City of El Paso – City Plan Commission Staff Report

Case No: PLRG12-00011
Application Type: Comprehensive Plan Amendment
CPC Hearing Date: September 20, 2012
Staff Planner: Elizabeth Gibson, (915) 541-4730, gibsonek@elpasotexas.gov

Location: North of Montana Ave. and East of Airport Rd.
Acreage: 316.4 acres
Rep District: 2 and 3

Proposed Use: Infill Airport Regional Center Development
Existing Use: Office, Warehouse, Industrial, Lodging, Retail
Request: Applicant has requested the approval of the "Southern Industrial Park Master Plan" as a study area plan to be incorporated into the City's Comprehensive Plan, *Plan El Paso*, and that the Future Land Use Map contained in the *Plan El Paso* be amended to incorporate the land uses contained in the "Southern Industrial Park Master Plan".

SURROUNDING LAND USE

North: El Paso International Airport
South: Retail, Restaurants, Gas Stations, Car Dealerships, Bank, Apartments, Single Family Residences, Golf Course
East: Offices, Golf Course
West: Fort Bliss
Plan El Paso Designation: G-7, Industrial and/or Railyards; G-4, Suburban Walkable; O-1, Preserve; (Central and East Planning Areas)

CASE HISTORY AND APPLICATION DESCRIPTION

In June 2008, the El Paso International Airport developed a land use plan for the non-aviation airport property in the area referred to as the Southern Industrial Park. The Plan was designed to guide future development and redevelopment in the study area and inform land-use-related decision-making. A primary goal of the plan was to concentrate hotel and restaurant uses at the intersection of Airway Boulevard and Montana Avenue to take advantage of the area's high traffic and visibility.

The proposed "Southern Industrial Park Master Plan" used the 2008 land use plan as a reference document and builds on its goals to capitalize on the study area's location at the Airway Boulevard and Montana Avenue intersection. Further, the proposed Master Plan strives to incorporate goals and recommendations of the *Plan El Paso* to create a pedestrian-oriented destination and airport gateway, providing activities for both visitors and residents. Additionally, its unique location provides a connection to both the airport and the City through the planned Montana Rapid Transit System (RTS) corridor, lending itself to strategic redevelopment and transit-oriented development (TOD) opportunities.

The applicant has requested the approval of the "Southern Industrial Park Master Plan" as a study area plan to be incorporated into the City's Comprehensive Plan, *Plan El Paso*, and the Future Land Use Map (FLUM) contained in the *Plan El Paso* be amended to incorporate the land uses contained in the "Southern Industrial Park Master Plan". The related Infill Regulating Plan submitted as part of the rezoning application to SmartCode Zone (SCZ) (Case file number PZRZ12-00026) provides the regulatory document necessary to implement the proposed "Southern Industrial Park Master Plan".

PLANNING DIVISION RECOMMENDATION

The Planning Division recommends **approval** of the "Southern Industrial Park Master Plan" as a study area plan to be incorporated into the City's Comprehensive Plan, *Plan El Paso*, and that the Future Land Use Map contained in the *Plan El Paso* be amended to incorporate the land uses contained in the "Southern Industrial Park Master Plan". The recommendation of approval is based on the Master Plan's compatibility with the Plan El Paso and furthers the City Council direction to promote smart growth.

Plan El Paso

The proposed "Southern Industrial Park Master Plan" demonstrates compliance with the following criteria:

Goal 1.10: A new Future Land Use Map is an integral part of *Plan El Paso*. This map has been created to assist City officials and private developers in understanding the growth management goals and policies of this plan, particularly as to the form, direction, and timing of future development. The designations on this map are subject to change as El Paso grows and *Plan El Paso* is modified accordingly.

> **Policy 1.10.4**: In addition to the base sectors, the Future Land Use Map contains a series of overlays that define key generators of movement and economic activity; prime locations for new compact neighborhoods; and protection zones:
>
> **d.** Regional Transportation Hubs: The El Paso International Airport and the Union Depot are major regional transportation hubs, supplemented by numerous bus terminals between the border and Downtown El Paso.

Goal 4.13: The El Paso International Airport will increase its role as a welcoming gateway for passengers, as an intermodal hub for incoming and outgoing goods, and as a center for related economic activities that serve the City and the region.

> **Policy 4.13.1**: Take maximum advantage of proposed RTS service to the terminal and the City's other multimodal strategies to improve passenger access to the airport and maximize the value of airport property for related purposes.
>
> **Policy 4.13.2**: The City supports new mixed-use development and redevelopment on and around airport land.

COMMENTS:

None 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:

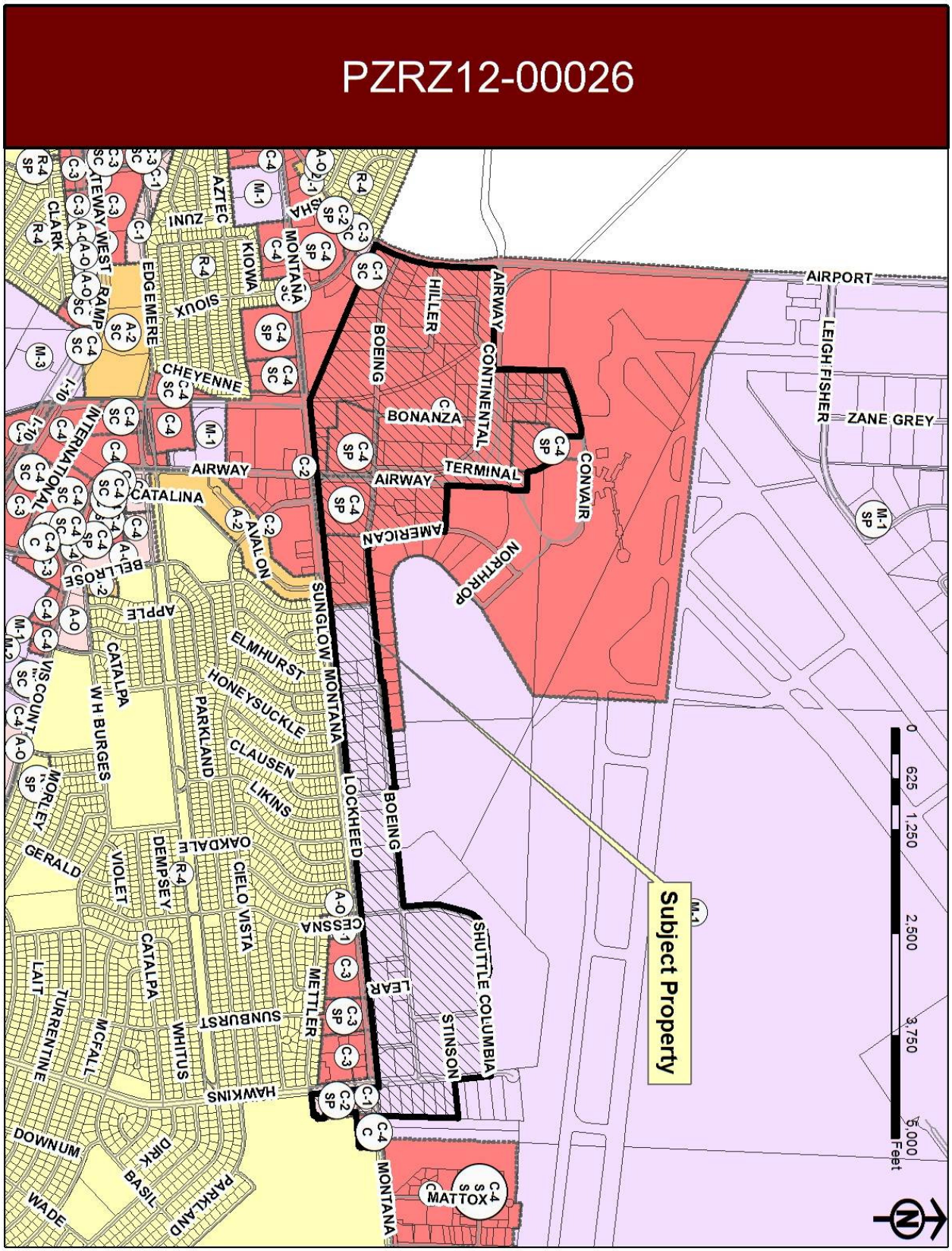
1. Recommend approval of the request finding that the "Southern Industrial Park Master Plan" is in conformance with the review criteria of the *Plan El Paso* as reflected in CPC report or other criteria that the CPC identifies from the Plan.
2. Recommend approval of the request with modifications to bring the "Southern Industrial Park Master Plan" into conformance with the review criteria in the *Plan El Paso* as reflected in CPC report or other criteria from the Plan as identified by the CPC.
3. Deny the request finding that the "Southern Industrial Park Master Plan" does not conform to the review criteria in the *Plan El Paso* as reflected in the CPC report or other criteria identified in the Plan by the CPC.

Attachments:

Attachment 1: Aerial Map
Attachment 2: Current Zoning
Attachment 3: Proposed Ordinance
Attachment 4: "Southern Industrial Park Master Plan"

ATTACHMENT 1: AERIAL MAP

ATTACHMENT 2: CURRENT ZONING



ATTACHMENT 3: PROPOSED ORDINANCE

ORDINANCE NO. _____

AN ORDINANCE APPROVING THE SOUTHERN INDUSTRIAL PARK MASTER PLAN AS A STUDY AREA PLAN TO BE INCORPORATED INTO THE CITY'S COMPREHENSIVE PLAN "PLAN EL PASO", AND THAT THE FUTURE LAND USE MAP CONTAINED IN THE "PLAN EL PASO" BE AMENDED TO INCORPORATE THE LAND USES CONTAINED IN THE SOUTHERN INDUSTRIAL PARK MASTER PLAN

WHEREAS, *Plan El Paso*, as subsequently amended, was initially adopted by the El Paso City Council on March 6, 2012 pursuant to provisions of the Texas Local Government Code as the comprehensive plan for the City; and

WHEREAS, the comprehensive plan provides a basis for the City's regulations and policies that guide its physical and economic development; and

WHEREAS, a specific recommendation of *Plan El Paso* is the creation and adoption of study area plans that will serve as separate policy documents which give general support to the objectives of the City's comprehensive plan; and

WHEREAS, the "Southern Industrial Park Master Plan" serves as a study area and guide for the future growth and development of the area north of Montana Avenue, east of Airport Road, and south of the El Paso International Airport to promote the physical and economic development of this area; and

WHEREAS, a specific goal of *Plan El Paso* is the increased role of the El Paso International Airport as a welcoming gateway for passengers, as an intermodal hub for incoming and outgoing goods, and as a center for related economic activities that serve the City and the region; and

WHEREAS, specific policies identified in *Plan El Paso* to achieve this goal include support for new mixed-use development and redevelopment on and around airport land and the use of the proposed bus Rapid Transit System to maximize the value of airport property; and

WHEREAS, the study area plan referred to as the "Southern Industrial Park Master Plan" employs these strategies to increase the role of the El Paso International Airport as a major regional transportation hub and as a center for economic activity; and

WHEREAS, the City Plan Commission, after conducting a public hearing, recommends adoption of the requested document, as detailed in Exhibit "A" which is the "Southern Industrial Park Master Plan"; and

WHEREAS, the addition of the Southern Industrial Park Master Plan as a specific study plan area to *Plan El Paso* will have no negative impact upon the public health, safety, morals, and general welfare of the City, and that the study area plan will carry out the purpose and spirit of the policies expressed in *Plan El Paso*.

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF EL PASO:

1. That the "Southern Industrial Park Master Plan" is hereby adopted as a study area plan and is attached hereto as Exhibit "A" and incorporated herein by reference for all purposes; and,

2. That the "Southern Industrial Park Master Plan" be incorporated into the City's Comprehensive Plan, *Plan El Paso*, for all the purposes, including amending the Future Land Use Map for the long-range development of the areas outlined in the "Southern Industrial Park Master Plan".

3. That *Plan El Paso* and its related documents, as herein modified, shall remain in full force and effect as to the long range general policies for guiding growth and development in the City.

PASSED AND APPROVED this _____day of _____, 2012

THE CITY OF EL PASO

_____
John F. Cook, Mayor

ATTEST:

_____
Richarda Duffy Momsen
City Clerk

(SIGNATURES CONTINUE ON FOLLOWING PAGE)

APPROVED AS TO FORM:

_____

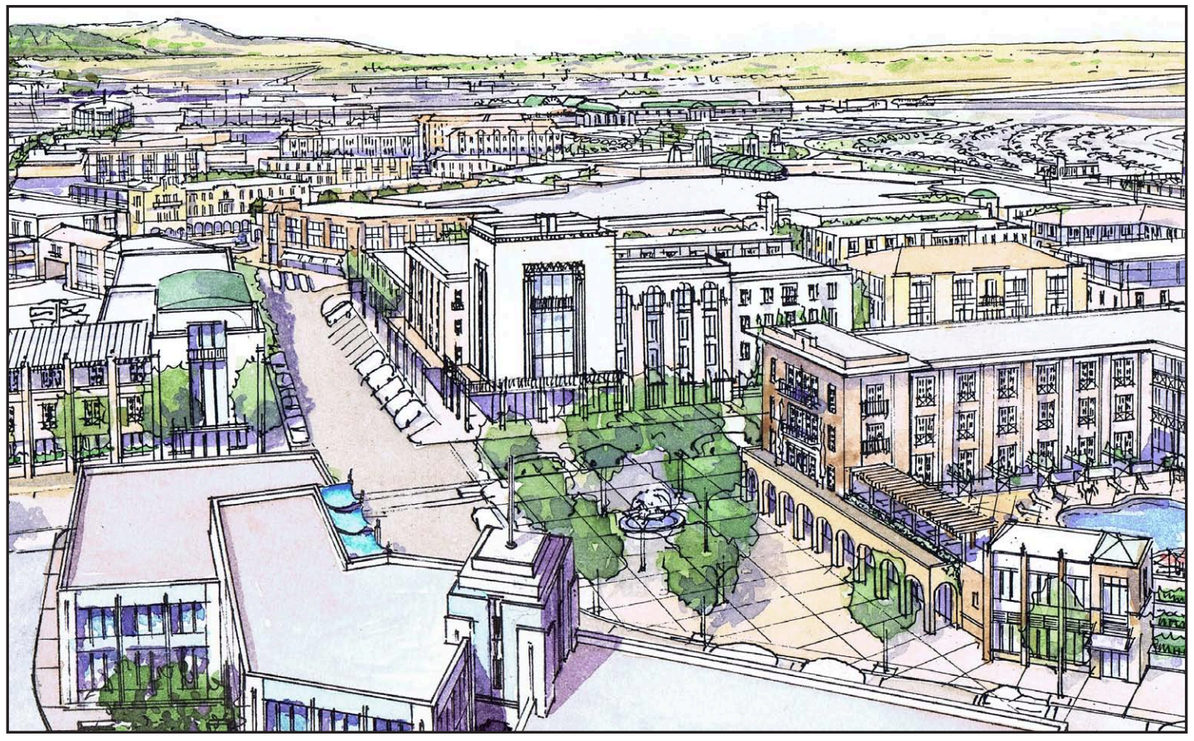
Lupe Cuellar
Assistant City Attorney

APPROVED AS TO CONTENT:

_____

Mathew S. McElroy, Director
City Development Department

ATTACHMENT 4: "SOUTHERN INDUSTRIAL PARK MASTER PLAN"



SOUTHERN INDUSTRIAL PARK MASTER PLAN

A SMARTCODE DEVELOPMENT STUDY FOR A MIXED USE AIRPORT CENTER

El Paso, Texas

August 2012

INTRODUCTION 1
AIRPORT CONTEXT PLAN 2
EXISTING CONDITIONS AERIAL 3
LEASE PLAN OVERLAY - EXISTING BUILDINGS 4
OVERALL ILLUSTRATIVE PLAN 5
REDEVELOPMENT ILLUSTRATED 6
LEASE PLAN OVERLAY - PROPOSED BUILDINGS 7
PHASING ILLUSTRATED 8
DESCRIPTIVE PLAN 9
HIGH STREET 10
THE GATEWAY TO HIGH STREET 11
ILLUSTRATION 12
AIRWAY BOULEVARD INTERFACE 13
BUSINESS CONFERENCE CENTER OPTIONS 14
ILLUSTRATION 15
HOTEL CONCEPTS 16
AERIAL VIEW OF THE MIXED USE CENTER 17
ADJACENT OPPORTUNITIES 18
MONTANA CORRIDOR 19
MONTANA CORRIDOR EXISTING 20
MONTANA CORRIDOR REDEVELOPED 21
MONTANA CORRIDOR STREET VIEW 22
BUILDING TYPES-GENERAL 23
BUILDING TYPES-GENERAL 24
TRANSIT ROUTE OPTIONS 25
REGULATING PLAN OVERALL 26
REGULATING PLAN CENTER 27
SPECIAL DISTRICT STANDARDS 28
SMARTCODE THOROUGHFARE TYPES 29

