



TRANSMOUNTAIN CORRIDOR & NORTHWEST MASTER PLAN CHARRETTE REPORT

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...and El Paso residents

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1 PUBLIC PROCESS

HANDS-ON DESIGN SESSION

The Hands-on Design Session for the Northwest Master Plan and Transmountain Road Charrette was held on Tuesday, January 24, 2012 at Canutillo High School. The session was well attended by El Pasoans from throughout the City. During the interactive public session participants evaluated multiple scenarios for the corridor and surrounding lands created by the design team and then composed recommendations for improving the scenarios and presented their designs to the group.

Interviews were conducted with local media during the Hands-on Session and throughout the charrette. Both simple and detailed surveys were distributed to participants and posted on the project website www.planelpaso.org. The website was updated periodically throughout the charrette process.



DESIGN STUDIO & WORK-IN-PROGRESS PRESENTATION

Dover-Kohl refined the ideas produced by participants at the Hands-On Session as part of a Design Studio. The design studio was open to the public from Monday, January 23 to Friday, January 27 and located at the Canutillo Independent School District Board Room near Transmountain Road. Many members of the public visited the studio, gave additional input, and worked alongside the designers.

Stakeholder meetings were held with EPWU-PSB Staff, the Parks and Recreation Department, El Paso Department of Transportation, Texas Department of Transportation, hiking and biking advocates, the Frontera Land Alliance, local development industry representatives, the Canutillo Superintendent and school district staff, the Open Space Advisory Board and several others.

At the Work-in-Progress Presentation and Open House on Saturday, January 28 at the Canutillo High School Auditorium Dover-Kohl discussed the revised scenarios for the scenic corridor and surrounding lands. Attendees offered support, concerns, and recommendations for moving forward. The scenarios described complete neighborhoods with a mix of uses, multi-modal pedestrian-friendly thoroughfares, and significant amounts of open space in the form of preserved arroyos, and public spaces and recreational facilities.



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PRELIMINARY SCENARIOS

PRELIMINARY SCENARIO 2

Preliminary Scenario 2 utilizes SmartCode form-based coding to allow neighborhood main streets at the nexus of neighborhoods and to create neighborhoods that would have central green spaces, a variety of unit types, and streets that would be required by code to be multi-modal and pedestrian-friendly.

Transportation

Avenues and boulevards would be used instead of standard minor and major arterial roadways. In walkable urban locations slower design speeds, planted parkways, and continuous sidewalks would make the streets safe for pedestrians. Perimeter roads between the edges of neighborhoods and open spaces would allow for scenic drives.

Paseo Del Norte and a circular boulevard extending to the eastern portions of the site would together connect the mixed use centers and form the primary circulation system. Other connections would allow multiple routes for local trips to diffuse vehicular traffic and avoid congestion at intersections. Continuous sidewalks, short block perimeters, multiple intersections and pathways through the arroyos are intended to facilitate pedestrian activity.

Land Use

Preliminary Scenario 2 sites development away from Transmountain Road to protect the scenic view corridor. Mixed-use centers with varying amounts of office, commercial, and civic uses would be placed within a ten minute walk of residential homes. The settlement radiates out from a center at the intersection of Paseo Del Norte and Northern Pass Drive. Farther from Paseo del Norte mixed-use intersections are likely to contain corner stores and live-work offices. Within the residential portions of the neighborhoods multi-family units are proposed along neighborhood greens. Single family homes would be the most common unit type and the home lots would get larger toward the edges of neighborhoods.

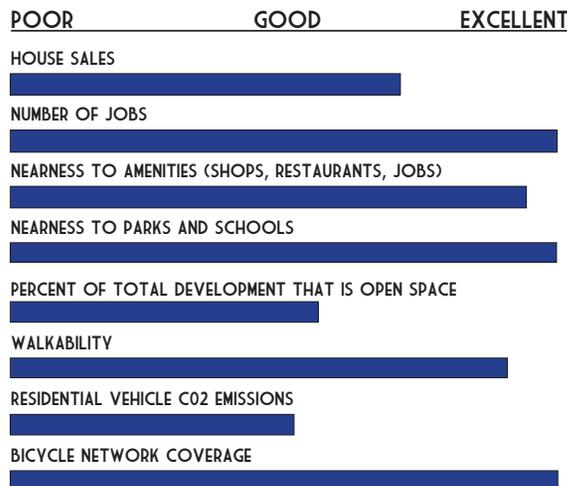
Environment

Development would be located behind the hills of Transmountain Road on flat plains or gently sloping hills. One exception is the residential portion located on high ground north of Transmountain and south of the alluvial arroyo flowway. Arroyos near Transmountain would be protected in their entirety from rim to rim. Arroyos within the areas of settlement would be protected from rim to rim or in part for drainage purposes, to provide neighborhood edges, and to provide scenic amenities with long views. At the southern edge of the property a buffer area would be provided between the study area and existing development.

Public Input

On the whole community members at the Hands-on Design Session expressed disapproval regarding Preliminary Scenario 2 given that this scenario preserved less land than other scenarios. While the more sensitive treatment of Transmountain Road over Preliminary Scenario 1 was appreciated participants expressed concern that development was located in areas visible from Transmountain Road.

PRELIMINARY SCENARIO 2 CRITERIA



- LEGEND:**
- T5 - Urban Center: High to Medium Density Residential Urbanism with Mixed-use Main Streets
 - T4 - General Urban: Medium Density Residential Urbanism with Apartments and Offices
 - T3 - Sub-Urban: Medium to Low Density Residential Urbanism with embedded Corner Stores & Civic Buildings
 - T1 / T2 - Natural Arroyo / Open
 - Civic Building (including fire stations and schools)
 - Civic Space
 - Park

PRELIMINARY SCENARIO 3

Preliminary Scenario 3 has the same land use and transportation design elements as Preliminary Scenario 2 with the exception that no development is proposed north of Transmountain Road. Also, and settlement stops on the eastern edge roughly one half mile from the Franklin Mountain State Park boundary in order to protect the higher foothills which have a high concentration of hiking and biking trails.

