



**CITY OF EL PASO, TEXAS
AGENDA ITEM DEPARTMENT HEAD'S SUMMARY FORM**

DEPARTMENT: Development Services Department
AGENDA DATE: CCA Introduction: 8/3/2010 Public Hearing: 8/10/2010
CONTACT PERSON/PHONE: Melissa Granado – (915) 541-4730
DISTRICT(S) AFFECTED: 1

SUBJECT:
An Ordinance amending the 2025 Proposed Thoroughfare System as detailed in the Map Atlas of the Plan for El Paso and its related documents as originally approved by El Paso City Council in 1999, and as subsequently amended, to delete the proposed Berringer Street, as a collector arterial, north of Artcraft Road and south of the proposed extension of Isela Rubalcava Street. Applicant: CEA Group (**District 1**)

BACKGROUND / DISCUSSION:
See attached report.

PRIOR COUNCIL ACTION:
N/A

AMOUNT AND SOURCE OF FUNDING:
N/A

BOARD / COMMISSION ACTION:
Development Coordinating Committee (DCC) – Unanimous Approval
City Plan Commission (CPC) – Approval Recommendation (4-0)

*****REQUIRED AUTHORIZATION*****

LEGAL: (if required) N/A

FINANCE: (if required) N/A

DEPARTMENT HEAD: Mathew S. McElroy
Deputy Director – Planning

APPROVED FOR AGENDA:

CITY MANAGER: _____ **DATE:** _____

Mayor
John F. Cook

City Council

District 1
Ann Morgan Lilly

District 2
Susie Byrd

District 3
Emma Acosta

District 4
Carl L. Robinson

District 5
Rachel Quintana

District 6
Eddie Holguin Jr.

District 7
Steve Ortega

District 8
Beto O'Rourke

City Manager
Joyce A. Wilson

ORDINANCE NO. _____

AN ORDINANCE AMENDING THE 2025 PROPOSED THOROUGHFARE SYSTEM AS DETAILED IN THE MAP ATLAS OF THE PLAN FOR EL PASO AND ITS RELATED DOCUMENTS AS ORIGINALLY APPROVED BY EL PASO CITY COUNCIL IN 1999, AND AS SUBSEQUENTLY AMENDED, TO DELETE THE PROPOSED BERRINGER STREET, AS A COLLECTOR ARTERIAL, NORTH OF ARTCRAFT ROAD AND SOUTH OF THE PROPOSED EXTENSION OF ISELA RUBALCAVA STREET.

WHEREAS, *The Plan for El Paso* was formally adopted by the City Council on April 27, 1999, pursuant to the provisions of Section 213.002 of the Texas Local Government Code as the Comprehensive Plan for the City; and,

WHEREAS, the Comprehensive Plan serves as a general guide for the future growth and development of the City to promote public health, safety and welfare; and,

WHEREAS, the 2025 Proposed Thoroughfare System map is contain within The Comprehensive Plan and contemplates all proposed arterials; and,

WHEREAS, a well planned transportation system, including any and all proposed arterials, is a key element for improving the quality of life, by balancing neighborhood concerns with provision of access for commerce and mobility for personal travel; and,

WHEREAS, the adoption of the Comprehensive Plan was based on the recommendations of the Comprehensive Plan Advisory Committee following numerous public meetings and working sessions; and,

WHEREAS, the Development Coordinating Committee ("DCC") has recommended a change to the 2025 Proposed Thoroughfare System map contained within *The Plan for El Paso* to provide the most beneficial relationship between the uses of land and circulation of traffic throughout the City in consideration of current municipal growth patterns, and,

WHEREAS, the recommendation of the DCC was submitted to the City Plan Commission for its review, and the City Plan Commission has recommended the adoption of the change to the Year 2025 Proposed Thoroughfare System map as herein enumerated; and,

WHEREAS, the City Council finds that the adoption of *The Plan for El Paso* and its changes to the thoroughfare alignments as herein enumerated will have no negative impact upon the public health, safety, and general welfare of the City,

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

That the 2025 Proposed Thoroughfare System, as detailed in the Map Atlas of *The Plan for El Paso*, is herein amended as described below and as more particularly shown in the attached and incorporated Exhibit "A".