PLACE MAKERS

El Paso International Airport

EPIA - CENTER **EL PASO, TEXAS**

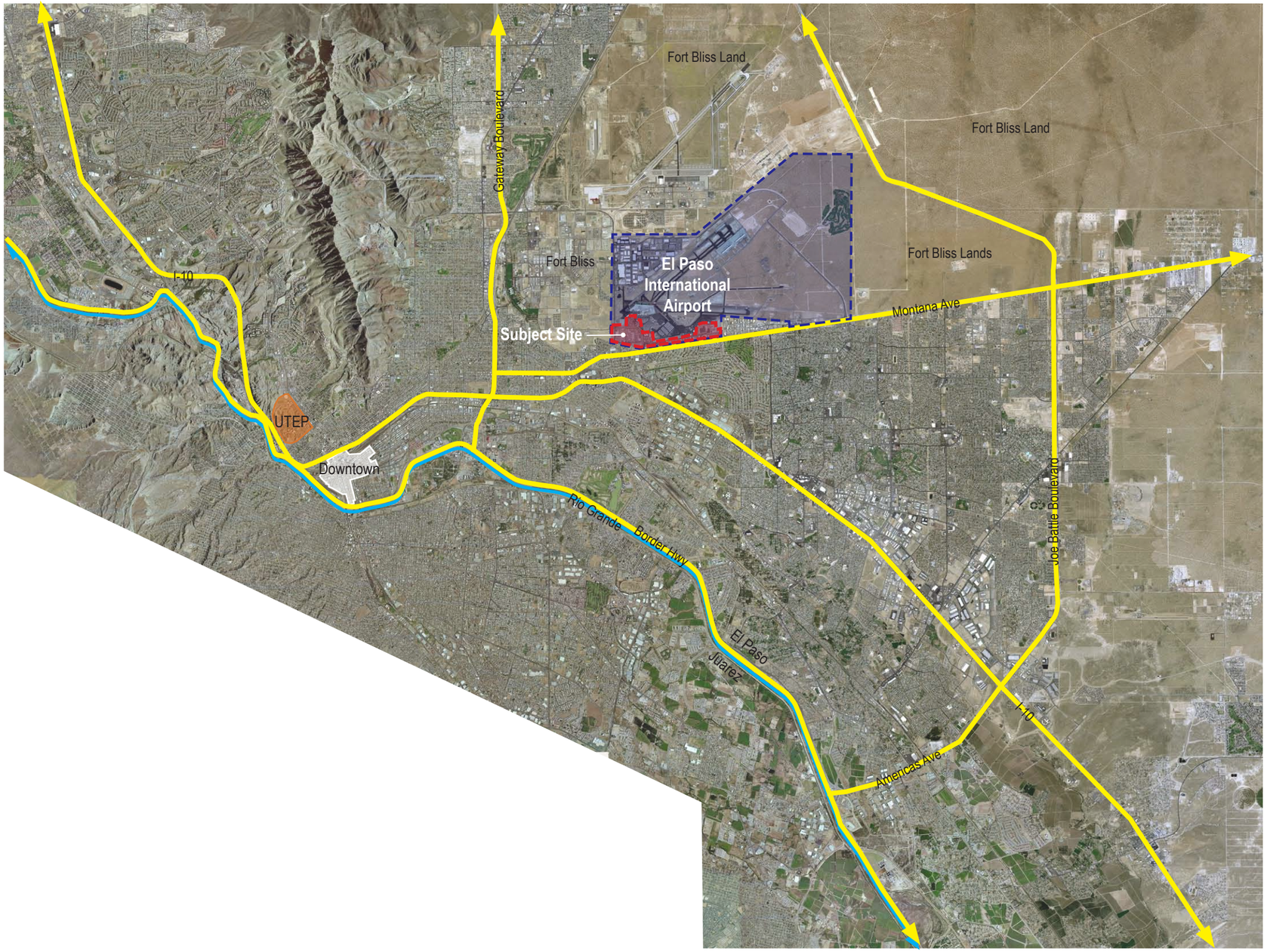
SMARTCODE DEVELOPMENT STUDY

©2012 Placemakers LLC, August 2012

CONTENTS

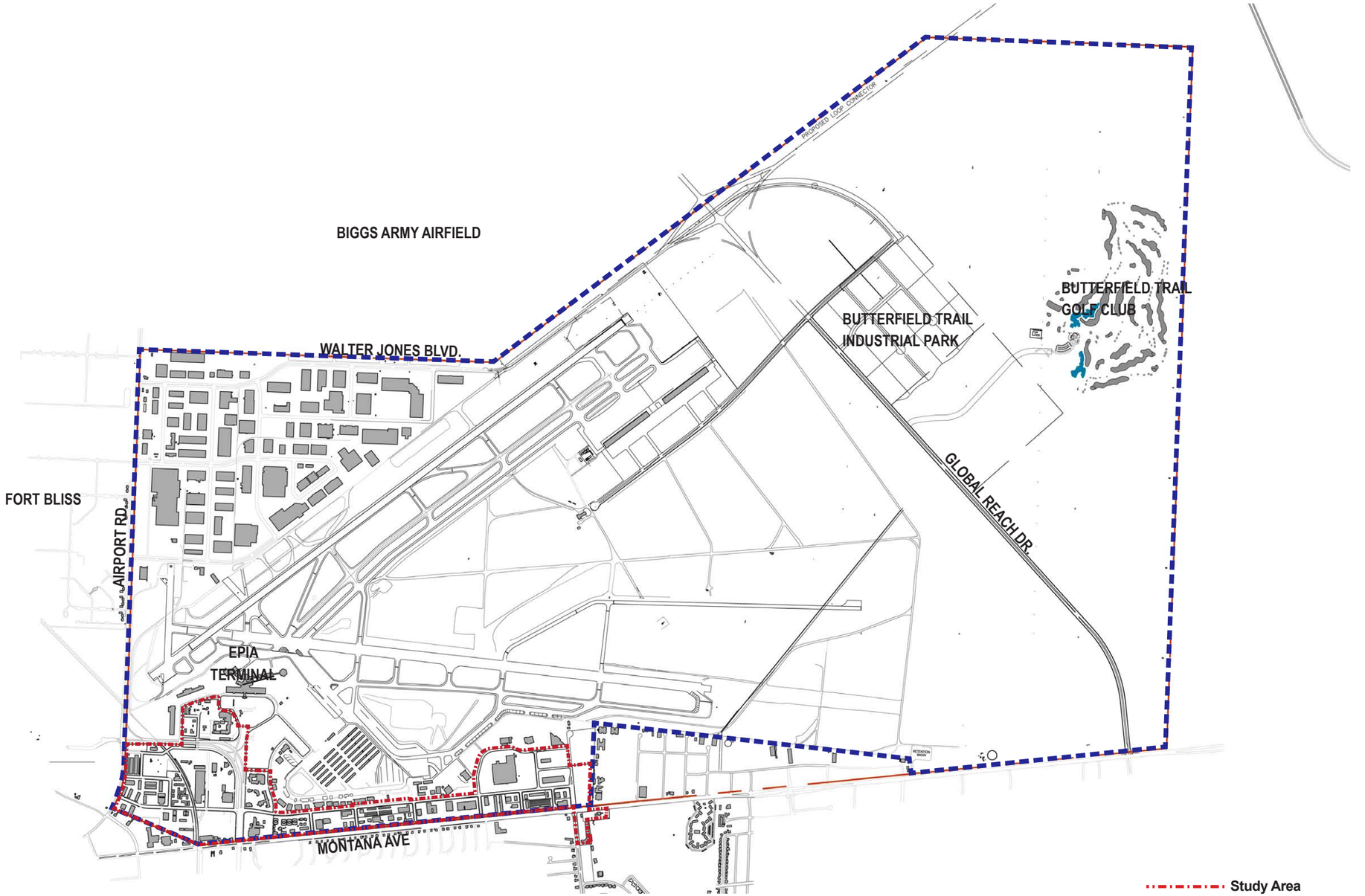
BACKGROUND

This Development Study was developed in conjunction with a collaborative on-site workshop conducted during May 2011, led by Placemakers LLC who worked with the El Paso International Airport, City Planning Staff, El Paso Department of Transportation, City Engineering, and Sun Metro to develop a detailed regulating plan that could be implemented through the City's adopted SmartCode. The SmartCode enables and provides incentives for walkable, mixed use, and compact places as an alternative to conventional automobile-focused, segregated-use suburban zoning standards. This plan builds from the June 2008 Southern Industrial Park Land Use Plan, demonstrating a more detailed urban pattern and comprehensive land-use regulation under the SmartCode as a special district. This document presents background and supplementary information to accompany the Title 21 application.



0 1MI 2MI 4MI

©2012 Placemakers LLC, August 2012

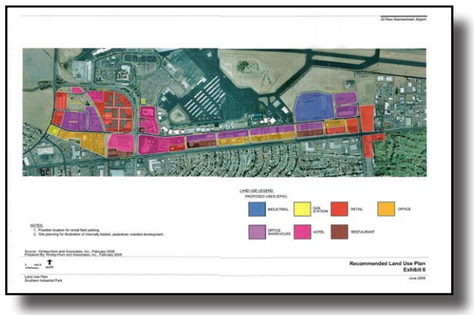


©2012 Placemakers LLC, August 2012

AIRPORT CONTEXT PLAN

Study Area

Existing Conditions:
The Master Plan is based off the location of existing street rights of way, existing users and buildings, and the timing of leases.



2008 Land Use Plan:
The "Southern Industrial Park Land Use Plan" was prepared in June 2008 and serves as a reference document for the Master Plan. At the time of preparation, the Land Use Plan did not anticipate the SmartCode and its inherent mixing of uses. While the Master Plan allows for the location of specific land uses as determined within the preferred general land use scenario (shown at left), SmartCode regulations allow for a wider variety of uses within each district rather than the zoning of specific uses. At a more refined level of planning, the master plan builds in flexibility of use while defining a cohesive vision for redevelopment. The combination of land uses such as office, hotel, restaurant, and retail allows numerous mixed use environments suitable to a variety of users.

Note: The preferred land use scenario shown at left is provided as an illustration only. The specific content is not a part of this Master Plan and is not meant to be discerned from this graphic.

0 400' 800' 1600' SCALE: 1" = 800'

©2012 Placemakers LLC, August 2012

Lease Expiry Dates

- Available
- 2013 - 2014
- 2015 - 2018
- 2019 - 2023
- 2024 - 2028
- 2029 +

Lease Plan Overlay:
This plan shows current lease timing with an overlay of existing buildings

0 400' 800' 1600'

SCALE: 1" = 800'

©2012 Placemakers LLC, August 2012

Illustrative Plan:
As redeveloped under the SmartCode, the Illustrative plan demonstrates one possible scenario for redevelopment.

0 400' 800' 1600' SCALE: 1" = 800'

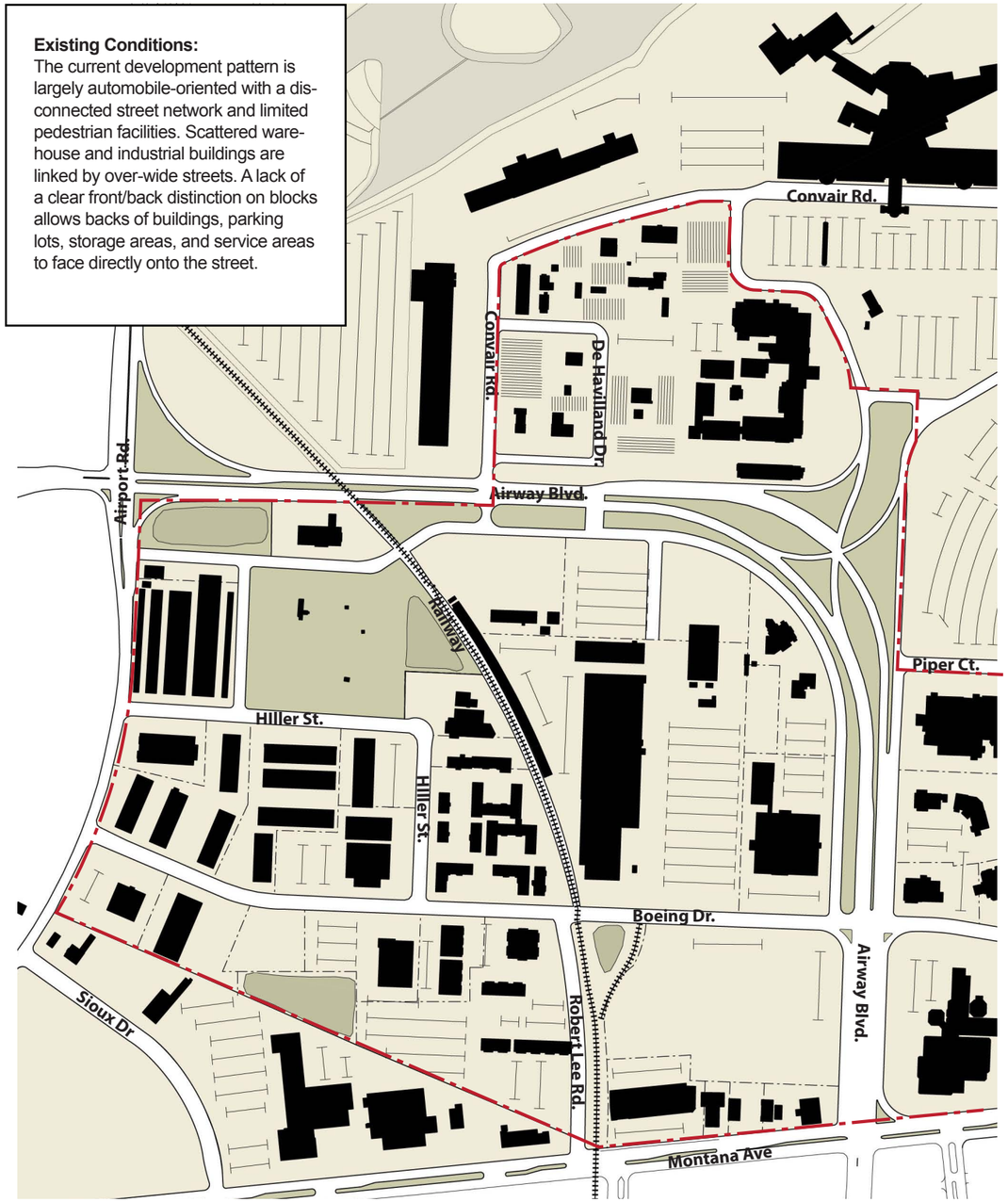
SOUTHERN INDUSTRIAL PARK MASTER PLAN EL PASO, TEXAS

