City of El Paso – City Plan Commission Staff Report

Case No: PZRZ12-00026
Application Type: Rezoning
CPC Hearing Date: October 18, 2012
Staff Planner: Elizabeth Gibson, (915) 541-4730, gibsonek@elpasotexas.gov

Location: North of Montana Ave. and East of Airport Rd.
Legal Description: A 13,786,305 sq. ft. tract of land situated in portions of El Paso International Airport Tracts 1-11 and located in portions of Ascarate Grant, Tract 4, Block 2, within the City of El Paso, El Paso County, Texas.
Acreage: 316.4
Rep District: 2 and 3
Zoning: C-1 (Commercial); C-2/SP (Commercial/Special Permit); C-4 (Commercial); C-4/SP (Commercial/Special Permit); C-4/C (Commercial/Condition); and M-1 (Light Manufacturing)
Existing Use: Office, Warehouse, Industrial, Lodging, Retail
Request: From C-1 (Commercial); C-2/SP (Commercial/Special Permit); C-4 (Commercial); C-4/SP (Commercial/Special Permit); C-4/C (Commercial/Contract); and M-1 (Light Manufacturing) to SCZ (SmartCode Zone)

Proposed Use: Infill Airport Regional Center Development
Property Owner: The City of El Paso
Representative(s): El Paso International Airport / Placemakers LLC

SURROUNDING ZONING AND LAND USE

North: C-4, M-1 (El Paso International Airport)
South: C-1, C-1/SC, C-2, C-3, C-3/SP, C-4, C-4/SC, C-4/SP, A-O, A-2, R-4 (Retail, Restaurants, Gas Stations, Car Dealerships, Bank, Apartments, Single Family Residences, Golf Course)
East: M-1, R-4 (Offices, Golf Course)
West: City Limits (Fort Bliss)

Plan El Paso Designation: G-7, Industrial and/or Railyards; G-4, Suburban Walkable; O-1, Preserve; (Central and East Planning Areas)
Nearest Park: Normandy Park (0.3 miles)
Nearest School: Bonham Elementary (0.2 miles)

NEIGHBORHOOD ASSOCIATIONS

- Eastside Civic Association
- Cielo Vista Neighborhood Association
- El Paso Central Business Association

NEIGHBORHOOD INPUT

Notice of a Public Hearing was mailed to all property owners within 300 feet of the subject property on October 2, 2012.

CASE HISTORY

This rezoning case and its attached Title 21 application and supporting Master Plan were developed in conjunction with a collaborative on-site workshop conducted during May 2011, led by Placemakers LLC. Placemakers LLC worked with the El Paso International Airport, City Planning Staff, El Paso Department of

Transportation, City Engineering, and Sun Metro to design a detailed regulating plan for a walkable, mixed use SmartCode development in proximity to the El Paso International Airport terminal and along a portion of the proposed Montana Avenue Bus Rapid Transit Route. The detailed Master Plan, entitled the Southern Industrial Park Master Plan has additionally been attached to this report and provides added background and supplemental information on this rezoning case.

APPLICATION DESCRIPTION

The applicant is requesting to rezone the subject property to SmartCode Zone (SCZ) to permit an Infill Airport Regional Center Development (RCD). An Infill Airport RCD is appropriate for urban core areas within one mile of the airport terminal or along the Montana Bus Rapid Transit Route. The attached regulating plan shows two pedestrian sheds, one long and one standard, with special district zone allocations SD3(Airport T5.1), SD4 (Airport T5.2), and SD5 (Airport ST). Due to the Federal Aviation Administration limitations on use in proximity to an airport, the application area cannot provide long-term residential uses. As a result, the previously mentioned three Special Districts were developed to permit a walkable, mixed-use, entertainment, employment, light industrial and tourist development in proximity to the El Paso International Airport. The application area's location along the proposed Montana Avenue Bus Rapid Transit route provides additional connectivity to the development, further supporting the travel and tourism industry, as well as providing the access needed to support a major employment zone.

PLANNING DIVISION RECOMMENDATION

The Planning Division recommends **approval** of rezoning the subject property from current zones to SCZ (SmartCode Zone) based on the compatibility with the Plan El Paso and the adjacent properties in the area. The development complies with the Title 21 SmartCode and furthers the City Council direction to promote smart growth.

Plan El Paso-Regional Land Use Patterns

All applications for rezoning shall demonstrate 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:

Transportation Planning

1. For the thoroughfares designated for transit use, increase the outside land width to 11 feet to allow for adequate and safe movement for the buses.

City Development Department – Planning Division – Land Development

1. No objection.
2. The following requirements will be applied at the time of development:
   a. Grading plan and permit shall be required.
   b. Storm Water Pollution Prevention Plan and/or permit required.
   c. Drainage plans must be approved by the City Development Dept. Land Development Section.

City Development Department – Building Permits & Inspections – Plan Review

No comments received.

Sun Metro

1. The application documents submitted did not identify any transit aspect as presented in the original Master Plan. The location of the proposed transit center in the northern part of the subject area was not presented as in the Master Plan. Sun Metro requests that the application submitted (PZRZ12-00026) include all transit proposals shown in the Master Plan. Sun Metro staff also recommends that proper pedestrian signalization be included in the plans at locations where transit opportunities have been proposed in the Master Plan.
2. Sun Metro staff also reviewed the proposed roadway widths to the proposed possible transit routes in the Master Plan. The roadway widths proposed in the application are 10' which does not provide sufficient safety clearance for the buses traveling through the route. The proposed roadways also are showing on-street parking thus making the 10' travel path a greater safety concern. Sun Metro staff recommends 11' travel paths are used in the design of the streets where possible transit routes have been identified by the Master Plan.

Fire Department

1. Recommend Approval.
2. The following comments apply when actual plans are presented:
   a. IFC 2009 Section 501.3; Construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus access and construction documents and hydraulic calculations for fire hydrants systems shall be submitted to fire department for review and approval prior to construction.
   b. IFC 2009, section 503.1.1 Access shall allow the extension within 150 feet of all portions of any facility or building. Section 503.2 Fire apparatus access roads shall be installed and arranged in accordance with section 503.2.1 Fire apparatus access roads shall have an unobstructed width of not less than 20 feet, all weather surface.
   c. Note, A more detailed reviewed will be done by fire plan review during the permitting process.

El Paso Water Utilities – Engineering

1. Before committing to provide water and sanitary sewer service to the entire area, developed 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 increase in units (commercial/office/lodging) in the mixed use center. The water and sanitary sewer facilities in the vicinity of the property were designed and sized based on conventional development and do not have the capacity to serve the additional units based on a SmartCode development.
2. EPWU requests copies of preliminary phasing plan and anticipated plans related to the proportion of accommodations (hotels), retail, office, and other functions as per Title 21 to determine the impact on the existing water and sewer systems. 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 – Pebble Hills Regional Command

1. A field check was conducted and it appears the development will not have a negative impact on the

community.

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 Plan for El Paso as reflected in CPC report or other criteria that the CPC identifies from the Plan.

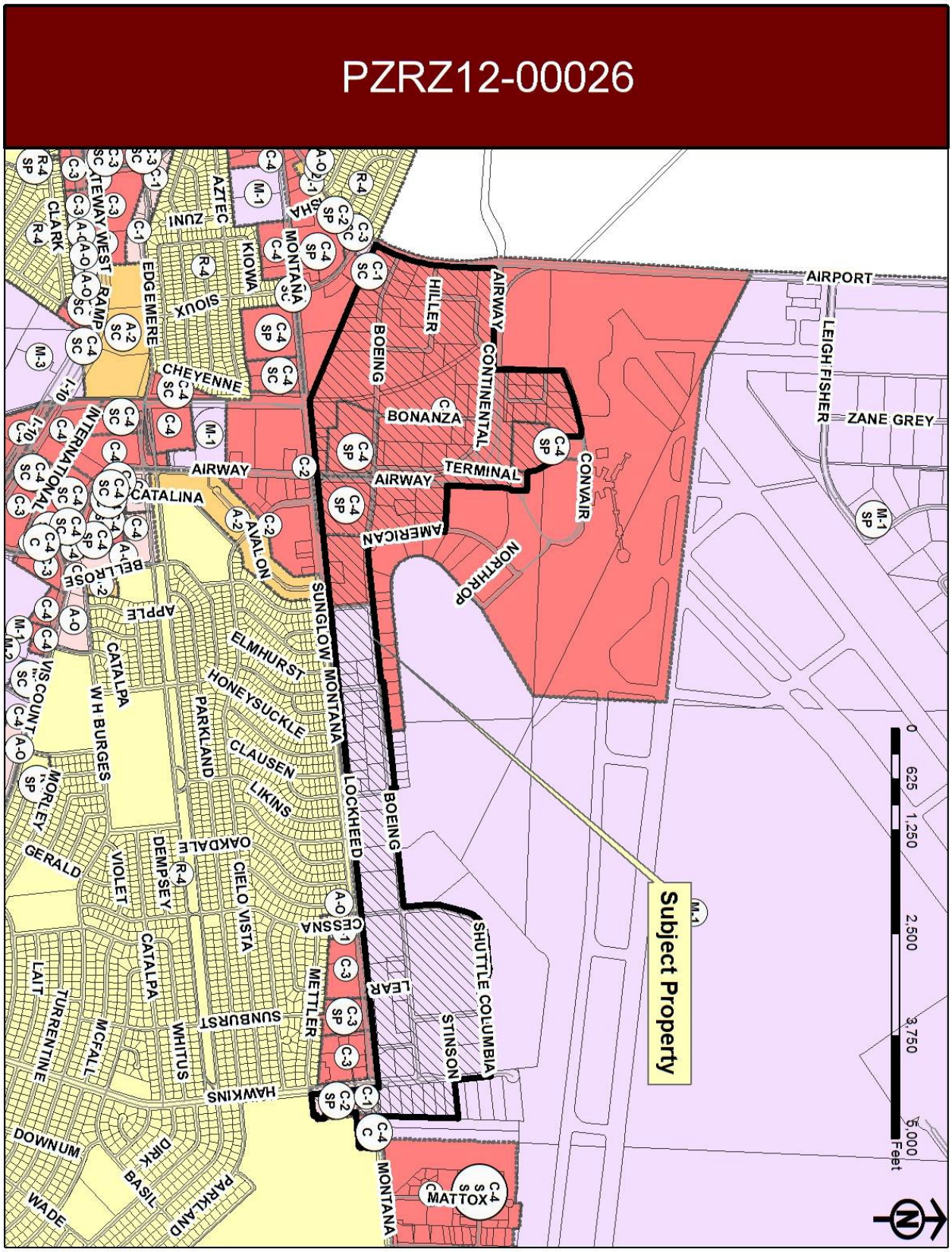
2. Recommend approval of the application with modifications to bring the rezoning into conformance with the review criteria in The Plan for El Paso as reflected in CPC report or other criteria from the Plan as identified by the CPC.

3. Deny the application finding that the rezoning does not conform to the review criteria in The Plan for El Paso as reflected in the CPC report or other criteria identified in the Plan by the CPC.

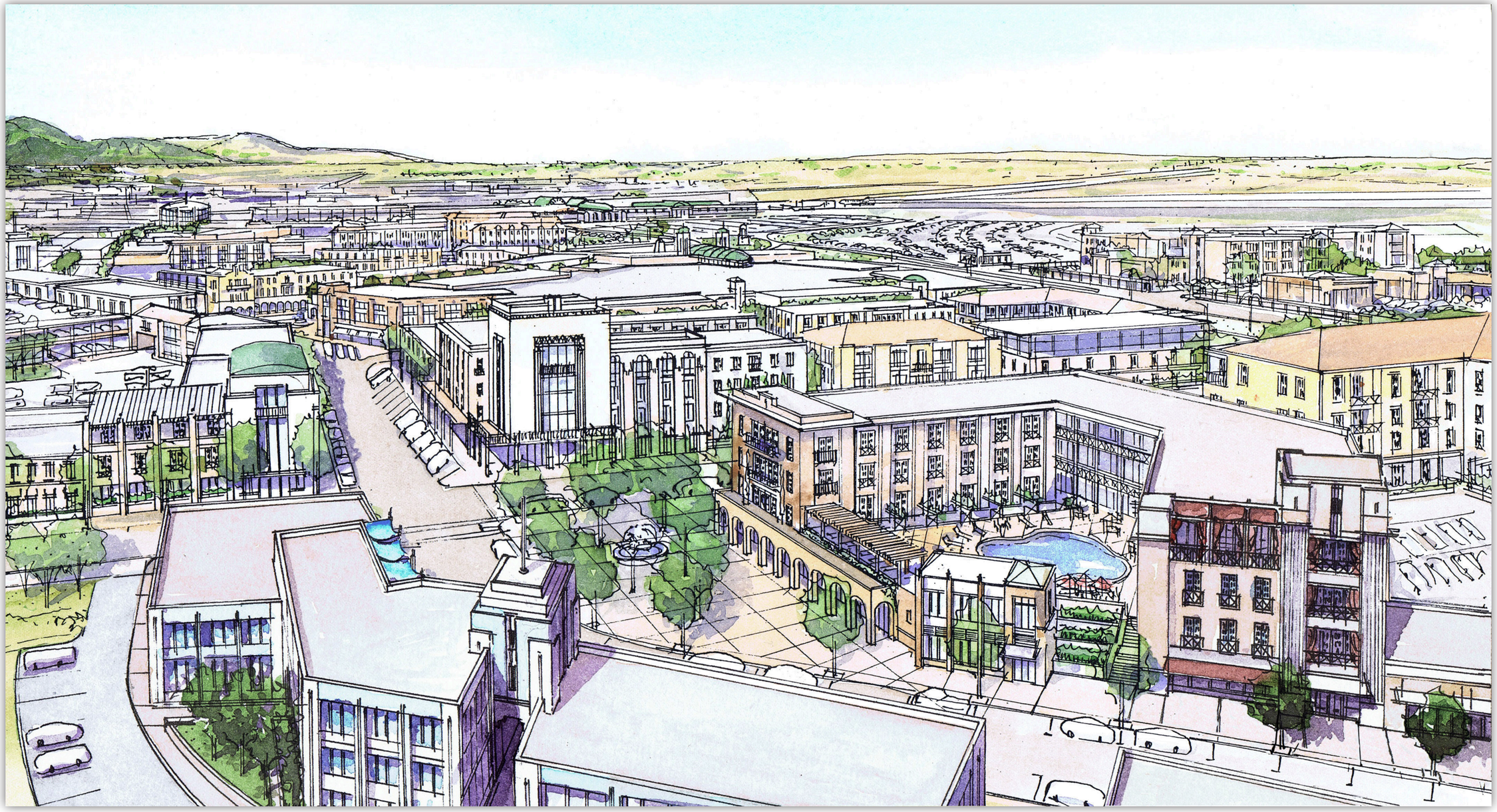
Attachments:

Attachment 1: Zoning Map
Attachment 2: Aerial Map
Attachment 3: Southern Industrial Park Title 21 Application
Attachment 4: Southern Industrial Park Master Plan

ATTACHMENT 1: ZONING MAP



ATTACHMENT 2: AERIAL MAP



SOUTHERN INDUSTRIAL PARK MASTER PLAN

TITLE 21 APPLICATION

EL PASO INTERNATIONAL AIRPORT

SEPTEMBER 2012

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BACKGROUND

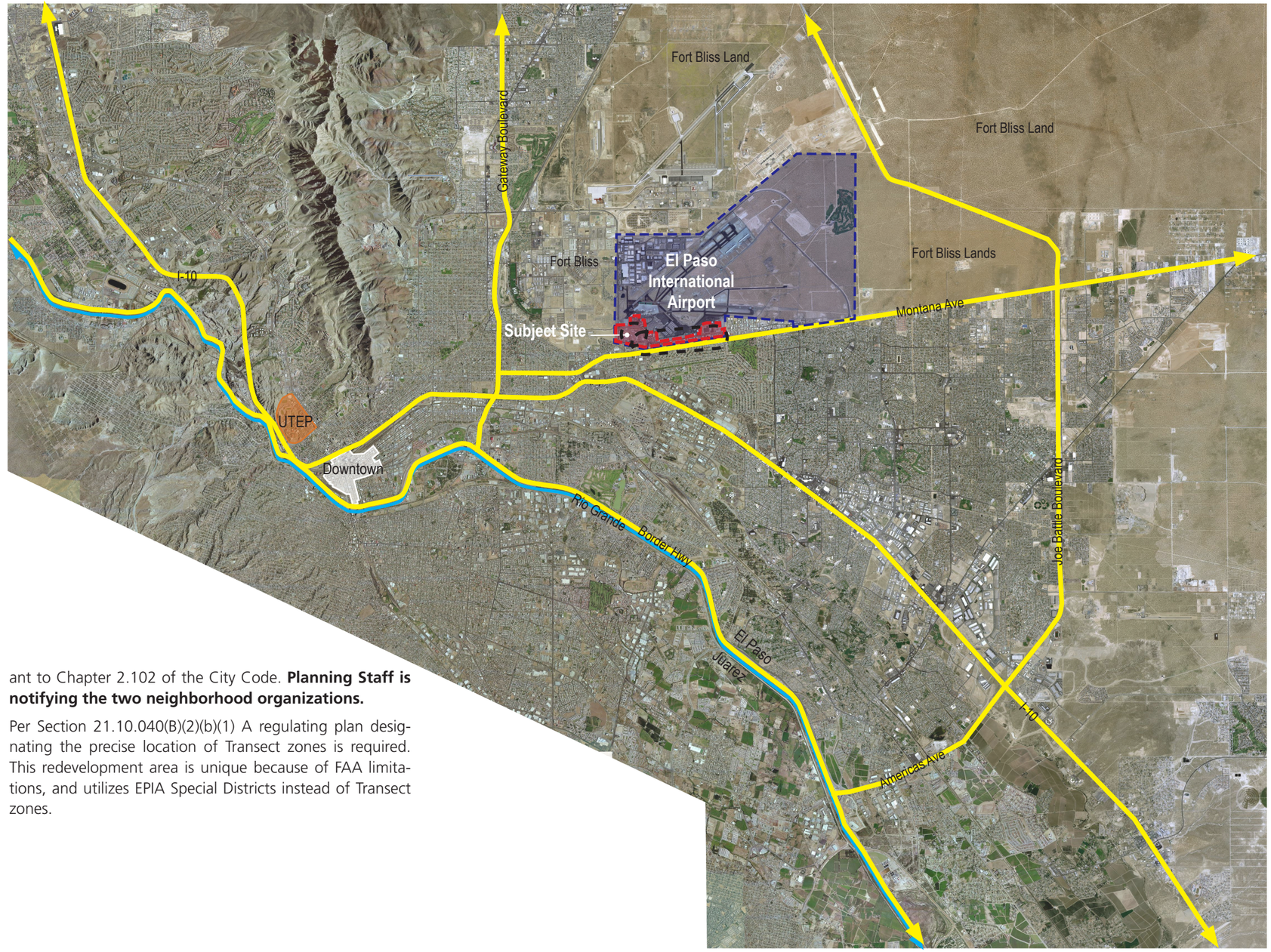
This rezoning was developed in conjunction with a collaborative on-site workshop conducted during May 2011, led by Placemakers LLC working with the El Paso International Airport, City Planning Staff, El Paso Department of Transportation, City Engineering, and Sun Metro to develop a detailed regulating plan. 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.

Because of the Federal Aviation Administration limitations on use, the application area cannot provide long-term residential uses. This application uses the appropriate sequence of Special Districts that permit a walkable, mixed-use, entertainment, employment, light industrial and tourist development in close proximity to the airport. The proposed BRT route along Montana Avenue makes this an ideal location for a major employment zone, while the proximity to the terminal is ideal for supporting the travel and tourism industry.

