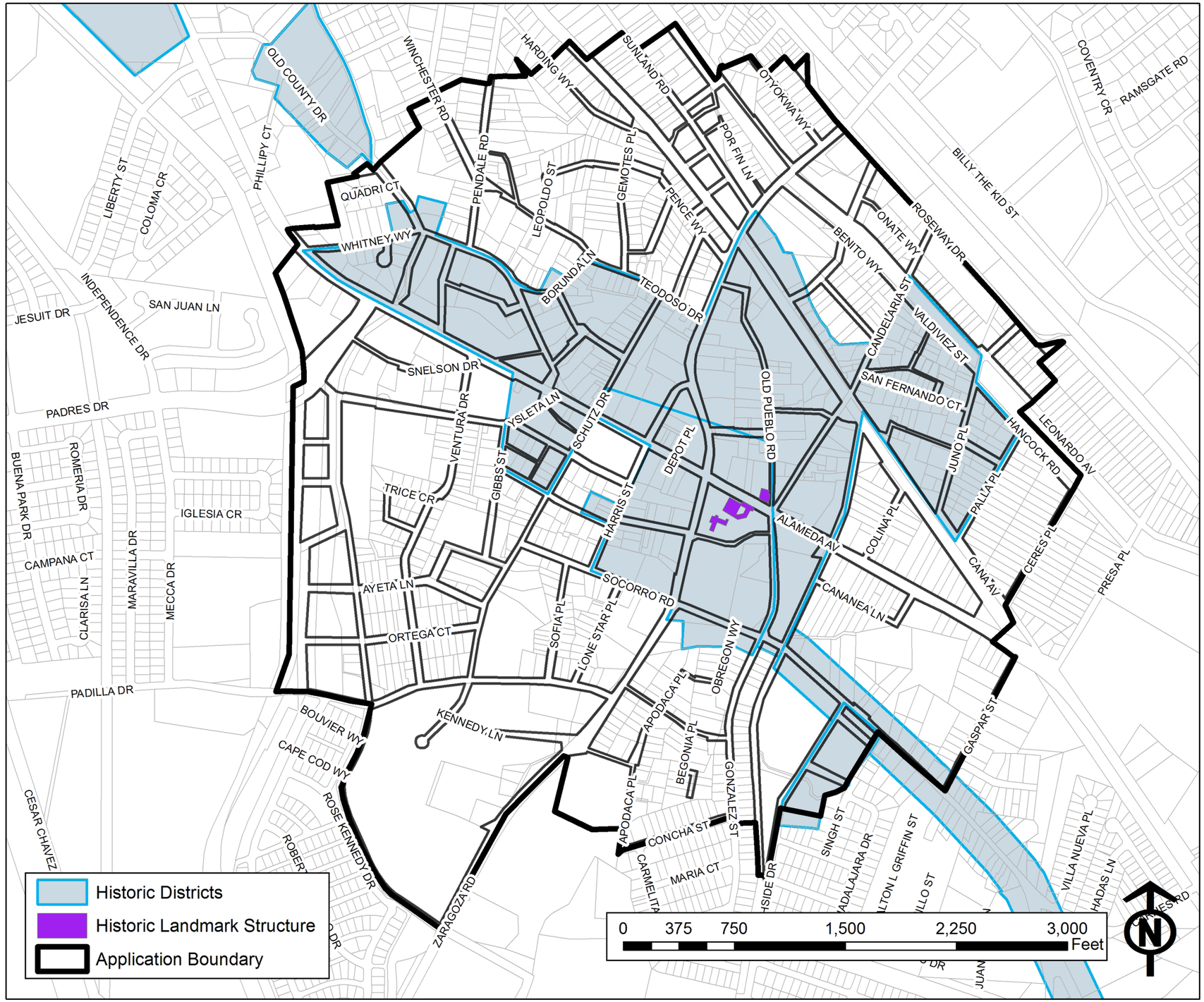
## Historic District Designation

Note: All properties within the application boundary with a historic district overlay will retain such designation.