SMARTCODE DEVELOPMENT STUDY

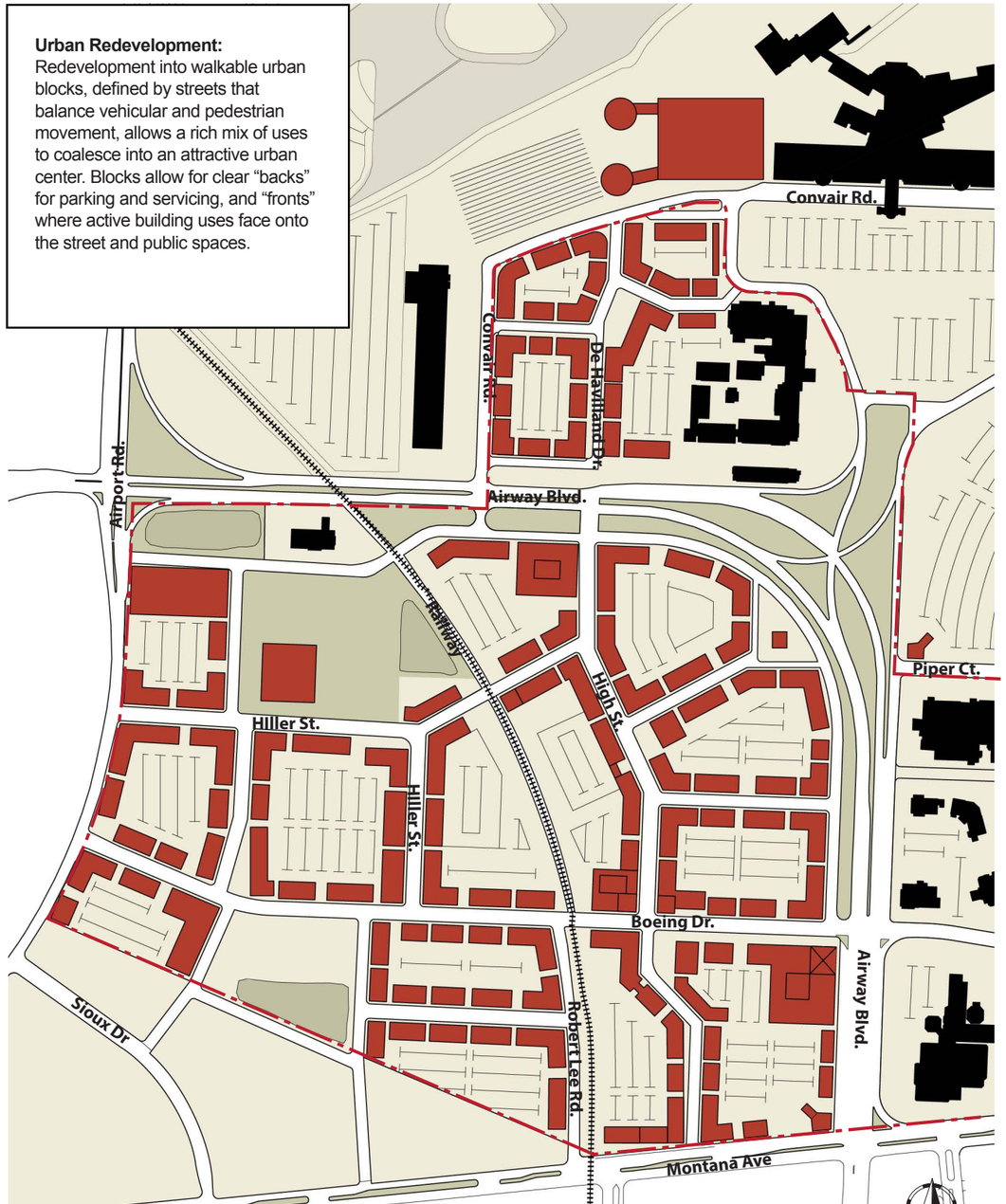
OVERALL ILLUSTRATIVE PLAN

©2012 Placemakers LLC, August 2012

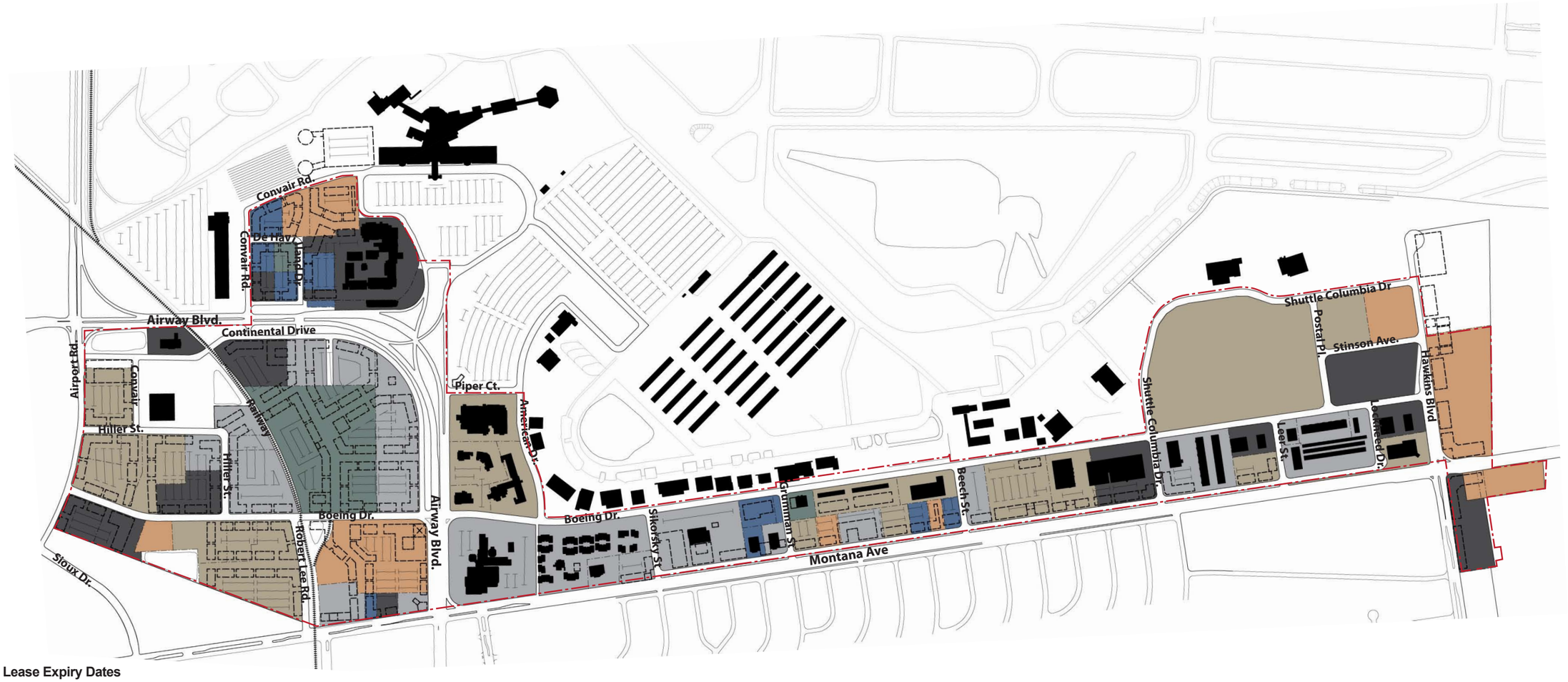
Existing Conditions:
The current development pattern is largely automobile-oriented with a disconnected street network and limited pedestrian facilities. Scattered warehouse and industrial buildings are linked by over-wide streets. A lack of a clear front/back distinction on blocks allows backs of buildings, parking lots, storage areas, and service areas to face directly onto the street.



Urban Redevelopment:
Redevelopment into walkable urban blocks, defined by streets that balance vehicular and pedestrian movement, allows a rich mix of uses to coalesce into an attractive urban center. Blocks allow for clear "backs" for parking and servicing, and "fronts" where active building uses face onto the street and public spaces.



©2012 Placemakers LLC, August 2012



Lease Expiry Dates

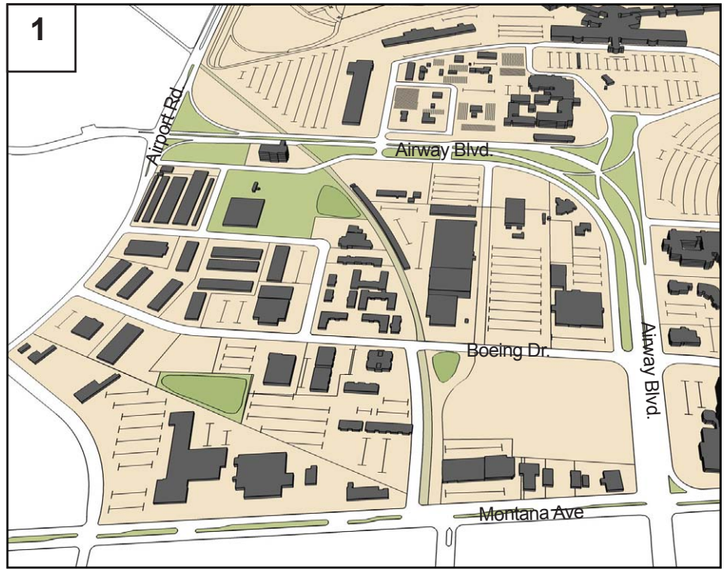
- Available
- 2013 - 2014
- 2015 - 2018
- 2019 - 2023
- 2024 - 2028
- 2029 +

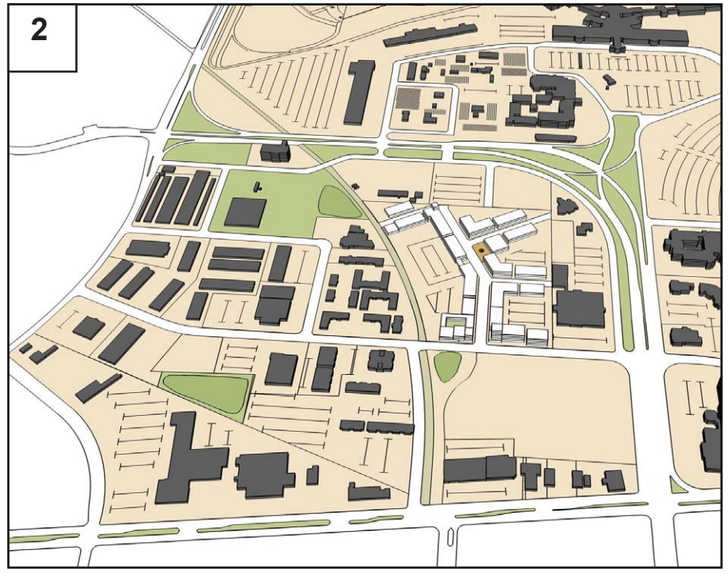
Lease Plan Overlay:
This plan shows current lease timing with an overlay of both existing and proposed buildings

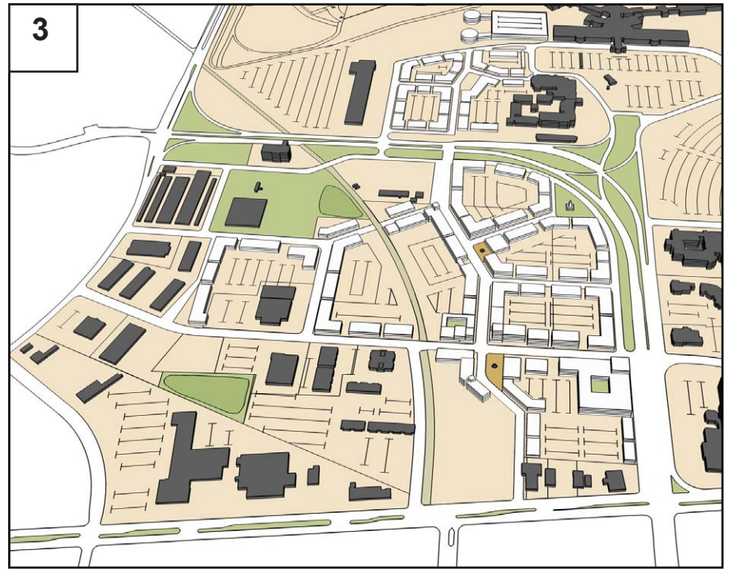
0 400’ 800’ 1600’ SCALE: 1” = 800’

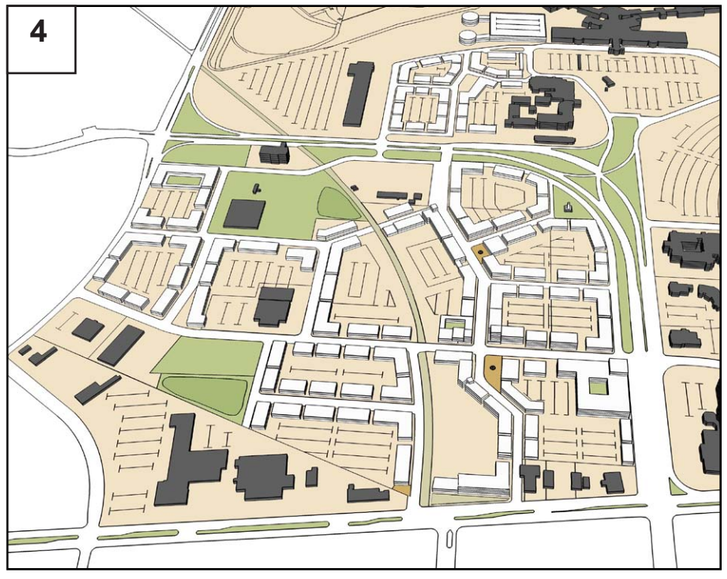
©2012 Placemakers LLC, August 2012

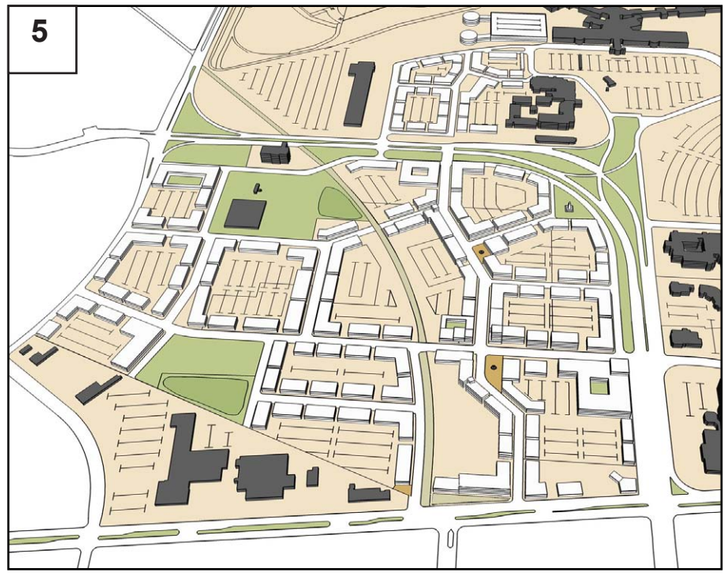
Phasing Illustrated: This series of images shows how the mixed use center might develop over time in response to lease expiries and other factors.

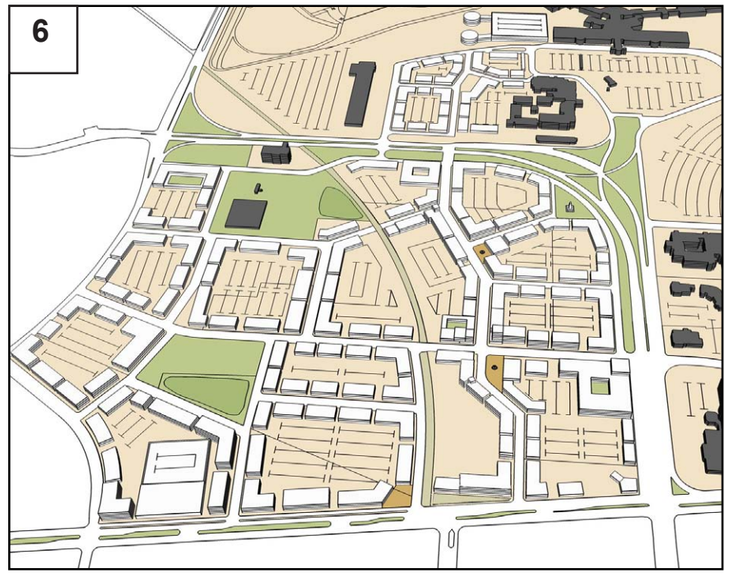












©2012 Placemakers LLC, August 2012

High Street: The Master Plan is centered on a north-south "High Street" leading from the new Rental Car Garage and extending south to Montana. Most of the street occurs within existing street right-of-way, but curves to create visual interest and a sense of an outdoor room.

High street is a pedestrian friendly street with diagonal and parallel parking that serves abutting shops, offices, and hotels. The street winds through a variety of public spaces and allows a rich mix of uses. The proposed name "High Street" invokes both aviation and the commercial character of traditional high streets.

High Street Shops, Entertainment, and Restaurants: In the heart of the plan, supported by nearby office, hotel, business conference center, and other uses, High Street is designed as an entertainment and shopping destination. Ground floor retail and restaurant uses are shown with a red line (see next page).