Section 21.10.040 requires the Title 21 Application to include:

1. Site Plan in black and white with boundary for rezoning, adjacent street names, north arrow: **Page 5.**
Legal description: **Page 6**.
2. A proposed regulating plan for the land being rezoned that complies with this Title consisting of one or more maps showing the following:
b. For Infill Community Plans, regulating plans designate the precise location of:
   (2) Civic zones, including civic spaces and civic buildings (Section 21.40.040); **Page 9**
   (3) Special districts, if any (Section 21.40.050); **Page 8**
   (4) Thoroughfare network, existing or planned (Table 3A, Table 3B); **Page 10**
   (5) Special requirements, if any (Section 21.40.070); **Page 12**
3. Submittals of New Community Plans and Infill Community Plans shall also include additional information required by this Title, such as:
a. Identification of pedestrian sheds and community types; **Page 8**
b. Requests for warrants or variances, if any (Section 21.10.050). **There are no requests for variances or warrants.**
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. **Planning Staff is notifying the two neighborhood organizations.**

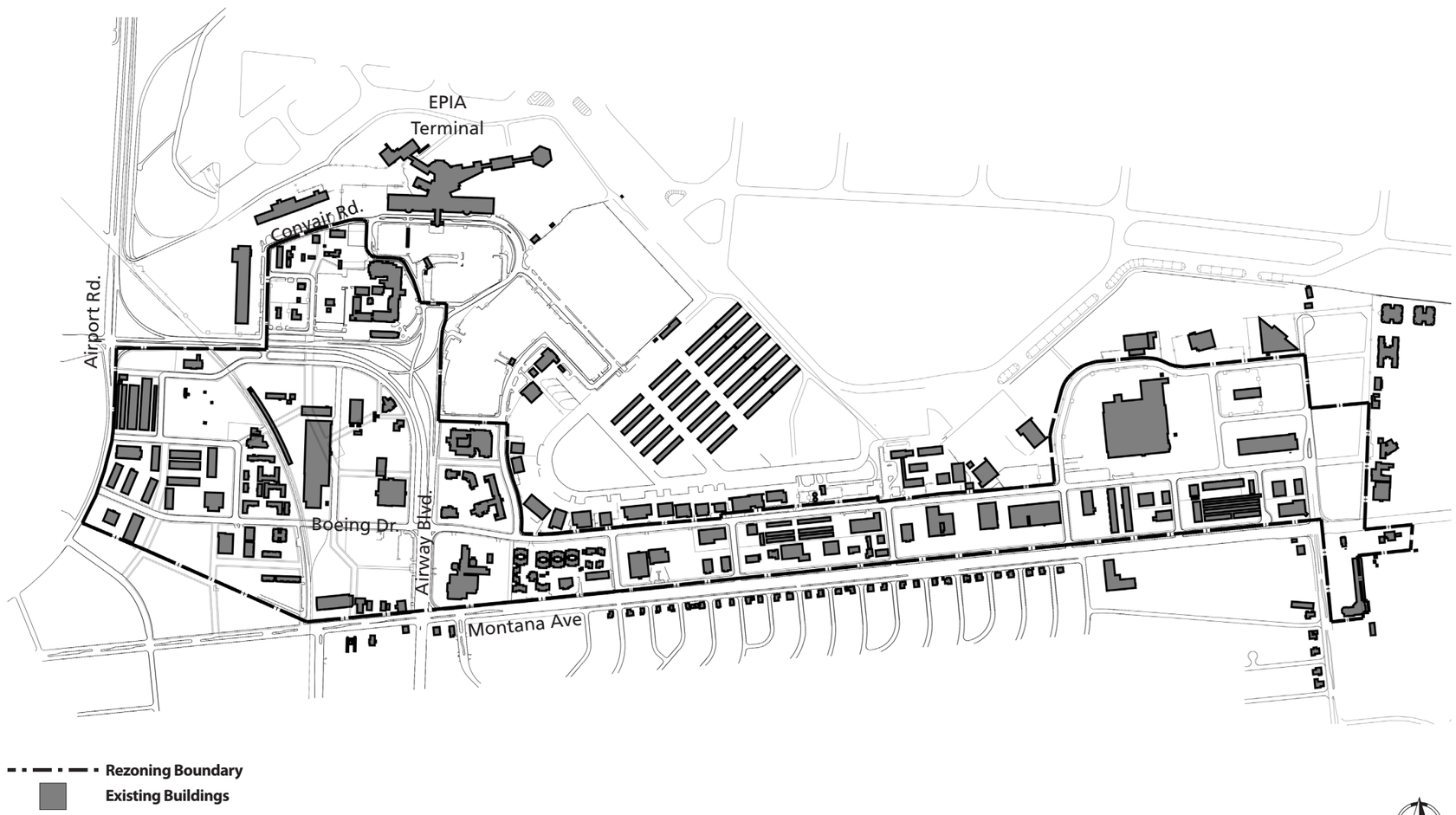
Per Section 21.10.040(B)(2)(b)(1) A regulating plan designating the precise location of Transect zones is required. This redevelopment area is unique because of FAA limitations, and utilizes EPIA Special Districts instead of Transect zones.



0 400′ 800′ 1600′ Scale: 1″ = 800′

EXISTING SITE AERIAL

Total area for rezoning: 316.4 acres



SOUTHERN INDUSTRIAL PARK **EL PASO INTERNATIONAL AIRPORT**
TITLE 21 APPLICATION

SITE PLAN
SCALE 1" = 500'

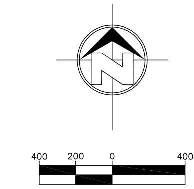
VICINITY MAP
SCALE: 1" = 4000'

Property Description: El Paso Internationd Airport

A 13,786,305 sq. ft. tract of land situated in Portions of El Paso International Airport Tracts 1–11 located in portions Ascarate Grant, Tract 4, Block 2, within the City of El Paso, El Paso County, Texas.

BEGINNING at a U.S. Government Monument on the North Right–of–Way of U.S.62 (Montana) having a 100' R.O.W. and the Easterly Right–of–Way of the T & NO R.R. having a 50' R.O.W. from which the NGS monument CEN 2 located North of Airway Boulevard and East of Airport Road bears North 31° 00' 11" West, (BASIS OF BEARING) a distance of 3,081.61 feet.
THENCE, North 69° 12' 45" West, a distance of 2,069.30 feet to a point;
THENCE, 956.02 feet along a curve to the left, having a radius of 1915.65 feet, a delta of 28° 35' 38" and a chord that bears North 14° 03' 49" East, a distance of 946.13 feet to a point;
THENCE, North 00° 15' 03" East, a distance of 420.78 feet to a point;
THENCE, North 00° 08' 22" West, a distance of 118.75 feet to a point;
THENCE, North 87° 34' 48" East, a distance of 449.68 feet to a point;
THENCE, North 88° 43' 05" East, a distance of 783.59 feet to a point;
THENCE, North 01° 01' 53" West, a distance of 829.55 feet to a point;
THENCE, 22.28 feet along the arc of a curve to the right, having a radius of 20.00 feet, a delta of 63° 49' 30" and a chord that bears North 30° 52' 52" East, a distance of 21.14 feet to a point;
THENCE, 456.21 feet along the arc of a curve to the right, having a radius of 2569.98 feet, a delta of 10° 10' 15" and a chord that bears North 67° 52' 44" East, a distance of 455.61 feet to a point;
THENCE, North 72° 57' 52" East, a distance of 222.68 feet to a point;
THENCE, 46.70 feet along the arc of a curve to the right, having a radius of 1,391.18 feet, a delta of 01° 55' 24" and a chord that bears North 73° 55' 34" East, a distance of 46.70 feet to a point;
THENCE, North 88° 10' 23" East, a distance of 84.21 feet to a point;
THENCE, 38.06 feet along the arc of a curve to the right, having a radius of 29.96 feet, a delta of 72° 47' 35" and a chord that bears South 42° 51' 25" East, a distance of 35.55 feet to a point;
THENCE, South 00° 29' 38" East, a distance of 179.76 feet to a point;
THENCE, 155.83 feet along the arc of a curve to the left, having a radius of 100.00 feet, a delta of 89° 16' 53" and a chord that bears South 45° 08' 44" East, a distance of 140.53 feet to a point;
THENCE, South 89° 46' 31" East, a distance of 145.39 feet to a point;
THENCE, 105.82 feet along the arc of a curve to the right, having a radius of 100.00 feet, a delta of 60°37' 55" and a chord that bears South 59°27' 34" East, a distance of 100.95 feet to a point;
THENCE, South 29°08' 36" East, a distance of 133.15 feet to a point;
THENCE, 167.95 feet along the arc of a curve to the right, having a radius of 419.12 feet, a delta of 22° 57' 33" and a chord that bears South 17° 39' 50" East, a distance of 166.83 feet to a point;
THENCE, South 89° 45' 08" East, a distance of 234.63 feet to a point;
THENCE, South 00° 32' 05" East, a distance of 175.27 feet to a point;

THENCE, 149.96 feet along the arc of a curve to the left, having a radius of 372.07 feet, a delta of 23° 05' 33", and a chord that bears South 11° 28' 21" West, a distance of 148.95 feet to a point;
THENCE, South 00° 04' 26" East, a distance of 655.96 feet to a point;
THENCE, South 89° 48' 29" East, a distance of 569.58 feet to a point;
THENCE, South 00° 16' 35" East, a distance of 181.06 feet to a point;
THENCE, 282.62 feet along the arc of a curve to the left having a radius of 752.95 feet, a delta of 21° 30' 22" and a chord that bears South 11° 01' 45" East, a distance of 280.97 feet to a point;
THENCE, South, 21°46' 56" East, a distance of 100.01 feet to a point;
THENCE, 308.15 feet along the arc of a curve to the right having a radius of 820.96 feet, a delta of 21° 30' 21" and a chord that bears South 11° 01' 45" East, a distance of 306.34 feet to a point;
THENCE, South 00° 16' 35" East, a distance of 48.68 feet to a point;
THENCE, 30.70 feet along the arc of a curve to the left having a radius of 20.00 feet, a delta of 87°56' 28" and a chord that bears South 44° 14' 49" East, a distance of 27.77 feet;
THENCE, 294.82 feet along the arc of a curve to the left having a radius of 1,713.06 feet, a delta of 9°51' 39" and a chord that bears North 86° 51' 08" East, a distance of 294.46 feet to a point;
THENCE, North 82° 00' 29" East, a distance of 1,410.61 feet to a point;
THENCE, North 8° 08' 51" West, a distance of 36.00 feet to a point;
THENCE, North 81° 51' 09" East, a distance of 1,280.00 feet to a point;
THENCE, 31.42 feet along the arc of a curve to the left having a radius of 20.00 feet, a delta of 90° 00' 00" and a chord that bears North 36° 51' 09" East, a distance of 28.28 feet;
THENCE, South 08° 08' 51" East, a distance of 56.00 feet to a point;
THENCE, North 81° 55' 39" East, a distance of 1,440.28 feet to a point;
THENCE, 31.42 feet along the arc of a curve to the left having a radius of 20.00 feet, a delta of 90° 00' 00" and a chord that bears North 36° 55' 29" East, a distance of 28.28 feet to a point;
THENCE, North 08° 04' 29" West, a distance of 318.69 feet to a point;
THENCE, 120.43 feet along the arc of a curve to the right having a radius of 335.00, a delta of 20° 35' 51" and a chord that bears North 02° 13' 25 " East, a distance of 119.78 feet to a point;
THENCE, North 12° 31' 16" East, a distance of 308.06 feet to a point;
THENCE, 405.79 feet along the arc of a curve to the right having a radius of 335.00 feet, a delta of 69° 24' 13" and a chord that bears North 47° 13' 23" East, a distance of 381.43 feet to a point;
THENCE, North 81° 55' 31" East, a distance of 368.46 feet to a point;
THENCE, 209.20 feet along the arc of a curve to the right having a radius of 335.00 feet, a delta of 35° 46' 46" and a chord that bears South 80° 11' 07" East, a distance of 205.81 feet to a point;
THENCE, 165.48 feet along the arc of a curve to the left having a radius 264.99 feet, a delta of 35° 46' 48" and a chord that bears South 80° 11' 08" East, a distance of 162.81 feet to a point;
THENCE, North 81° 55' 29" East, a distance of 202.53 feet to a point;
THENCE, North 81° 55' 29" East, a distance of 794.00 feet to a point;
THENCE, South 08° 04' 32" East, a distance of 448.02 feet to a point;
THENCE, North 81° 39' 28" East, a distance of 474.55 feet to a point;
THENCE, South 00° 17' 08" East, a distance of 1045.69 feet to a point;
THENCE, North 82° 06' 40" East, a distance of 404.72 feet to a point;
THENCE, South 02° 52' 09" West, a distance of 208.02 feet to a point;
THENCE, South 82° 25' 15" West, a distance of 61.27 feet to a point;
THENCE, South 81° 57' 56" West, a distance of 136.38 feet to a point;
THENCE, South 81° 47' 08" West, a distance of 148.93 feet to a point;
THENCE, South 81° 19' 36" West, a distance of 88.14 feet toi a point;
THENCE, South 08° 20' 19" East, a distance of 376.93 feet to a point;
THENCE, North 82° 13' 29" East, a distance of 44.00 feet to a point;
THENCE, South 08° 33' 42" East, a distance of 93.06 feet to a point;
THENCE, South 77° 53' 57" West, a distance of 48.67 feet to a point;
THENCE, South 07° 36' 11" East, a distance of 40.66 feet to a point;
THENCE, South 81° 56' 25" West, a distance of 260.97 feet to a point;
THENCE, North 08° 05' 48" West, a distance of 829.80 feet to a point;
THENCE, South 81° 55' 40" West, a distance of 8427.75 feet to the POINT OF BEGINNING of the parcel herein described containing 13,786,305 square feet, or 316.4900 acres of land, MORE OR LESS.

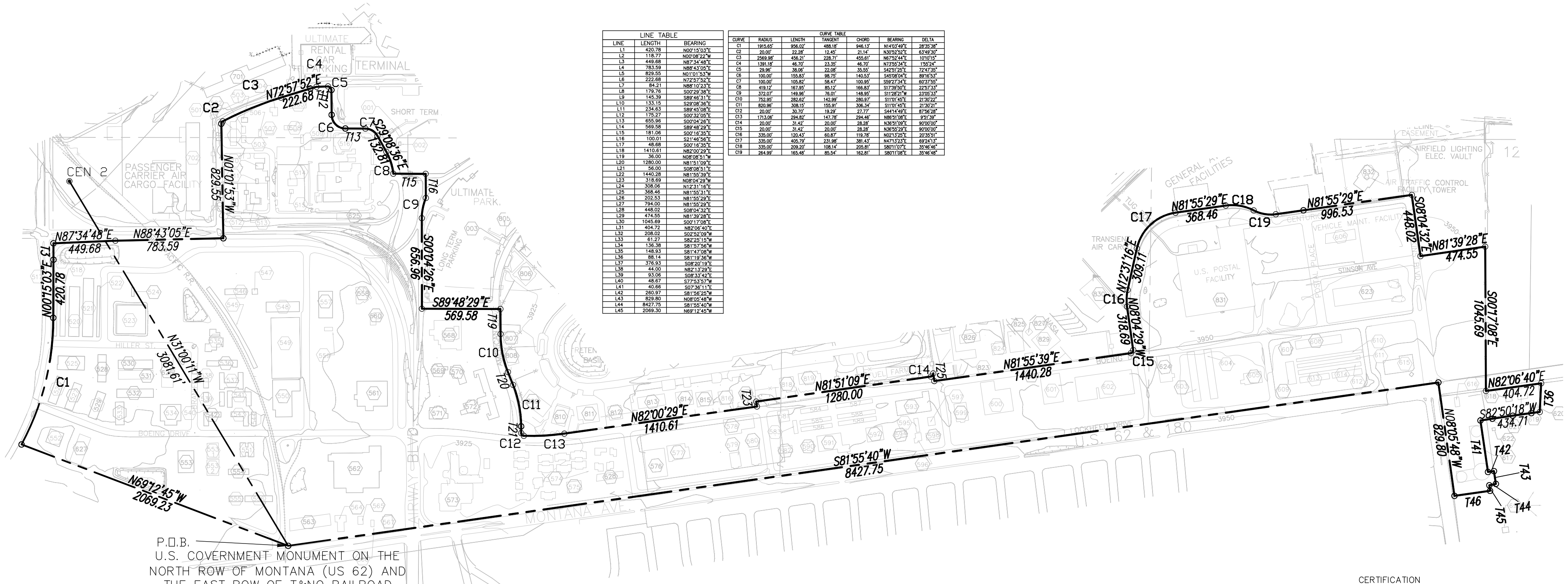


LINE TABLE

LINE	LENGTH	BEARING
L1	420.78	N00°15'03"E
L2	118.77	N00°08'22"W
L3	449.68	N87°34'48"E
L4	783.59	N88°43'05"E
L5	829.55	N01°01'53"W
L6	222.68	N72°57'52"E
L7	84.21	N88°10'23"E
L8	179.76	S00°29'38"E
L9	145.39	S89°46'31"E
L10	133.15	S29°08'36"E
L11	234.63	S89°45'08"E
L12	175.27	S00°32'05"E
L13	655.96	S00°04'26"E
L14	569.58	S89°48'29"E
L15	181.06	S00°16'35"E
L16	100.01	S21°46'56"E
L17	48.68	S00°16'35"E
L18	1410.61	N82°00'29"E
L19	36.00	N08°08'51"W
L20	1280.00	N81°51'09"E
L21	56.00	S08°08'51"E
L22	1440.28	N81°55'39"E
L23	318.69	N08°04'29"W
L24	308.06	N12°31'16"E
L25	368.46	N81°55'31"E
L26	202.53	N81°55'29"E
L27	794.00	N81°55'29"E
L28	448.02	S08°04'32"E
L29	474.55	N81°39'28"E
L30	1045.69	S00°17'08"E
L31	404.72	N82°06'40"E
L32	208.02	S02°52'09"W
L33	61.27	S82°25'15"W
L34	136.38	S81°57'56"W
L35	148.93	S81°47'08"W
L36	88.14	S81°19'36"W
L37	376.93	S08°20'19"E
L38	44.00	N82°13'29"E
L39	93.06	S08°33'42"E
L40	48.67	S77°53'57"W
L41	40.66	S07°36'11"E
L42	260.97	S81°56'25"W
L43	829.80	N08°05'48"W
L44	8427.75	S81°55'40"W
L45	2069.30	N69°12'45"W

CURVE TABLE

CURVE	RADIUS	LENGTH	TANGENT	CHORD	BEARING	DELTA
C1	1915.65'	956.02'	488.18'	946.13'	N14°03'49"E	28°35'38"
C2	20.00'	22.28'	12.45'	21.14'	N30°52'52"E	63°49'30"
C3	2569.98'	456.21'	228.71'	455.61'	N67°52'44"E	10°10'15"
C4	1391.18'	46.70'	23.35'	46.70'	N73°55'34"E	1°55'24"
C5	29.96'	38.06'	22.08'	35.55'	S42°51'25"E	72°47'35"
C6	100.00'	155.83'	98.75'	140.53'	S45°08'04"E	89°16'53"
C7	100.00'	105.82'	58.47'	100.95'	S59°27'34"E	60°37'55"
C8	419.12'	167.95'	85.12'	166.83'	S17°39'50"E	22°57'33"
C9	372.07'	149.96'	76.01'	148.95'	S11°28'21"W	23°05'33"
C10	752.95'	282.62'	142.99'	280.97'	S11°01'45"E	21°30'22"
C11	820.96'	308.15'	155.91'	306.34'	S11°01'45"E	21°30'21"
C12	20.00'	30.70'	19.29'	27.77'	S44°14'49"E	87°56'28"
C13	1713.06'	294.82'	147.78'	294.46'	N86°51'08"E	9°51'39"
C14	20.00'	31.42'	20.00'	28.28'	N36°51'09"E	90°00'00"
C15	20.00'	31.42'	20.00'	28.28'	N36°55'29"E	90°00'00"
C16	335.00'	120.43'	60.87'	119.78'	N02°13'25"E	20°35'51"
C17	335.00'	405.79'	231.98'	381.43'	N47°13'23"E	69°24'13"
C18	335.00'	209.20'	108.14'	205.81'	S80°11'07"E	35°46'46"
C19	264.99'	165.48'	85.54'	162.81'	S80°11'08"E	35°46'48"



CERTIFICATION
I HEREBY CERTIFY THAT THE FOREGOING BOUNDARY, HAS BEEN COMPILED FROM RECORD DOCUMENTS AND WAS NOT PREPARED FROM A FIELD SURVEY. THE SURVEY IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

____
TOM ROLLAG, R.P.L.S.
REGISTERED PROFESSIONAL LAND SURVEYOR
TEXAS LICENSE NO. 6313

DATE: ____________

REVISIONS

	DATE	REVISIONS	BY
1	8/20/2012	REVISION DONE BY TOM ROLLAG	TR
2			
3			
4			
5			
6			
7			

FILE

SCALE: 1"=400'
JOB NO.: 06-12-3198
FEILD BY: CR/CV/EO/EK/RS/RE
FEILD BOOK: N/A
DRAWN BY: TR
CHECKED BY: GH
DATE: 04/20/12