Environment

Development would be located behind the hills of Transmountain Road on flat plains or gently sloping hills. Arroyos near Transmountain would be protected in their entirety from rim to rim. Arroyos within the areas of settlement would be protected from rim to rim or in part for drainage purposes, to provide neighborhood edges, and to provide scenic amenities with long views. At the southern edge of the property a buffer area would be provided between the study area and existing development. The sources of impact to the state park in terms of potentially harmful externalities typical for residential development, such as invasive and exotic species, pets, and informal trails which could lead to erosion, are located farther from the park boundary.

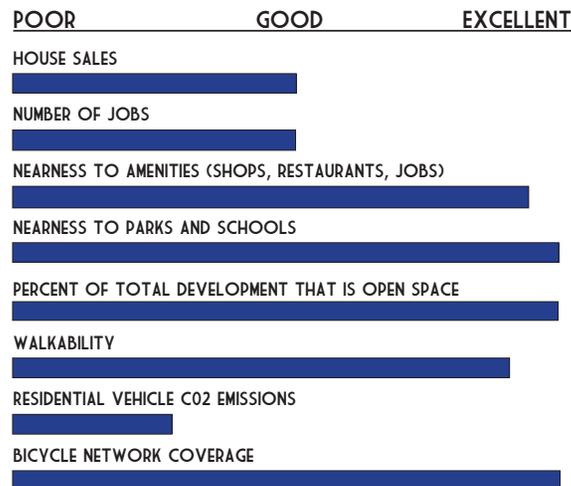
Public Input

Many community members at the Hands-on Design Session expressed hesitant acceptance of Preliminary Scenario 3 provided that certain amenities would be included in the development and that all natural areas would be preserved in their entirety in perpetuity. Community members stated, however, that Preliminary Scenario 3 would only be acceptable if total preservation of the site was impossible.

Amenities recommended by the public includes trailheads which were open to the public, eco-sensitive architectural and environmental systems, sensitive treatment of the arroyos with bridges instead of box culverts, and destination

amenities such as bike shops, cafes, and restaurants which offered visitors views of the Franklin Mountains State Park. Members of the public stated that an alternative entrance to the State Park would also be valued. Members of the public stated that at present entering the park heading east requires dangerous turning maneuvers across Transmountain Road.

PRELIMINARY SCENARIO 3 CRITERIA



LEGEND:

- T5 - Urban Center: High to Medium Density Residential Urbanism with Mixed-use Main Streets
- T4 - General Urban: Medium Density Residential Urbanism with Apartments and Offices
- T3 - Sub-Urban: Medium to Low Density Residential Urbanism with embedded Corner Stores & Civic Buildings
- T1 / T2 - Natural Arroyo / Open
- Civic Building (including fire stations and schools)
- Civic Space
- Park

PRELIMINARY SCENARIO 4

Preliminary Scenario 4 proposes no development within the study area. This scenario was not presented to the public as such, but was instead suggested by many participants at the Hands-on Design Session as a scenario for consideration.

In this scenario the entirety of the lands are presented in their natural state. Environmental stewardship of the land to prevent invasive, exotic, and pest species would be recommended. Existing trails would become formalized to allow people to enjoy the natural lands, prevent erosion from informal trails, and control access to the state park.

This scenario is difficult to evaluate given the criteria described previously. Suffice to say this scenario would produce the highest environmental benefit and the least economic return (at least in the short-term).

Public Input

Community members at the Hands-on Design Session overwhelmingly expressed a desire to see the lands preserved. Many attendees expressed their understanding that this use of the land might not be possible given the present, stated goals of the El Paso Water Utilities-Public Service Board staff.



LEGEND:

Arroyos and floodplains

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SCENARIOS

SCENARIO 1

The plan builds incrementally from the intersection of Paseo Del Norte and Northern Pass Road and clusters development within definite boundaries surrounded by protected lands. The scenic corridor along Transmountain Road is preserved. A network of walkable streets connect mixed-use main streets and neighborhood centers. Various forms of recreational facilities are placed throughout the settlement. The new communities are complete, compact, connected, and pedestrian-friendly.

Transportation

Intended as an oasis of walkability within one of El Paso's most unwalkable areas the settlement consists of streets planned to create blocks which offer short enough perimeters to facilitate pedestrian movement. The interconnected street pattern provides multiple routes, diffusing traffic. The elongated blocks provide economical, double-loaded alleys. The blocks bend along their length to negotiate slopes and respond to the terrain.

Three "fingers" of settlement divided by preserved arroyos begin at a roundabout at the intersection of Paseo Del Norte and Northern Pass Road and extend east. The spine of the transportation network from south to north is composed of an extended Paseo Del Norte and two other primary thoroughfares parallel Paseo Del Norte, which span the arroyos. Primary east-west thoroughfares connect the network. The street sections of these primary thoroughfares are designed for maximum multi-modal capacity: multi-way boulevards, boulevards and avenues. A network of secondary thoroughfares connect the primary thoroughfares. These thoroughfares are designed for slower vehicular movement and consist of neighborhood streets and commercial streets. Neighborhood streets include yield streets, edge drives, rural roads, alleys and lanes. Commercial streets include various types of neighborhood main streets of varying dimensions.

Land Use and Form

The plan includes a mix of shopping, workplaces, entertainment and civic uses. A broad range of housing types and sizes would meet the needs of a diverse citizenry including both renters and homeowners. The plan is organized around a series of inviting, functional public spaces: arcaded shopping streets, neighborhood main streets leading to large central squares, and a number of smaller neighborhood parks. Form-based coding aligns buildings of varying sizes with the street edge, relocates parking to the rear of each lot and introduces a continuous line of awnings or arcades over sidewalks.