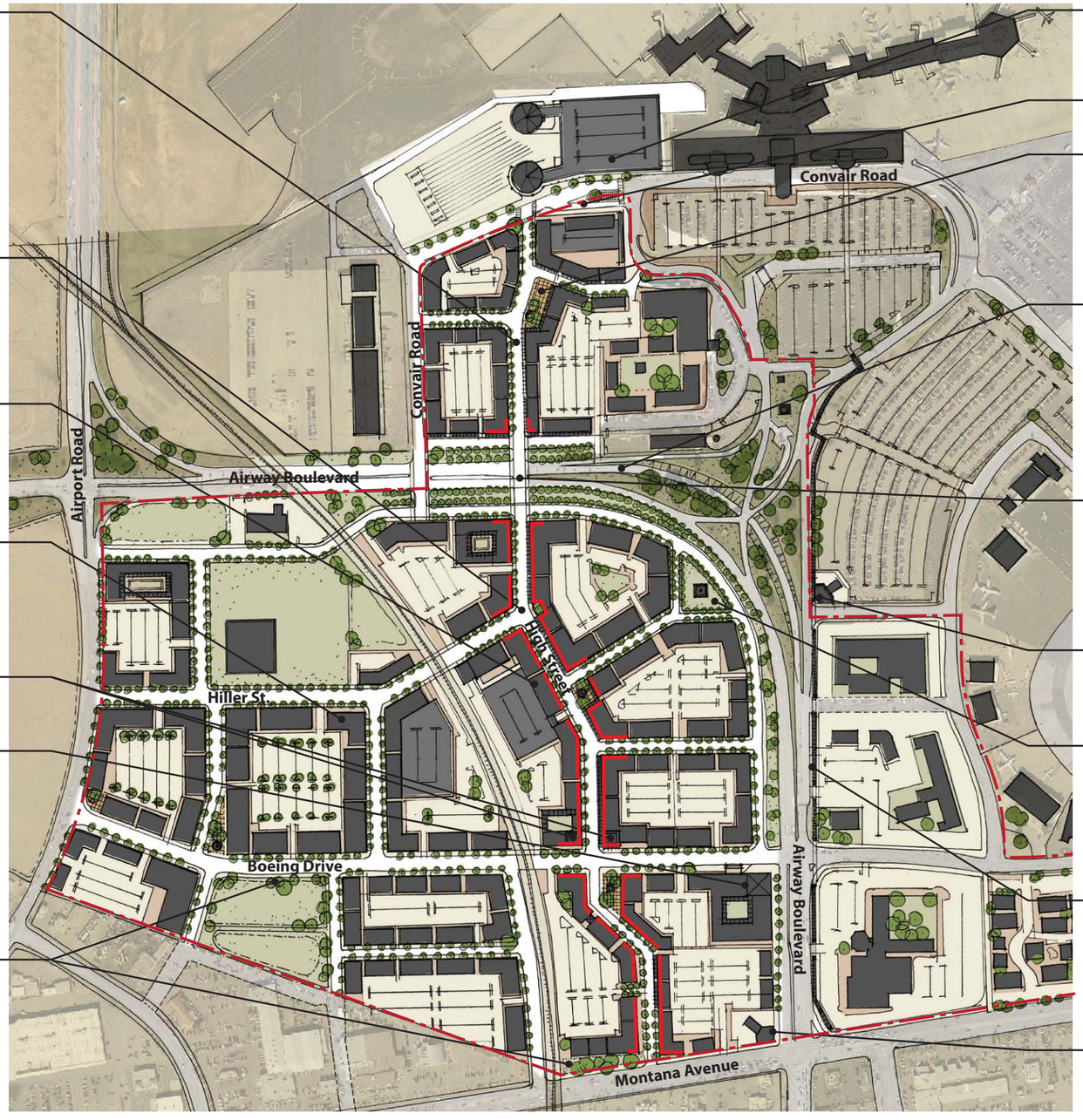
Lined Parking Garages: The SmartCode allows a range of possible development intensities. The ability to provided parking limits intensity. Both surface parking and parking garages are shown to demonstrate possible configurations. The existing railway is ideal for interfacing parking facilities. Other garage locations are possible.

Mixed Office Opportunities: The area west of the railway is defined by a mix of street oriented office, warehouse, and light industrial. With nearby multi-modal facilities and the mix of uses on High Street, this area might also be attractive to Class 'A' office tenants. Employees park within the block with visitor parking on-street.

Tower Icons: defined as attractive tower elements, these two building form a gateway to High Street and a visual attraction from Montana Avenue.

Hotels: Hotels configured with an internal semi-private courtyard are an ideal building type as demonstrated by many of the existing hotels in the area. Incorporated in an urban block, a clear front and back is established with parking and servicing internal to the blocks and public (retail/lobby/restaurant) uses facing the street. Rooms may face the courtyard, street, or internal block. With a street orientation, hotels guests are a short, comfortable walk to High Street amenities, the business conference center, transit, and the airport terminal. (See page 16)

Stormwater Facilities: Stormwater facilities are designed as attractive parks adding value to adjacent properties. Storm water management requirements will require further study and may require alterations to the Master Plan.



Consolidated Rental Car Facility: The Southwestern Ramp will serve as a north gateway to the High Street and should be designed with an attractive, pedestrian friendly interface that directs traffic south into High Street.

Transit Center: A small plaza allows for a possible transit transfer station near the terminal.

The Northern Link: This area serves as an important pedestrian and vehicular link between the Terminal and the main project area. With High Street as its spine and anchored by a small plaza in the center, the area is redesigned as pedestrian friendly urban blocks serving office, light industrial, airport services, and select retail/restaurants.

Taming Airway Boulevard: Airway Boulevard is currently designed as a short high-speed freeway section. Because the street is constrained on the west by Airport Road and to the South with Montana, the high speed geometry serves no functional purpose, and instead creates high speeds dangerous for both pedestrians and vehicles. Airway Boulevard must be reconfigured into an urban section capable of moving vehicles more safely and allowing a better pedestrian interface. (See Page 13)

Airway Boulevard Interface: The intersection of High Street and Airway Boulevard provides an early opportunity to tame the Boulevard. The submerged westbound lane of Airway Boulevard should be traffic calmed with striping and signage. Redesigned as a public space with pedestrian facilities, this intersection could become a valuable address along High Street. (See Page 13)

Airport Gas Station: Configured with a street orientation, a future gas station serves rental car customers while also masking the large parking area to the northeast. Note that this is not part of the current rezoning application.

Business Conference Center and Square: These blocks have been identified as a location for a possible business conference center. Several configurations are possible as illustrated on page 14. A triangular public space creates an interface both visually as it faces Airway Boulevard and the terminal, and for vehicular access. (See page 14)

Arcade Covered Sidewalks: Exposed, discontinuous sidewalks makes the journey from the Hotels along Airway Boulevard to the terminal difficult. Inspired by the arcade covered sidewalks near the terminal building, arcade covered sidewalks create a comfortable walking linkage to the airport, add a unique character to the area, and mask off-street parking lots.

Corner Gas Station: Configured with a street orientation, this gas station serves as a gateway to the Airport Center.

0 250' 500' 1000' **SCALE: 1" = 500'**

©2012 Placemakers LLC, August 2012

Gateway To High Street:
"High Street", shown in red at right, is proposed as a lively entertainment and shopping destination. While the entire length stretches almost 2000 feet, the core blocks in the middle measure about a quarter of a mile- roughly 1300 feet- which would be a 10 minute walk from one end to the other, and back. This could accommodate as much as 100,000 - 200,000 sf of commercial uses at ground level. While it is ideally located as a more intimate, pedestrian oriented counterpart to Airport Boulevard, one challenge of the proposed location is to create enough drive-by traffic and visibility for commercial viability. A number of strategies deal with this:

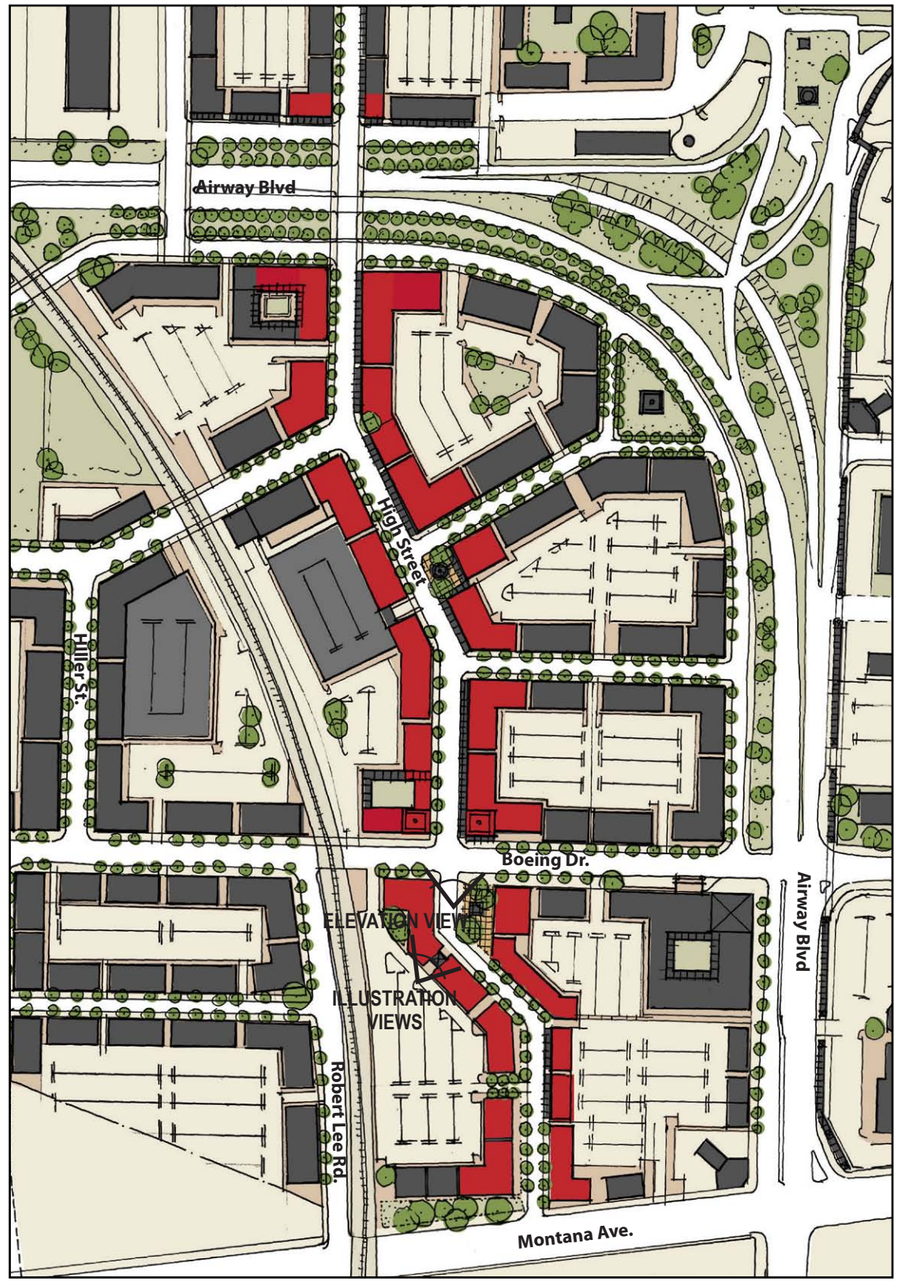
1. Build iconic corner buildings with tower elements that can attract attention from nearby thoroughfares. Shown above are conceptual hotel elevations for the two tower elements on the south end of High Street indicated as "Elevation View". Other important intersections should follow suit.

2. A mix of uses including office, accommodations, and destination retail will create more pedestrian traffic for the retail.

3. Adding the planning area to the north creates a contiguous link and gateway to the terminal.

4. Traffic diversion strategies to direct some of the traffic to and from the airport, adjacent uses, and transit through the high street to increase visibility and activity.

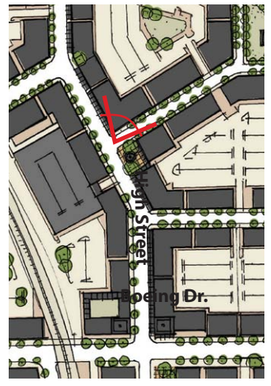
5. Open the view shed to Montana Avenue on the south by locating a storm water management park or restricting south buildings to lower heights to allow viewsheds to tower elements as shown above. This option would be explored at the discretion of the developer and would not be tied to zoning.



©2012 Placemakers LLC, August 2012

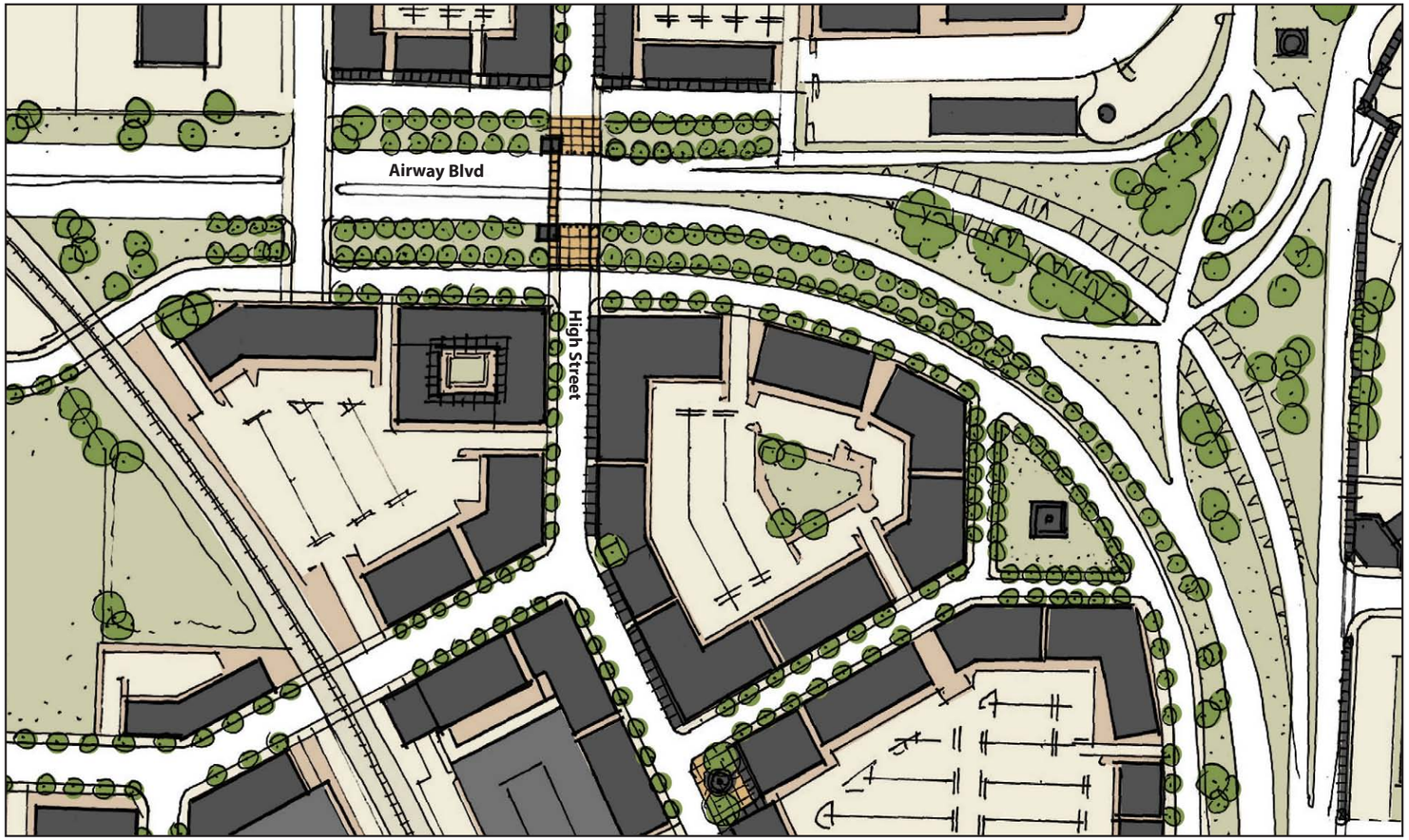
©2012 Placemakers LLC, August 2012

THE GATEWAY TO HIGH STREET
View to north through pedestrian passage.



Plaza on High Street:
There are two plazas identified along the proposed “High Street”. This is a view to the northwest from the plaza to the south and in the heart of the retail/restaurant/entertainment area. The plaza can be programmed for events or can serve outdoor dining. Upper story uses may be office or accommodations.

©2012 Placemakers LLC, August 2012



Pedestrian Overpass Option: If Airway Boulevard is not traffic calmed, this diagram demonstrates a pedestrian overpass alternative to the proposed new intersection at Airway Boulevard and High Street.

Traffic Calming: A 25 mph speed limit enforced by traffic calming is necessary for Airway Boulevard, particularly for a new intersection at Airway Boulevard and High Street.

Taming Airway Boulevard

As previously discussed on the Descriptive Plan , the curved segment of Airway Boulevard is currently configured as a short high-speed freeway segment. Because the roadway is constrained at either end by signalized intersections, this configuration serves only to speed traffic around the curve without actually increasing capacity on the roadway. Failing any real benefit, the results of this high speed roadway geometry has proven dangerous for vehicles, and hostile to pedestrians. Regardless of whether redevelopment for this area is undertaken, this roadway is unsafe and requires mitigation. Fortunately, the development energy and momentum from active redevelopment could provide the catalyst to fix the roadway.