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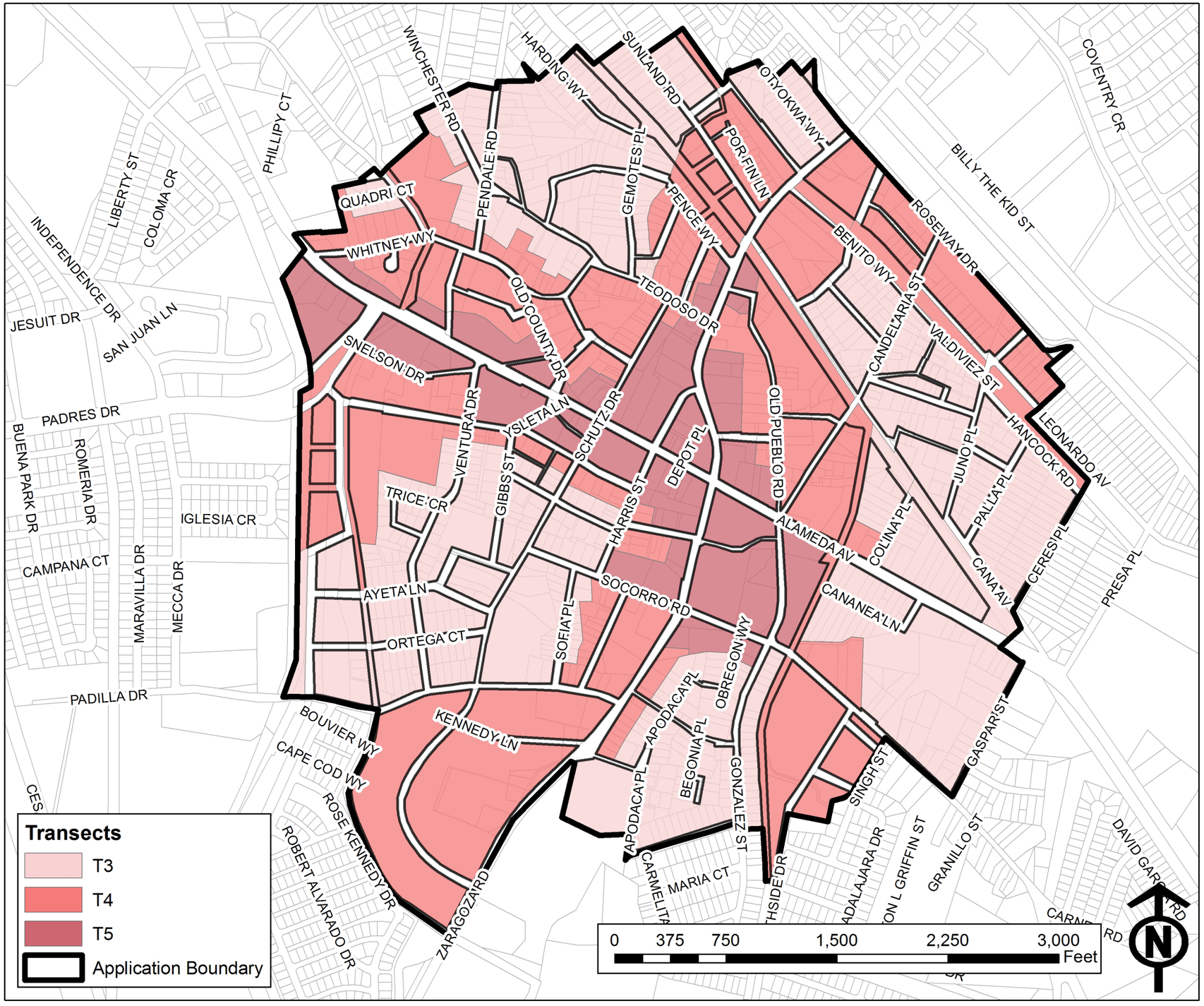


## Transect Zone Allocation

Compliance with transect zone allocation requirements as set forth in §21.80.170, Table 14(A)

Regarding Transect Zones: *"Transect Zone standards for Infill Regulating Plans have been calibrated by means of a survey of exemplary existing and intended conditions, as identified in a process of public consultation and were later adopted into this Title by City Council. After approval into a SmartCode Zone by the City Council, landowners in each Transect Zone may obtain building scale plans that include any of the elements indicated by Chapters 21.40 and 21.50."* §21.40.030

| RECOMMENDED TRANSECT ALLOCATIONS* | | |
|---|---|---|
| T3 | T4 | T5 |
| 10-30% | 30-60% | 10-30% |

| TRANSECT ZONE ALLOCATION TABLE | | | | | | |
|---|---|---|---|---|---|---|
| T3 Sub-Urban | | T4 General Urban | | T5 Urban Center | | |
| Area (Acres) | % Net Site Area | Area (Acres) | % Net Site Area | Area (Acres) | % Net Site Area | Gross Site Area (Acres)^ |
| 192.40 | 44.3% | 181.00 | 41.6% | 61.20 | 14.1% | 434.60 |

*RECOMMENDED TRANSECT ALLOCATIONS as per §21.80.170, Table 14(A). Not required for Infill Community Plans.

^Gross Site Area does not include thoroughfares


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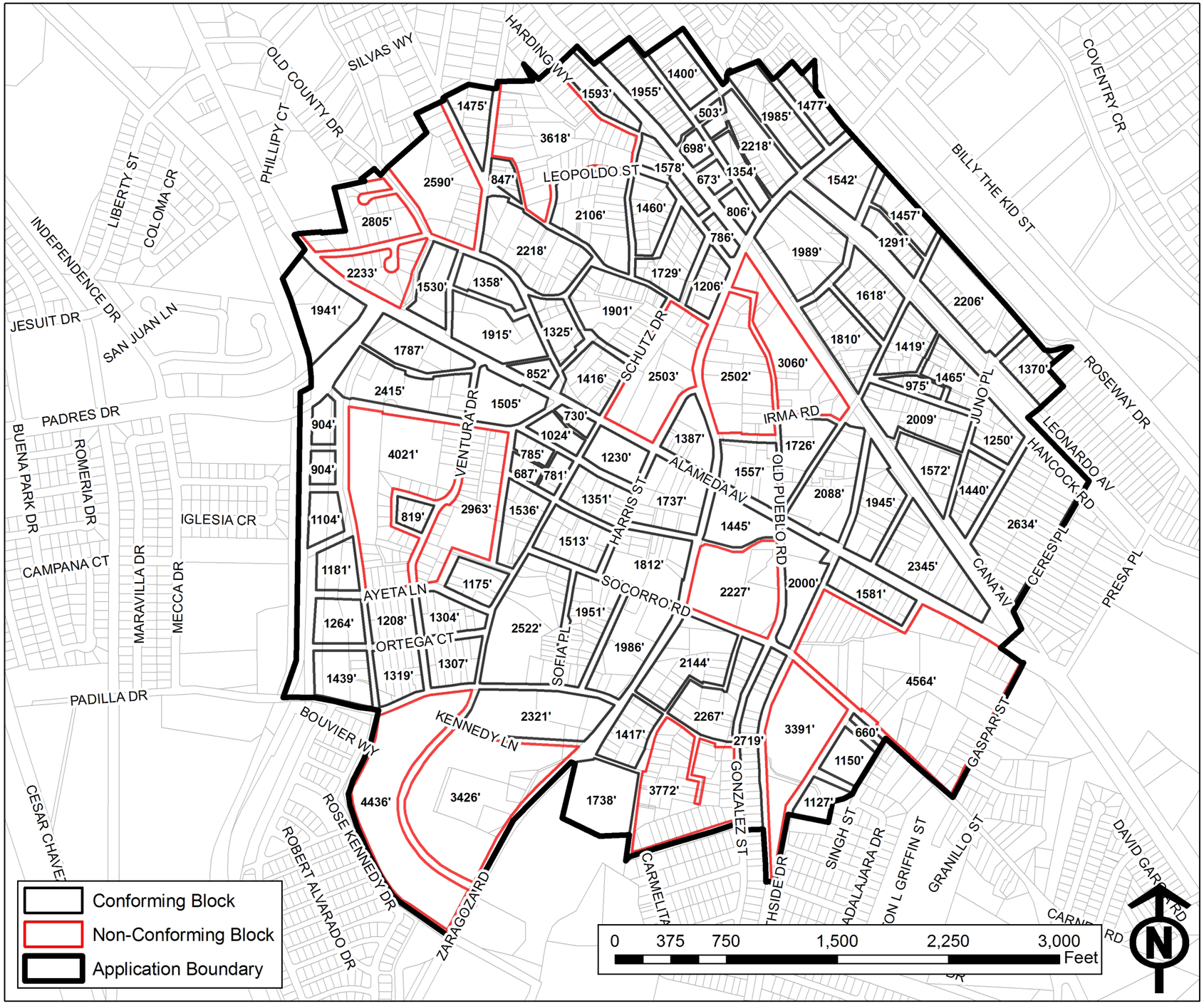
## Maximum Block Perimeter