Each of the plan's neighborhoods has a center that includes some form of public open space as well as commercial and civic buildings at larger centers. In some neighborhoods small tree-lined central squares or placitas from the tradition of Spanish urbanism would be utilized. Placitas could contain churches, schools, and day-care centers as well as other uses.

Environment

The plan clusters development into a compact village, with a greenbelt around the Franklin Mountains State Park and Transmountain Road edges. The plan seeks to minimize grading. The site analysis which formed the basis of the plan included an examination of areas of steep and moderate slopes, potential flood zones, and routes of surface water runoff. Consideration was given to wildlife movement patterns, potential noise sources, existing trail systems, and the preservation of exceptional views.

SmartCode-Compliant Design

Coding using the El Paso SmartCode, Title 21 is assumed in order to accomplish several goals.

Goal 1: To build compact, mixed-use pedestrian friendly communities with the following shared physical characteristics:

1. Each neighborhood is limited to what can be traversed in a 5-minute or 10-minute walk.
2. Residences, shops, workplaces, and civic buildings are located in close proximity.
3. A hierarchy of streets serves both the pedestrian and the automobile.
4. Squares and parks provide places for social activity and recreation.
5. Private buildings form a clear edge, delineating street space.
6. Civic buildings are located with the neighborhoods to provide places of assembly for social, cultural, and religious activities.

Goal 2: To achieve social objectives which include:

1. Providing the elderly and young with independence of movement by locating most daily activities within walking distance.
2. To minimize traffic congestion and reduce the time spent commuting.
3. To make public transit a viable alternative to the automobile, decreasing the cost of transportation, by organizing using appropriate building densities.
4. To help residents and visitors come to know each other and to watch over their collective security by providing public spaces such as streets and squares.
5. To integrate various ages and economic classes and form the bonds of authentic community by providing a full range of housing types and workplaces.
6. To encourage community initiatives and support the balanced evolution of the settlement by providing suitable civic buildings and locations.

Potential Advantages:

- The Transmountain corridor remains scenic (development north of the road would likely still be visible)
- A new roadway leads to a potential new state park entrance
- Maximum number of sellable units
- Reduced interference to arroyos

Potential Disadvantages:

- Paseo Del Norte north of Transmountain would access unplanned northern City/PSB lands
- Minimum buffer between eastern edge of settlement and the state park

Design Elements

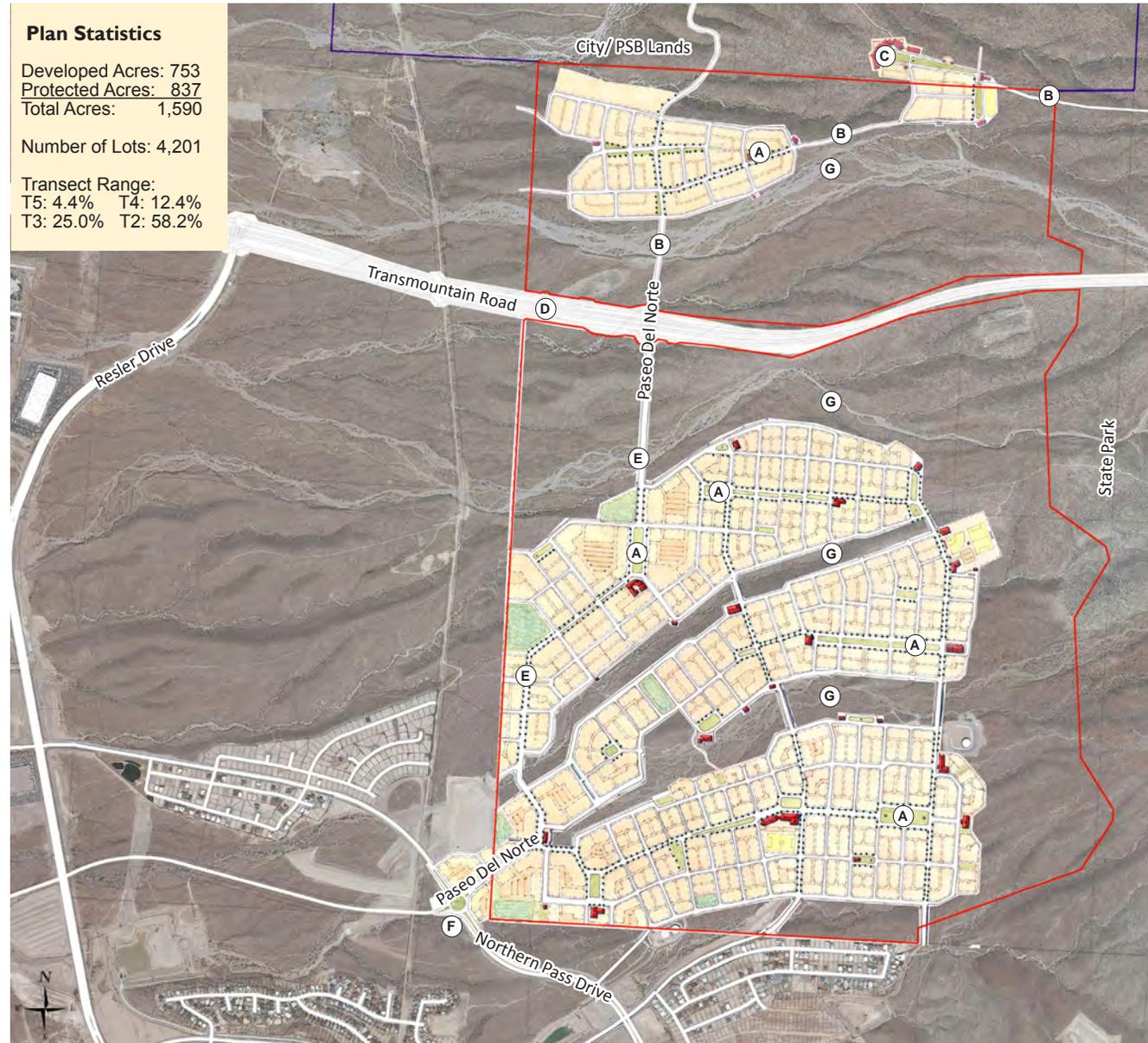
- (A) Identifiable centers define neighborhoods. Grocery stores, day-care facilities, live/work buildings, public transit stops or attached dwelling units on the squares keep the spaces active. A few major squares are identified.
- (B) A potential new road connects to the Franklin Mountains State Park to provide an entrance other than that from Transmountain Road.
- (C) A Desert Retreat Center is located at the axial termination of a major arroyo with views of the Franklin Mountains.
- (D) The view of the Franklin Mountains from the east on Transmountain Road is protected by locating development behind hills wherever possible.
- (E) Paseo Del Norte changes character in relation to the land-use: from a walkable urban avenue in centers to a free flow freeway through undeveloped areas.
- (F) A landmark center at a roundabout at the intersection of Paseo Del Norte and Northern Pass Road provides a multi-story mixed use regional destination at the entrance to the settlement.
- (G) Arroyos on the edge of the development are protected. Within the development large sections are protected for hydrological purposes, long views and recreational access.