PROJECT NAME
E.P.I.A. ZONING
EL PASO INTERNATIONAL AIRPORT PROPERTIES
EL PASO, EL PASO COUNTY, TEXAS

SLI ENGINEERING, INC.
CIVIL ENGINEERS
LAND SURVEYORS
LAND PLANNERS
6600 WESTWIND DRIVE
EL PASO, TEXAS
(915) 584-4457

STATE OF TEXAS REGISTERED PROFESSIONAL LAND SURVEYOR TOM ROLLAG 6313

SLI ENGINEERING, INC.
Reg. No. F-1902
SURVEYING
Reg. No. 100120-00

SHEET TITLE
ZONING BOUNDARY

1 OF 1

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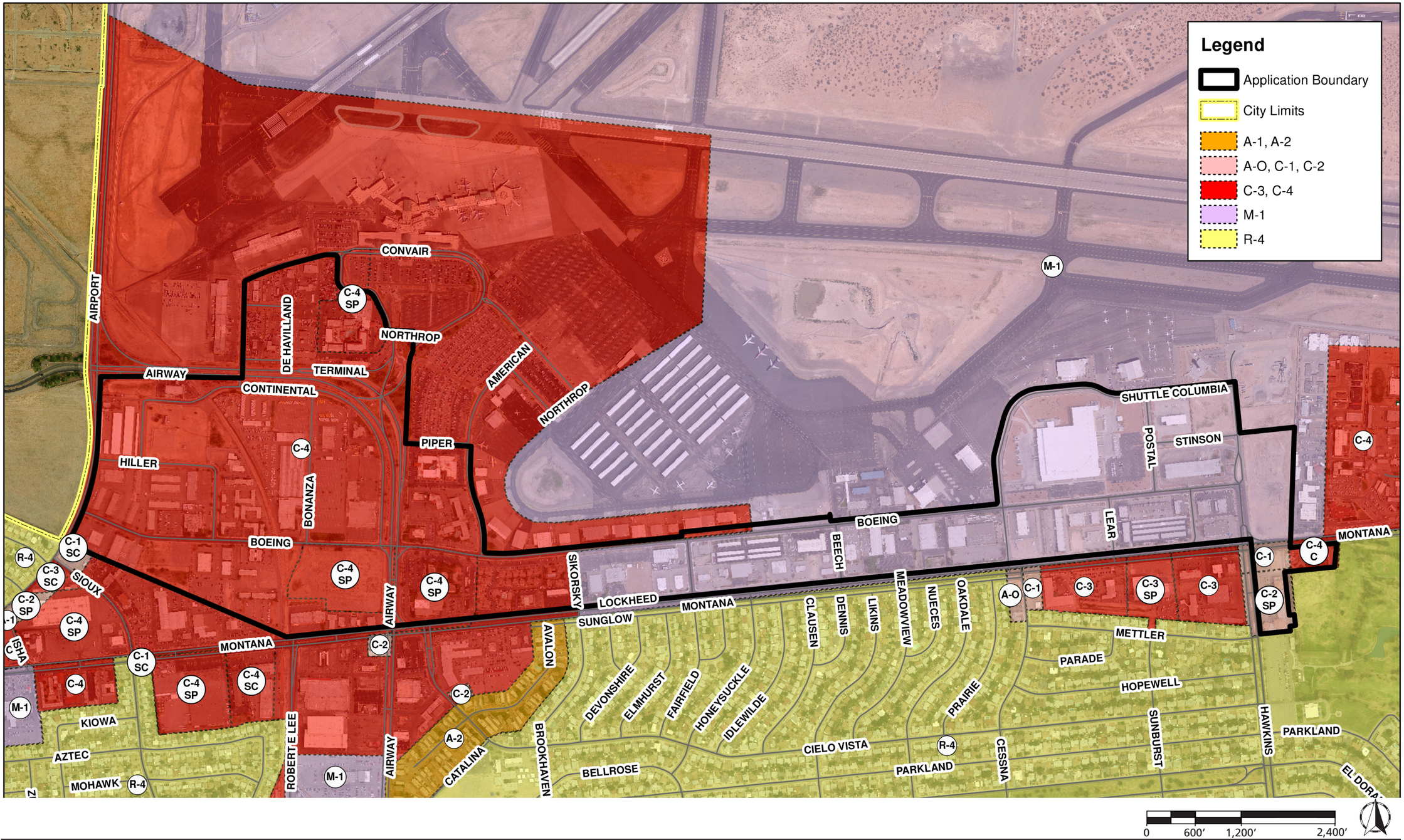
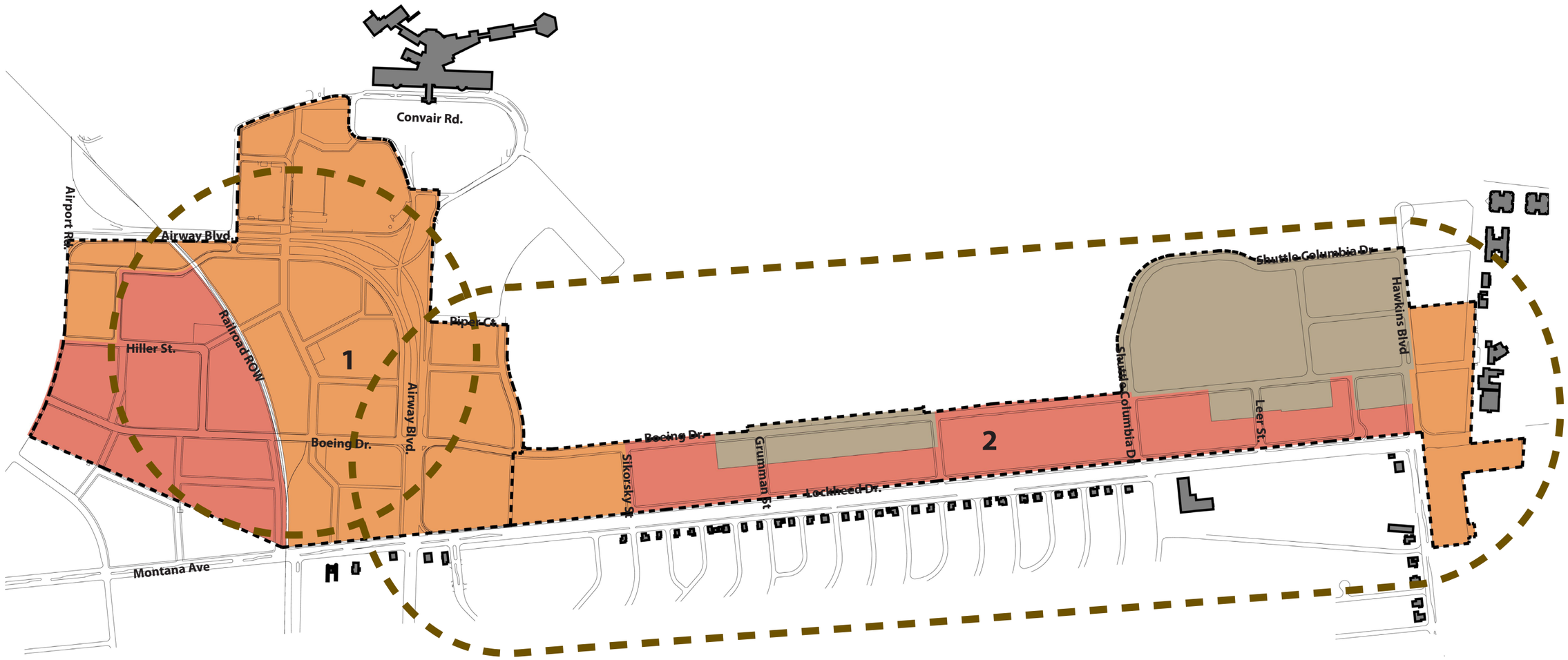


SOUTHERN INDUSTRIAL PARK EL PASO INTERNATIONAL AIRPORT
TITLE 21 APPLICATION

EXISTING ZONING MAP
Scale: 1" = 800'



21.40.010 Instructions

B. Infill community plans are intended to regulate, at minimum, at least 5 acres. The community type shall be based on existing conditions and intended evolution in the plan area. **316.4 acres**

21.40.020 Infill Community Types

E. Infill RCD – Airport (Regional Center Development).

1. An infill RCD – Airport should be assigned to urban core areas that are within one mile of the airport terminal, or along the Montana BRT route. An infill RCD – Airport 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.

21.40.050 Special Districts

A. Areas that, by their intrinsic size, function, or configuration, cannot conform to the requirements of any transect zone or combination of zones shall be designated as special districts by the planning division in the process of preparing an infill community plan.

STANDARD PED SHED

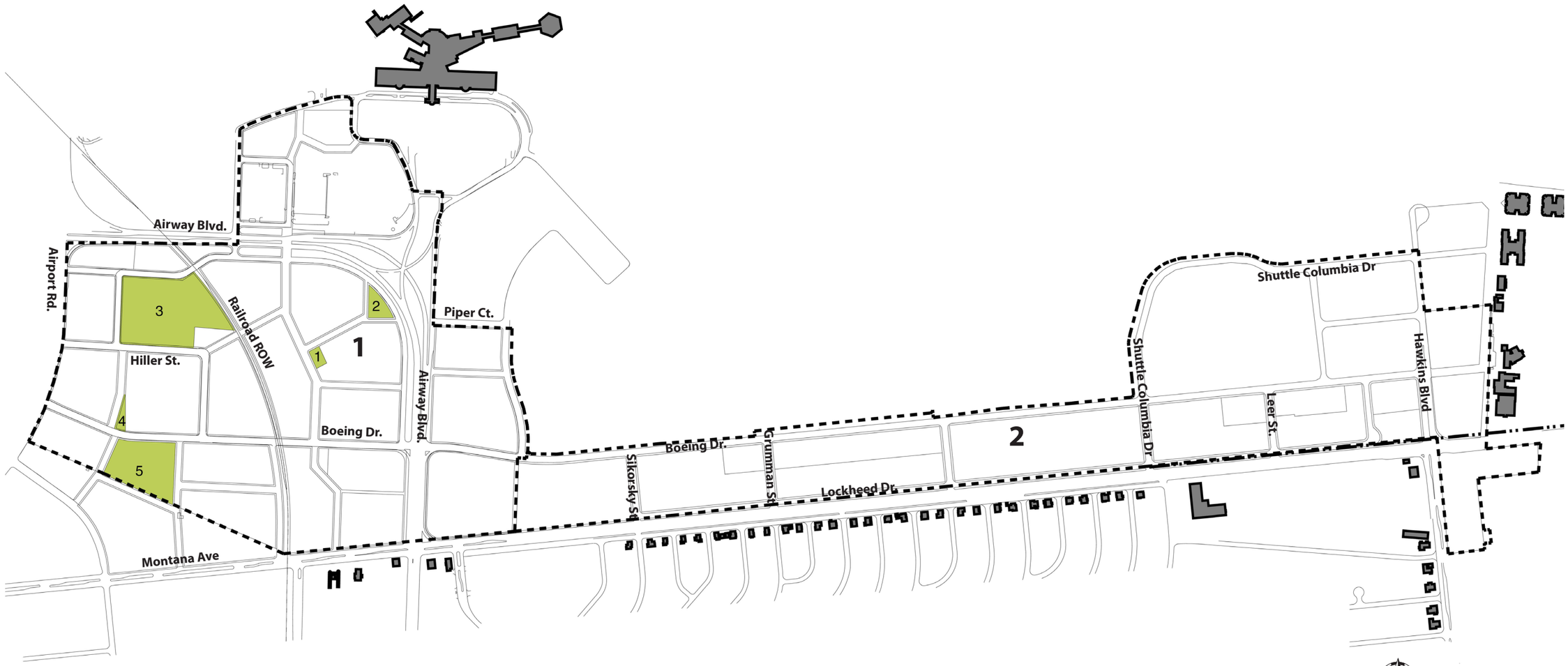
SD3	SD4	SD5	Total	Civic
123.12	51.66	0	174.78	12.71
70.4%	29.6%	0%	100%	7.3%

LINEAR PED SHED

SD3	SD4	SD5	Total	Civic
28.12	49.88	63.61	141.61	0
19.9%	35.2%	44.9%	100%	0%

Standard Pedestrian Shed
Linear Pedestrian Shed
SD3 Airport T5.1
SD4 Airport T5.2
SD5 Airport ST
Adjusted Pedestrian Sheds

0 400′ 800′ 1600′ Scale: 1″ = 800′



21.40.040 Civic Zones

A. General

1. Infill Plans should designate civic space zones (CS) and civic building zones (CB).

2. A civic zone may be permitted if it does not occupy more than 20% of a pedestrian shed, otherwise it is subject to the creation of a special district. See Section 21.40.050.

B. Civic Space Zones (CS)

1. Civic spaces shall be generally designed as described in Table 13, their type determined by their Transect Zone.

C. Civic Building Zones (CB)

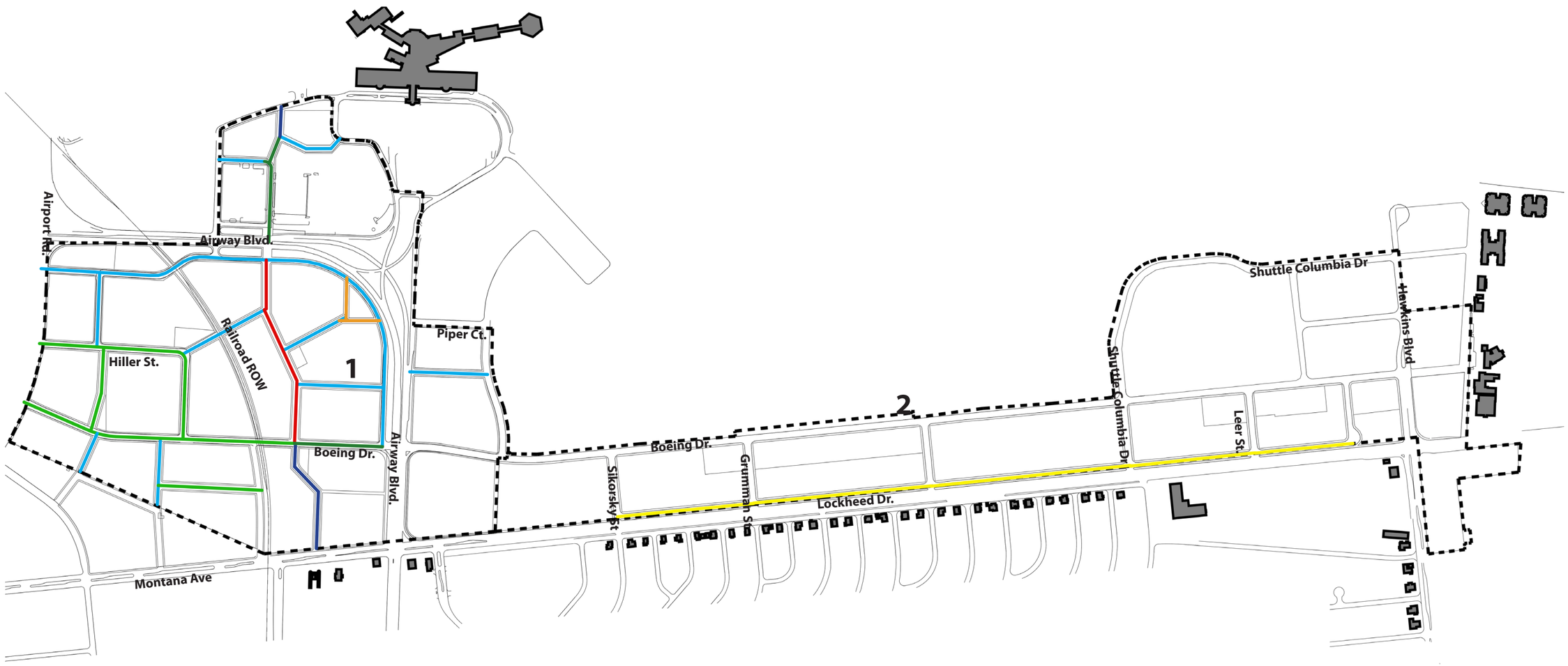
1. Civic buildings shall be permitted on civic zones reserved in the infill regulating plan.

2. Civic buildings shall be subject to the requirements of Chapter 21.50. No Civic buildings are planned at this time.

CIVIC SPACE	PROPOSED TYPE	AREA	PERMITTED AREA
1	PLAZA	0.26	.25 – 2
2	SQUARE	0.59	.25 – 5
3	GREEN	7.68	.5 – 8
4	PLAZA	0.29	.25 – 2
5	GREEN	3.89	.5 – 8

PEDESTRIAN SHED	ACRES	CIVIC ACRES	PERCENTAGE
1	174.78	12.71	7.3%
2	141.61	0	0%

0 400′ 800′ 1600′ Scale: 1″ = 800′



21.10.040 Infill Regulating Plans shall consist of one or more maps showing the following:

B.2.b.(3) A thoroughfare network, existing or planned (Table 3A, Table 3B);

Infill Community Plans have no requirements for Thoroughfare Network or Block Perimeter because of the existing condition constraints. New connections are made where possible, however this RCD has the additional limitation of the railway.

Only new thoroughfares, or those being upgraded are coded on the plan. All unchanged streets are not coded.

Color Key	Thoroughfare
	CS-70-42
	CS-50-22
	CS-60-34
	SL-35

Color Key	Thoroughfare
Transit Route Thoroughfares	
	CS-70-44
	CS-74-46
	CS-60-36

0 400′ 800′ 1600′ Scale: 1″ = 800′

KEY

ST-57-20-SH

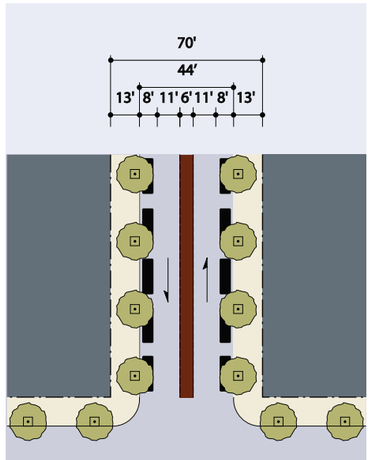
- Thoroughfare Type
- Right of Way Width
- Pavement Width
- Transportation

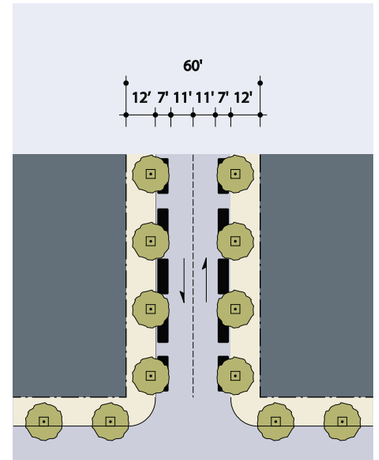
THOROUGHFARE TYPES

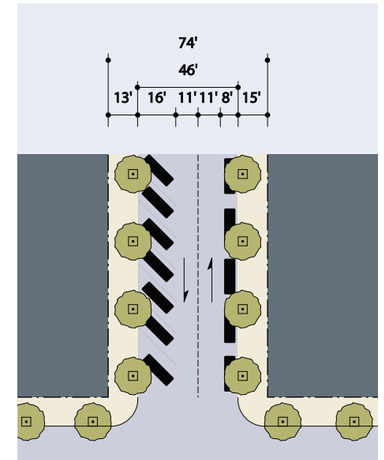
Boulevard:	BV
Avenue:	AV
Commercial Street:	CS
Street:	ST
Road:	RD
Rear Alley:	RA
Rear Lane:	RL

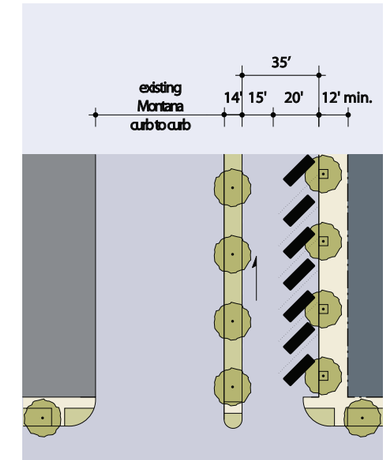
TRANSPORTATION TYPE

Bicycle Lane:	BL
Bicycle Trail:	BT
Bicycle Route:	BR
Sharrow:	SH
Path:	PT
Transit Route:	TR