☐ Compliance with maximum block size requirements as set forth in §21.80 Table 14(C)

| RECOMMENDED MAXIMUM BLOCK PERIMETER* | |
|---|---|
| T3 | 3000’ |
| T4 | 2400’ |
| T5 | 2000’ |

***RECOMMENDED MAXIMUM BLOCK PERIMETER as per §21.80.170, Table 14(C). Not required for Infill Community Plans.**





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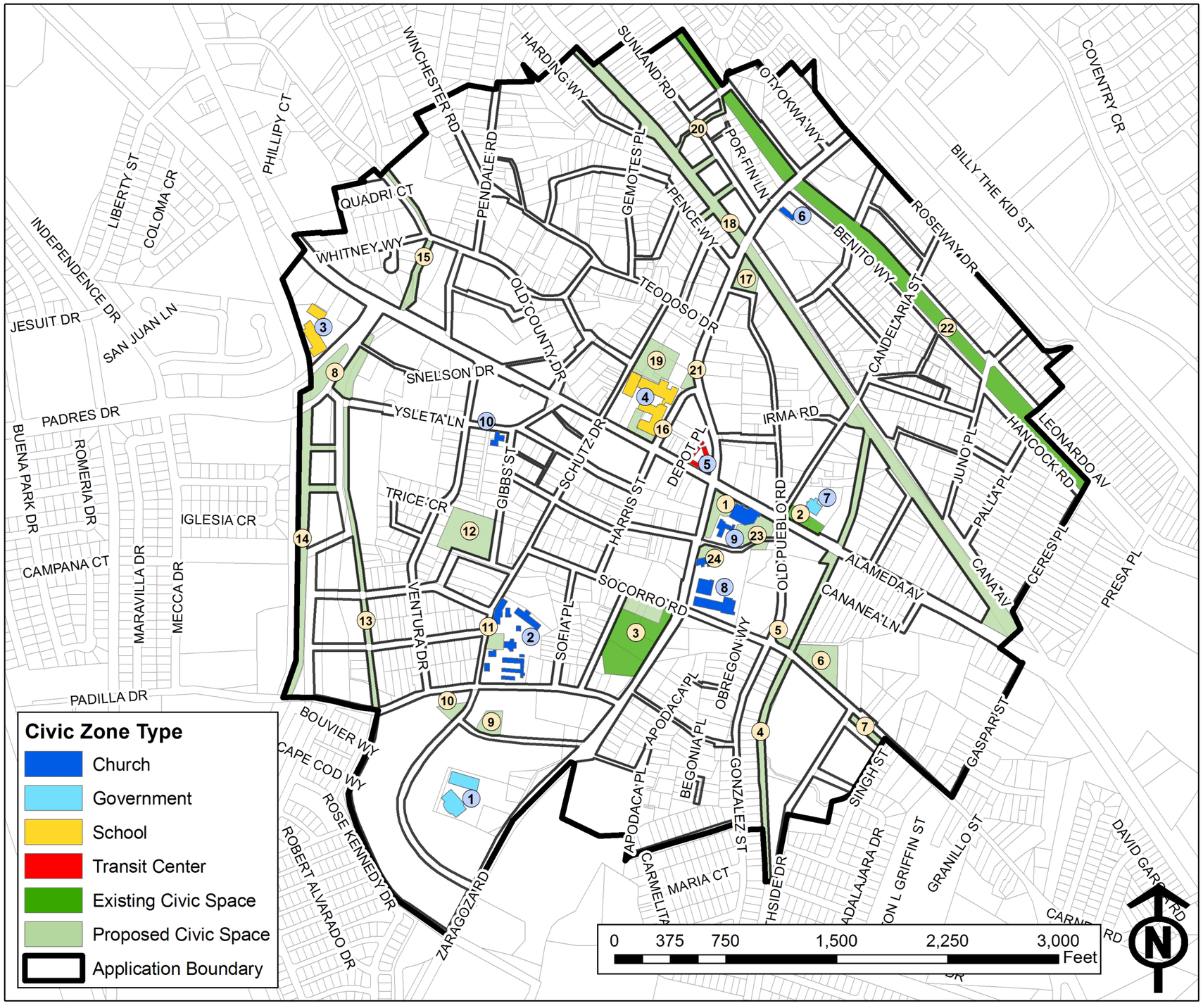