Plan Statistics

Developed Acres: 753
 Protected Acres: 837
 Total Acres: 1,590

Number of Lots: 4,201

Transect Range:
 T5: 4.4% T4: 12.4%
 T3: 25.0% T2: 58.2%



SCENARIO 2

Scenario 2 has most of the design elements as Scenario 1 with the difference that development ends at a northern boundary known as “the petitioner’s line”, a line drawn by a coalition of environmental advocates demarcating a “no build area.”

In August of 2011 environmental advocates including the Franklin Mountains Wilderness Coalition gathered more than the 4,578 required signatures necessary for the City Council to consider rezoning 800 square acres around Transmountain Road as Natural Open Space (NOS).

Should the issue be heard at the City Council representatives can approve it, approve it with amendments, deny it or take no action.

If the Council denies the petitioner’s request the group can request the issue be put before voters in a May 2012 voter referendum. For this to occur the same number of signatures would need to be gathered by the petitioners. Ultimately however, a majority of the City Council may still overturn the voter-approved ordinance.

SmartCode-Compliant Design

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5. Private buildings form a clear edge, delineating street space.
6. Civic buildings are located with the neighborhoods to provide places of assembly for social, cultural, and religious activities.

Goal 2: To achieve social objectives which include:

1. Providing the elderly and young with independence of movement by locating most daily activities within walking distance.
2. To minimize traffic congestion and reduce the time spent commuting.
3. To make public transit a viable alternative to the automobile, decreasing the cost of transportation, by organizing using appropriate building densities.
4. To help residents and visitors come to know each other and to watch over their collective security by providing public spaces such as streets and squares.
5. To integrate various ages and economic classes and form the bonds of authentic community by providing a full range of housing types and workplaces.
6. To encourage community initiatives and support the balanced evolution of the settlement by providing suitable civic buildings and locations.

Potential Advantages:

- The Transmountain corridor remains scenic to a maximum extent
- Ample number of sellable units
- Reduced interference to arroyos

Potential Disadvantages:

- Fewer sellable units than Scenario 1
- No new roadway leads to potential new entrance to the state park. A parallel entry roadway along Transmountain may still be possible with TxDOT approval.