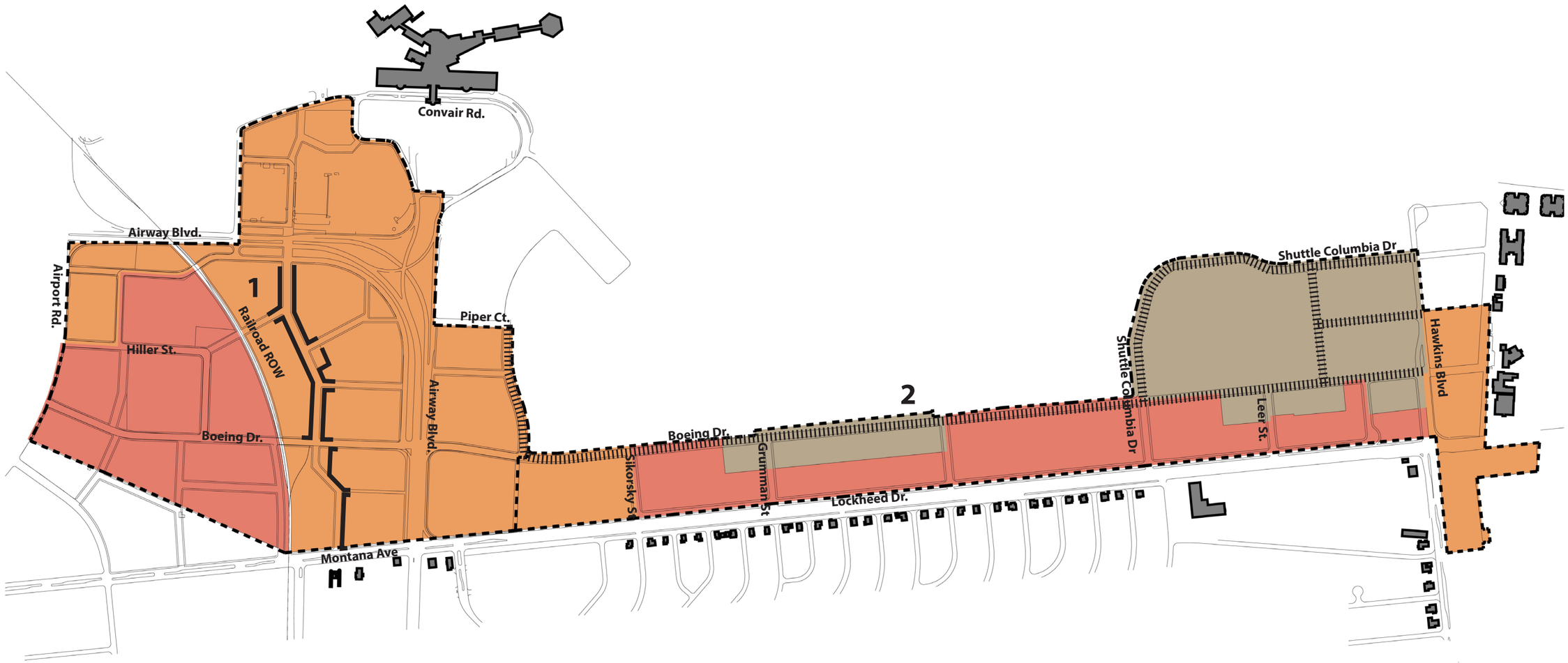


	CS-70-44	CS-60-36	CS-74-46	SL-35
Thoroughfare Type	Commercial Street w/center safety strip	Commercial Street	Commercial Street	Slip Lane Conversion: Lockheed Drive
Transect Zone Assignment	SD3, SD4	SD3, SD4	SD3, SD4	SD3, SD4
Right-of-Way Width	70 feet	60 feet	74 feet	49 feet
Pavement Width	44 feet	36 feet	46 feet	35 feet
Movement	Slow Movement	Slow Movement	Slow Movement	Slow Movement
Design Speed	25 MPH	25 MPH	25 MPH	20 MPH
Pedestrian Crossing Time	12.2 seconds	10.3 seconds	12.8 seconds	7 seconds
Traffic Lanes	2 lanes	2 lanes	2 lanes	1 one-way lane
Parking Lanes	Both sides @ 8 feet marked	Both Sides @ 7 feet marked	Reverse angle @ 16 feet, parallel @ 8 feet marked	One Side Diagonal @ 20 feet marked
Curb Radius	10 feet	10 feet	10 feet	10 feet
Public Frontage Type	Arcade, Gallery, Shopfront	Arcade, Gallery, Shopfront	Arcade, Gallery, Shopfront	12 foot Sidewalk
Walkway Type	13 foot Sidewalk	12 foot Sidewalk	13 foot Sidewalk / 15 foot Sidewalk	9X4' tree well
Planter Type	9'x9' tree well	9'X4' tree well	9'X4' tree well	Vertical
Curb Type	Vertical; center flush median w/ribbon curb	Vertical	Vertical	Trees at 50' o.c. Avg. at sidewalk
Landscape Type	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.	Trees at 30' o.c. Avg.	BR
Transportation Provision	TR, SH	BR, SH, TR	BR, SH, TR	

SL-35 This is an upgrade of an existing condition on Lockheed Drive, and as such is constrained by the existing widths. This is an existing truck route serving the adjacent industrial businesses, and therefore requires greater width. The median is outside the rezoning area, and the 14' width is estimated relative to GIS measurements.

NOTE: The street tree improvements along Lockheed are specific to this location only and are permitted at 50' o.c. because of the general industrial nature of this thoroughfare.

Note: CS-50-22, CS-60-34 and CS-74-44 are preapproved thoroughfares per Table 4C: Thoroughfare Assemblies, and are not included in the proposed thoroughfare sections above.



20.40.070 Special Requirements

A. An infill community plan may designate any of the following special requirements:

1. A differentiation of the thoroughfares as A-Grid and B-Grid.

2. 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.

6. Designations 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.

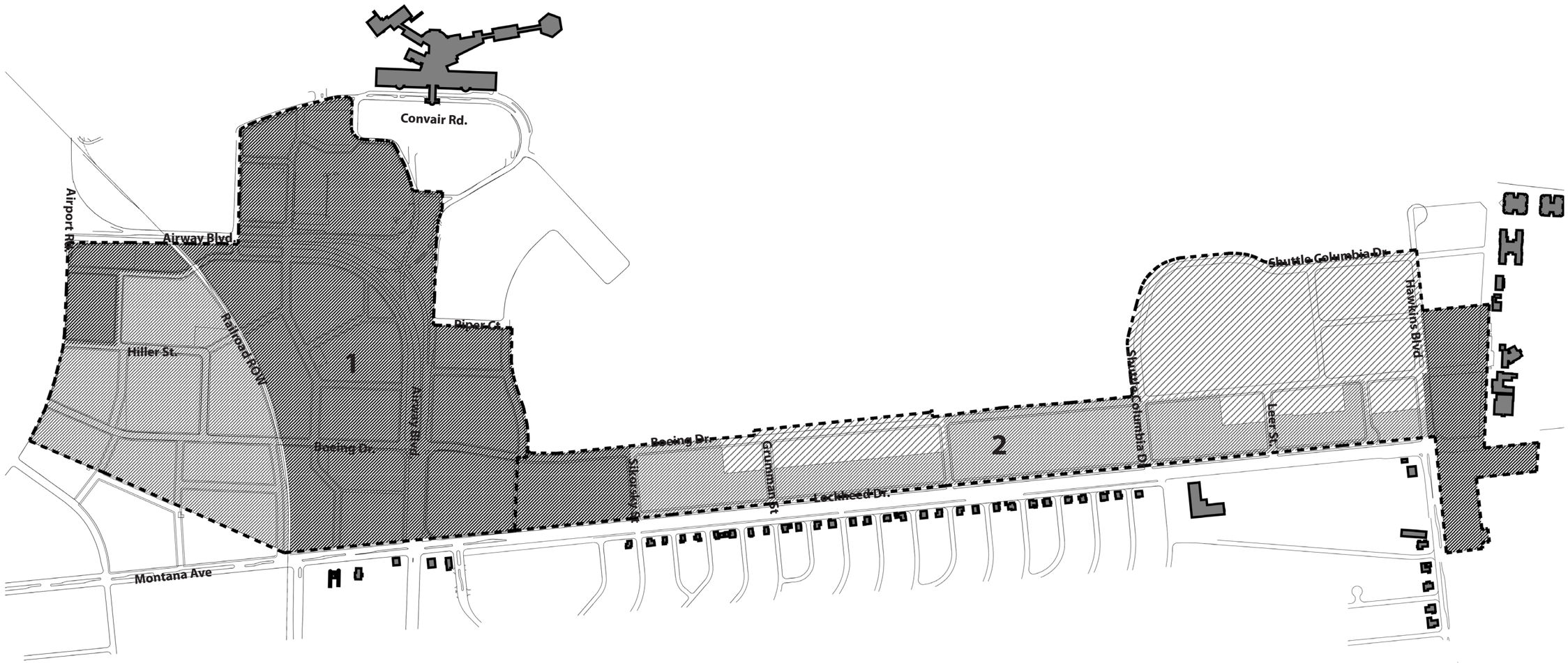
20.40.070.A.1. requires B-Grid frontages do not exceed thirty percent of the pedestrian.

Pedestrian Shed	B-Grid Frontage	Total Frontage	%
1	994′	36,988′	2.68
2	11,095′	25,122′	44.16

20.30.090.A.1 allows SD5 to have unlimited B-Grid because of its industrial character. This reduces Ped Shed 2's non-SD5 B-Grid to 2,101′ or 8.36%

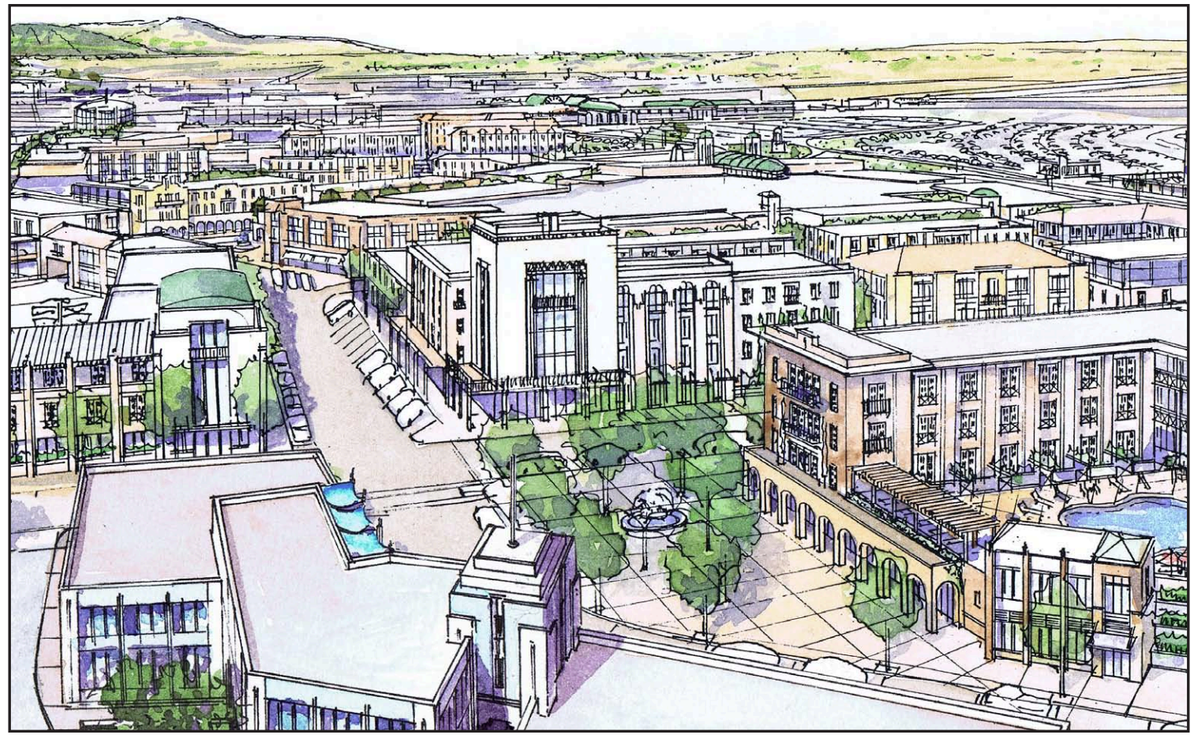
Required Shopfront
B-Street
SD3 Airport T5.1
SD4 Airport T5.2
SD5 Airport ST

0 400′ 800′ 1600′ Scale: 1″ = 800′



SD3 Airport T5.1
SD4 Airport T5.2
SD5 Airport ST
Adjusted Pedestrian Sheds

0 400′ 800′ 1600′ Scale: 1″ = 800′



SOUTHERN INDUSTRIAL PARK MASTER PLAN

A SMARTCODE DEVELOPMENT STUDY FOR A MIXED USE AIRPORT CENTER

El Paso, Texas

August 2012

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PLACE MAKERS

El Paso International Airport

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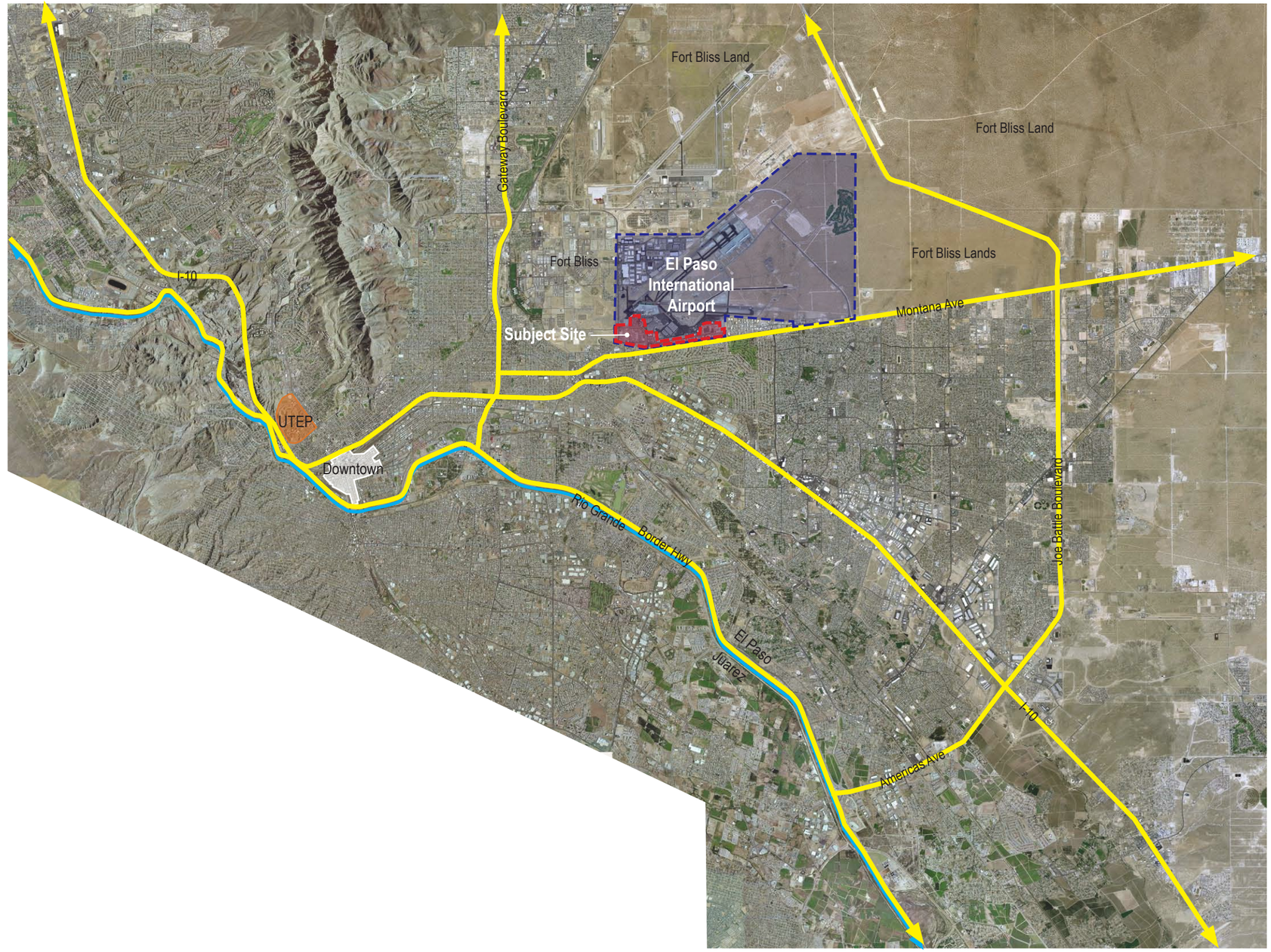
BACKGROUND

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.



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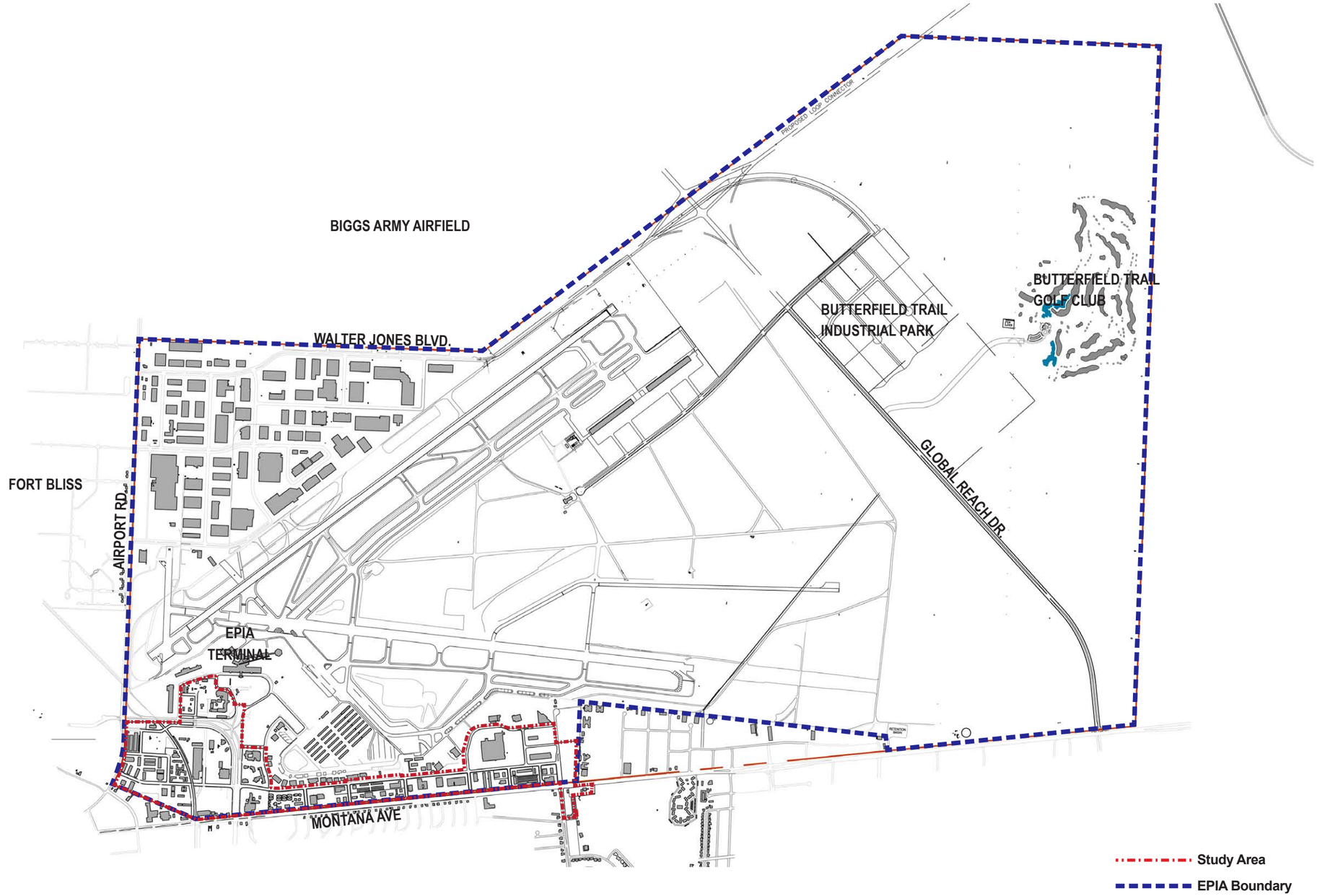
ATTACHMENT 4
Southern Industrial Park Master Plan



SOUTHERN INDUSTRIAL PARK MASTER PLAN EL PASO, TEXAS
SMARTCODE DEVELOPMENT STUDY

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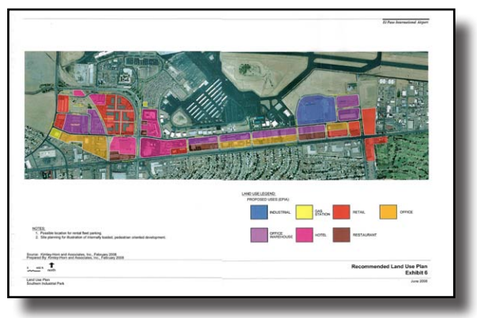
AIRPORT CONTEXT PLAN
Study Area

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'

EXISTING CONDITIONS AERIAL

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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'

SOUTHERN INDUSTRIAL PARK MASTER PLAN EL PASO, TEXAS **LEASE PLAN OVERLAY - EXISTING BUILDINGS**

SMARTCODE DEVELOPMENT STUDY

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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