## Civic Zones

Regarding Civic Zones: *"Infill Regulating Plans should designate Civic Space zones and Civic Building zones. Civic Spaces are public sites permanently dedicated to Open Space. Civic zones are desginated on infill community regulating plans; property designated as a Civic zone must also be assigned to a Transect Zone."* §21.40.040(A)(1)

Regarding Civic Space Zones: *"Civic Spaces shall be generally designed as described in Table 13, their type determined by their Transect Zone."* §21.40.040(B)(1)

Regarding Civic Building Zones: *"Civic Buildings shall be permitted on Civic Building zones reserved in the Infill Regulating Plan. Civic Buildings shall be subject to the requirements of Chapter 21.50."* §21.40.040(C)

*NOTE: This map is intended to show opportunities for future civic space locations, and is not mandatory.*

CIVIC SPACE TYPE AND ACREAGE

| | Type | Transect | Acreage |
|---|---|---|---|
| 1 | Square | T5 | 0.67 |
| 2 | Square | T4 | 0.51 |
| 3 | Green§ | T4 | 3.71 |
| 4 | Greenway | T4 | 3.50 |
| 5 | Playground | T5 | 0.14 |
| 6 | Green | T4 | 1.16 |
| 7 | Playground | T4 | 0.34 |
| 8 | Square | T4 | 1.79 |
| 9 | Green§ | T4 | 0.52 |
| 10 | Playground | T4 | 0.30 |
| 11 | Plaza | T3 | 0.28 |
| 12 | Green§ | T3 | 2.08 |
| 13 | Greenway | T3/T4 | 1.68 |
| 14 | Greenway | T3/T4 | 3.27 |
| 15 | Greenway | T4 | 1.00 |
| 16 | Plaza | T5 | 0.36 |
| 17 | Green§ | T5 | 0.63 |
| 18 | Greenway | T3/T4 | 9.56 |
| 19 | Green§ | T5 | 1.29 |
| 20 | Greenway | T4 | 0.17 |
| 21 | Plaza* | T5 | 0.17 |
| 22 | Greenway | T4 | 8.28 |
| 23 | Green | T5 | 0.86 |
| 24 | Green§* | T5 | 0.19 |
| | **Total** | | 42.46 |

* Civic spaces of substandard size are shown but not counted toward the Civic Zone requirement. Substandard civic spaces may not necessarily front 50% on a thoroughfare. § Playground located in this civic space.


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## Playgrounds

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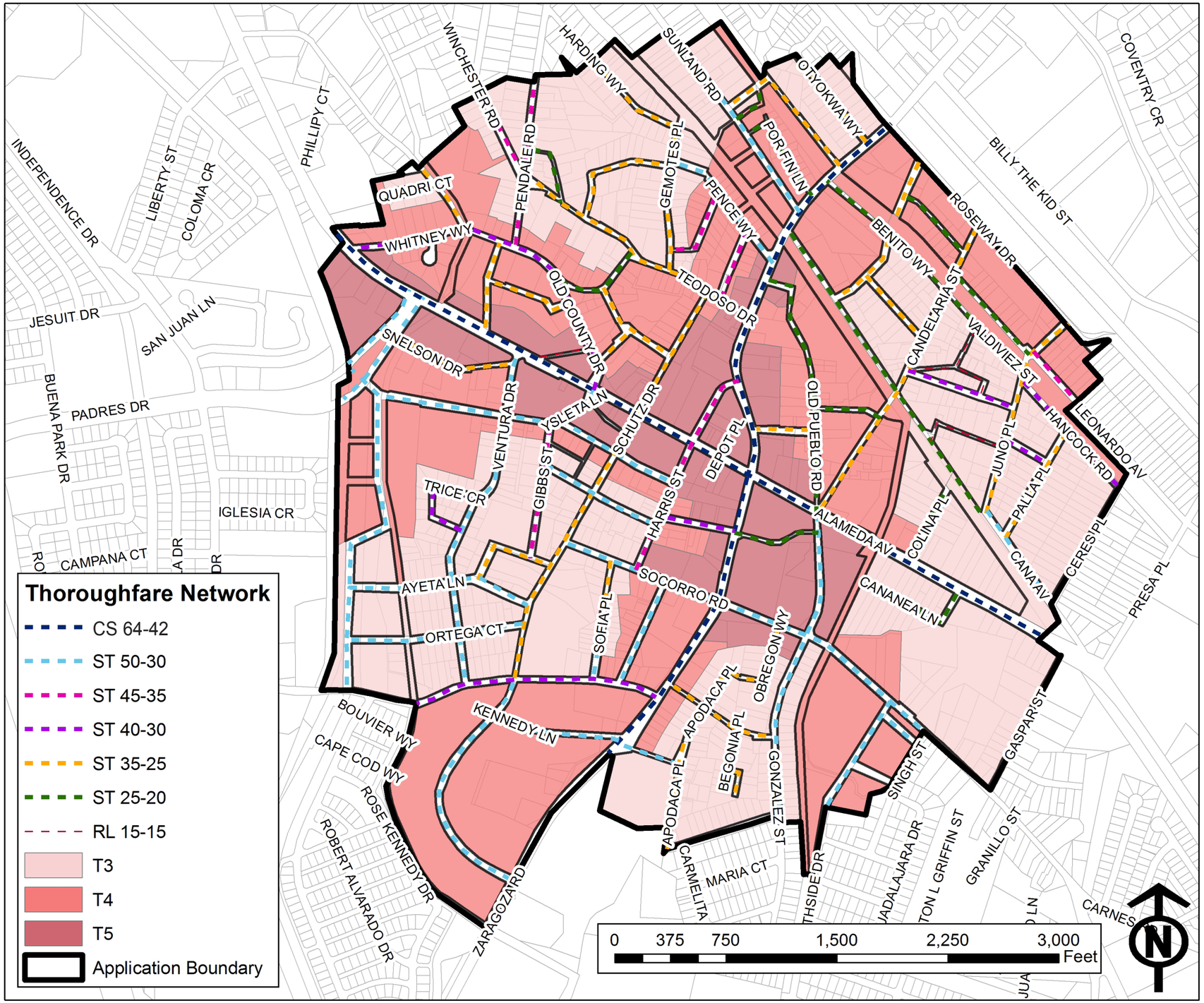