Design Elements

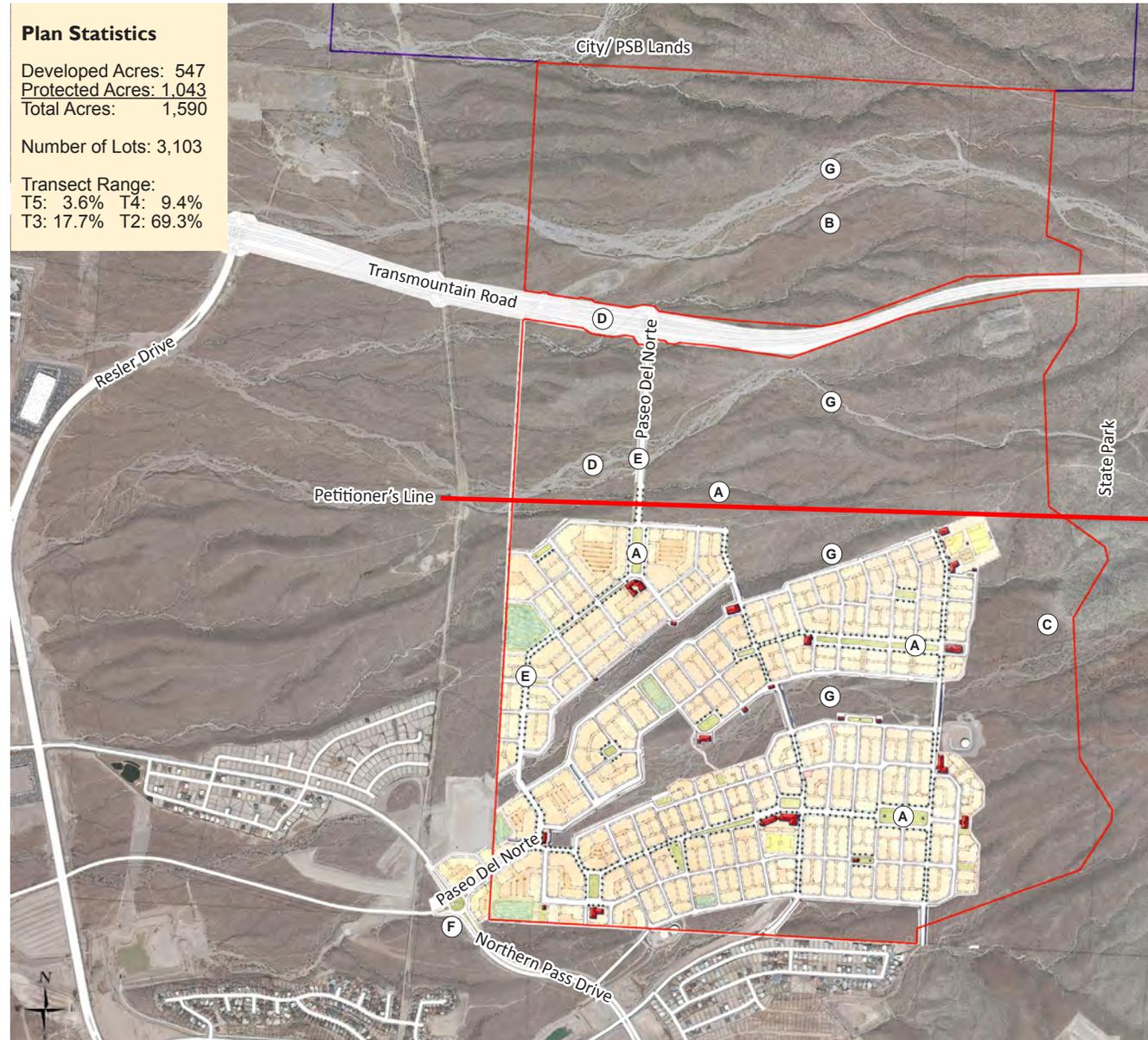
- (A) Identifiable centers define neighborhoods. Grocery stores, day-care facilities, live/work buildings, public transit stops or attached dwelling units on the squares keep the spaces active. A few major squares are identified.
- (B) Lands north of Transmountain Road are preserved.
- (C) Informal trail become formal trails for cycling and hiking.
- (D) The view of the Franklin Mountains from the east on Transmountain Road is protected both by locating development behind hills and by use of a mapped line known as the "petitioner's line".
- (E) Paseo Del Norte changes character in relation to the land-use: from a walkable urban avenue in centers to a free flow freeway through undeveloped areas.
- (F) A landmark center at a roundabout at the intersection of Paseo Del Norte and Northern Pass Road provides a multi-story mixed use regional destination at the entrance to the settlement.
- (G) Arroyos on the edge of the development are wholly protected. Within the development large sections are protected for hydrological purposes, long views and recreational access.

Plan Statistics

Developed Acres: 547
 Protected Acres: 1,043
 Total Acres: 1,590

Number of Lots: 3,103

Transect Range:
 T5: 3.6% T4: 9.4%
 T3: 17.7% T2: 69.3%



SCENARIO 3

During the charrette members of the public presented the groundwork for a scenario which would avoid arroyos and floodplains entirely by focusing development on the peaks of hills and in high valleys.

Many of the transportation, land use, form and environmental features remain the same as in Scenarios 1 and 2. However, one advantage to Scenario 3 is the higher percentage of open space and increased sensitivity to natural features. Each “village” of development is also more likely to have its own distinct identity given the distinct edges.

Areas between arroyos have been selected for development as they don’t interfere with the natural flow of water over the site and keep new structures away from sites subject to flash floods. Placing structures too close to the arroyos could, over time, undermine foundations by exposing properties to the effects of floods and landslides. Protecting the arroyos and natural waterway systems, with little or no engineering, is crucial to both environmental conservation and ensuring a sustainable development pattern.

Large flat areas which are subject to occasional flooding have been avoided when placing new structures, but some of these areas have been identified as ideal locations for recreational fields and parks.

Disadvantages could include a lack of homes necessary to support neighborhood main streets. Free-standing stores at rural cross roads are more likely than the storefront retail of a main street. Weekly uses (destination restaurants and boutique stores) are more likely to be located in the settlement than daily uses (employment, shopping, services, municipal offices, schools). A lower ration of jobs-to-homes would also likely result in more people driving farther distances to work. The cost of providing infrastructure including water and wastewater utilities, streets and bridges, would likely be higher on a per unit basis.

One way to mitigate these disadvantages would be to build homes at higher densities. Mansion apartment buildings, townhouses, rowhouses and duplexes could represent a larger percentage of the building stock. Four and five story buildings would become more prevalent than in Scenario 1 or 2.

The overall visual impact of the settlement from the Franklin Mountains, Transmountain Road and existing neighborhood streets south of the study area is likely to remain comparable to Scenario 3 given the treeless expanses of the desert plain. However, if Scenario 3 utilizes taller buildings to achieve a unit count comparable to Scenario 3 than the visual impact of Scenario 3 may be higher. This scenario places a great deal of reliance on the local development community to build attractive, multi-family units.

SmartCode-Compliant Design

Coding using the El Paso SmartCode, Title 21 is assumed in order to accomplish several goals.

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1. Each neighborhood is limited to what can be traversed in a 5-minute or 10-minute walk.
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3. A hierarchy of streets serves both the pedestrian and the automobile.
4. Squares and parks provide places for social activity and recreation.
5. Private buildings form a clear edge, delineating street space.
6. Civic buildings are located with the neighborhoods to provide places of assembly for social, cultural, and religious activities.

Goal 2: To achieve social objectives which include:

1. Providing the elderly and young with independence of movement by locating most daily activities within walking distance.
2. To minimize traffic congestion and reduce the time spent commuting.
3. To make public transit a viable alternative to the automobile, decreasing the cost of transportation, by organizing using appropriate building densities.
4. To help residents and visitors come to know each other and to watch over their collective security by providing public spaces such as streets and squares.
5. To integrate various ages and economic classes and form the bonds of authentic community by providing a full range of housing types and workplaces.
6. To encourage community initiatives and support the balanced evolution of the settlement by providing suitable civic buildings and locations.