The Southern Industrial Park Master Plan is designed as a pedestrian friendly, mixed-use urban environment that balances automobile movement with pedestrian mobility. As it relates to thoroughfares, the El Paso SmartCode states “Design conflict between vehicular and pedestrian movement generally shall be decided in favor of the pedestrian.” Unfortunately, the current configuration of Airway Boulevard is not suitable for pedestrians or vehicles.

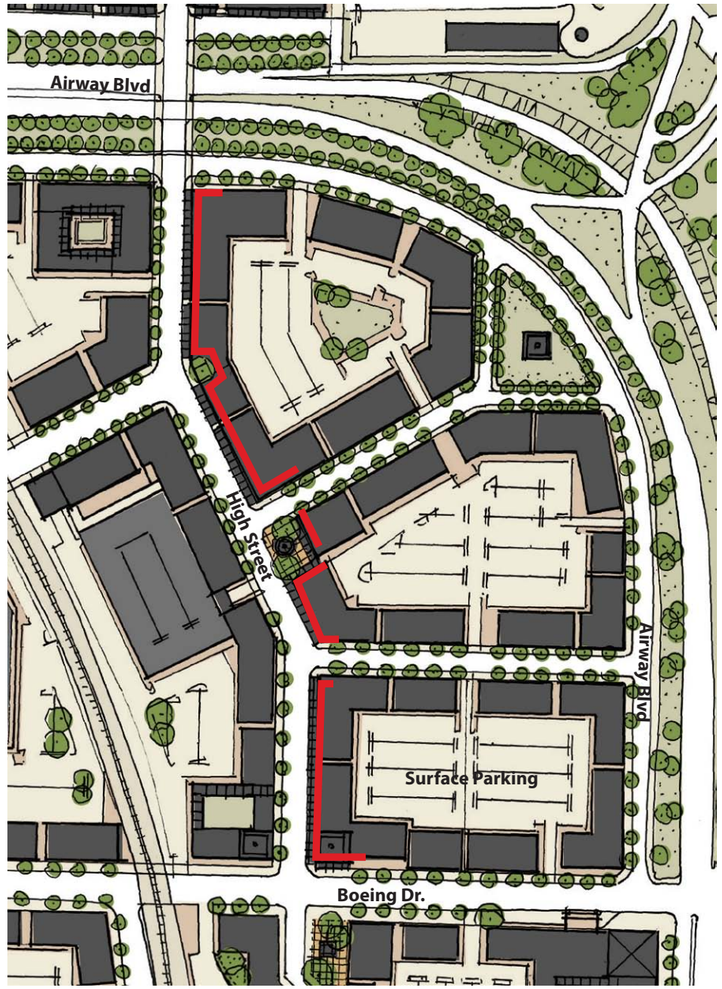
The proposed plan demonstrates a new at grade intersection at Airway Boulevard and “High Street”. This intersection in itself will add a traffic calming element to the Boulevard, and is the best configuration for pedestrian and vehicular movement onto High Street. However, this configuration is dependent on other traffic calming measures along Airway, particularly from the westbound lane as it approaches the new intersection. The photo simulations to the right show examples of possible traffic calming measures necessary to enforce a safe 25 mph along the entire curve. Other measures may include additional signage, rumble strips, and pavement markings.

However, if these traffic calming measures are not put into place and evaluated for their effectiveness, the new intersection should not be constructed. The illustration to the upper left shows a pedestrian overpass in place of an at grade intersection as a fall-back position, or interim step. This will impact pedestrian movements and vehicular access to the mixed use center, while maintaining the current vehicular focus of the Boulevard.

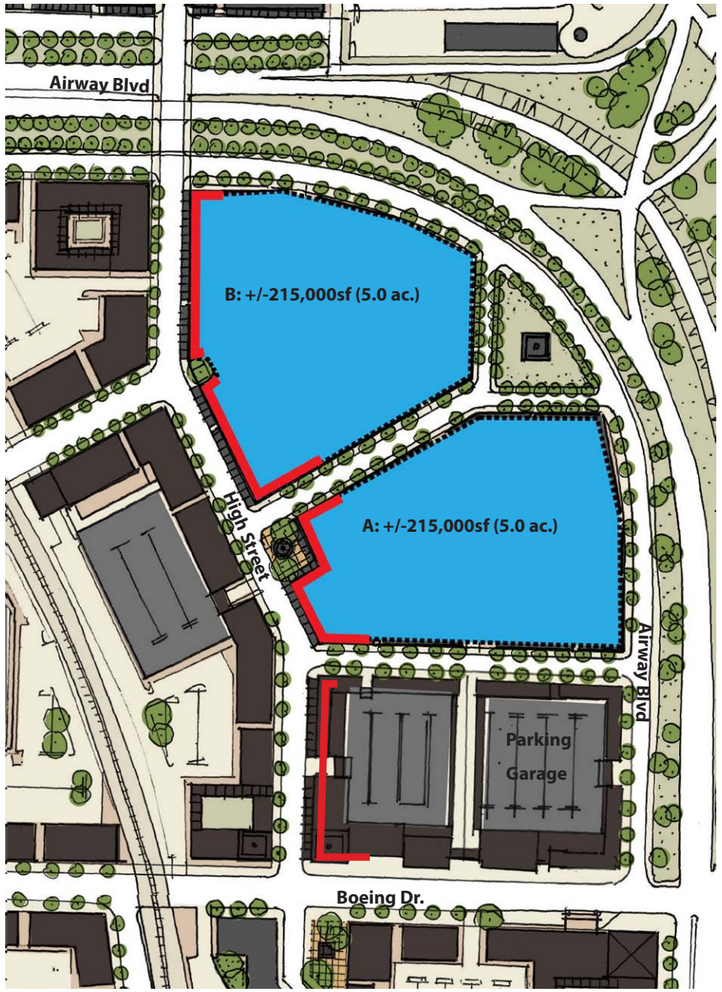
The redevelopment of the Southern Industrial Park will be significant undertaking and a substantial investment for the Airport and the City. It is strongly recommended that the City and the Airport work closely together to achieve a safer, more pedestrian interface for Airway Boulevard. Only when this option is exhausted, or to allow for redevelopment prior to necessary street improvements, the pedestrian overpass alternative should be adopted.

©2012 Placemakers LLC, August 2012

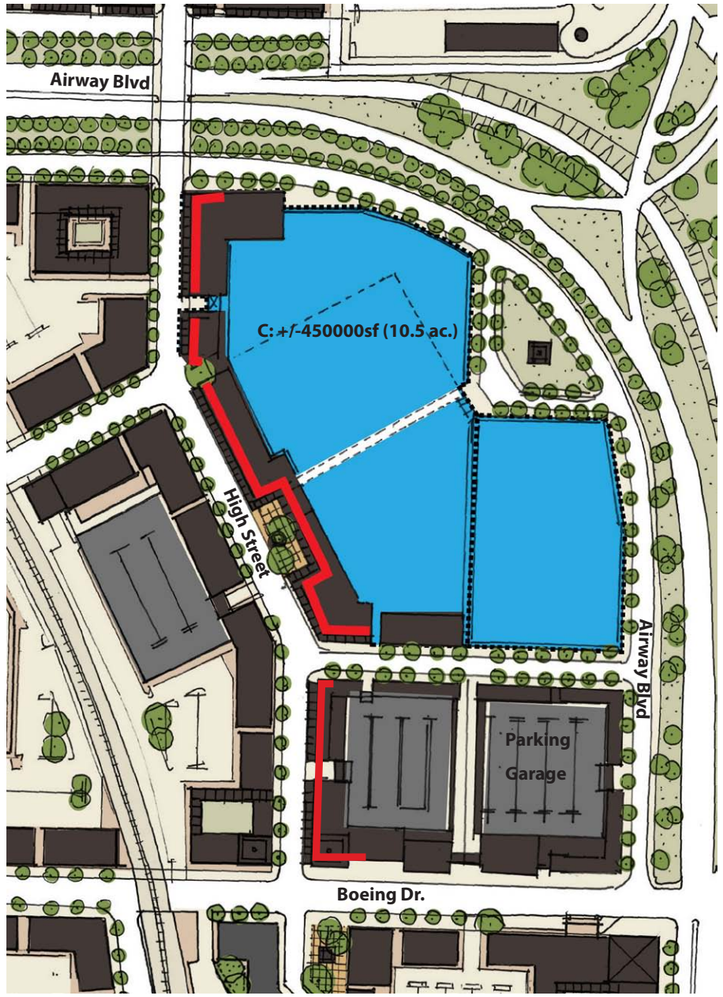
Business Conference Center Options:
There are several options for locating a business conference center on the property. Each will depend on existing leases, the specific needs of the facility, and phasing opportunities. The blue area shows the potential areas, the red lines show where a retail ground story is required. All block faces will require an active interface with the adjacent street.



Block Structure: The SmartCode provides flexibility in use, while ensuring a walkable, street-oriented pedestrian interface. The base Master Plan demonstrates a flexible block structure defined by walkable streets and shaped by street oriented buildings. Parking is provide on-street with additional parking lots concealed within the blocks. Using this block structure as a base, three business conference center options are proposed. Note that as building uses intensify, surface parking lots can become parking garages wrapped with buildings.



Options A & B: There are two options for a block-sized business conference center parcel, each with approximately 215,000 sf footprint. Both options have good visibility from the north across the green, as well as from Airport Boulevard to the east. Block 'A' has proximity to a possible parking structure within the block to the south, concealed by street oriented buildings. It can also utilize the plaza along High Street for the business conference center interface. The Block 'A' option is illustrated on the following page.



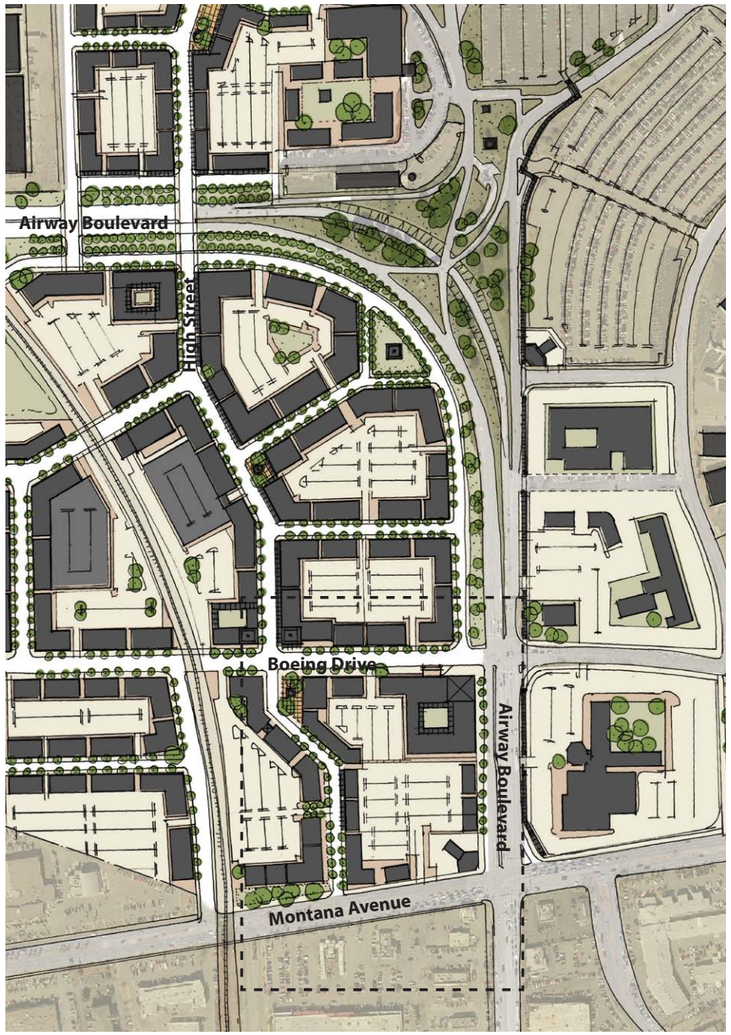
Option C: This options consolidates two blocks to form a single 450,000 sf block for a larger business conference center. The challenge for this format is that it reduces walkability through an oversized block and creates several hundred feet of block faces that must have an active use facing the street. This option demonstrates the most ambitious option, but would require exceptions within the SmartCode. The block to the south has a wrapped parking deck to provide parking.

©2012 Placemakers LLC, August 2012

Business Conference Center on the Green:
This illustration of business conference center option 'C' shows the north face of the block on the triangular green. The two tower elements enhance visibility. The bronze domes of the tower and the arched ceiling of the main foyer relate to the tarnished bronze domes of the airport terminal.

©2012 Placemakers LLC, August 2012

First Phase Hotel Concepts:
These two concepts demonstrate variations on a four story hotels with internal courtyards set within a mixed use block. With each, approximately 200 parking stalls are provided within the block for hotel use. On-street parking serves retail and restaurant uses. Other buildings enclose the block and may include single storey retail/restaurants, office, small scale mixed use, and other hotels- each with their own parking.

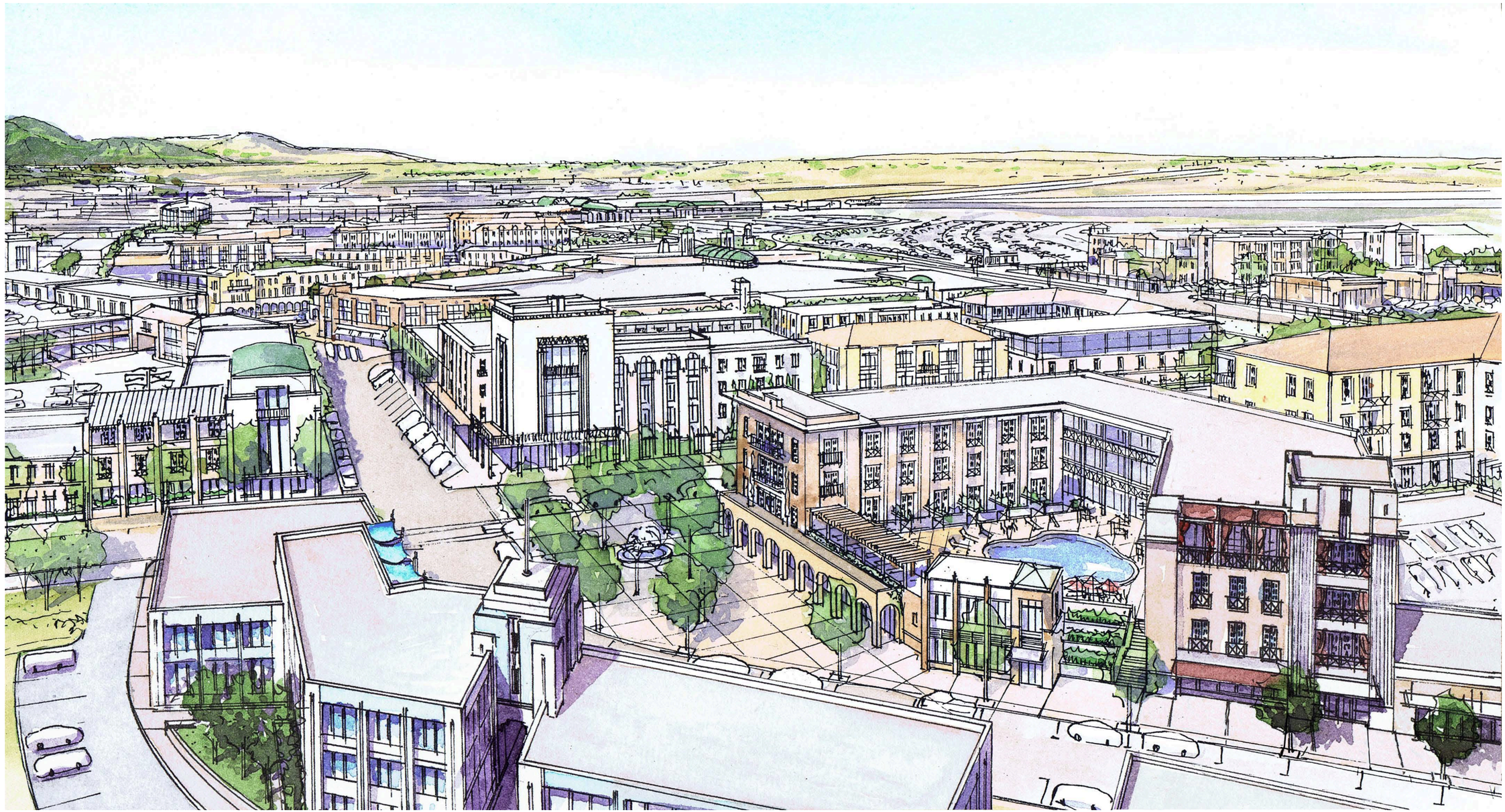


Concept A: This concept shows the hotel on the north eastern side of the block with good visibility from Airway Boulevard, and a south terminated view from Continental Drive.