## Thoroughfare Network

☐ Compliant with thoroughfare assignment requirements as detailed in:

§21.60.030, Table 3(A)
§21.60.040, Table 3(B)
§21.60.060, Table 4(B)
§21.60.070, Table 4(C)



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# ATTACHMENT 3

## Thoroughfare Assemblies

☐ Compliant with thoroughfare assembly requirements as detailed in:

§21.60.030, Table 3(A)
§21.60.040, Table 3(B)

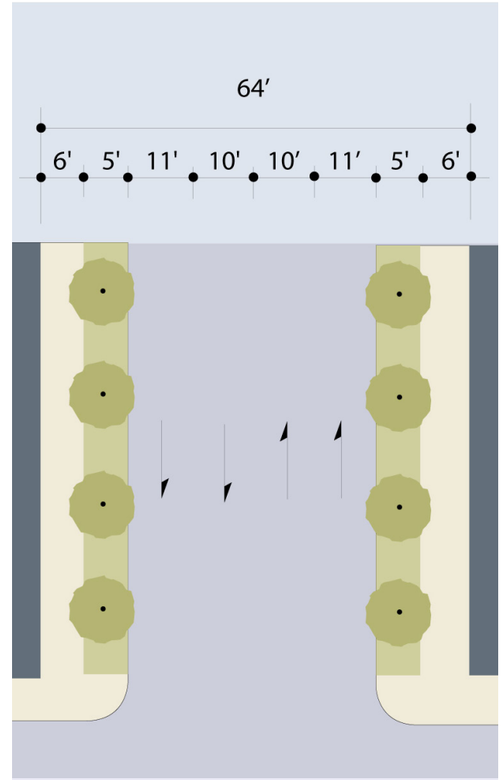
*Notes:*
*Pavement width includes curb and gutter where present, and is measured from face of curb to face of curb.*

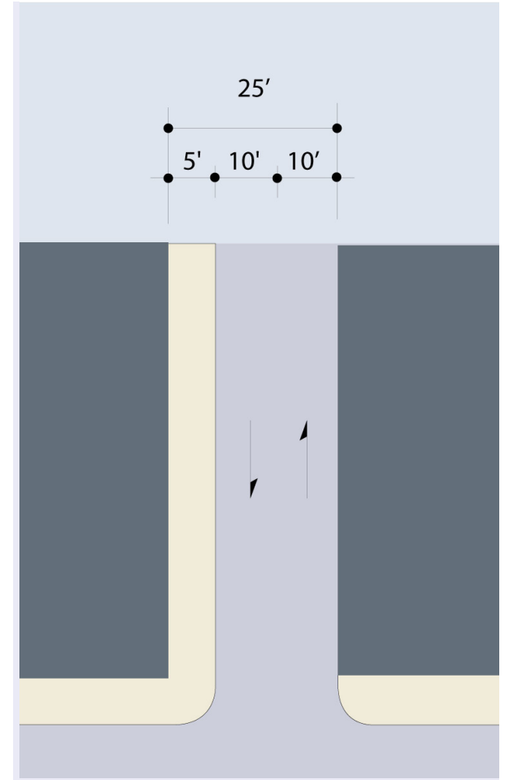
ST-57-20

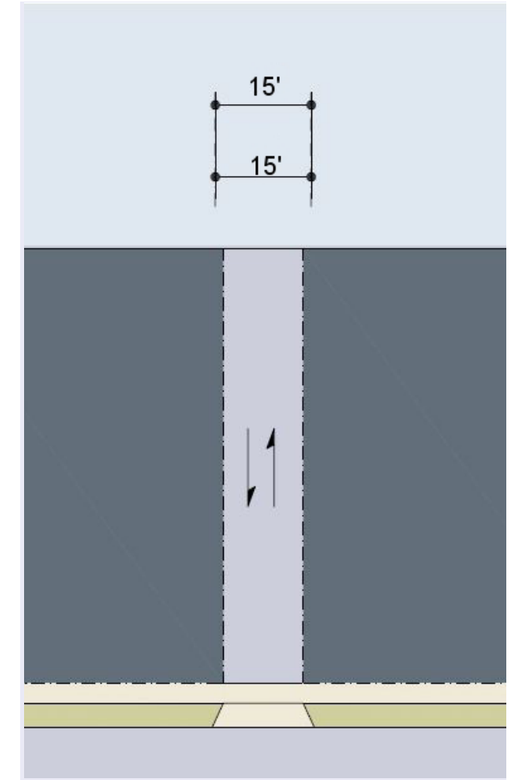
- Pavement Width
- Right of Way Width
- Streetscape Type