Potential Advantages:

- Transmountain corridor remains scenic (development north of Transmountain would likely be visible)
- A new potential roadway leads to a potential new entrance to the state park
- Ample number of sellable units
- Minimum interference to arroyos
- Retains Desert Retreat Center

Potential Disadvantages:

- Higher densities and taller buildings (four and five stories) would likely be necessary to accommodate a comparable number of units as Scenario 1.

Design Elements

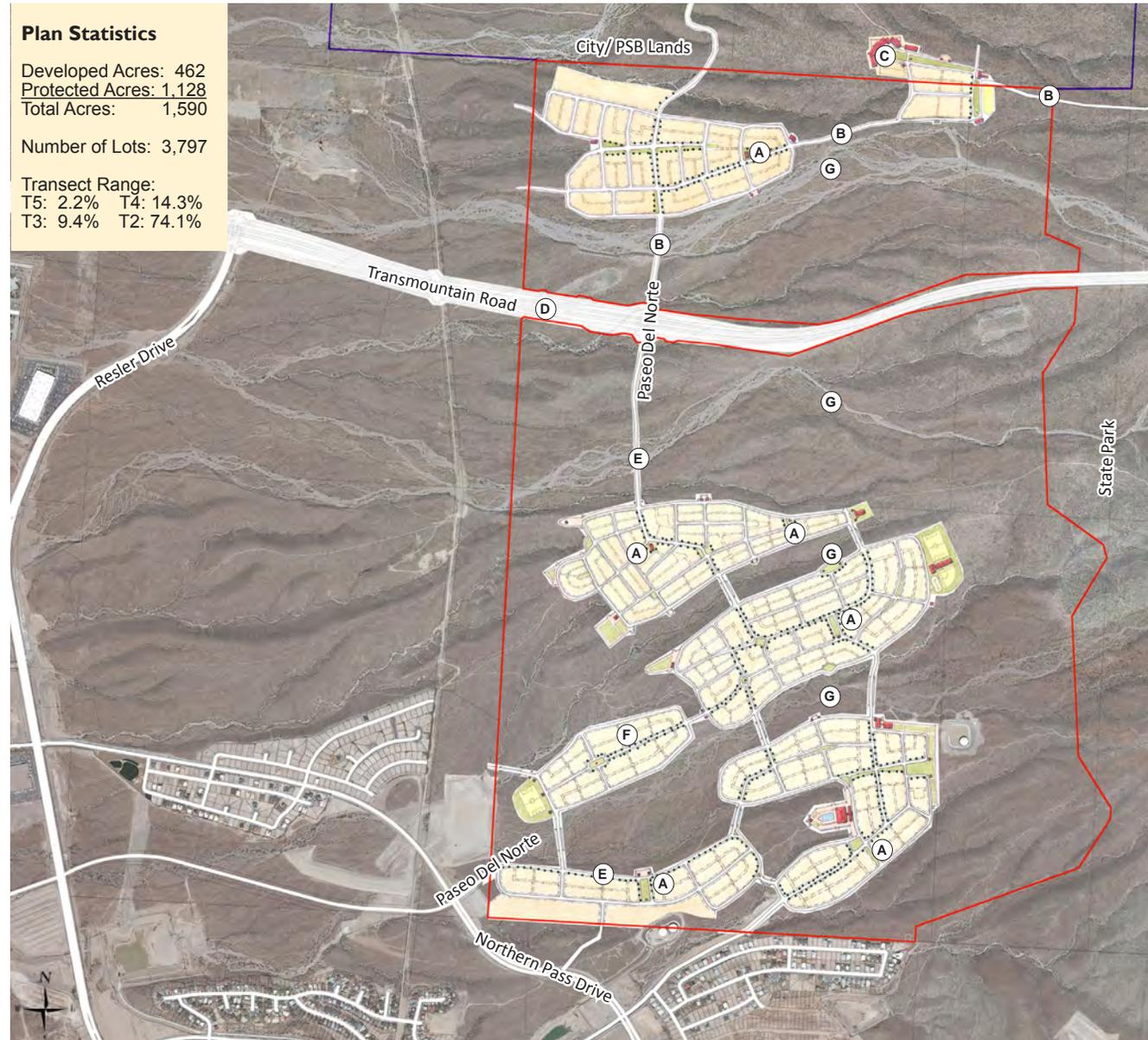
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- (C) A desert retreat center is located at the axial termination of a major arroyo with views of the Franklin Mountains.
- (D) The view of the Franklin Mountains from the east on Transmountain Road is protected by locating development behind hills wherever possible.
- (E) Paseo Del Norte changes character in relation to the land-use: from a walkable urban avenue in centers to a free flow freeway through undeveloped areas.
- (F) The strong edge conditions give each hamlet its own distinct identity.
- (G) Arroyos on the edge of the development are wholly protected. Within the development large sections are protected for hydrological purposes, long views and recreational access. Overall the avoidance of floodplains and arroyos gives the settlement more resiliency in storm events.

Plan Statistics

Developed Acres: 462
 Protected Acres: 1,128
 Total Acres: 1,590

Number of Lots: 3,797

Transect Range:
 T5: 2.2% T4: 14.3%
 T3: 9.4% T2: 74.1%



EDGE OF TOWN

The neighborhood design should celebrate the unique qualities of the land. Vistas should be created by use of greens at the edge of the settlement which are shared by the entire neighborhood. Streets should be oriented to maximize views and located at the visual termination of streets.

Thoughtfully sited overlooks provide seating and gathering areas. In some instances the squares should be quiet contemplative spaces on hilltops and across slopes. At other times they should be filled with activity, with community and holiday events and recreational uses.