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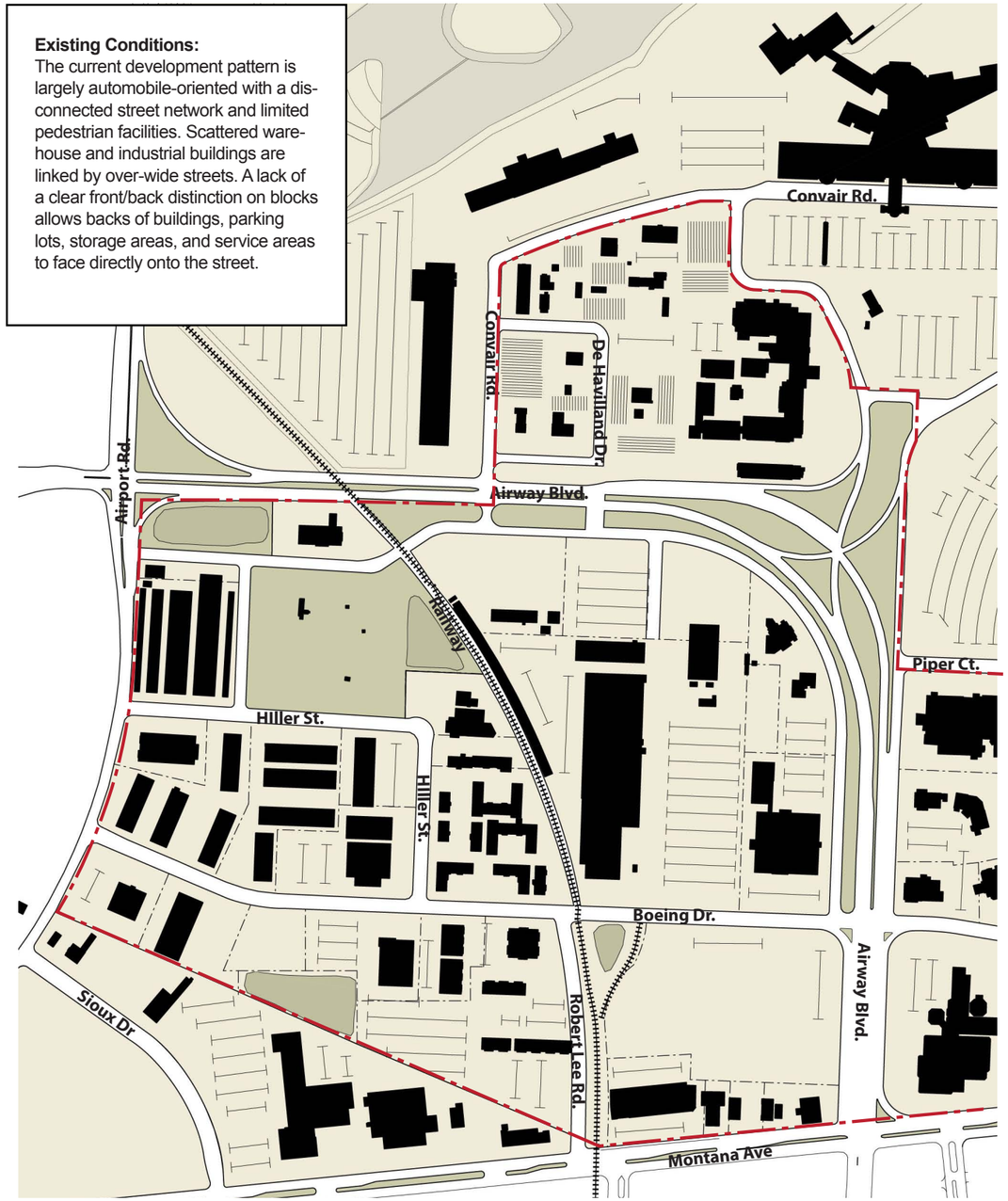

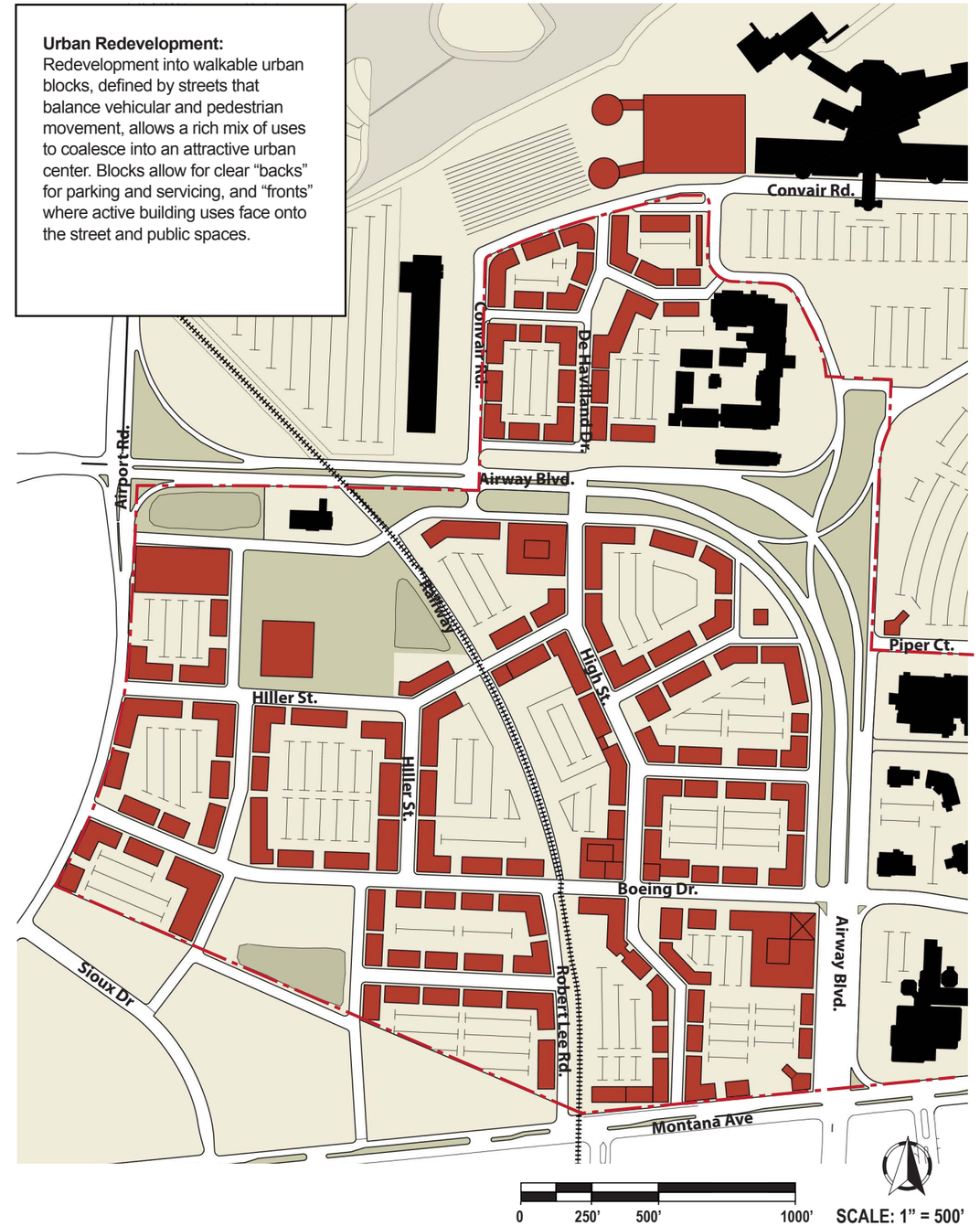

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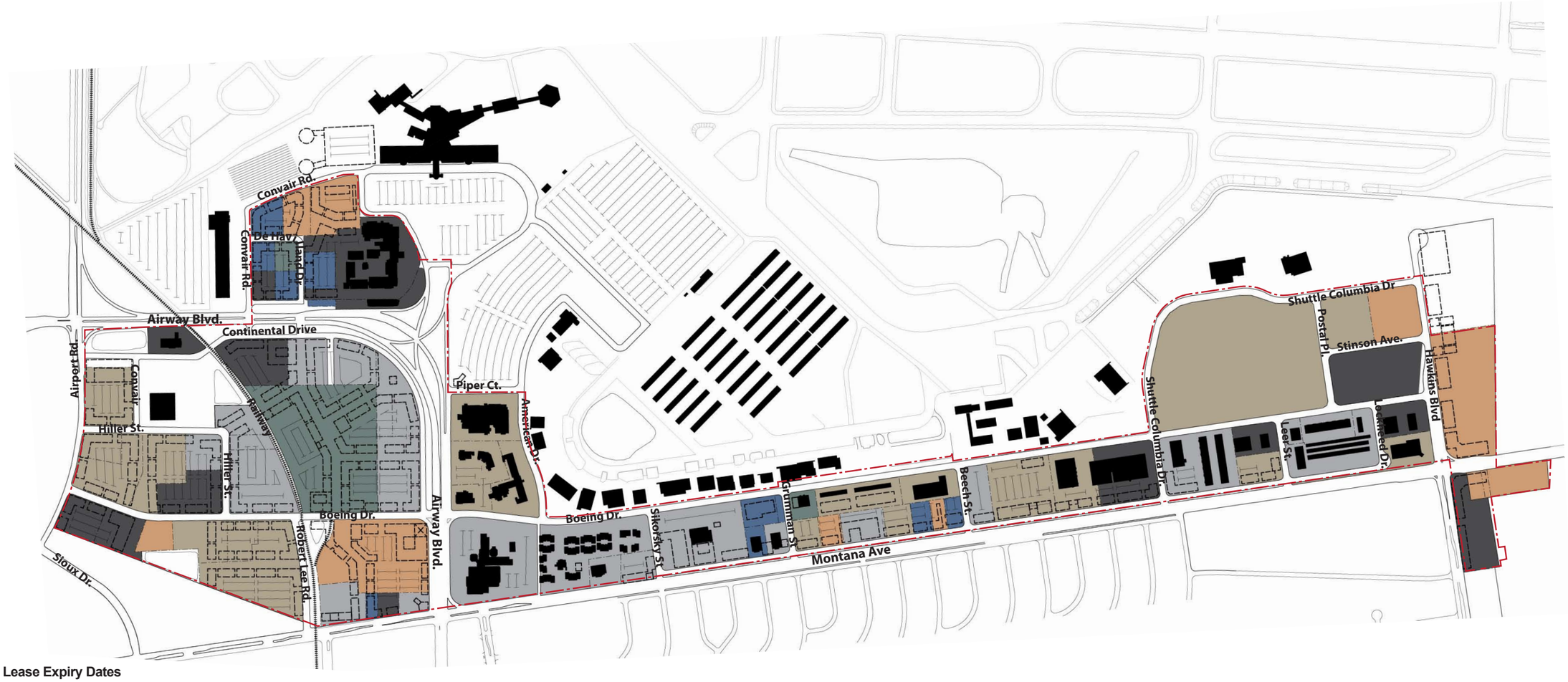
Southern Industrial Park Master Plan



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'

SOUTHERN INDUSTRIAL PARK MASTER PLAN EL PASO, TEXAS **LEASE PLAN OVERLAY - PROPOSED BUILDINGS**
SMARTCODE DEVELOPMENT STUDY

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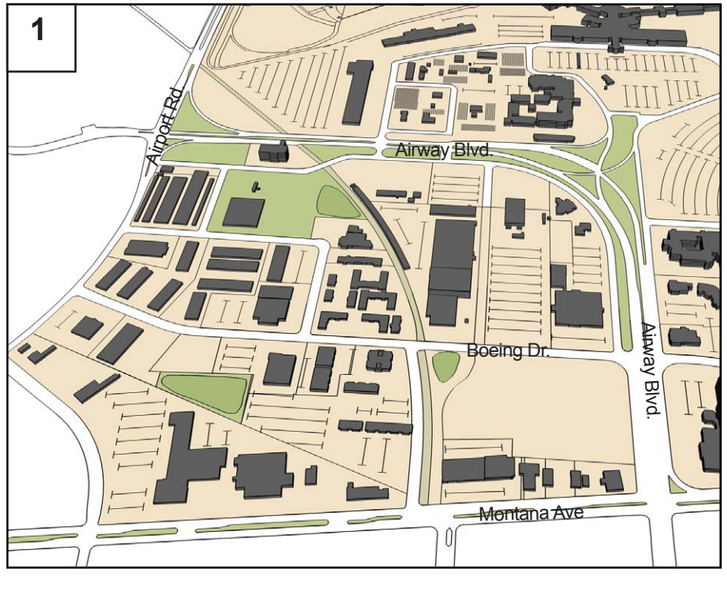
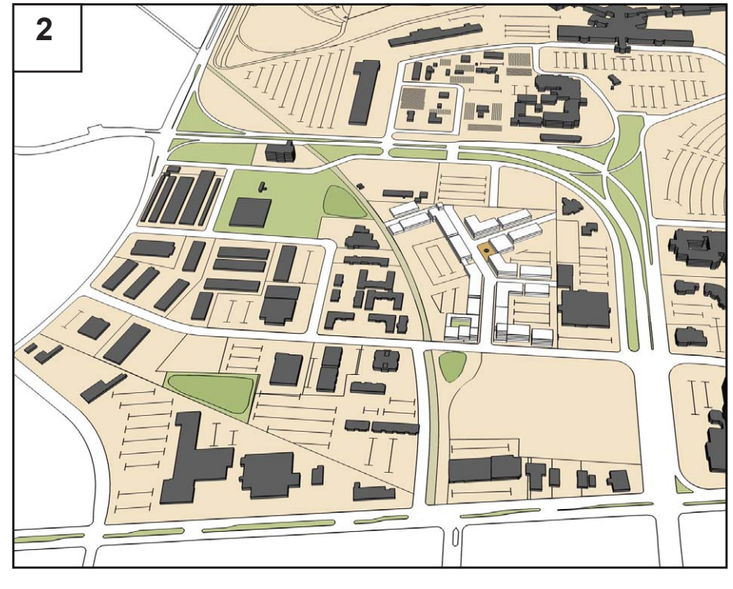
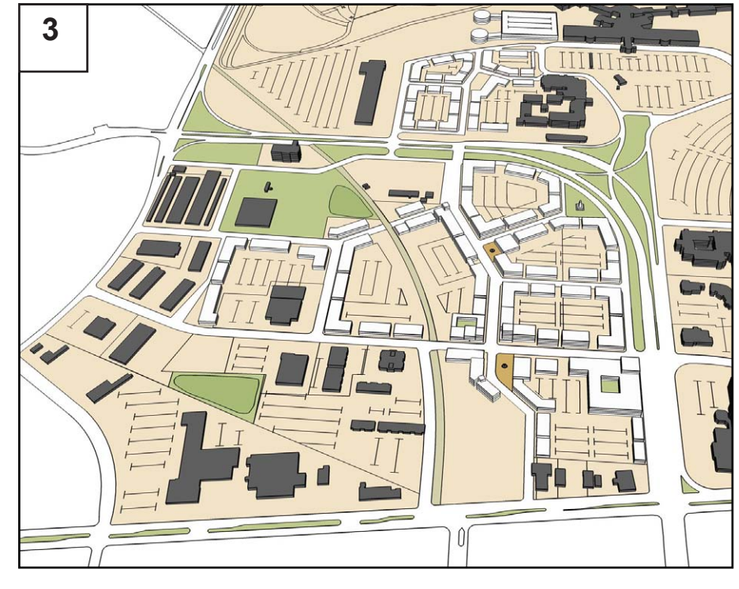
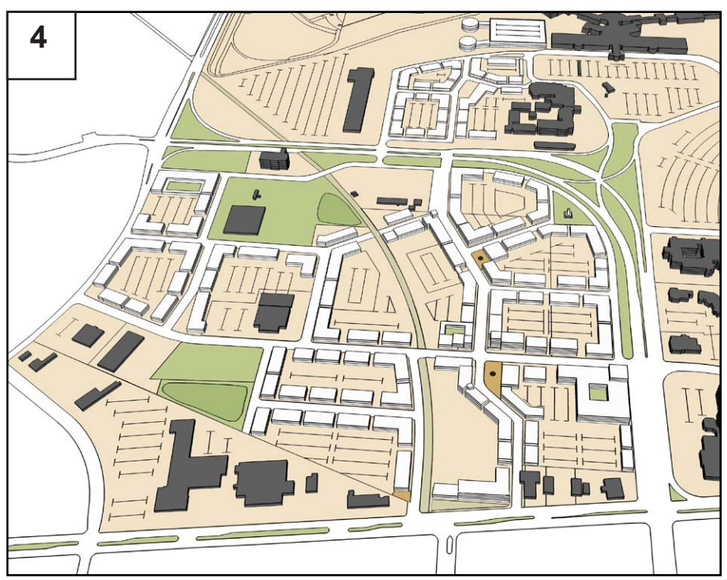
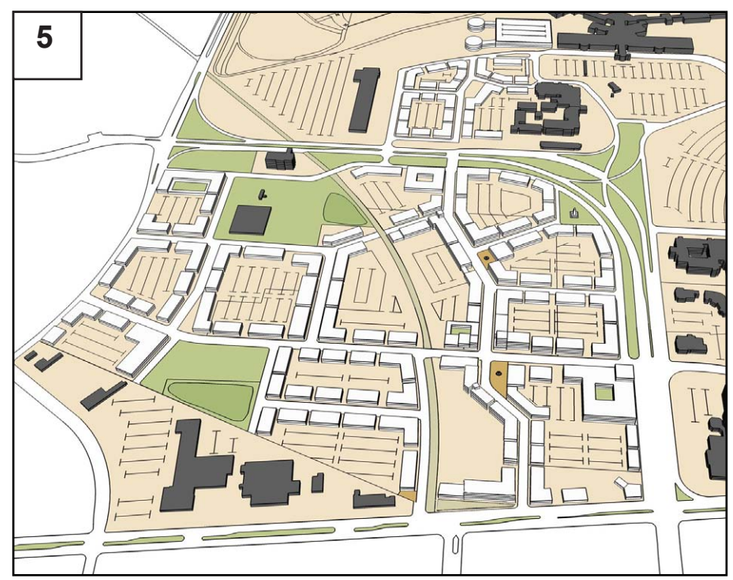
Phasing Illustrated: This series of images shows how the mixed use center might develop over time in response to lease expiries and other factors.