THOROUGHFARE TYPES

BV: Boulevard
AV: Avenue
CS: Commercial Street
DR: Drive
ST: Street
RD: Road
RA: Rear Alley
RL: Rear Lane
BT: Bicycle Trail
BL: Bicycle Lane
BR: Bicycle Route
PT: Path
TR: Transit Route




| | CS 64-42 | ST 25-20 | RL 15-15 |
|---|---|---|---|
| Thoroughfare Type | Commercial Street | Street | Rear Lane |
| Transect Zone | T3, T4, T5 | T3, T4, T5 | T3, T4, T5 |
| Right-of-Way Width | 60 feet | 25 feet | 15 feet |
| Pavement Width | 42 feet | 20 feet | 15 feet |
| Movement | Slow Movement | Slow Movement | Yield Movement |
| Vehicular Design Speed | 30 MPH | 10 MPH | 10 MPH |
| Pedestrian Crossing Time | 14 Seconds | 6.7 Seconds | 5 Seconds |
| Traffic Lanes | 4 - 11 foot outside/10 foot inside | 2 lanes - 10 feet | Yield Lane - 15 feet |
| Parking Lanes | None | None | None |
| Curb Radius | 10 feet | Taper | Taper |
| Public Frontage Type | Varies by Transect | N/A | N/A |
| Walkway Type | 6 foot sidewalk | 5 foot sidewalk (one side) | None |
| Planter Type | 5 foot Continuous Parkway | None | None |
| Curb Type | Curb | Curb | None |
| Landscape Type | Trees at 30' o.c. average | Trees at 30' o.c. average when right of way is available | N/A |
| Transportation Provision | TR | N/A | N/A |

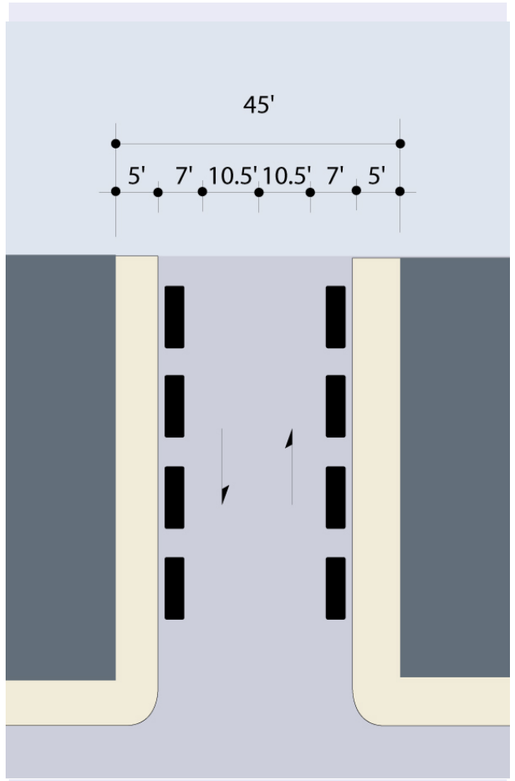
# ATTACHMENT 3

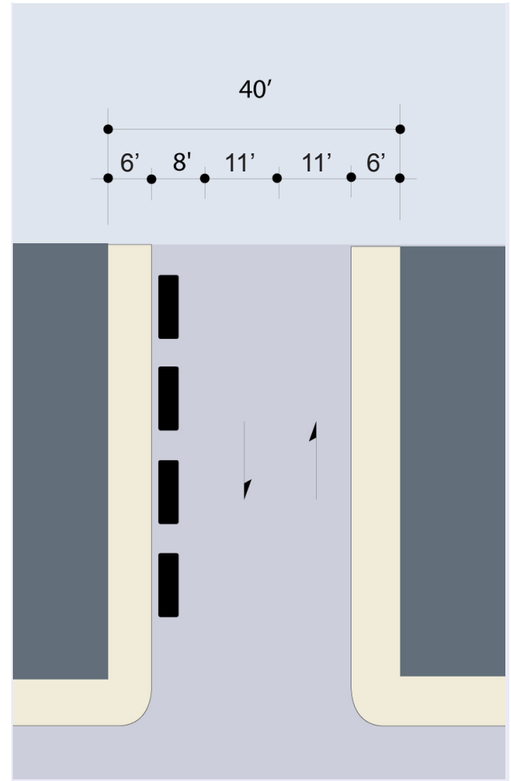
ST-57-20

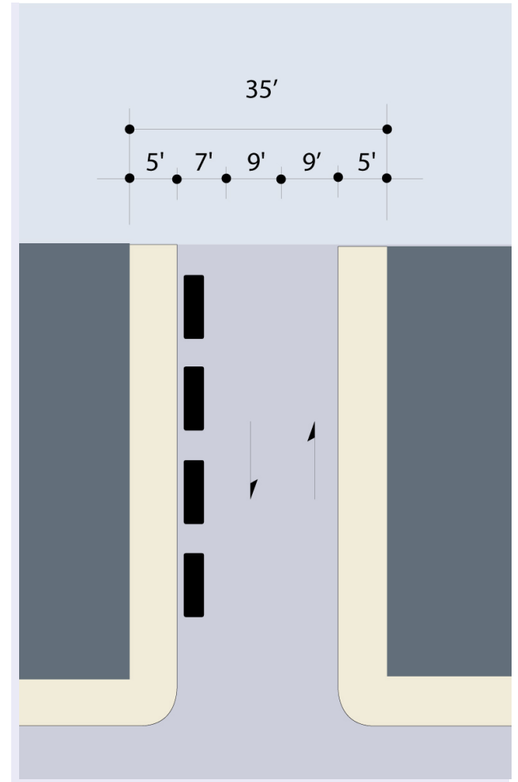
- Pavement Width
- Right of Way Width
- Streetscape Type