Concept B: This concept shows the hotel integrated with the High Street entertainment and retail street. An elevated courtyard has hotel amenities, and guest have direct access to the programmed urban plaza. The hotel restaurant would contribute to High street. This concept is used for the illustrations within the Master Plan on the following pages.

0 250' 500' 1000' SCALE: 1" = 500'

©2012 Placemakers LLC, August 2012



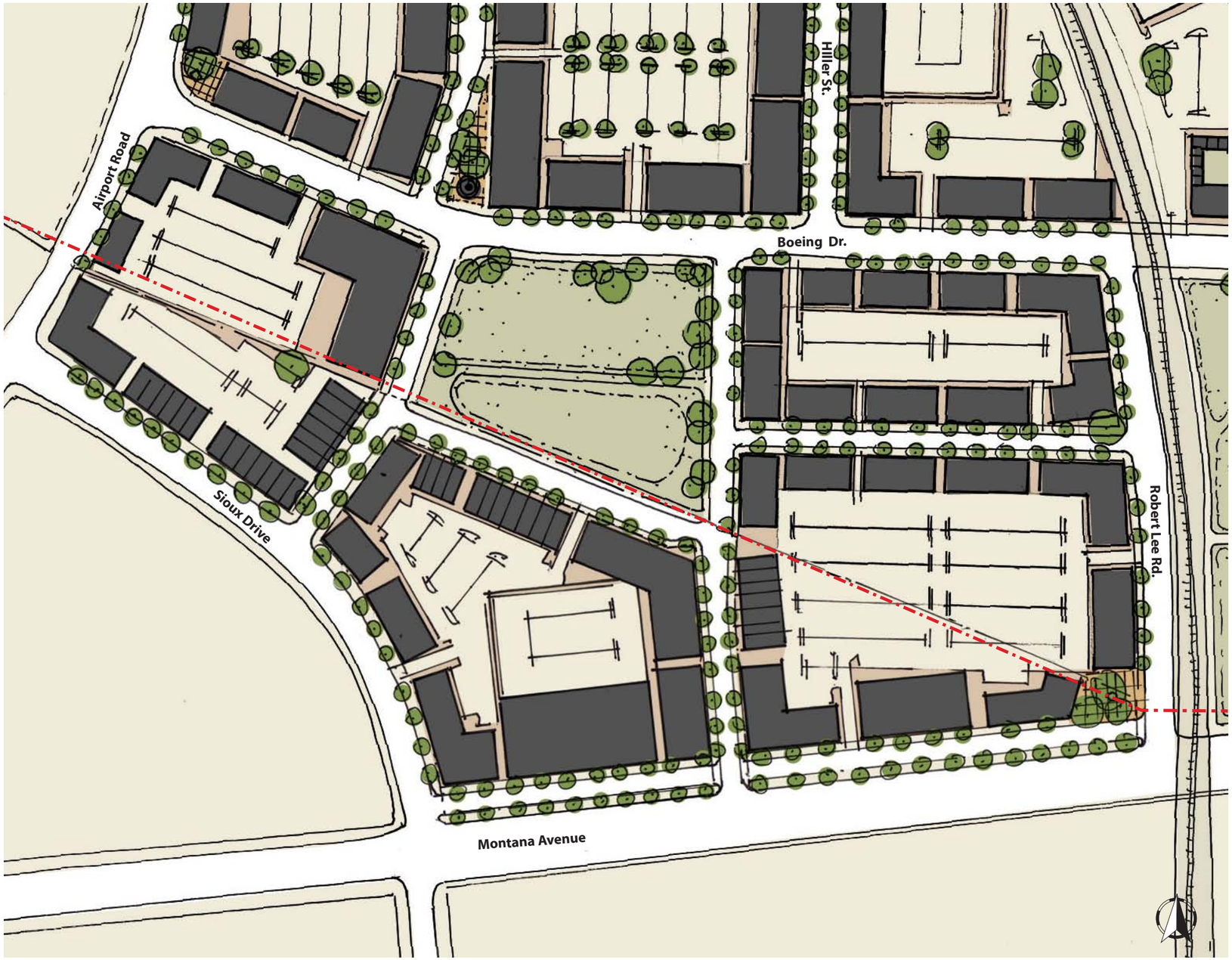
©2012 Placemakers LLC, August 2012

AERIAL VIEW OF THE MIXED USE CENTER

Adjacent Opportunities:
As the Airport begins to redevelop under the SmartCode, the added value will have an effect on adjacent properties. An important opportunity is to provide adjacent multi-family residential uses which the airport lands are not able to do. Residential uses would allow office, hotel, and retail employees to live within walking distance of their work, and would add an important population to the airport's mixed use center for a more complete mix of uses.

While this master plan does not presume the immediate rezoning of adjacent properties, it is the intent of the SmartCode to anticipate future connections to adjacent properties. The concept shown here demonstrates new blocks formed in the southwest corner of the plan, east of Sioux Drive. While the land is currently zoned for commercial uses, the SmartCode's T5 or T6 designation would allow a high intensity of mixed uses including condos, apartments, row houses, flats above shops, live/work units, and a possible mixed use grocery store as shown here. The streets connect seamlessly to the airport lands to maintain the function and character of the urban blocks.

Existing Conditions

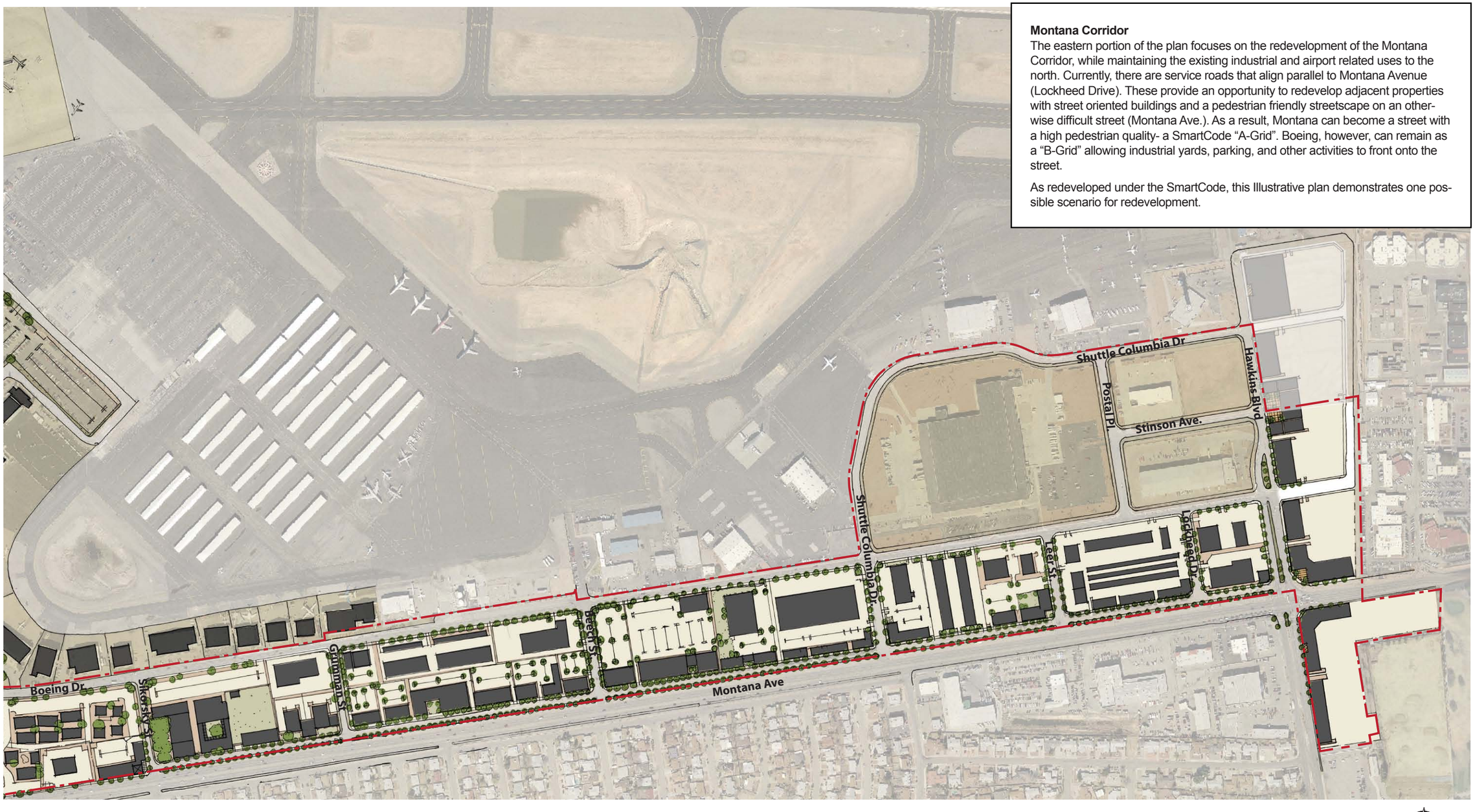


©2012 Placemakers LLC, August 2012

Montana Corridor

The eastern portion of the plan focuses on the redevelopment of the Montana Corridor, while maintaining the existing industrial and airport related uses to the north. Currently, there are service roads that align parallel to Montana Avenue (Lockheed Drive). These provide an opportunity to redevelop adjacent properties with street oriented buildings and a pedestrian friendly streetscape on an otherwise difficult street (Montana Ave.). As a result, Montana can become a street with a high pedestrian quality- a SmartCode “A-Grid”. Boeing, however, can remain as a “B-Grid” allowing industrial yards, parking, and other activities to front onto the street.

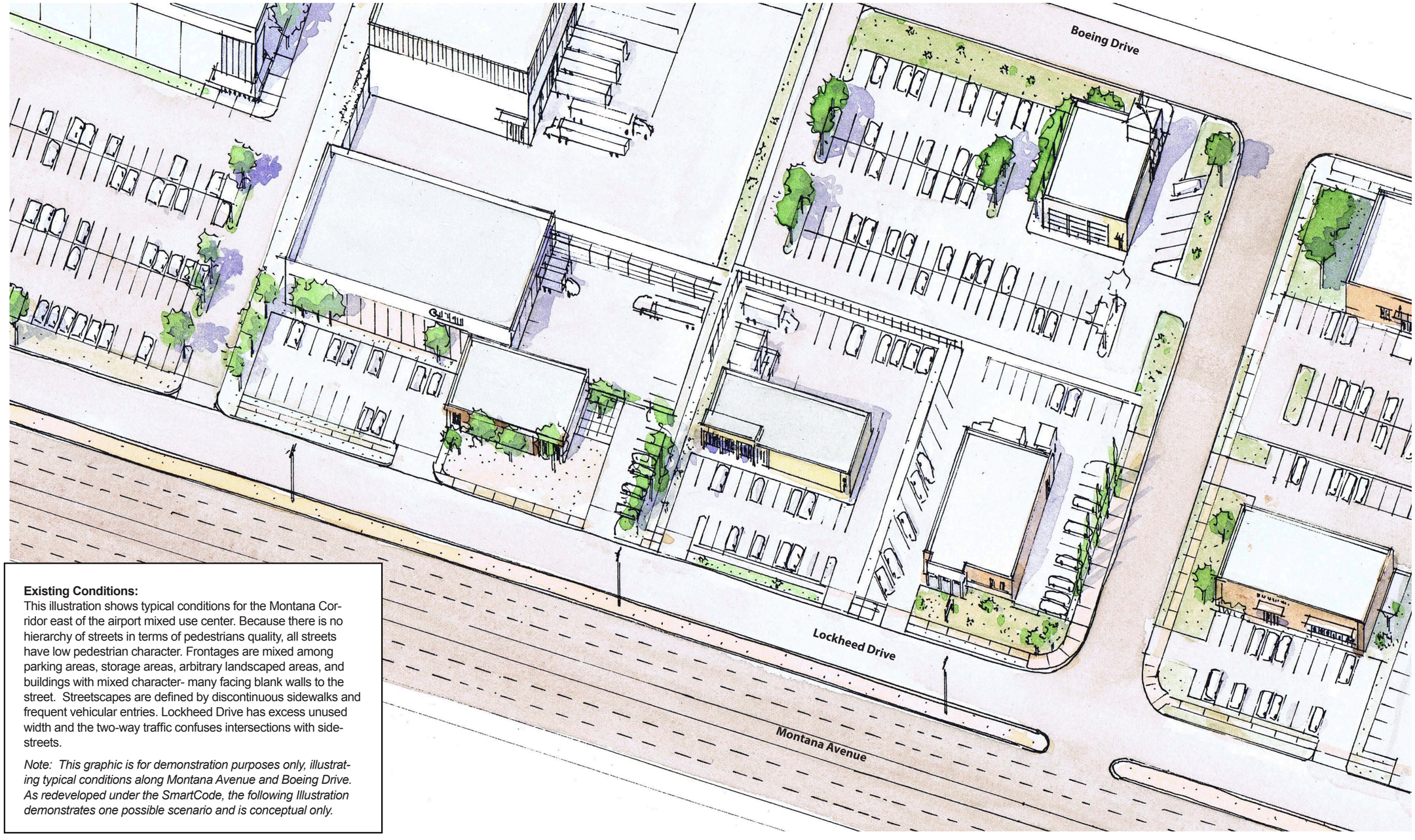
As redeveloped under the SmartCode, this Illustrative plan demonstrates one possible scenario for redevelopment.



0 250’ 500’ 1000’ SCALE: 1” = 500’

©2012 Placemakers LLC, August 2012

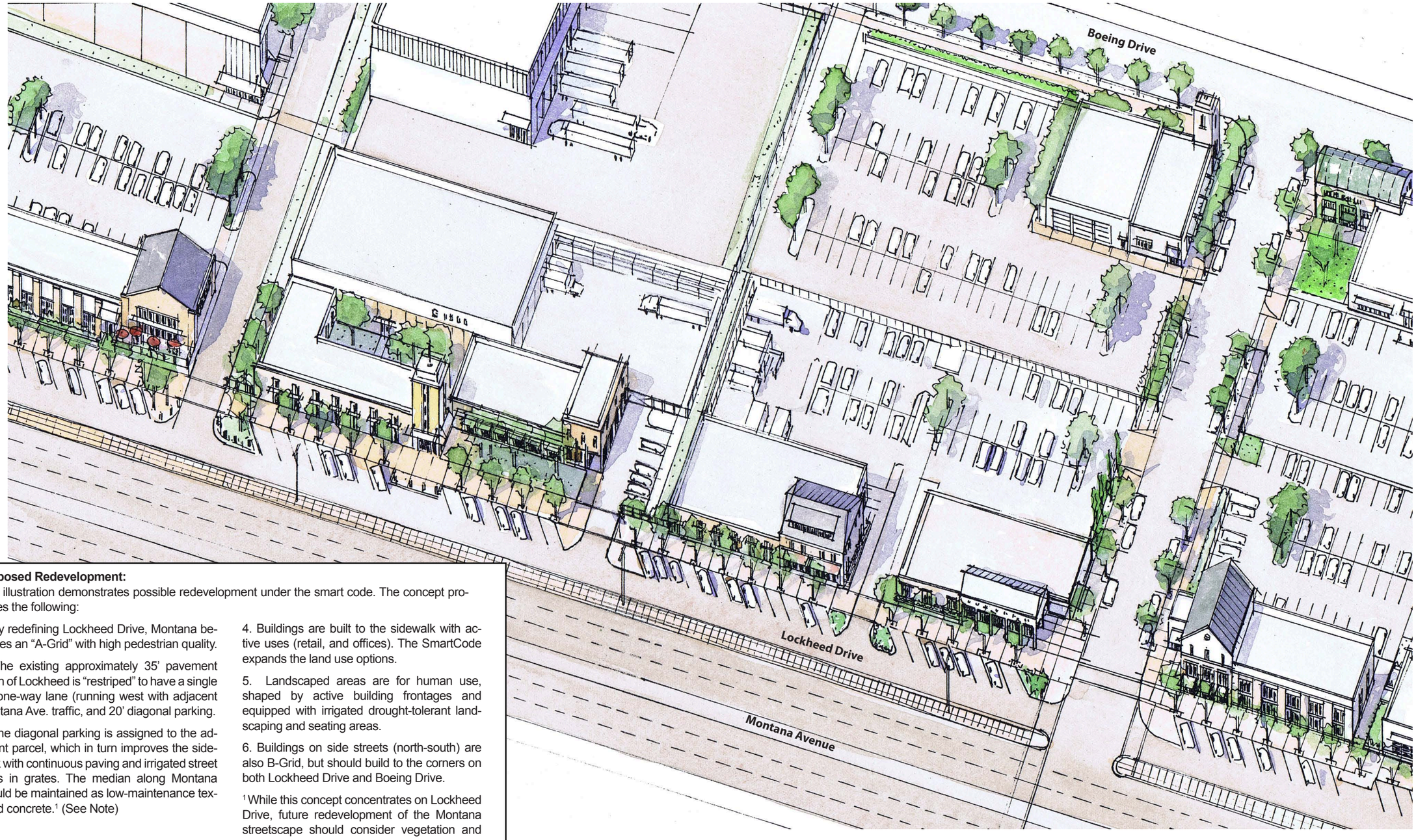
MONTANA CORRIDOR
Illustrative Plan



Existing Conditions:
This illustration shows typical conditions for the Montana Corridor east of the airport mixed use center. Because there is no hierarchy of streets in terms of pedestrians quality, all streets have low pedestrian character. Frontages are mixed among parking areas, storage areas, arbitrary landscaped areas, and buildings with mixed character- many facing blank walls to the street. Streetscapes are defined by discontinuous sidewalks and frequent vehicular entries. Lockheed Drive has excess unused width and the two-way traffic confuses intersections with side-streets.