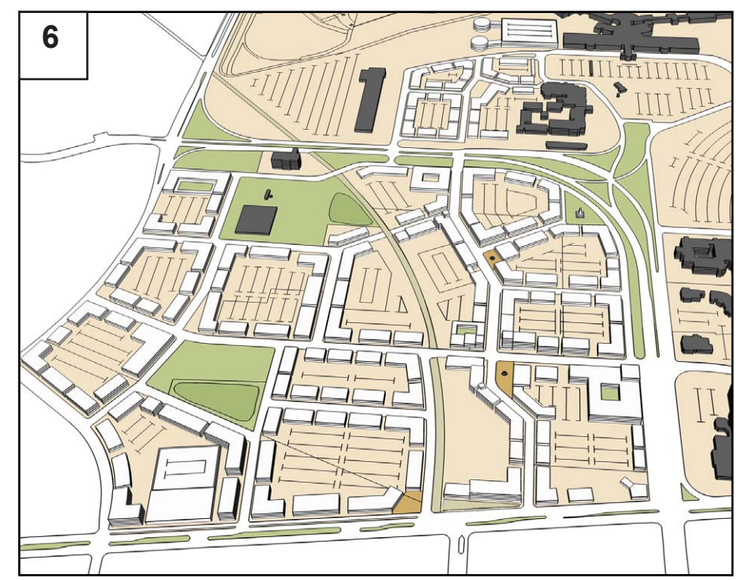












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High Street: The Master Plan is centered on a north-south "High Street" leading from the new Rental Car Garage and extending south to Montana. Most of the street occurs within existing street right-of-way, but curves to create visual interest and a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

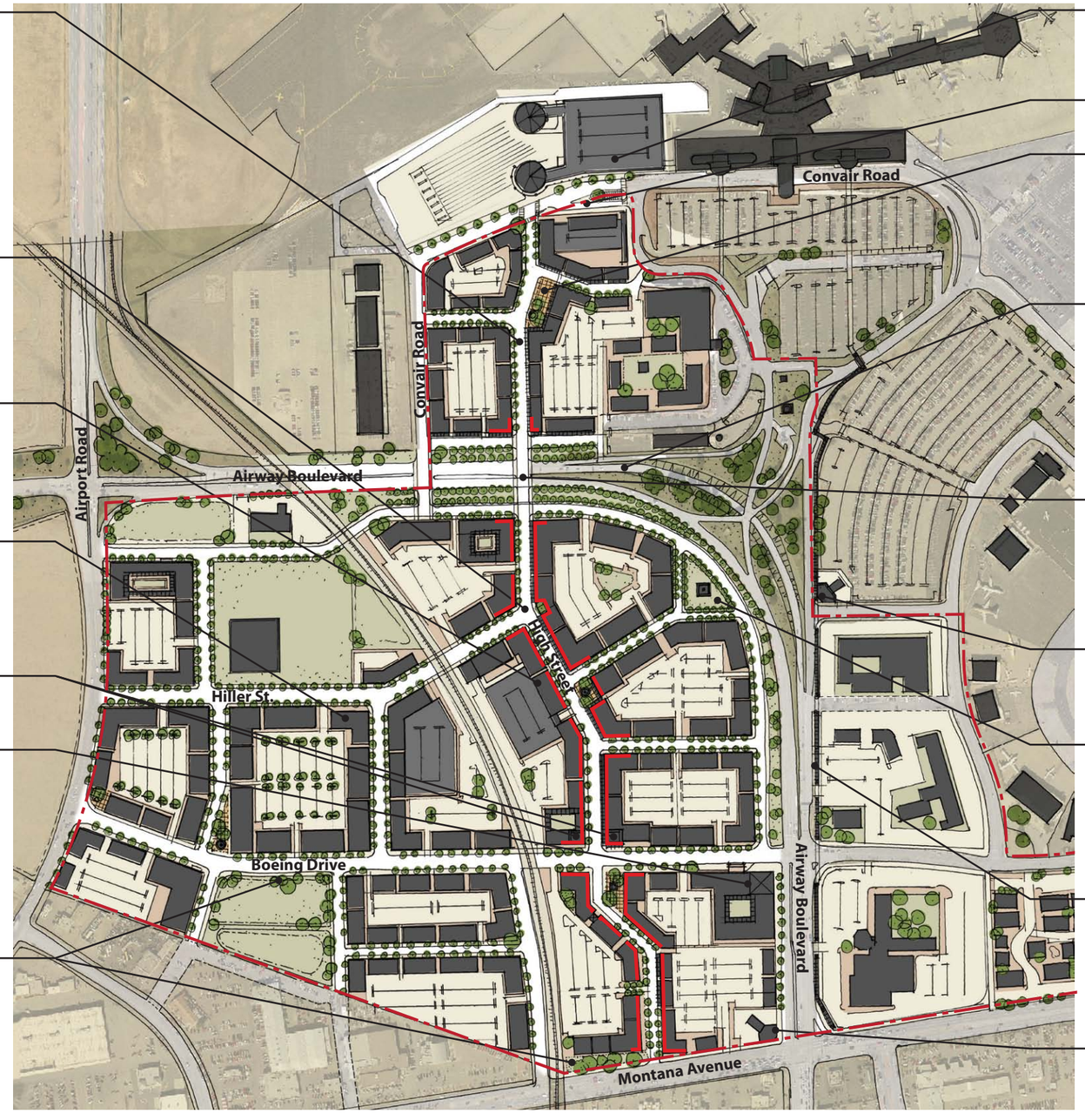
Lined Parking Garages: The SmartCode allows a range of possible development intensities. The ability to provided parking limits intensity. Both surface parking and parking garages are shown to demonstrate possible configurations. The existing railway is ideal for interfacing parking facilities. Other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

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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:

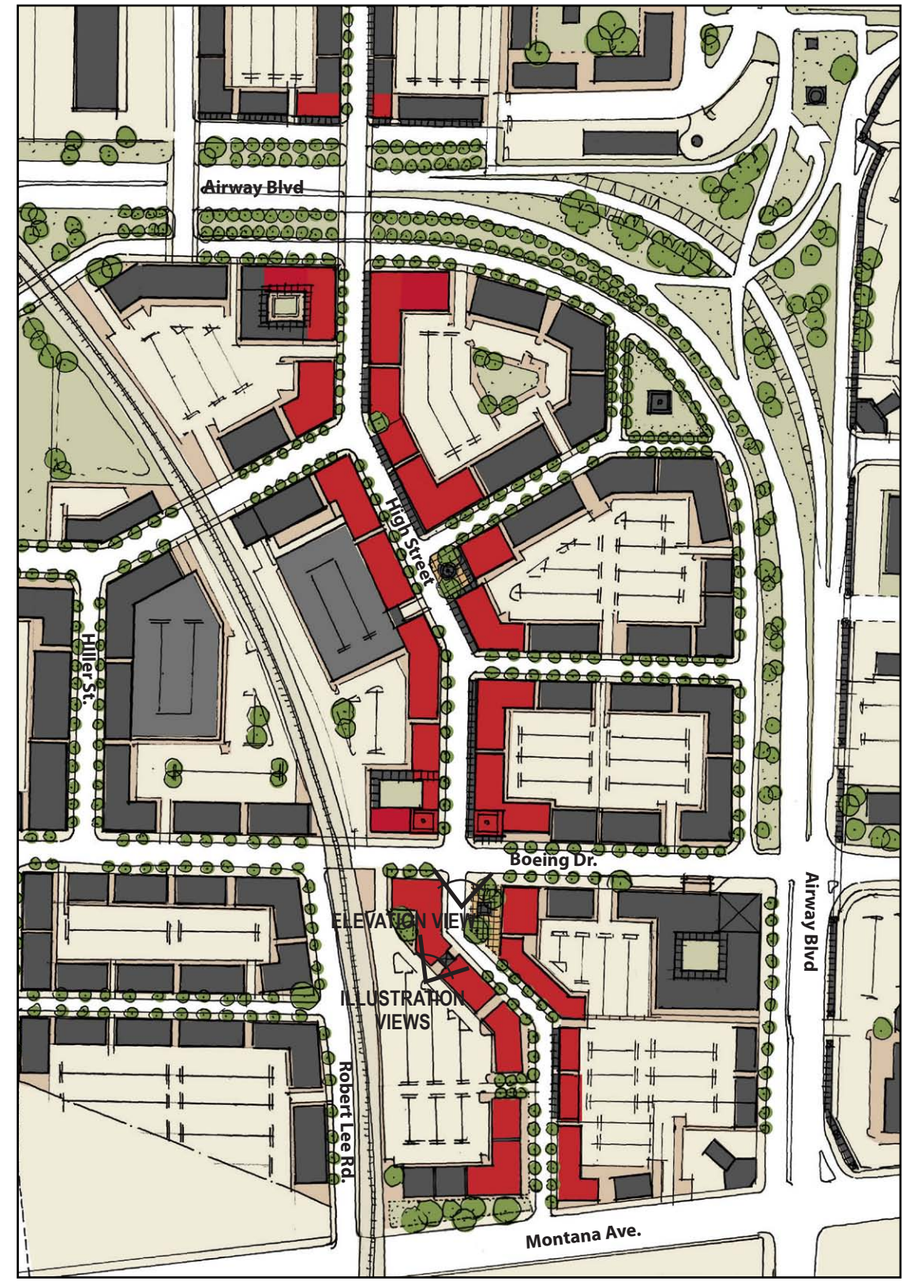
1. Build iconic corner buildings with tower elements that can attract attention from nearby thoroughfares. Shown above are conceptual hotel elevations for the two tower elements on the south end of High Street indicated as "Elevation View". Other important intersections should follow suit.

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.



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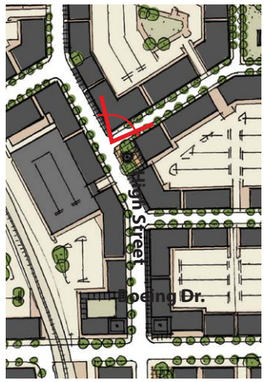
THE GATEWAY TO HIGH STREET
View to north through pedestrian passage.



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.

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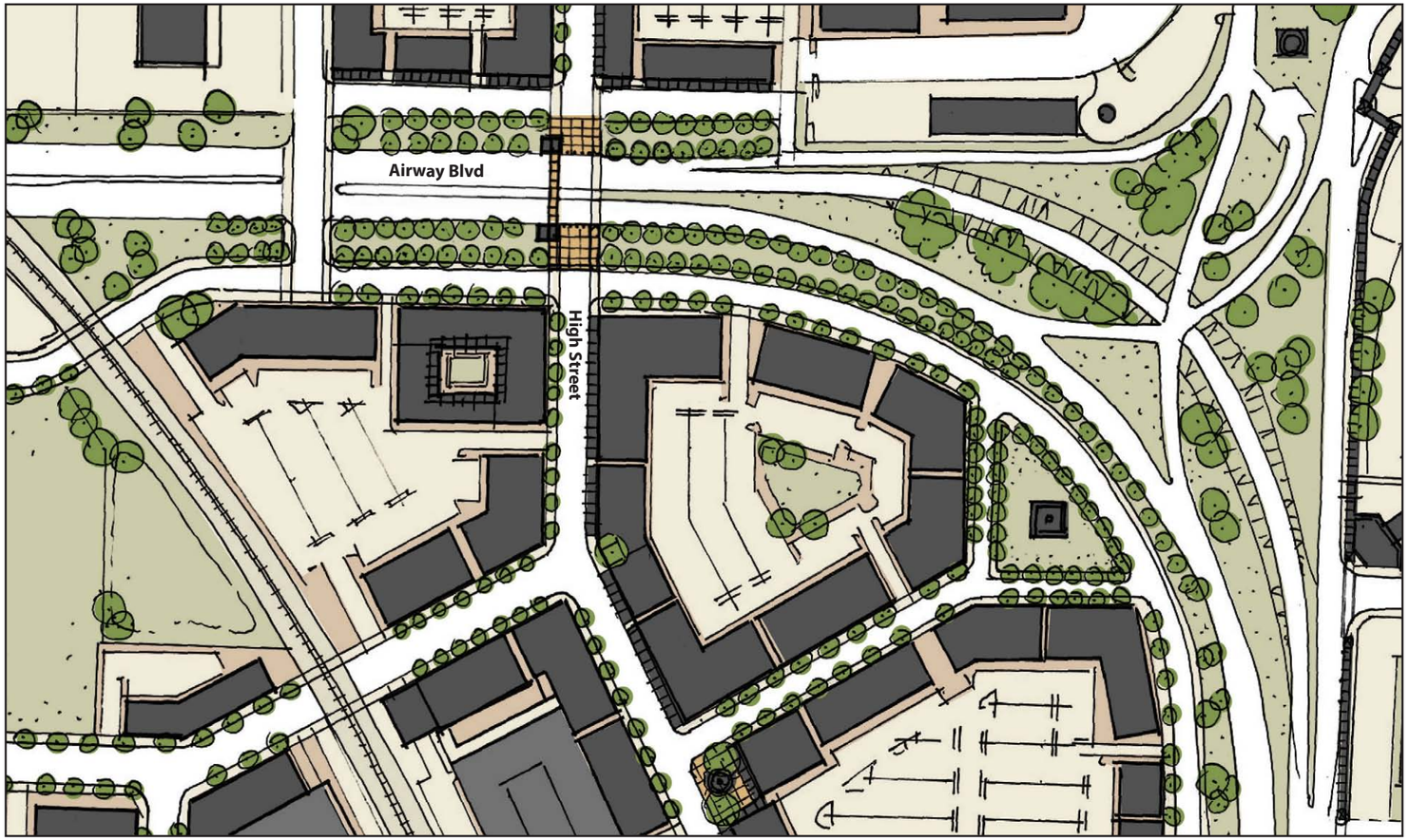

Pedestrian Overpass Option: If Airway Boulevard is not traffic calmed, this diagram demonstrates a pedestrian overpass alternative to the proposed new intersection at Airway Boulevard and High Street.

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.

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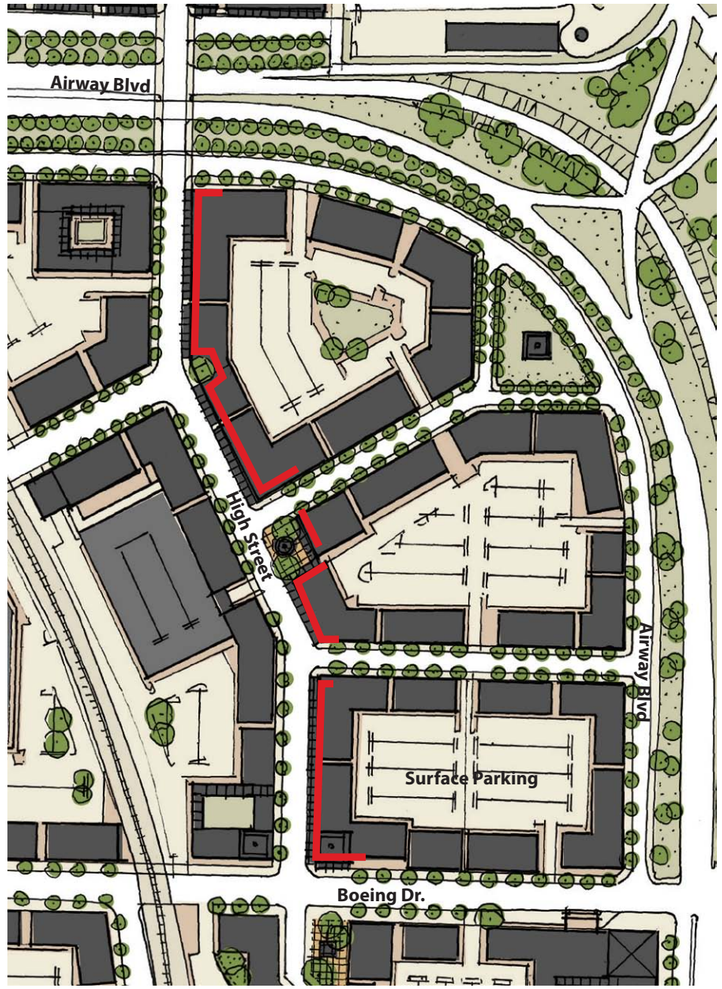
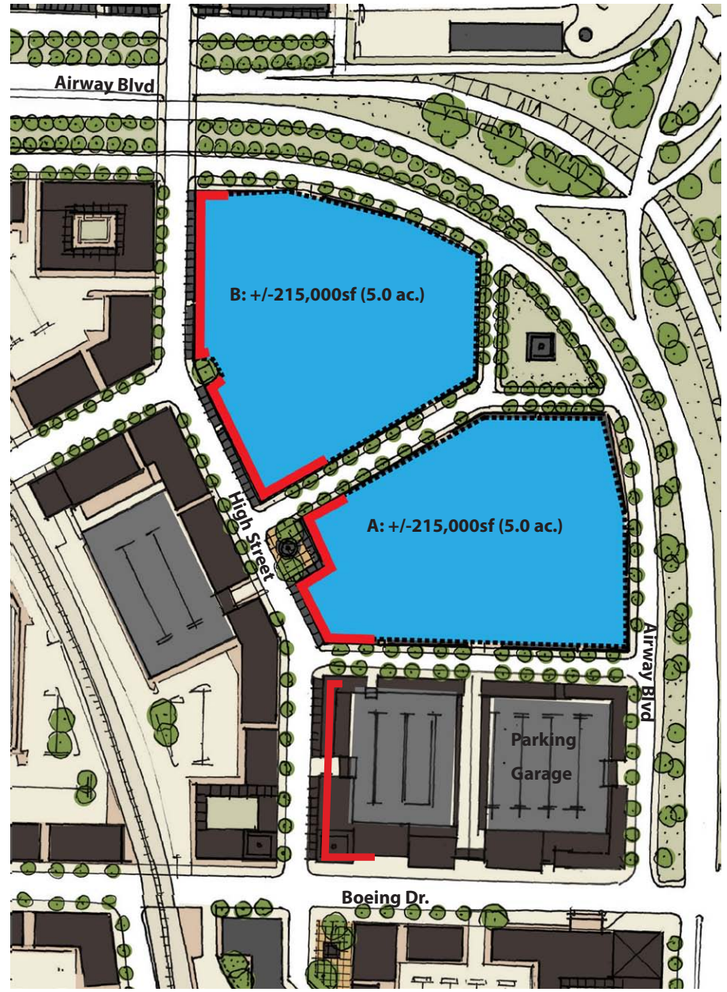
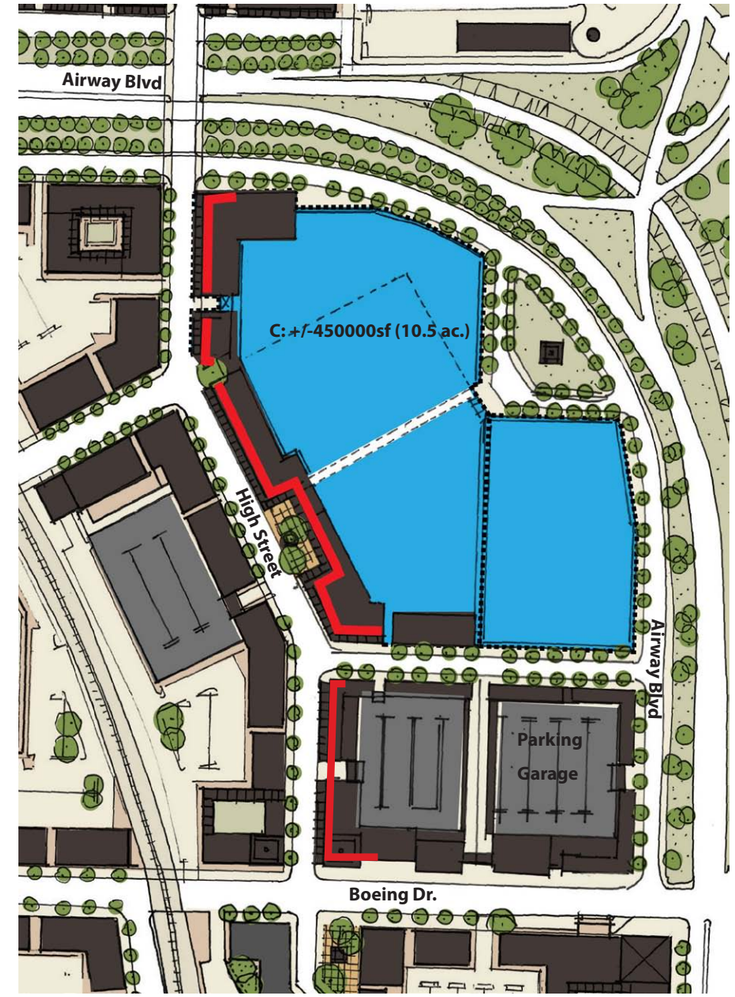
Business Conference Center Options:
There are several options for locating a business conference center on the property. Each will depend on existing leases, the specific needs of the facility, and phasing opportunities. The blue area shows the potential areas, the red lines show where a retail ground 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.

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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.