STREETSCAPE TYPES

AV: Avenue
CS: Commercial Street
US: Urban Street
ST: Street
RD: Road
AL: Rear Alley
LA: Rear Lane
PA: Path




| | ST 45-35 | ST 40-30 | ST 35-25 |
|---|---|---|---|
| Thoroughfare Type | Street | Street | Street |
| Transect Zone | T3, T4, T5 | T3, T4, T5 | T3, T4, T5 |
| Right-of-Way Width | 45 feet | 40 feet | 35 feet |
| Pavement Width | 35 feet | 30 feet | 25 feet |
| Movement | Slow Movement | Slow Movement | Slow Movement |
| Vehicular Design Speed | 20 MPH | 20 MPH | 20 MPH |
| Pedestrian Crossing Time | 11.6 Seconds | 10 Seconds | 8.3 Seconds |
| Traffic Lanes | 2 lanes - 10.5 feet | 2 lanes - 10 feet | 2 lanes - 9 feet |
| Parking Lanes | 7 feet (one side) | 8 feet (one side) | 7 feet (one side) |
| Curb Radius | 10 feet | 10 feet | 10 feet |
| Public Frontage Type | Varies by Transect | Varies by Transect | Varies by Transect |
| Walkway Type | 5 foot sidewalk | 6 foot sidewalk | 5 foot sidewalk |
| Planter Type | None | None | None |
| Curb Type | Curb | Curb | Curb |
| Landscape Type | Trees at 30' o.c. average when right of way is available | Trees at 30' o.c. average when right of way is available | Trees at 30' o.c. average when right of way is available |
| Transportation Provision | BR | BR | BR |

## Thoroughfare Assemblies

☐ Compliant with thoroughfare assembly requirements as detailed in:

§21.60.030, Table 3(A)
§21.60.040, Table 3(B)

*Notes:*
*Pavement width includes curb and gutter where present, and is measured from face of curb to face of curb.*