Note: This graphic is for demonstration purposes only, illustrating typical conditions along Montana Avenue and Boeing Drive. As redeveloped under the SmartCode, the following Illustration demonstrates one possible scenario and is conceptual only.

©2012 Placemakers LLC, August 2012



Proposed Redevelopment:
This illustration demonstrates possible redevelopment under the smart code. The concept proposes the following:

1. By redefining Lockheed Drive, Montana becomes an "A-Grid" with high pedestrian quality.

2. The existing approximately 35' pavement width of Lockheed is "restriped" to have a single 15' one-way lane (running west with adjacent Montana Ave. traffic, and 20' diagonal parking.

3. The diagonal parking is assigned to the adjacent parcel, which in turn improves the sidewalk with continuous paving and irrigated street trees in grates. The median along Montana should be maintained as low-maintenance textured concrete.[1] (See Note)

4. Buildings are built to the sidewalk with active uses (retail, and offices). The SmartCode expands the land use options.

5. Landscaped areas are for human use, shaped by active building frontages and equipped with irrigated drought-tolerant landscaping and seating areas.

6. Buildings on side streets (north-south) are also B-Grid, but should build to the corners on both Lockheed Drive and Boeing Drive.

[1] While this concept concentrates on Lockheed Drive, future redevelopment of the Montana streetscape should consider vegetation and pavement improvements to the median.

©2012 Placemakers LLC, August 2012

©2012 Placemakers LLC, August 2012

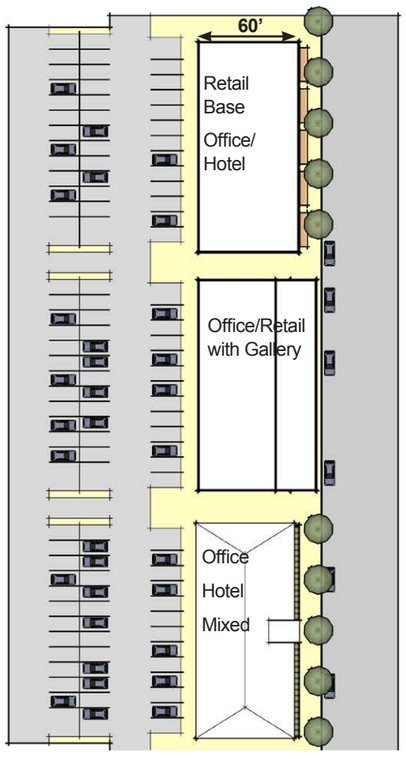
MONTANA CORRIDOR STREET VIEW

A: MULTI-USE BUILDING WITH SHARED PARKING

Description: The SmartCode allows a wide variety of land uses while maintaining baseline regulations for building form. Typically, buildings must be built close to the sidewalk, with the primary entry facing the sidewalk and parking lots located in the rear.

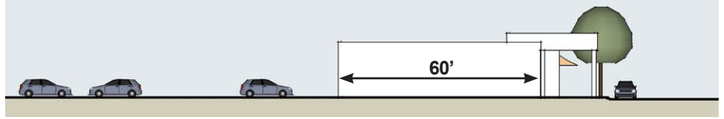
The Multi-Use building demonstrates the wide variety of uses possible on a generic 60' depth building floorplate within the SD4 Airport T5.1 & SD4 Airport T5.2 transect zones. Buildings are 1-6 stories and typically share parking within the block, allowing for convenience customer and guest parking on-street. Parking garages may also be located within blocks.

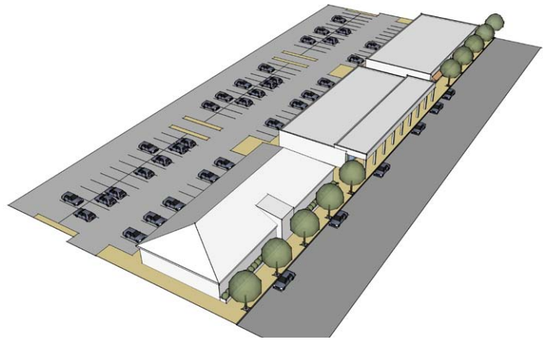
Transect Zones: SD4 Airport T5.1, SD4 Airport T5.2



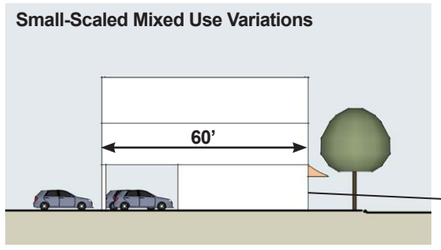
Single Story Variation

One-story buildings may accommodate retail or office.



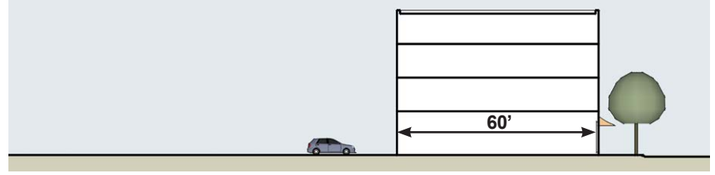


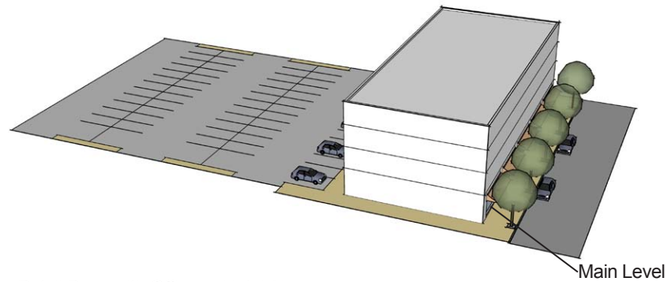
Small-Scaled Mixed Use Variations



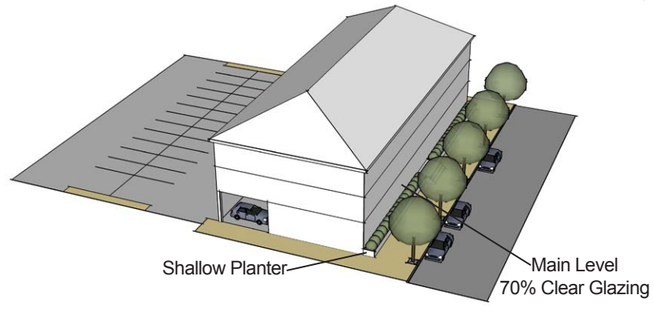
Narrow/Connected multi-story buildings with retail and office frontage, attached to accommodation rentals Parcels divide vertically forming narrow lots.

Multi Story Variation: Mixed Use, Retail, Office, Accommodation

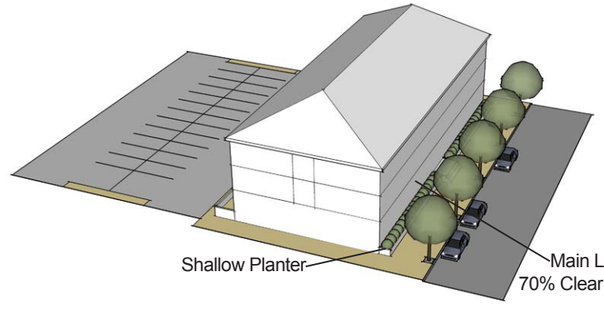




Retail Base with Office or Hotel Above



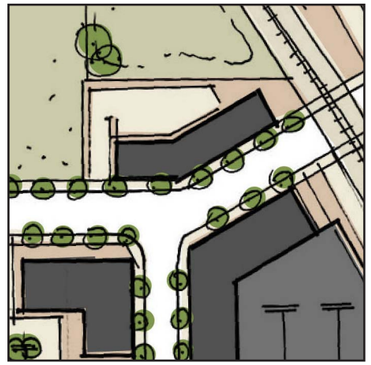
Office or Lobby Base with Office or Hotel Above, Tuck Under Parking



Office or Lobby Base with Office or Hotel Above; Terrace in Rear

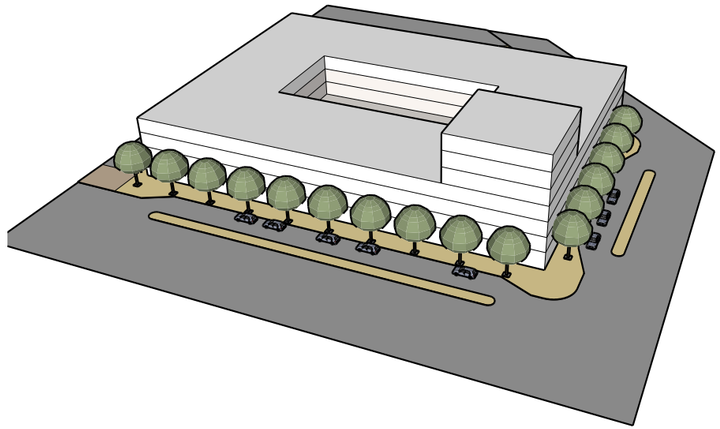
©2012 Placemakers LLC, August 2012

B: CLASS 'A' OFFICE

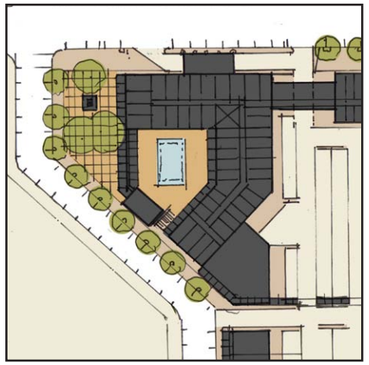


Description: Class 'A' office space is intended to attract large corporate tenants seeking 20,000sf plus floorplate office space. Buildings may be located in prominent places for high visibility but are always street-oriented. Buildings may be 1-6 stories, and typically have a common grand entry. Guest parking is generally provided on-street with employee parking in structures or within blocks.

Transect Zones: SD4 Airport T5.1, SD4 Airport T5.2

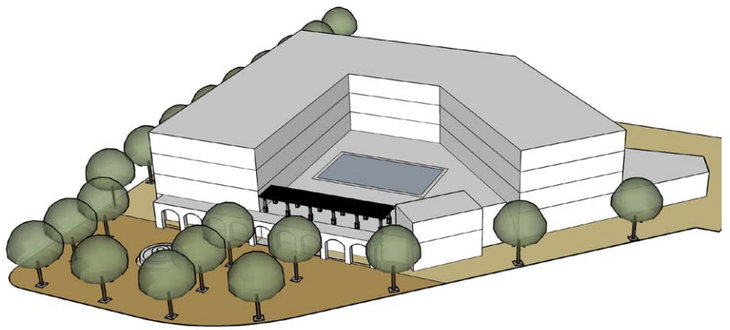


C: COURTYARD HOTEL

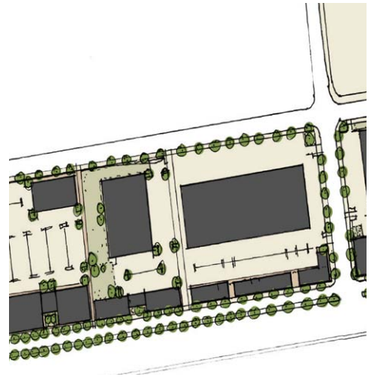


Description: While the multi-use building can accommodate many hotels, the larger courtyard hotel model has great applicablility within the plan. Unlike Current examples with a central building set at the center of the lot surrounded by parking stalls, the urban Courtyard Motel, as regulated by the SmartCode must form the edge of the block with guest parking in the center of the block, and other buildings at the block edge. The hotel is built up to the street with the port cochere defined as a "forecourt" frontage and on-street parking for commercial uses.

Transect Zones: SD4 Airport T5.1, SD4 Airport T5.2



D: INDUSTRIAL/ AIRPORT USES



Description: Typical industrial buildings along "B" streets with an emphasis on industrial traffic and access. Large floorplates may interface with office and showrooms along "A" streets. Office and showrooms may also be integrated with SD4 Airport T5.1 and SD5 Airport T5.2 zones.

Transect Zones: SD6 Airport S&T

E: CIVIC BUILDINGS

Description: Public oriented civic and institutional buildings are possible throughout the plan and should be located at prominent, highly visible sites, preferably anchoring a public space such as a square or a plaza.

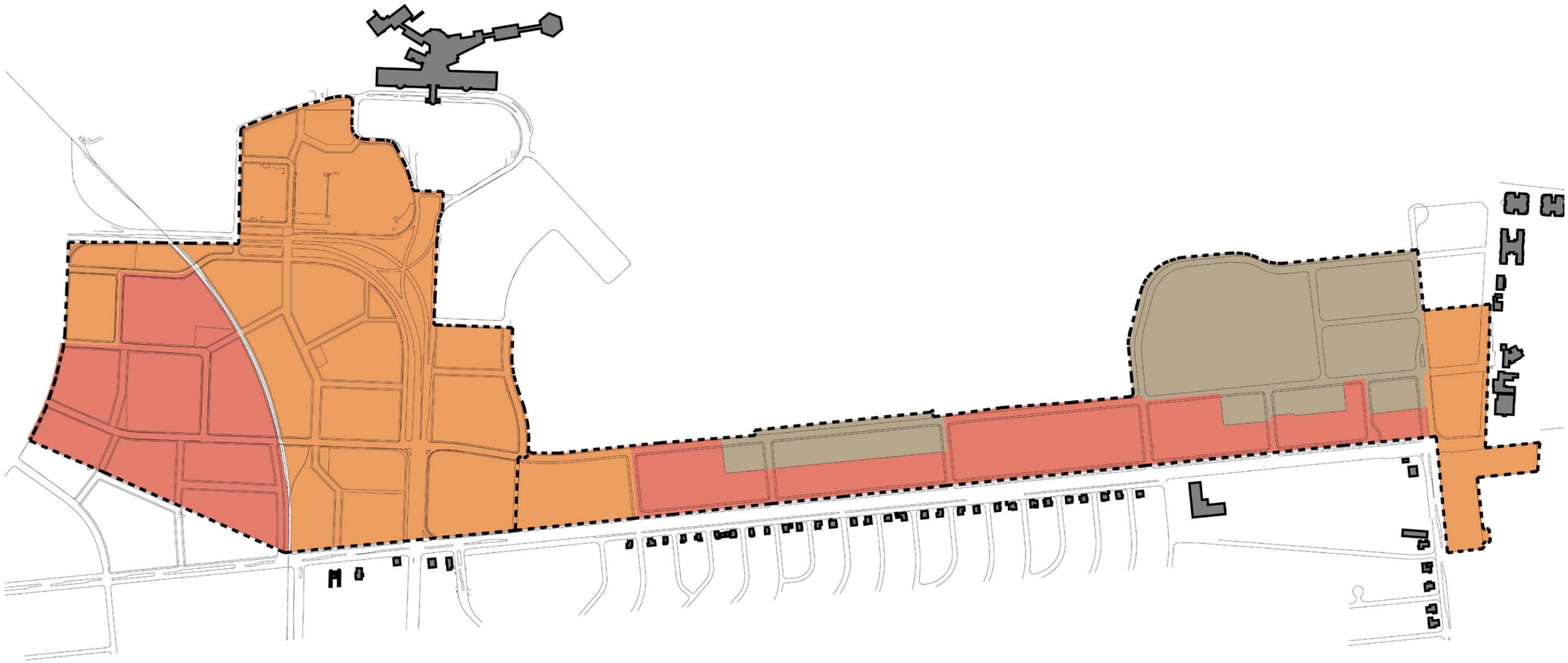
Transect Zones: SD3 - SD5 and Airport Civic.