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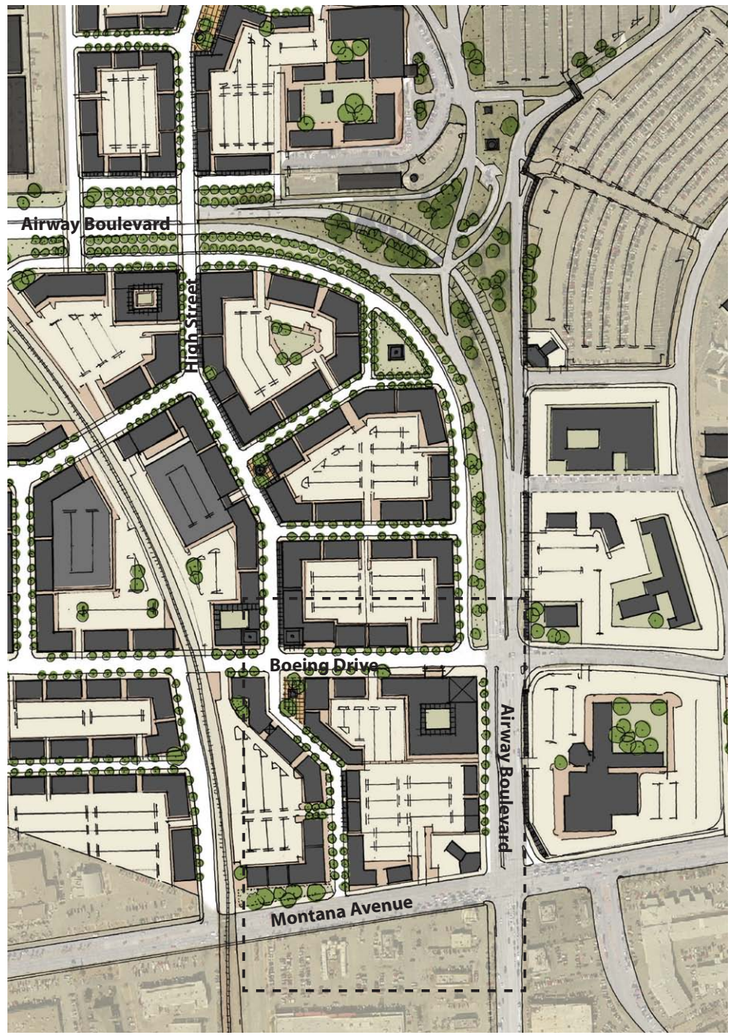
ILLUSTRATION
View of Business Conference Center Option 'C'

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'

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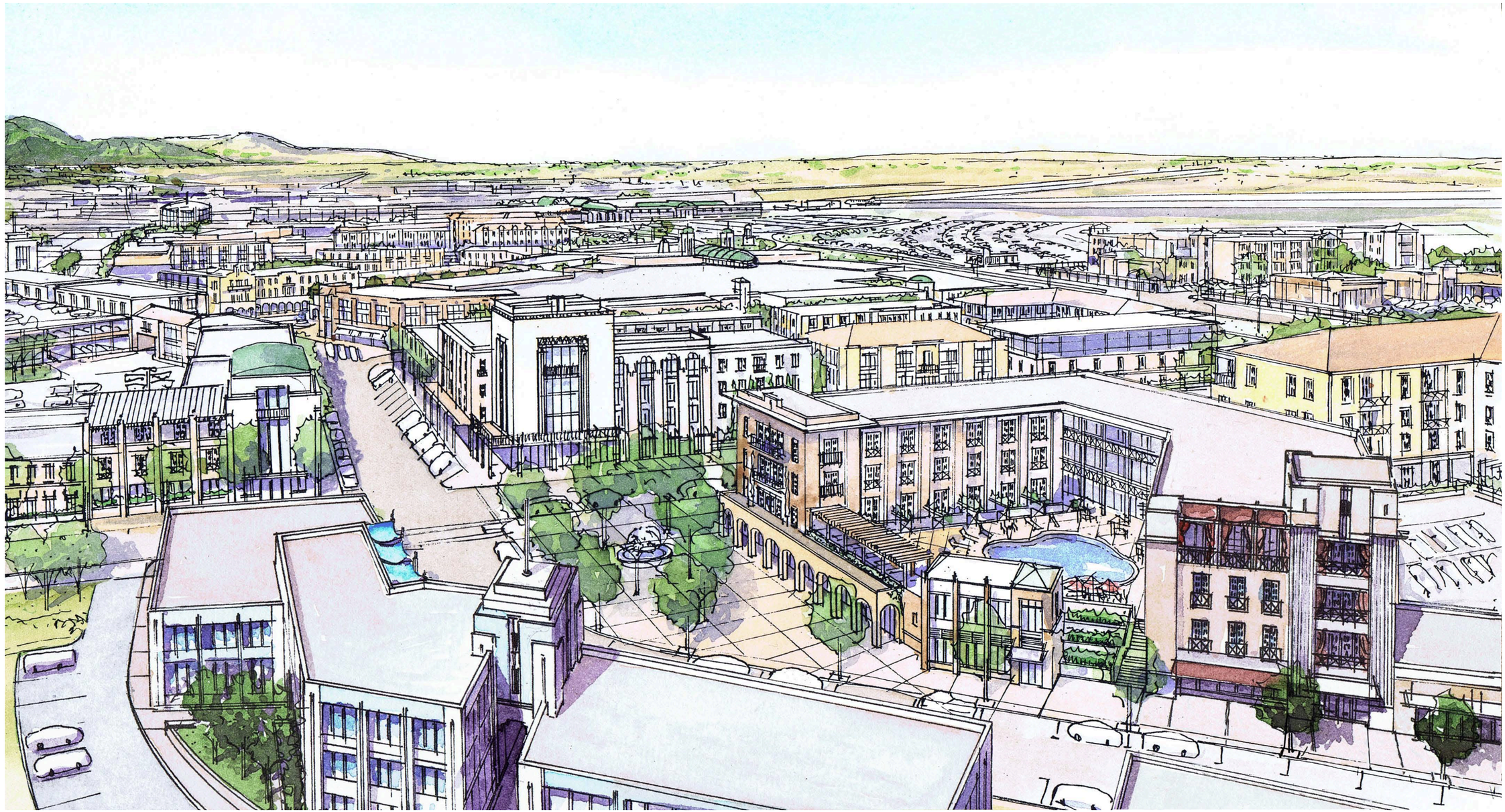

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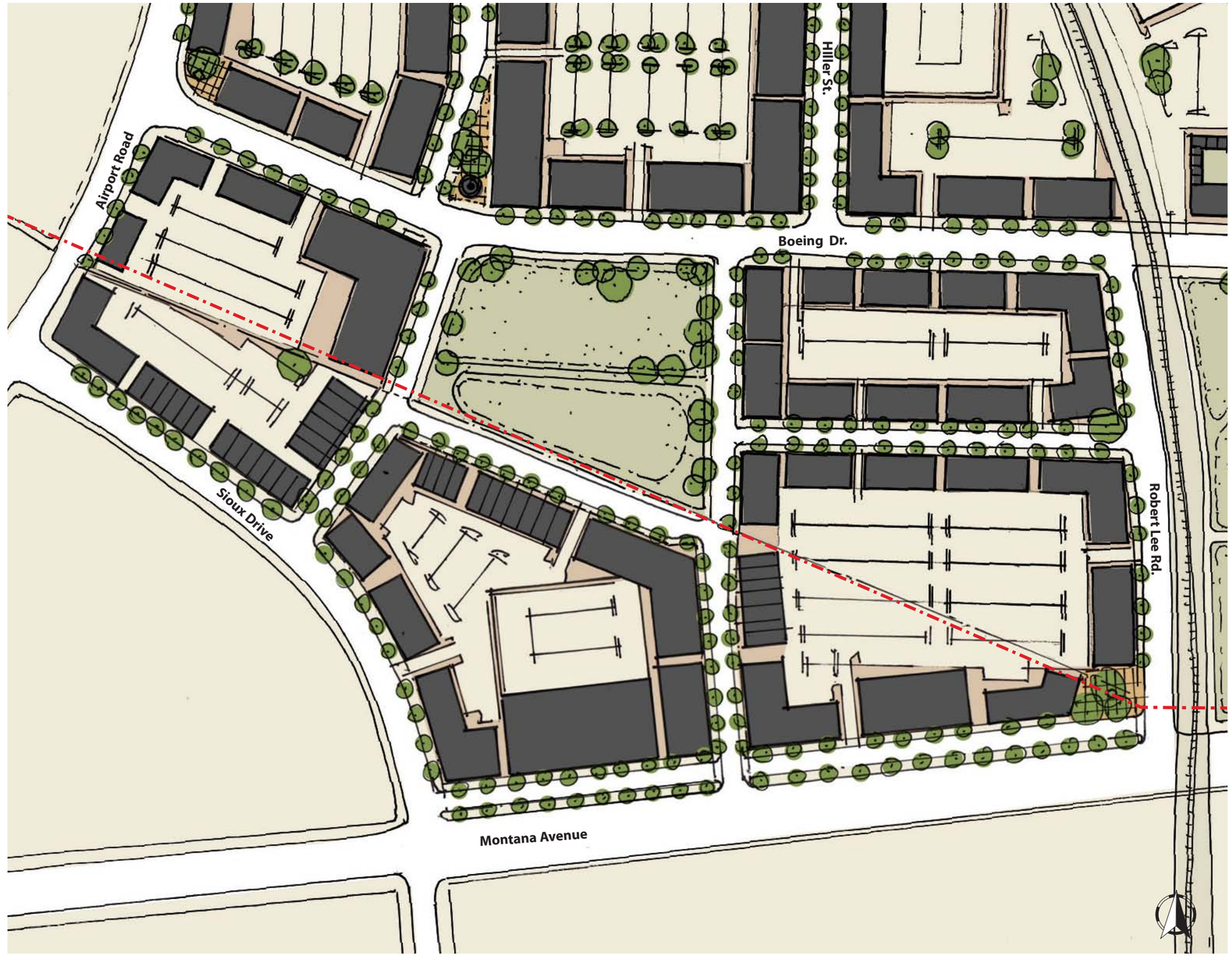
AERIAL VIEW OF THE MIXED USE CENTER

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



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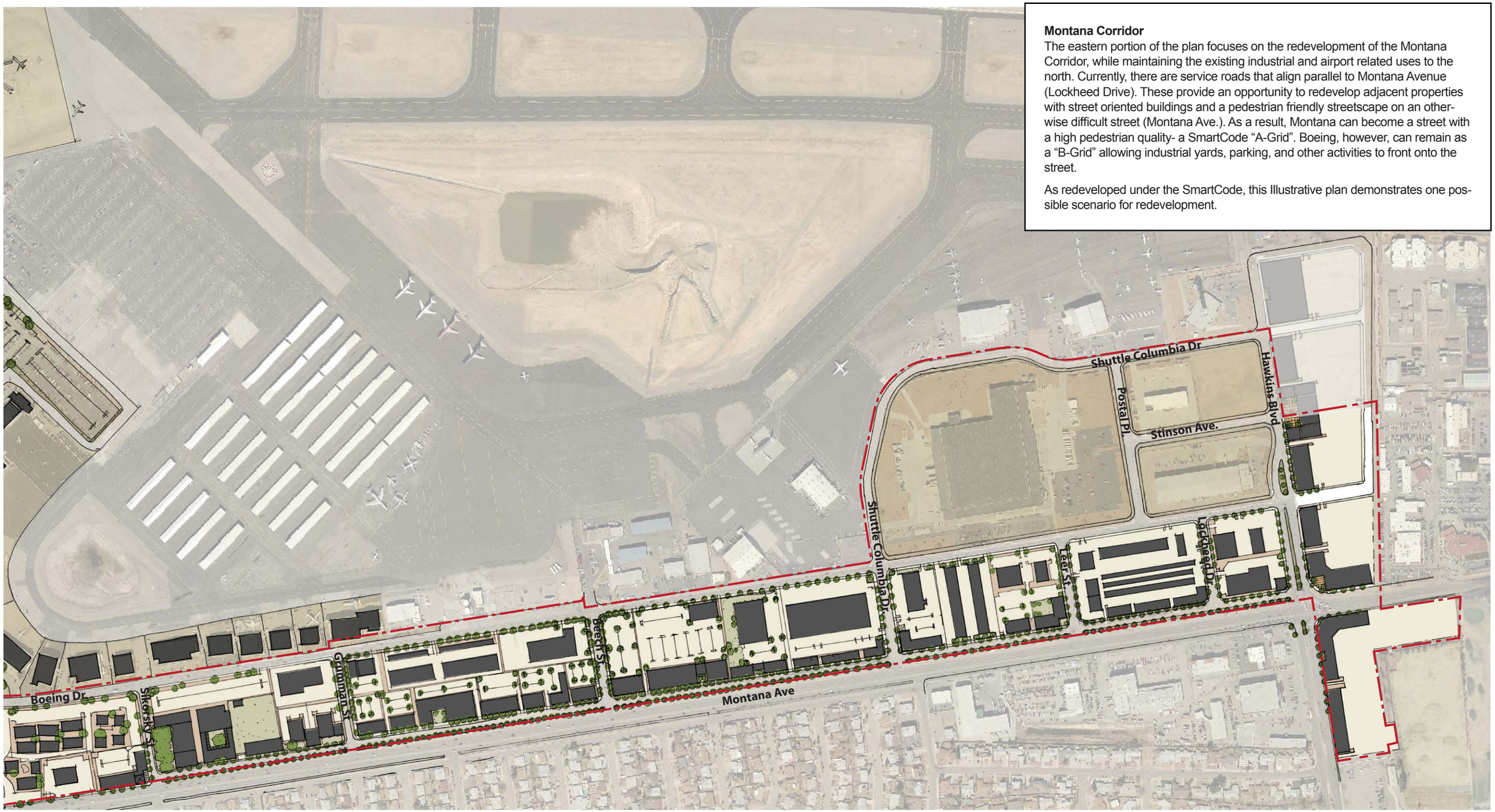
ADJACENT OPPORTUNITIES
Illustrative Plan

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'

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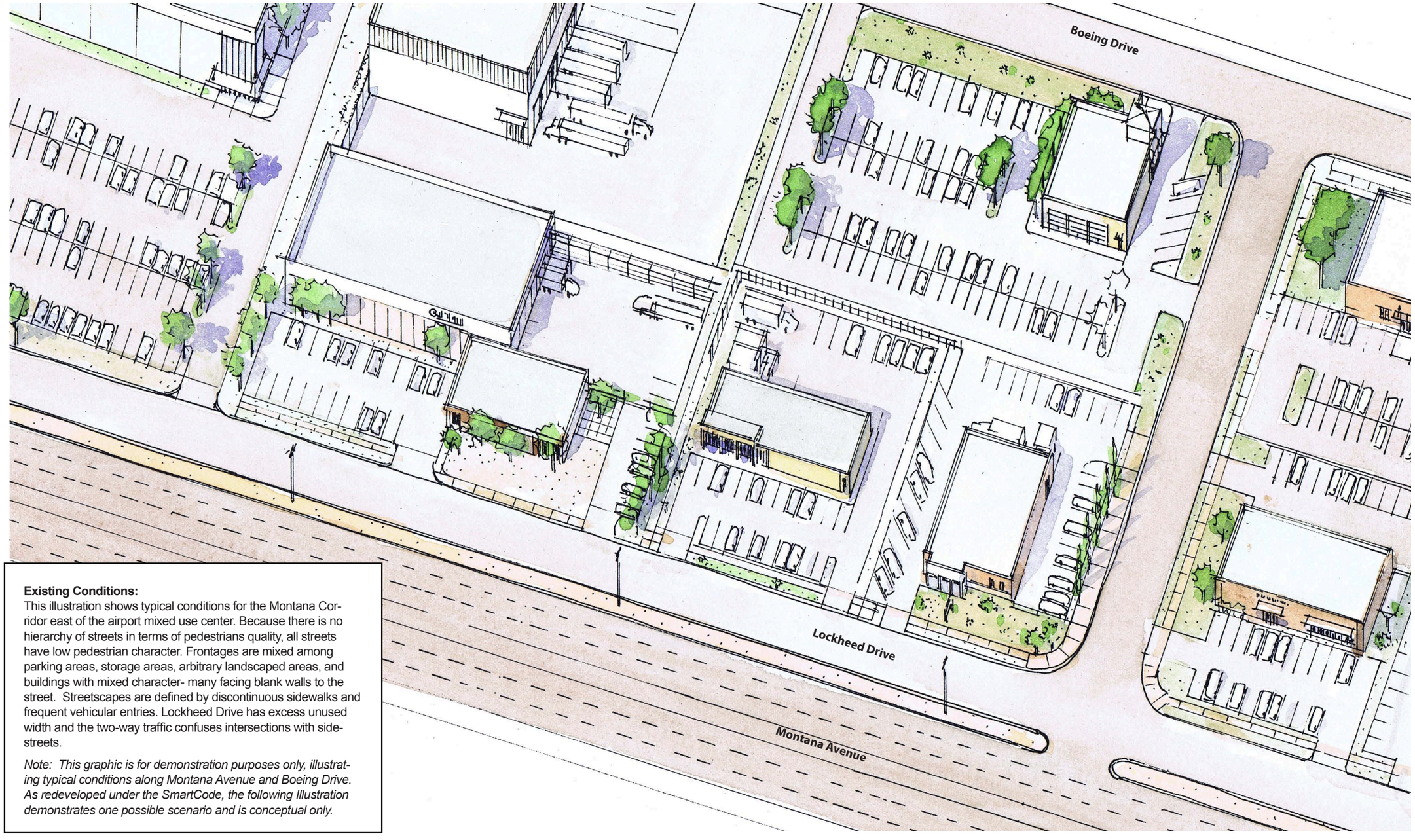
MONTANA CORRIDOR
Illustrative Plan



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.

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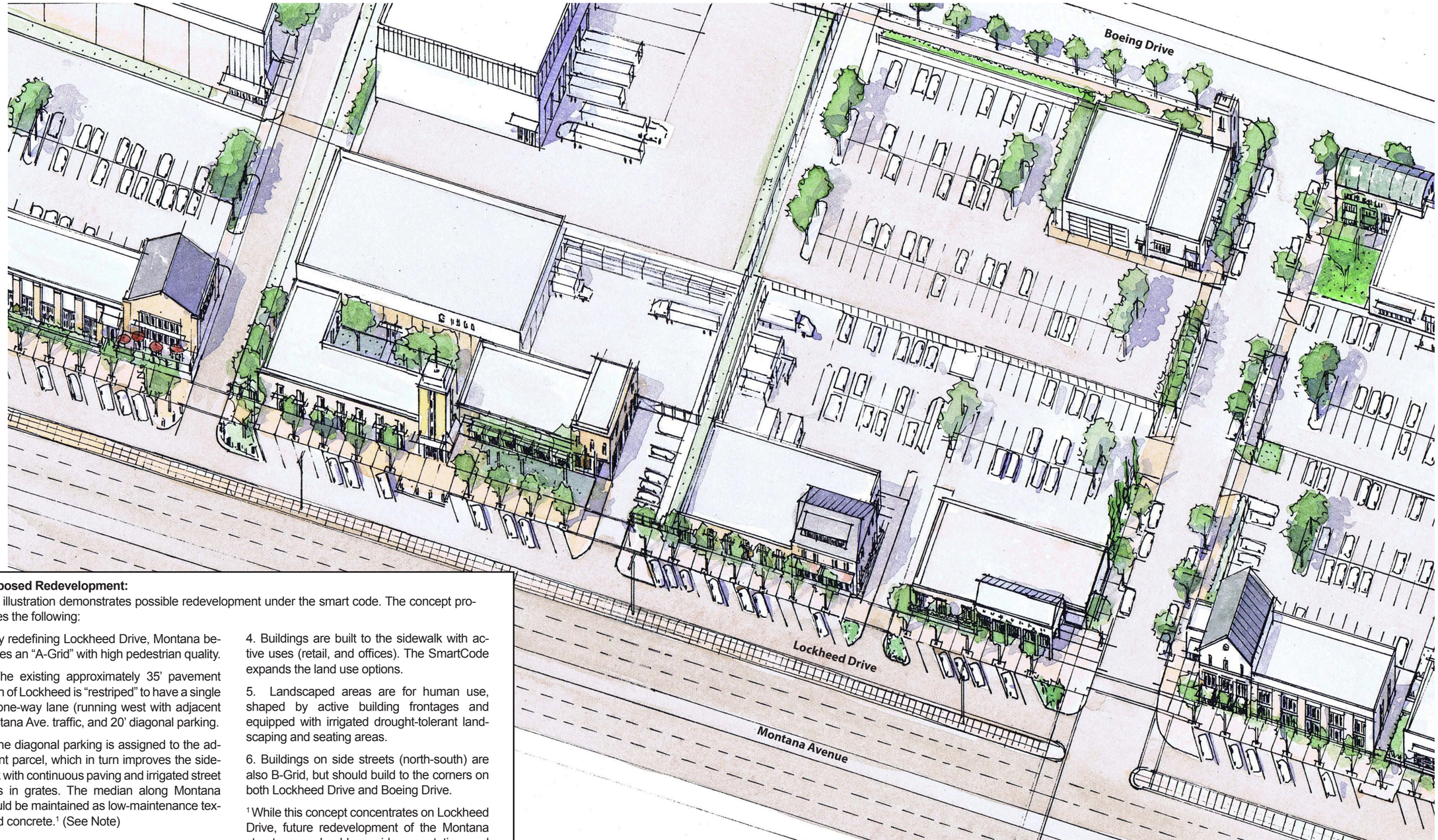

Proposed Redevelopment:
This illustration demonstrates possible redevelopment under the smart code. The concept proposes the following:

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.

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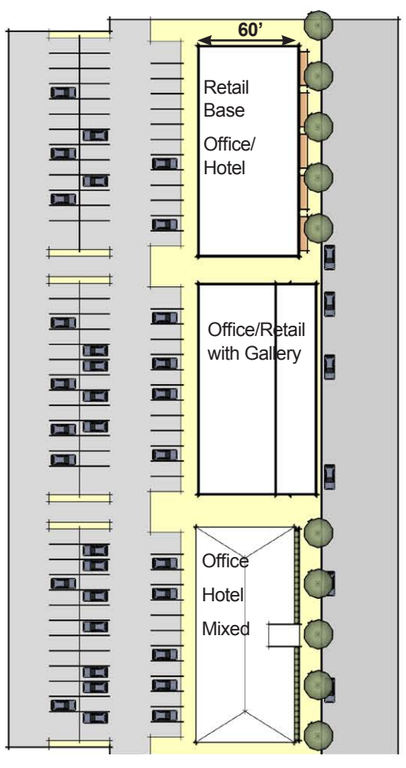
MONTANA CORRIDOR STREET VIEW

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.