**Northwest Planning Area.
Representative District 1**

- Delete Berringer Street as a collector arterial north of Artcraft Road and south of the proposed extension of Isela Rubalcava Street.

PASSED AND APPROVED this _____ day of _____, **2010.**

THE CITY OF EL PASO

John Cook
Mayor

ATTEST:

Richarda Duffy Momsen, City Clerk

APPROVED AS TO FORM:

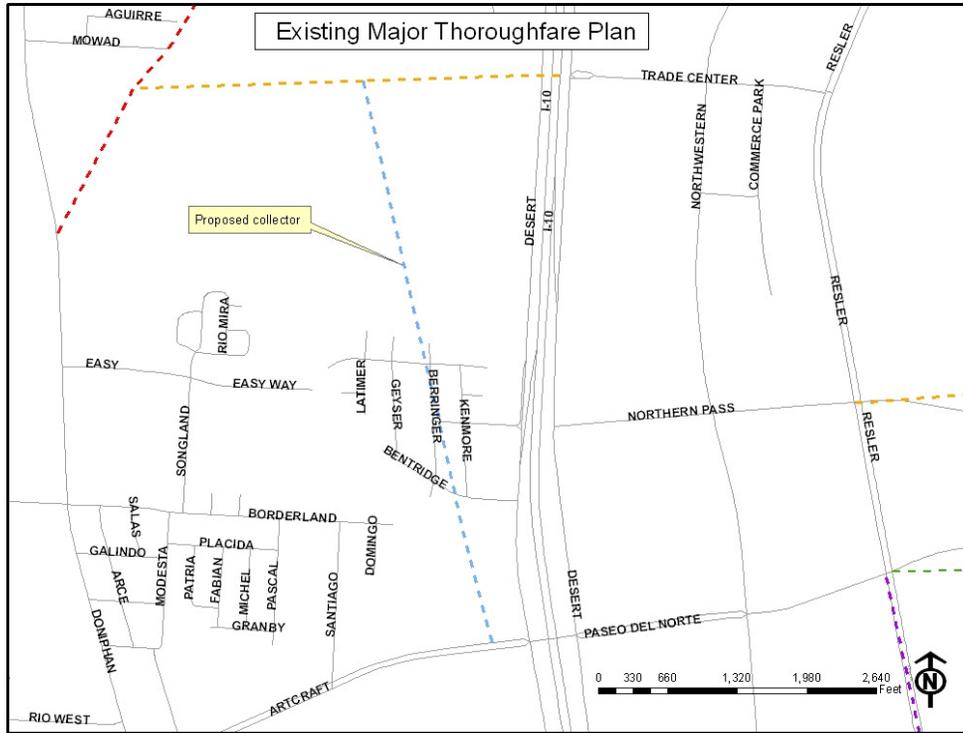
Lupe Cuellar
Assistant City Attorney

APPROVED AS TO CONTENT:

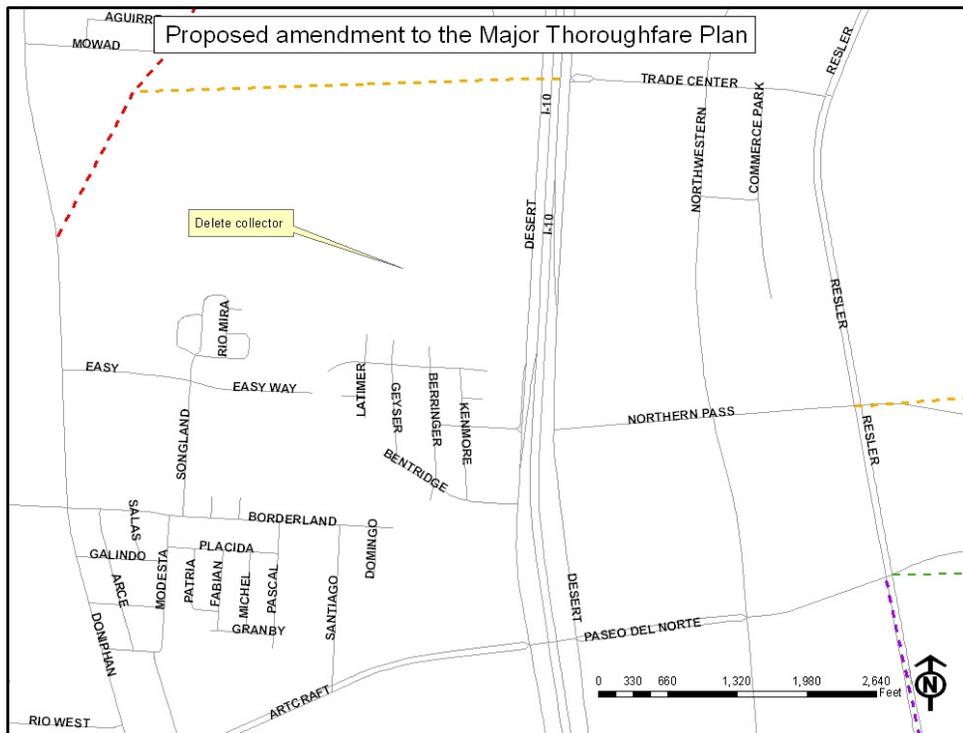
Mathew McElroy
Planning Deputy Director of
Development Services Department