Arroyos should define the edges of neighborhoods. Many arroyos currently crisscross the site, running down toward the west from the Franklin Mountains. While these could easily be seen as obstacles to development, they instead present a great opportunity to shape unique new neighborhoods which respond to the landscape while becoming amenities to future residents.

Proximity to arroyos gives developers an increased responsibility to employ Low Impact Development (LID) techniques within the newly created neighborhoods. Sensitivity to the arroyos needs to extend deep into each neighborhood. Roadways leading downhill toward arroyos should be designed as “green streets”, helping to slow and clean water as it moves toward the washes. Pervious pavers could be incorporated into roadways, sidewalks and parking areas to increase permeability and help disperse water. Keeping water within the neighborhood allows it to seep into the ground, minimizing the need for irrigation of landscaping and street trees. Local, drought-resistant plantings like mesquite, cottonwood and Buffalo grass should be utilized.

All arroyos, parks and natural areas will be faced onto by public roadways and the fronts of buildings. No spaces will be privatized or hidden, ensuring access and views by all.



CENTER OF TOWN

The plan proposes a series of complete neighborhoods designed to include a full range of uses and building types. Recent development in the surrounding area has consisted of isolated residential subdivisions with separate commercial areas, requiring residents to drive for all their daily needs. Instead of following this precedent, the proposed neighborhoods incorporate a diverse mix of uses within a walkable urban fabric that supports and encourages a pedestrian oriented lifestyle.

At the heart of the community, large multi-story mixed-use buildings define meaningful public space. A large central park anchored by a civic building becomes a focal point for the neighborhood and provides a place for gatherings and special events where the entire community can come together. The central green has its edges planted with species native to or adapted to the climate and soil of this particular part of El Paso. If plants with higher water needs are included, such as some varieties of shade trees, these should be grouped in order to minimize irrigation.

The Franklin Mountains provide a dramatic backdrop for the neighborhood and gives it a unique character, while carefully sited civic buildings pierce the skyline, creating a memorable identity of place.

Architecture based on the best historic precedents from El Paso ensures a place that is deeply rooted with the best qualities that make El Paso a city loved by generations. Building materials echo the pigments and textures found in the landscape. The ultimate goal is that whatever is built on this special site be of the highest quality possible so that it is at least an even trade-off for the loss of open space and natural ecology. Value is created and retained by quality development. When approached with such a mindset, it becomes possible to build a place that can be loved by future generations El Paso residents.



TRAILHEADS

The site of the Transmountain Road and Northwest Master Plan currently contains a series of informal trails that traverse the site. Currently, there are no visible formal trailheads or signs to indicate where a trail starts or ends. The trails would be reconfigured as a network within the overall neighborhood framework. This means adding new segments that connect the existing system to the neighborhoods, especially to those key spots in the plan where a trailhead would be located.

Each of the neighborhoods is designed to accommodate at least one or two trailheads. Each of the trailheads would be equipped with parking for several vehicles, bicycle racks and covered shelter. Public restrooms would also be desirable, if there is space and an opportunity to do so. The proximity of the trailheads to neighborhood centers, or a neighborhood store, would allow for the users of the trail to find refreshments and food at close proximity. It would also be desirable to place a map of the trail system at the trailheads. Trail courses would be defined in the map by level of difficulty, making it easier for the users to plan their routes. At every trailhead there would be an opportunity to create a small building that has certain civic presence in the plan.

In addition to using the trails for recreation, the plan would also allow for some trails to be used for more casual mobility, be it by walking or biking. This would allow for some trails to be used as alternative paths between neighborhoods.

Trailheads would be located strategically along the edges of the neighborhoods, usually at a prominent site, be it at an important intersection or at the end of a street or public space. The space around the trailheads would be used as civic public space and configured like a plaza or square overlooking the arroyos.



LANDMARK ENTRY

A roundabout at the entry of the new settlement would safely integrate cars travelling through the intersection of Paseo Del Norte and Northern Pass Road while providing a landmark entry. Located outside of the land managed by the Public Service Board coordination with existing land-owners would be essential.

At this busy intersection the buildings would be constructed at the highest density and height, with the greatest variety of uses. Attached buildings would form a continuous street wall and support the highest level of pedestrian activity. Commercial uses would be located on the ground floor with large windows and shopfronts fronting the sidewalk. The upper stories of these buildings would be a mix of office and residential uses.

Paseo Del Norte is envisioned at this segment as a multiway boulevard. The multiway boulevard is a unique street type in its ability to serve distinctly different kinds of transportation options within a single, unified, thoroughfare. A multiway boulevard provides for relatively fast 30-35 mph traffic in a thorough-going set of center lanes (this is known as the Vehicular Realm) and walkable local access along one-way side access lanes on the side (the Pedestrian Realm). The side lanes are separated from the center lanes by wide, tree-planted medians. Buildings along the side access lane sited on the sidewalk and on-street parking is provided. Pedestrians, bicycles, vehicles moving at a slow pace within the Pedestrian Realm, and vehicles and transit moving at a rapid pace within the Vehicular Realm are all accommodated.