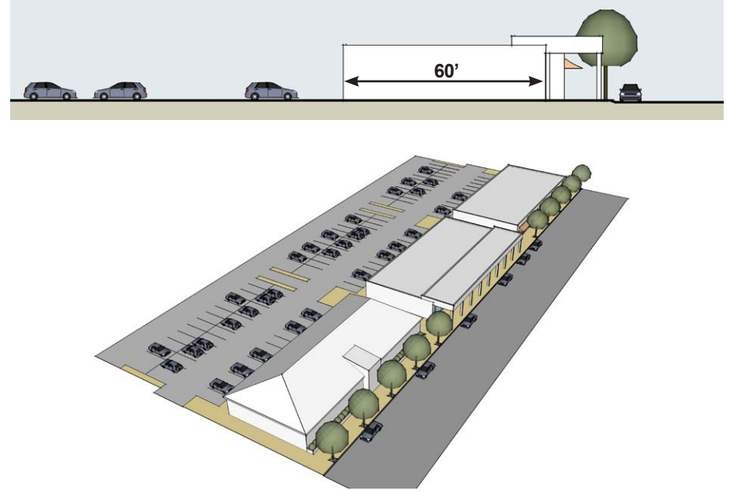
The Multi-Use building demonstrates the wide variety of uses possible on a generic 60' depth building floorplate within the SD4 Airport T5.1 & SD4 Airport T5.2 transect zones. Buildings are 1-6 stories and typically share parking within the block, allowing for convenience customer and guest parking on-street.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

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

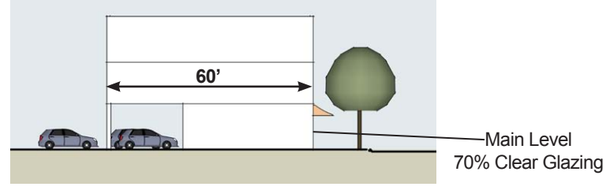


Single Story Variation

One-story buildings may accommodate retail or office.

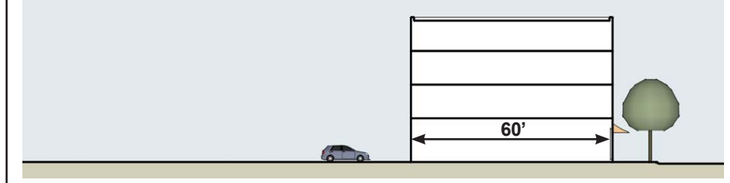


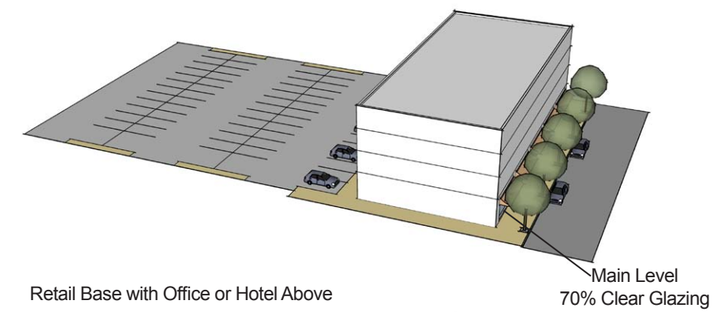
Small-Scaled Mixed Use Variations



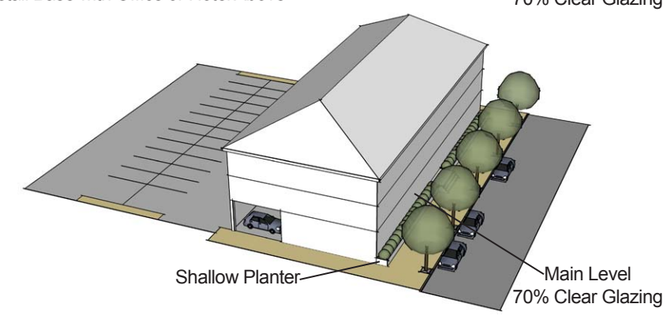
Narrow/Connected multi-story buildings with retail and office frontage, attached to accommodation rentals Parcels divide vertically forming narrow lots.

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

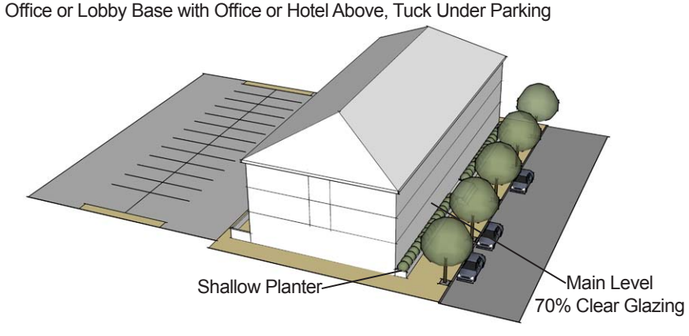




Retail Base with Office or Hotel Above



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



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

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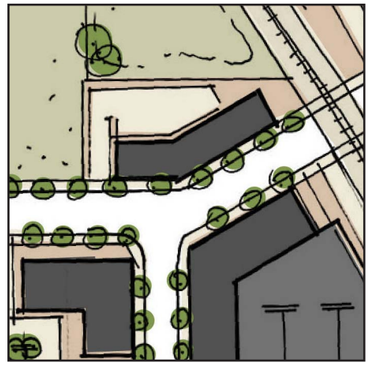
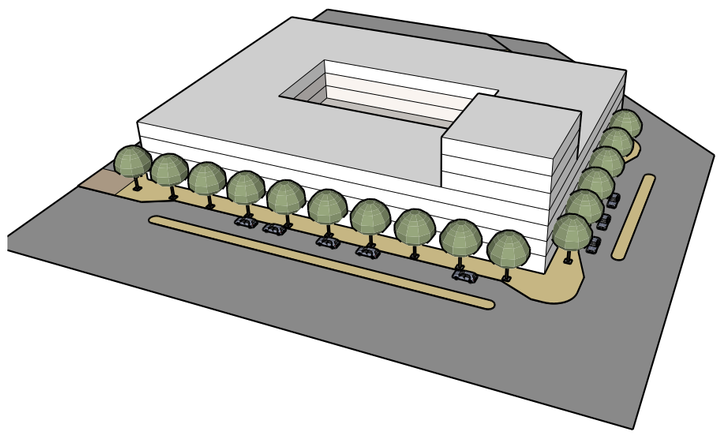
B: CLASS 'A' OFFICE



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.

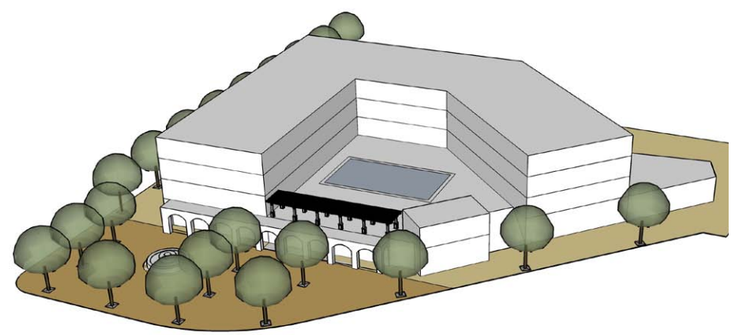
Transect Zones: SD4 Airport T5.1, SD4 Airport T5.2



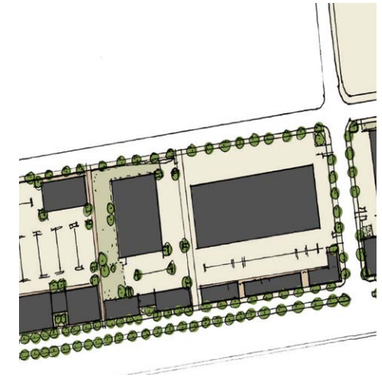
C: COURTYARD HOTEL

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.

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ATTACHMENT 4
Southern Industrial Park Master Plan

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.

Major Transit Stop
Possible Transit Route
Possible Transit Station

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

SOUTHERN INDUSTRIAL PARK MASTER PLAN EL PASO, TEXAS
SMARTCODE DEVELOPMENT STUDY

TRANSIT ROUTE OPTIONS

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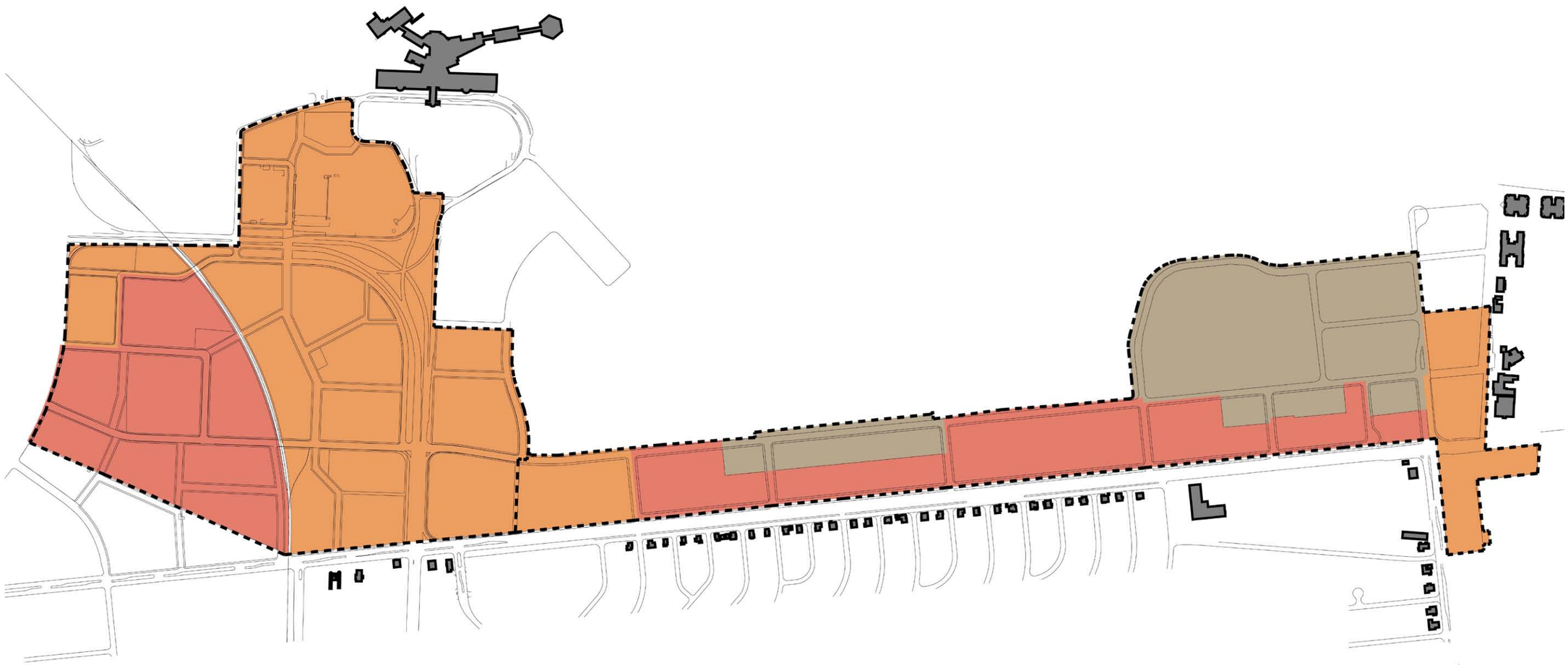

Regulating Plan:
Upon approval, the SmartCode regulating plan establishes zoning entitlements for the parcels. A summary of the special districts is included here. The SmartCode rezoning application is provided in a standalone document. This version of the regulating plan and the associated graphics 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'

REGULATING PLAN OVERALL

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ATTACHMENT 4
Southern Industrial Park 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.

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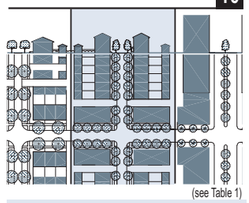
SMARTCODE

El Paso, Texas

ARTICLE 8. TABLES

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

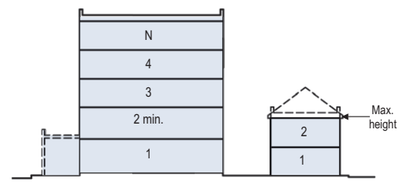
Graphics are illustrative only. Refer to metrics for Setback and height information.

"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

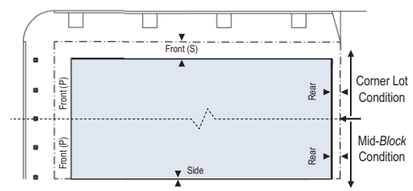
BUILDING CONFIGURATION

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.



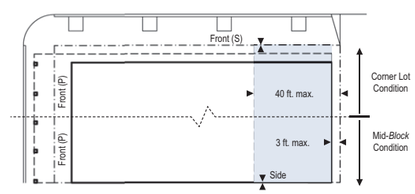
SETBACKS - PRINCIPAL BLDG.

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.



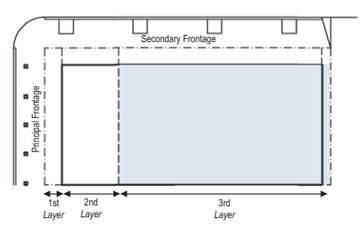
SETBACKS - OUTBUILDING

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*.



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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.

ARTICLE 8. TABLES

SMARTCODE

El Paso, Texas

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 permited	not permited	not permited	not permited	not permited	not permited	
BV	permited	not permited	permited	permited	permited	permited	
AV	permited	permited	permited	permited	permited	permited	
CS	permited	permited	permited	permited	permited	permited	
DR	permited	permited	permited	permited	permited	permited	
ST	permited	permited	permited	permited	permited	permited	
RD	not permited	not permited	not permited	not permited	not permited	not permited	
Rear Lane	not permited	not permited	not permited	not permited	not permited	not permited	
Rear Alley	permited	permited	permited	permited	permited	permited	
Path	permited	permited	not permited	not permited	not permited	permited	
Passage	permited	permited	permited	permited	permited	permited	
Bicycle Trail	permited	not permited	not permited	not permited	not permited	not permited	
Bicycle Lane	permited	permited	permited	permited	permited	permited	
Bicycle Route	permited	permited	permited	permited	permited	permited	
e. CIVIC SPACES							
Park	permited	permited	permited	permited	permited	not permited	
Green	permited	permited	permited	permited	permited	permited	
Square	permited	permited	permited	permited	permited	permited	
Plaza	permited	permited	permited	permited	permited	permited	
Playground	permited	permited	NA	NA	NA	permited	
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	permited	permited	permited	permited	permited	permited	
Sideyard	permited	permited	permited	permited	permited	permited	
Rearyard	permited	permited	permited	permited	permited	permited	
i. PRIVATE FRONTAGES							
Common Yard	permited	not permited	permited	not permited	permited	permited	
Porch & Fence	not permited	not permited	permited	not permited	not permited	not permited	
Terrace or L.C.	permited	permited	permited	permited	permited	permited	
Forecourt	permited	permited	permited	permited	permited	permited	
Stoop	permited	permited	permited	permited	permited	permited	
Shopfront	permited	permited	permited	permited	permited	permited	
Gallery	permited	permited	permited	permited	permited	permited	
Arcade	permited	permited	permited	permited	not permited	permited	
Parking Lot	permited	permited	not permitted	not permitted	permited	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.

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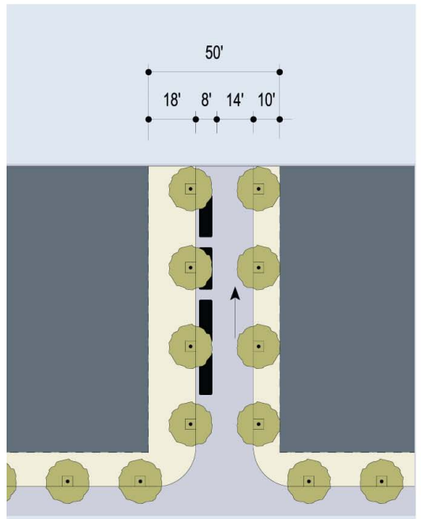
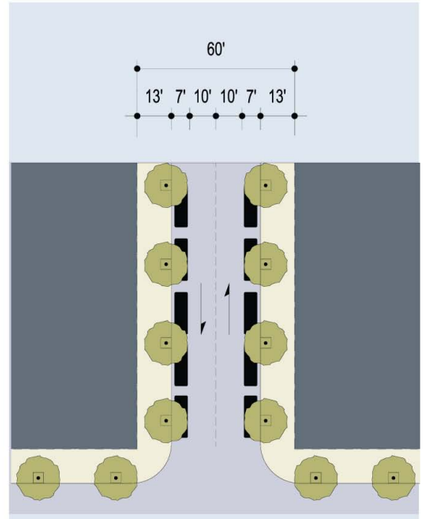
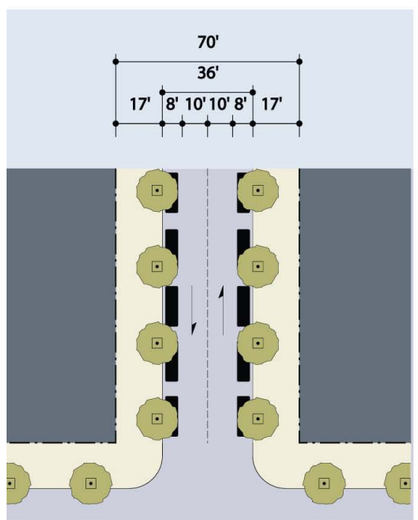


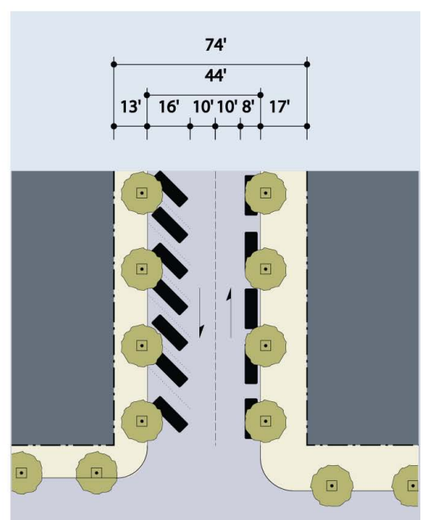
CS-50-22



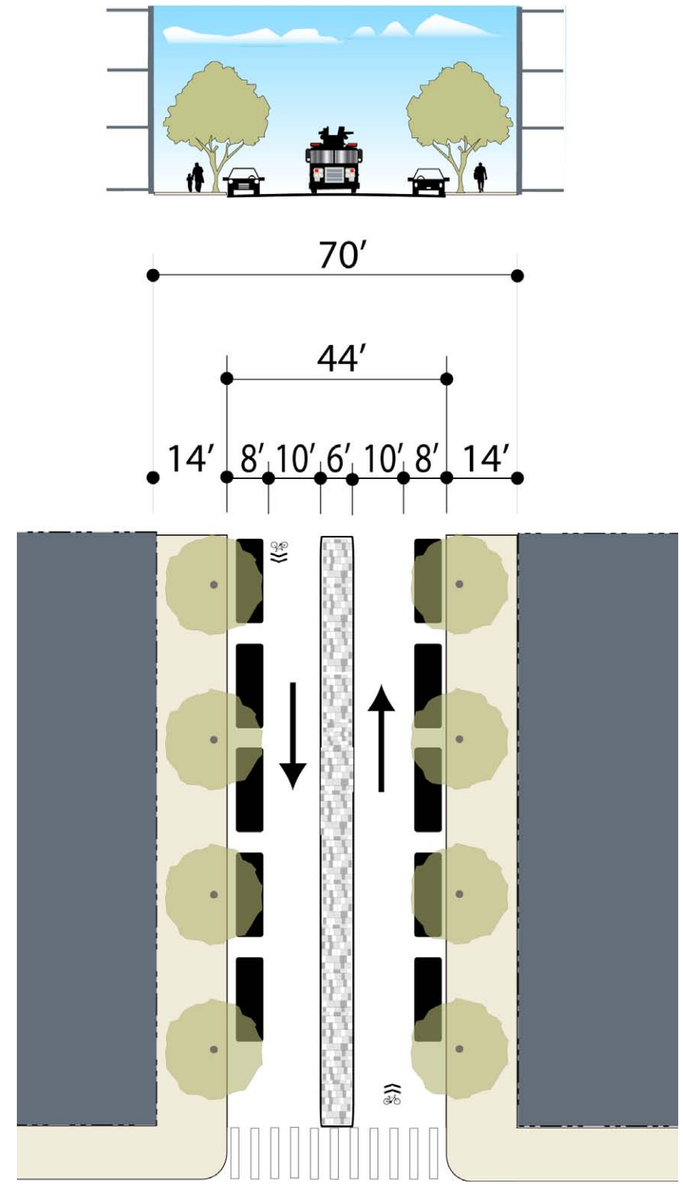
CS-60-34



CS-70-36



CS-74-44



ST-70-44

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