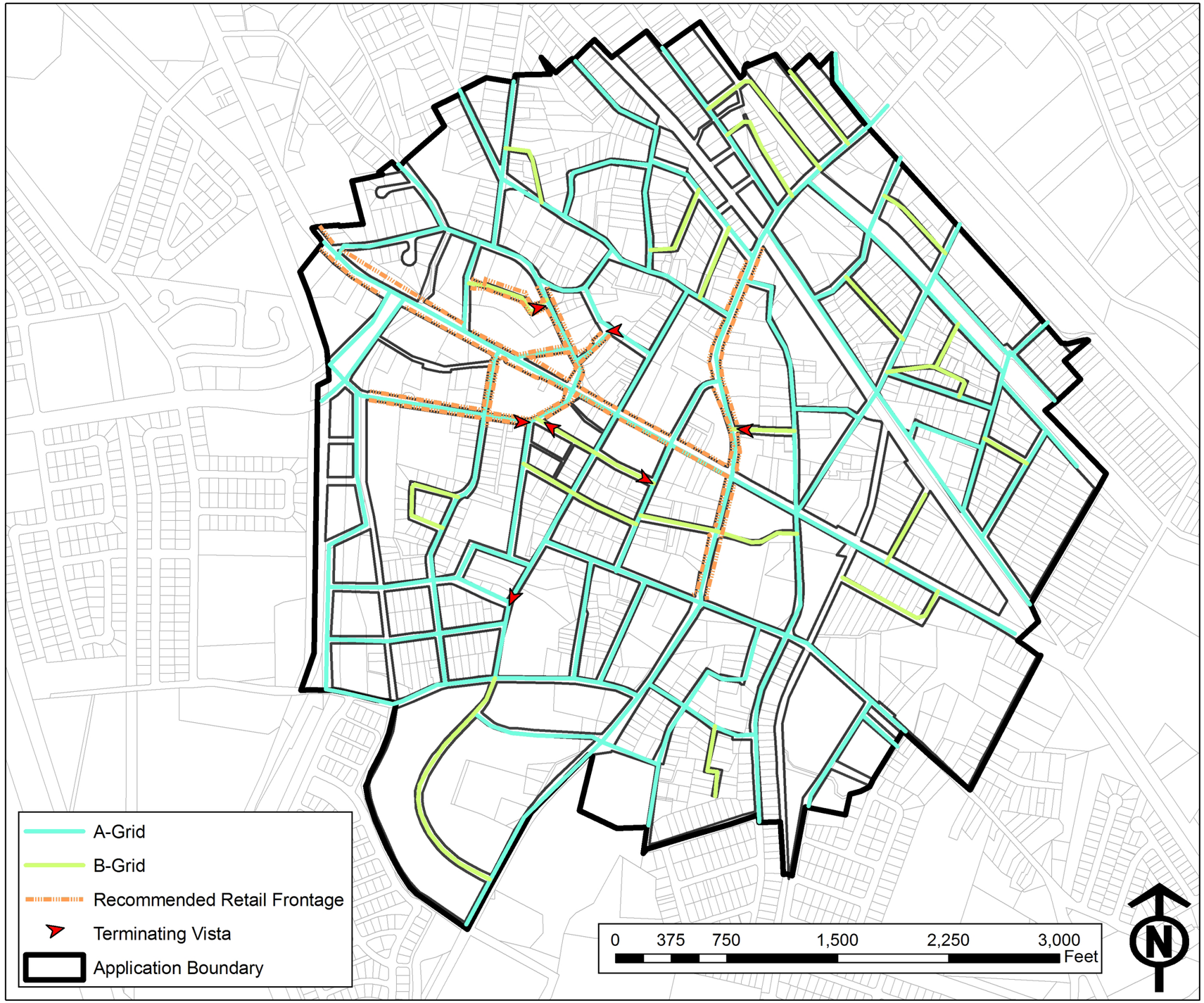
# ATTACHMENT 3

## Special Requirements

- ☐ Compliance with special requirements for Thoroughfare designation for New Communities: *"A differentiation of the Thoroughfares as A-Grid and B-Grid. Buildings along the A-Grid shall be held to the highest standard of this Title in support of pedestrian activity. Buildings along the B-Grid may allow automobile-oriented standards. The Frontages assigned to the B-Grid shall not exceed thirty percent of the total length of the frontages within a pedestrian shed."* §21.40.070(A)(1)

- ☐ Compliance with special requirements for **Recommended** Retail Frontage for New Communities: *"Designations for mandatory and/or recommended retail frontage requiring or advising that a building provide a shopfront at sidewalk level along the entire length of its private frontage."* §21.40.070(A)(2)

- ☐ Compliance with special requirements for **Recommended** Terminated Vistas for New Communities: *"Designation for mandatory and/or recommended terminated vista locations, requiring or advising that the building be provided with architectural articulation of a type and character that responds visually to the location, as approved by the CRC."* §21.40.070(A)(6)





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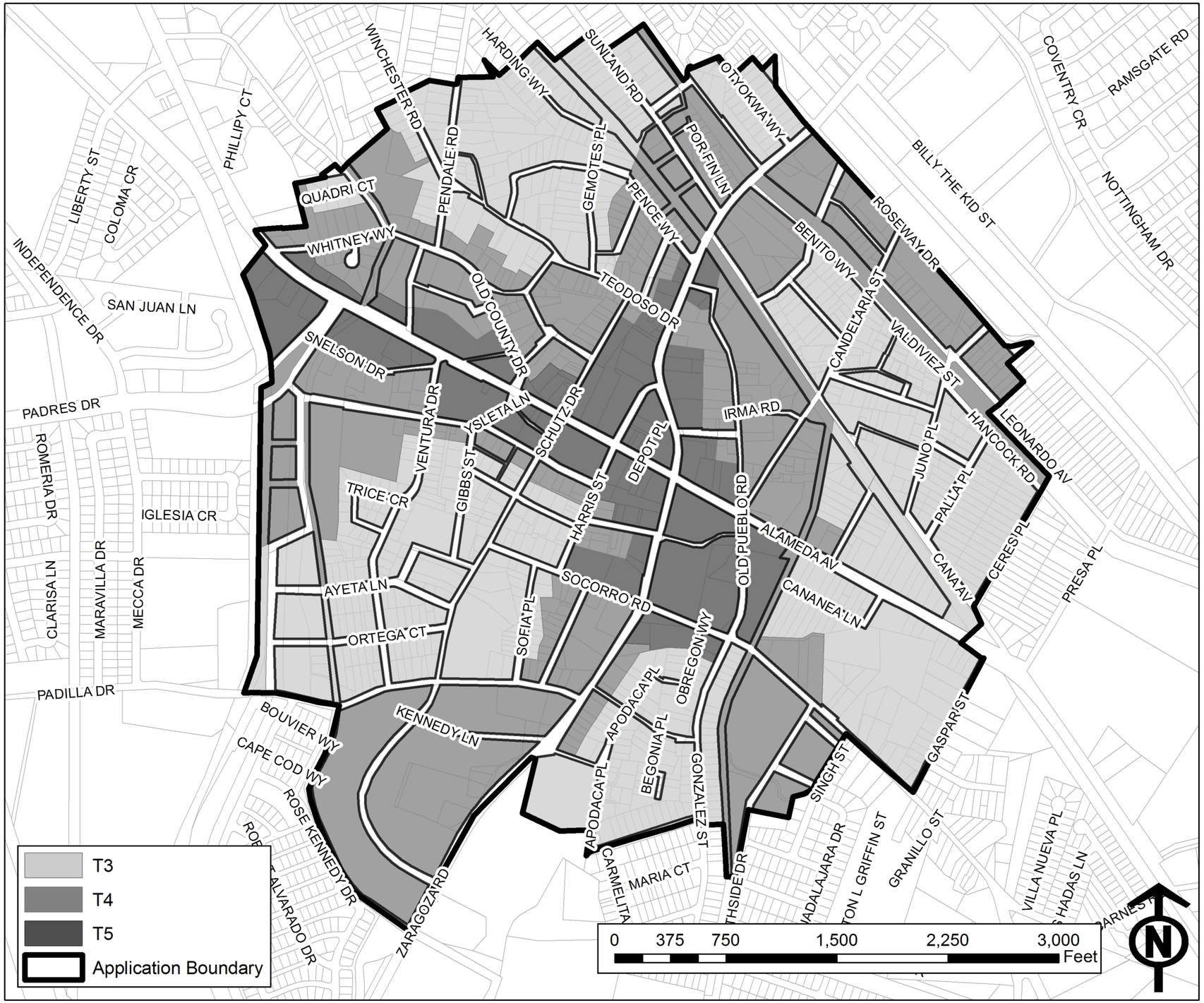


## Black and White Regulating Plan for Recording



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