Exhibit "A"

Current Major Thoroughfare Plan



Proposed Amendment





**DEVELOPMENT SERVICES
PLANNING DIVISION**

MEMORANDUM

DATE: July 26, 2010

TO: The Honorable Mayor and City Council
Joyce A. Wilson, City Manager

FROM: Melissa Granado, Planner

SUBJECT: Proposed Thoroughfare amendment for Berringer Street

The City Plan Commission (CPC) on July 1, 2010 voted **4-0** to recommend **APPROVAL** of the deletion of Berringer Street as a collector arterial from the 2025 Proposed Thoroughfare System.

The CPC determined that the amendment is in conformance with The Plan for El Paso. The CPC also determined that the amendment protects the best interest, health, safety and welfare of the public in general.

There was one letter of **OPPOSITION**.

Attachment: Staff report

Mayor
John F. Cook

City Council

District 1
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District 8
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City Manager
Joyce A. Wilson



City of El Paso – City Plan Commission Staff Report

Application Type: Amendment to the 2025 Proposed Thoroughfare System
CPC Hearing Date: July 1, 2010
Staff Planner: Melissa Granado, 915-541-4730, granadom@elpasotexas.gov

Location: Berringer Street north of Artcraft Road and south of the proposed extension of Isela Rubalcava Street

Rep District: 1
Proposed Use: Residential
Representative: CEA Group

The Plan for El Paso Designation: Commercial, Light Industrial

Neighborhood Associations: Borderland Community Improvement Association, Upper Valley Neighborhood Association, Save the Valley, Coronado Neighborhood Association, Upper Mesa Hills Neighborhood Association, Mountain Arroyos Neighborhood Association

APPLICATION DESCRIPTION

The applicant is requesting that the City of El Paso review and authorize the deletion of a proposed extension of Berringer Street north of Artcraft Road and south of the proposed extension of Isela Rubalcava Street. This portion of Berringer Street is designated as a proposed Collector Arterial and is currently partially built out. A portion of Berringer Street within Sunset Terrace Unit 1 and Unit 3 is built to a 52' right of way; a portion within Artcraft Commercial Unit 2 is built to a 44' right of way.

The applicant is requesting the deletion of Berringer Street as a Collector Arterial based on existing conditions and future proposed residential development including La Puesta Del Sol Land Study.

The Plan for El Paso defines the proposed street type as follows:

Collector Arterial: Collector arterials shall provide access to neighborhood commercial and residential land uses and shall distribute traffic from local streets to arterials. Collector arterial streets shall be designed to permit through traffic and access to multifamily and light commercial uses, as well as direct access to low density residential. The right-of-way width for collector arterial streets shall be 64 feet without bike lanes and 72 feet with bike lanes.

The Plan for El Paso – Transportation Goals:

Meet the current and future mobility needs of residents, businesses, and visitors with a safe, efficient, and multimodal transportation system.

DEVELOPMENT COORDINATING COMMITTEE

The Development Coordinating Committee provides the following comments:
No objections to this request.