©2012 Placemakers LLC, August 2012

Transit Route Options:
This diagram shows possible transit routes as discussed during the workshop with City and Airport officials Note the pedestrian shed circle representing an approximately 5-minute walk from center to edge. Several major transit stops are proposed and a possible "station" with a small parking garage or bus garage near the terminal. This graphic is general only and does not differentiate local buses and bus rapid transit.

©2012 Placemakers LLC, August 2012

TRANSIT ROUTE OPTIONS



Regulating Plan:
Upon approval, the SmartCode regulating plan establishes zoning entitlements for the parcels. A summary of the special districts is included here. The SmartCode rezoning application is provided in a standalone document. This version of the regulating plan and the associated graphics are provided here for information only. The Titel 21 rezoning application should be referenced for all regulatory inquiries.

SD3 - Airport T5.1

SD4 - Airport T5.2

SD5 - Airport ST

0 400' 800' 1600'

SCALE: 1" = 800'

©2012 Placemakers LLC, August 2012

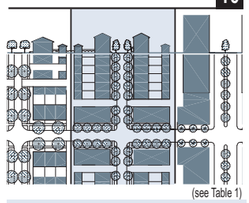
REGULATING PLAN OVERALL

Note: This graphic is not regulatory and is for information only. Please refer to the actual Titel 21 application and the El Paso SmartCode for official, current information.

©2012 Placemakers LLC, August 2012

REGULATING PLAN CENTER

T5



(see Table 1)

BUILDING FUNCTION (see Table 10 & Table 12)	
a. Residential	open use
b. Lodging	open use
c. Office	open use
d. Retail	open use
BUILDING CONFIGURATION (see Table 8)	
a. Principal Building	5 stories max, 2 min.
b. Outbuilding	2 stories max.
LOT OCCUPATION	
a. Lot Width	18 ft. min 180 ft. max.
b. Lot Coverage	90% max.
BUILDING DISPOSITION (see Table 9)	
a. Edgeyard	not permitted
b. Sideyard	permitted
c. Rearyard	permitted
d. Courtyard	permitted
SETBACKS - PRINCIPAL BUILDING	
a. Front Setback (P)	0 ft. min. 12 ft. max.
b. Front Setback (S)	0 ft. min. 12 ft. max.
c. Side Setback	0 ft. min. 24 ft. max.
d. Rear Setback	0 ft. min.*
Frontage Buildout	80% min. at setback
SETBACKS - OUTBUILDING	
a. Front Setback	40 ft. max. from rear prop.
b. Side Setback	0 ft.
c. Rear Setback	3 ft. max.
PRIVATE *FRONTAGES* (see Table 7)	
a. Common Law	not permitted
b. Porch & Fence	not permitted
c. Terrace or L.C.	not permitted
d. Forecourt	permitted
e. Stoop	permitted
f. Shopfront & Awning	permitted
g. Gallery	permitted
h. Arcade	permitted
	Refer to Summary Table 14
PARKING REQUIREMENTS	
See Table 10 & Table 11	

* or 15 ft. from center line of alley

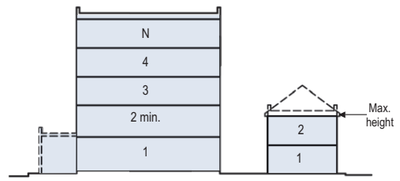
Graphics are illustrative only. Refer to metrics for Setback and height information.

"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.

TABLE 15D. FORM-BASED CODE GRAPHICS - T5

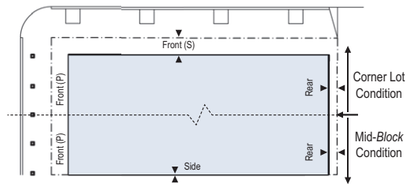
BUILDING CONFIGURATION

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with no maximum.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Expression Lines shall be as shown on Table 8.



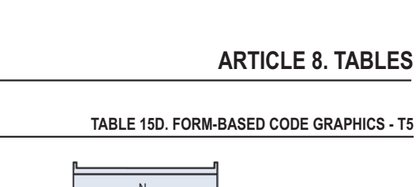
SETBACKS - PRINCIPAL BLDG.

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



SETBACKS - OUTBUILDING

1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.



PARKING PLACEMENT

1. Uncovered parking spaces may be provided within the 2nd and 3rd *Layer* as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the 3rd *Layer* as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the 3rd *Layer*.

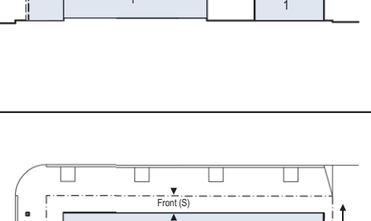


TABLE 16: SPECIAL DISTRICT STANDARDS

The metrics for each column of this table (SD1, SD2, etc.) are to be filled in for each Special District as they currently exist, or as they are permitted. More pages can be added. Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

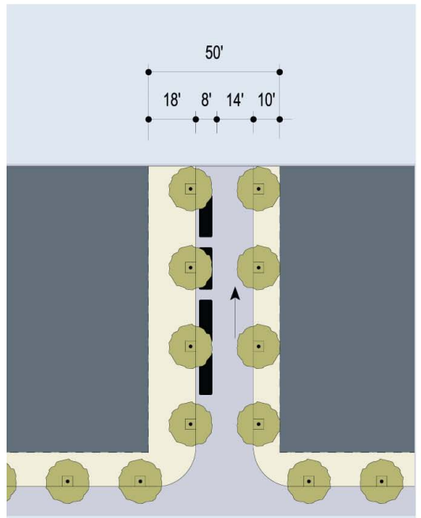
	SD1 UTEP	SD2 Hospital	SD3 Airport T5.1	SD4 Airport T5.2	SD5 Airport ST	SD6 MCA	SD7	
a. ALLOCATION OF ZONES								
CLD	NA	NA	NA	NA	NA	NA		
TND	NA	NA	NA	NA	NA	NA		
TOD	NA	NA	NA	NA	NA	NA		
ARD	NA	NA	80% max.	50% max.	NA	NA		
AED	NA	NA	NA	50% max.	80% max.	NA		
b. BASE RESIDENTIAL DENSITY								
By Right	24	24	NA	NA	NA	48		
Other Functions	50 - 70%	50 - 70%	NA	NA	NA	NA		
c. *BLOCK* SIZE								
Block Perimeter	3000 ft.. max. *	3000 ft. max. *	2400 ft. max. *	3000 ft. max. *	4000 ft. max. *	2000 ft. max. *		
d. THOROUGHFARES								
HW	not permitted	not permitted	not permitted	not permitted	not permitted	not permitted		
BV	permitted	not permitted	permitted	permitted	permitted	permitted		
AV	permitted	permitted	permitted	permitted	permitted	permitted		
CS	permitted	permitted	permitted	permitted	permitted	permitted		
DR	permitted	permitted	permitted	permitted	permitted	permitted		
ST	permitted	permitted	permitted	permitted	permitted	permitted		
RD	not permitted	not permitted	not permitted	not permitted	not permitted	not permitted		
Rear Lane	not permitted	not permitted	not permitted	not permitted	not permitted	not permitted		
Rear Alley	permitted	permitted	permitted	permitted	permitted	permitted		
Path	permitted	permitted	not permitted	not permitted	not permitted	permitted		
Passage	permitted	permitted	permitted	permitted	permitted	permitted		
Bicycle Trail	permitted	not permitted	not permitted	not permitted	not permitted	not permitted		
Bicycle Lane	permitted	permitted	permitted	permitted	permitted	permitted		
Bicycle Route	permitted	permitted	permitted	permitted	permitted	permitted		
e. CIVIC SPACES								
Park	permitted	permitted	permitted	permitted	permitted	not permitted		
Green	permitted	permitted	permitted	permitted	permitted	permitted		
Square	permitted	permitted	permitted	permitted	permitted	permitted		
Plaza	permitted	permitted	permitted	permitted	permitted	permitted		
Playground	permitted	permitted	NA	NA	NA	permitted		
f. LOT OCCUPATION								
Lot Width	NA	NA	NA	NA	NA	18 ft. min. 700 ft. max.		
Lot Coverage	NA	NA	90% max.	90% max.	90% max.	100% max.		
g. SETBACKS - PRINCIPAL BUILDING								
Front Setback	0 ft. min., 30 ft. max.	0 ft. min., 30 ft. max.	0 ft. min., 12 ft. max.	0 ft. min., 12 ft. max.	8 ft. max. or 25 ft. max.**	0 ft. min., 8 ft. max.		
Side Setback	0 ft. min.	0 ft. min.	0 ft. min., 24 ft. max.	0 ft. min., 24 ft. max.	8 ft. max. or 15 ft. max.**	0 ft. min.0		
Rear Setback	3 ft. min.	3 ft. min.	3 ft. min.	3 ft. min.	3 ft. min. or 20 ft. min.**	3 ft. min.		
h. BUILDING DISPOSITION								
Edgeyard	permitted	permitted	permitted	permitted	permitted	permitted		
Sideyard	permitted	permitted	permitted	permitted	permitted	permitted		
Rearyard	permitted	permitted	permitted	permitted	permitted	permitted		
i. PRIVATE FRONTAGES								
Common Yard	permitted	not permitted	permitted	not permitted	permitted	permitted		
Porch & Fence	not permitted	not permitted	permitted	not permitted	not permitted	not permitted		
Terrace or L.C.	permitted	permitted	permitted	permitted	permitted	permitted		
Forecourt	permitted	permitted	permitted	permitted	permitted	permitted		
Stoop	permitted	permitted	permitted	permitted	permitted	permitted		
Shopfront	permitted	permitted	permitted	permitted	permitted	permitted		
Gallery	permitted	permitted	permitted	permitted	permitted	permitted		
Arcade	permitted	permitted	permitted	permitted	not permitted	permitted		
Parking Lot	permitted	permitted	not permitted	not permitted	permitted	not permitted		
j. BUILDING CONFIGURATION								
Principal Building	6 Stories, max.	8 Stories, max.	6 Stories, max. **	6 Stories, max. **	3 Stories, max. **	NA		
Outbuilding	NA	NA	3 Stories, max. **	3 Stories, max. **	2 Stories, max. **	NA		
k. BUILDING FUNCTION								
Residential	open use	open use	not applicable	not applicable	not applicable	open use		
Lodging	open use	open use	open use ****	not applicable	not applicable	open use		
Office	open use	open use	open use	open use	open use	open use		
Retail	open use	open use	open use	open use	open use	open use		
Industrial	not applicable	not applicable	not applicable	open use	open use			

DISPOSITION | CONFIGURATION | FUNCTION

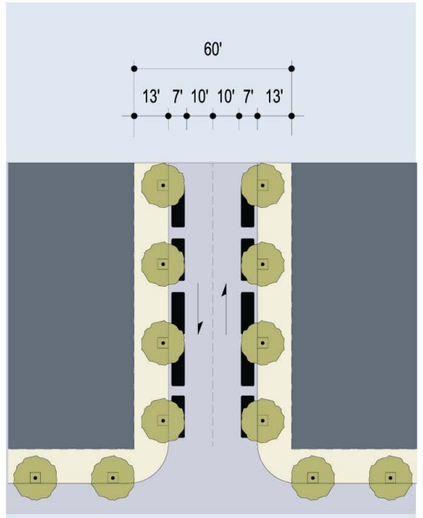
* a Path or Passage may be used to determine Block size
** The 8 ft. and 3 ft. setbacks are for A Streets and the larger setbacks are for B Streets.
***Building heights shall be limited to the height requirements established in Federal Aviation Regulations Part 77 or successor regulations for the Airport. Exclusions to this rule may be permitted by the Department of Aviation. SD5 shall be limited to 70 ft.
**** Lodging in SD Airport T5.1 shall be limited to areas indicated on the Airport Master Plan.

Note: This graphic is not regulatory and is for information only. Please refer to the actual Titel 21 application and the El Paso SmartCode for official, current information.

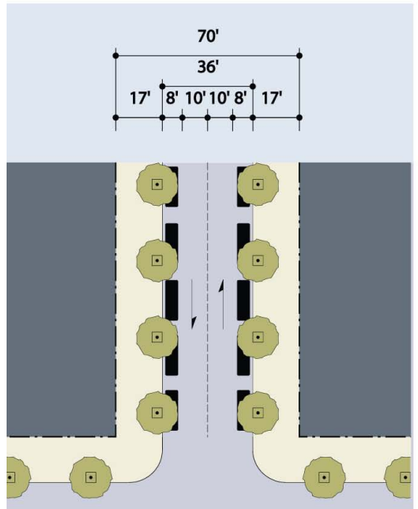
©2012 Placemakers LLC, August 2012



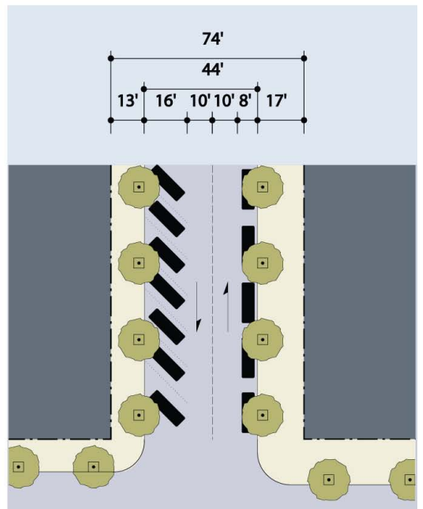
CS-50-22



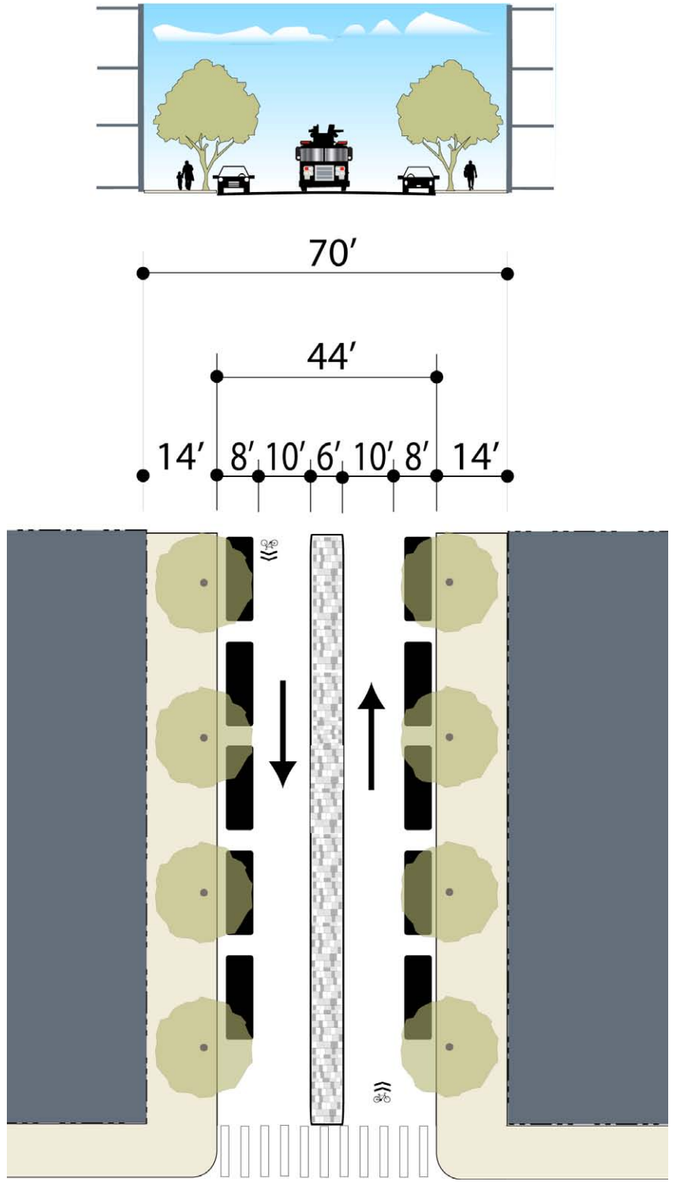
CS-60-34



CS-70-36



CS-74-44



ST-70-44

Note: This graphic is not regulatory and is for information only. Please refer to the actual Titel 21 application and the El Paso SmartCode for official, current information.

©2012 Placemakers LLC, August 2012