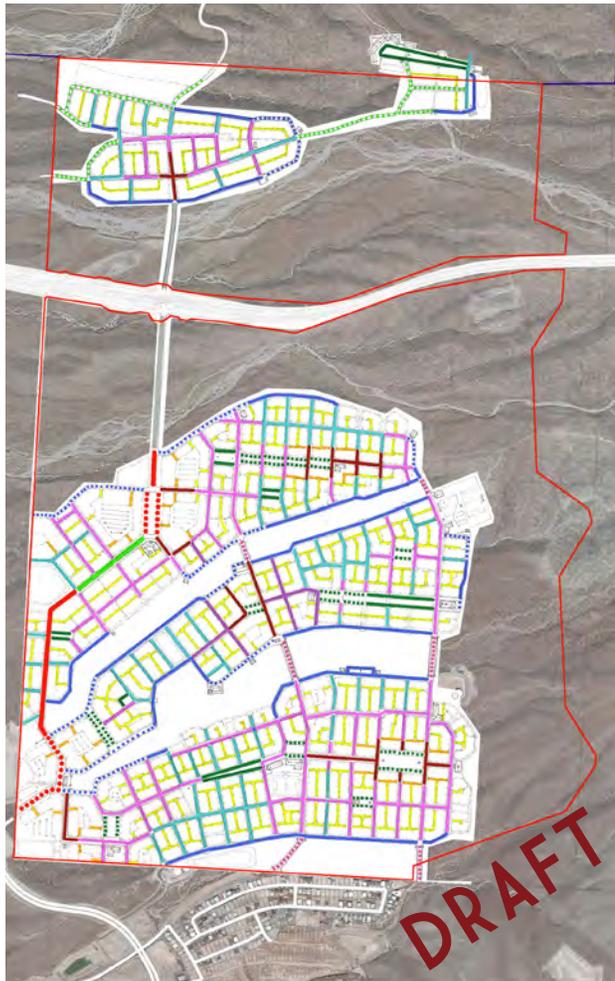
The multiway boulevard can also be, at times, and in places a form of civic art. Wide tree-lined sidewalks encourage pedestrians to visit shopfronts and dine at outdoor cafes; median promenades allow jogging or strolling in the shade; where traffic is slow, access lanes can become urban recreational spaces within sight of second floor residences.



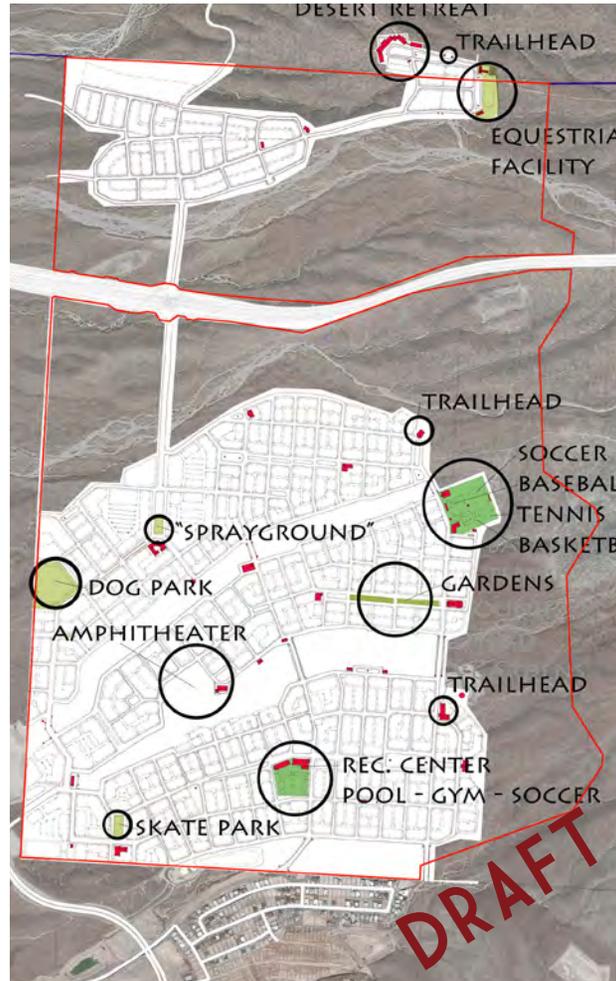
NEXT STEPS: DESIGN REFINEMENT

After selection of a Preferred Scenario by the Public Service Board and the City a detailed Final Development Scenario will be prepared which will include a Street Atlas, Parks and Recreation Plan and SmartCode Application. Below are samples based on Scenario I.

Street Atlas



Parks and Recreation Plan



SmartCode Transect Map



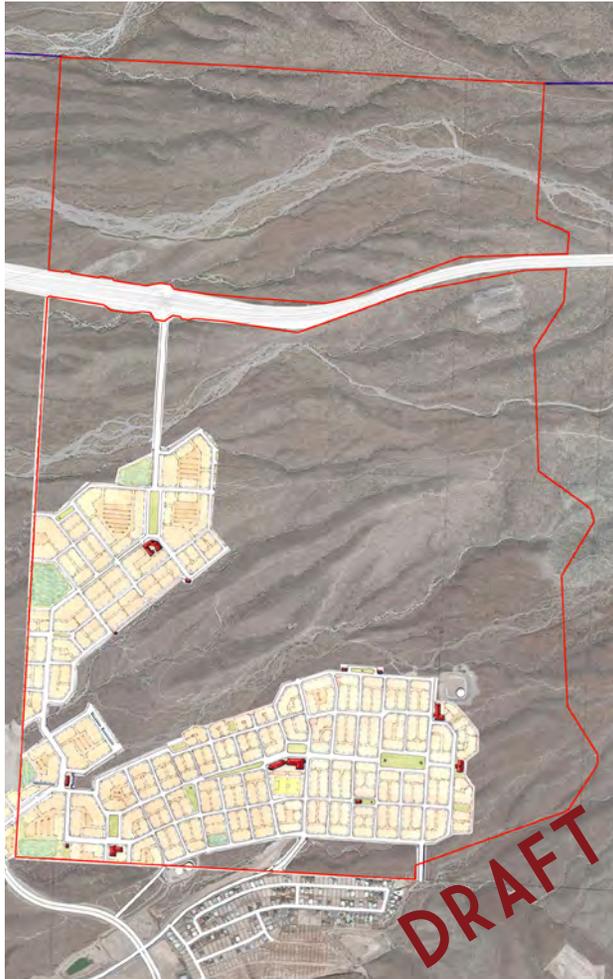
NEXT STEPS: PHASING PLAN

After selection of a Preferred Scenario a Phasing Plan will be created showing the incremental development of the site.

Phases 1 - 2



Phases 3 - 5



Phases 6 - 12