Engineering Department – Traffic Division:

The Traffic Division does not object and has the following comments:

- Subdivisions have been previously approved (Sunset Terrace Units 1 & 3 and Arcraft Commercial Units 1 & 2) that block the proposed arterial connection to Arcraft.
- Arroyos and drainage ROW will severely limit the possibilities for north-south connectivity in this area.
- If the arterial is deleted from the MTP, Traffic recommends that local streets be planned to provide for future connectivity as properties are developed.

Street Department

We do not agree with the amendment request; believe there is a need for connectivity in the area.

El Paso Metropolitan Planning Organization (MPO)

- The deletion of this would disrupt future north and south connectivity.
- The deletion of this facility will hamper alternatives for congestion relief and/or emergency traffic control routes.
- The built and natural environments are adversely impacting any potential realization of the facility.

Overall, the El Paso MPO's position on transportation and land use compatibility, connectivity, sustainability, and overall quality of life is not fully demonstrated. Staff's recommends that local streets provide as much connectivity as development is permitted. Staff does not object to the deletion.

Development Services Department – Planning Division

Planning Division recommends approval.

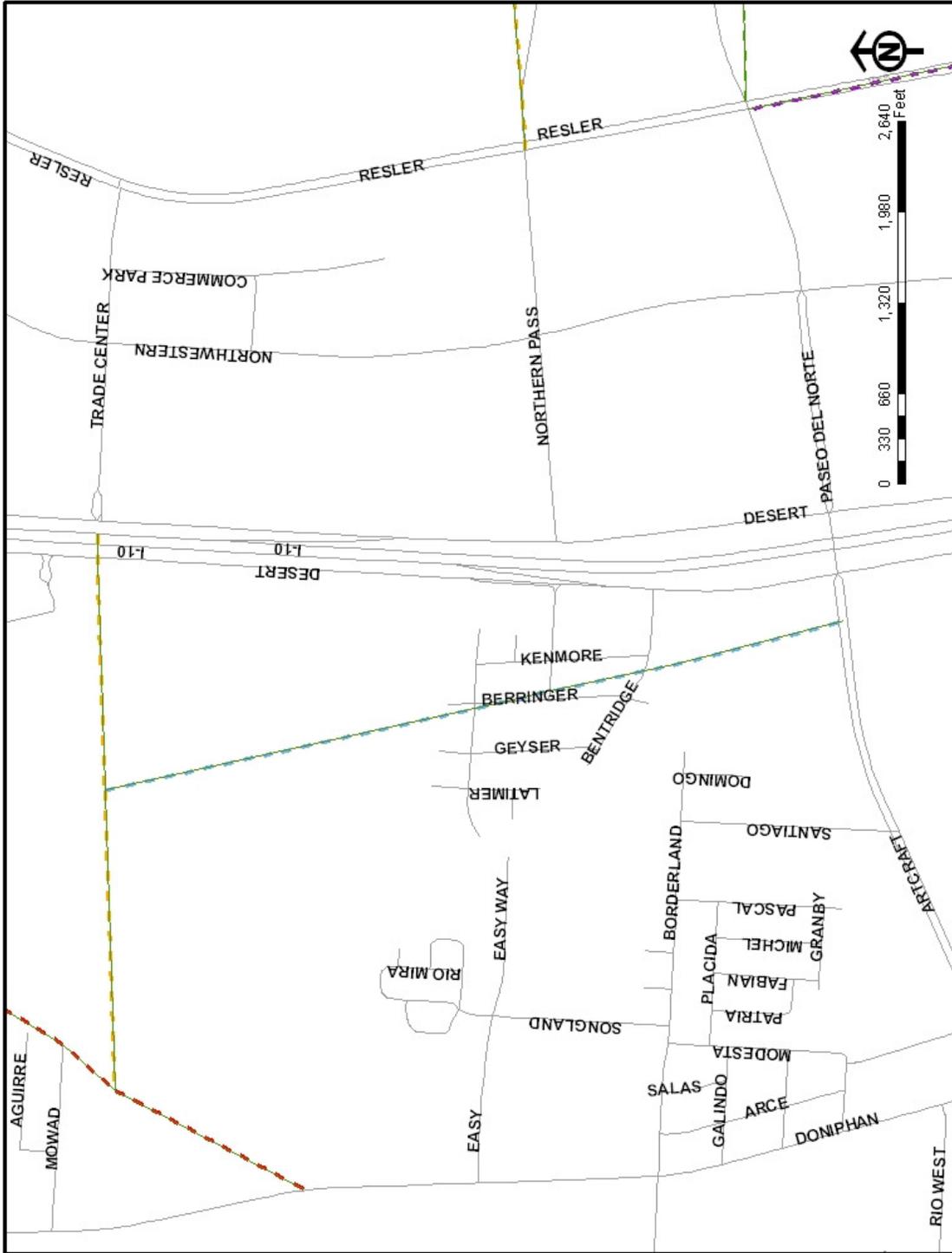
Attachments:

Attachment 1: Location map

Attachment 2: Aerial map

Attachment 3: Letter

Attachment 1: Location map



Attachment 2: Aerial map



Attachment 3: Letter

Development Services Department Planning Division Requested by the CEA group to extend Isela Rubacalva st.

In our new community one of the benefits is safety and privacy two qualities any new home owner looks for in a home and it is now in jeopardy. The proposed thoroughfare system (main road) puts our community in a position most unbecoming of the community as a whole. Well aware we are located near a High School and College comes benefits and downfalls. Never once were we as the tax payers notified that there was to be a road that connected the two schools and sportsplex directly to our street Berringer. There have been previous rumors of the street extending south to Artcraft, but never a direct link to the schools and sportsplex. It seems that the street is in the best interest of the students rather than the tax payers in the area. My understanding is that the street is not wide enough to handle that kind of traffic being 12 ft short anyway. This poses a great threat on my home and my street as a whole. Although the plans are to keep the area residential a long street like this would be very dangerous to the residents who pay the taxes here.

1. increased traffic daily year in and out during school hours will be constant and not easily fall into the residents daily routines
2. increased traffic causes a decrease in our property value due to the constant vibrations from standard vehicles, modified vehicles (which is more common among teens), and sound systems all contribute to jeopardizing the integrity structure of our stucco homes, streets, and rock walls.
3. increased traffic during games, dances, graduations pose a threat to our area's well being and puts the people and our homes in danger of easily manipulated juveniles, inexperienced teen drivers, and teens rushing not obeying posted speed limits (because they don't want to be tardy or get home late etc)
4. Increased traffic violations and property damage make our community less desirable to buyers if considering to re-sell.
5. not a cheap housing area to be easily run through by teen negligence and immoral behavior, litter ,tagging, car damage, break ins and drug use
6. increased traffic and music would disturb the peace, street residents would see no end in sight because there will be no way to stop the constant noise and traffic violations
7. area was initially appealing because of the lack of constant unnecessary though traffic
8. jeopardizes safety of each home to unforeseen predators with easy access to multiple exits
9. Our children ride bikes (which has proven many times recently to be fatal in other areas here on the west side) and are safe now but increased inexperienced drivers will be in jeopardy of losing their life along with pets.
10. Just because this is a new development doesn't give the right to plan through the community.

Not only is the increase in traffic a nuisance but a reason to not want to live here any more. I have personally been here a year and love the peace and area because it feels safe and everyone knows everyone's car which leaves little room for suspicious vehicles. After receiving this notice of the proposed main street not only started a chain of buyers

remorse. A home should feel safe not only from predators but UN ethical building of roads that are superfluous to our daily life. I also feel the time restrictions used to inform the community prove to be immoral because it gains the interest of third parties that do not pay taxes in the area and done in a way to try to avoid conflict of interest.

I do not understand why the school area doesn't just run west or an estimated 1000 ft west closer to Santiago st. I understand that they have been there longer but in all honesty we pay more taxes and we lose a lot more. If the street isn't wide enough to the standard 64ft the missing 12ft will leave the home owner to pay the price literally. We would not use the road going north just to be directed back on the gateway south. In all honesty the only ones using this road **would** be the kids, teachers and soccer players that utilize the facilities it is not an exit or helping us get to Transmountain.

William Castellanos
6417 Berringer