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

DEPARTMENT: **Planning and Economic Development Department**

AGENDA DATE: **Introduction: January 11, 2011**
Public Hearing: January 18, 2011

CONTACT PERSON/PHONE: Mathew McElroy, (915) 541-4056

DISTRICT(S) AFFECTED: 1, 2, and 8

SUBJECT:
An Ordinance approving the "Plan El Paso 2010: Connecting El Paso: Building Transit-Oriented Neighborhoods at Remcon Circle, Oregon Corridor, and Five Points and Redeveloping ASARCO" Plan as a Study Area Plan to be incorporated into the City's Comprehensive Plan, "The Plan for El Paso," and that the 2025 General Land Use Map be amended to incorporate the modification. **(District 1, 2, and 8)**

BACKGROUND / DISCUSSION:
N/A

PRIOR COUNCIL ACTION:
N/A

AMOUNT AND SOURCE OF FUNDING:
N/A

BOARD / COMMISSION ACTION:
Development Coordinating Committee (DCC) – Approval Recommendation
City Plan Commission (CPC) – Approval Recommendation (7-0)

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

LEGAL: (if required) N/A **FINANCE:** (if required) N/A

DEPARTMENT HEAD: Kathy Dodson, Director, Planning and Economic Development Department

APPROVED FOR AGENDA:

CITY MANAGER: _____ **DATE:** _____

ORDINANCE NO. _____

AN ORDINANCE APPROVING THE "PLAN EL PASO 2010: CONNECTING EL PASO: BUILDING TRANSIT-ORIENTED NEIGHBORHOODS AT REMCON CIRCLE, OREGON CORRIDOR, AND FIVE POINTS AND REDEVELOPING ASARCO" PLAN AS A STUDY AREA PLAN TO BE INCORPORATED INTO THE CITY'S COMPREHENSIVE PLAN, "THE PLAN FOR EL PASO," AND THAT THE 2025 GENERAL LAND USE MAP BE AMENDED TO INCORPORATE THE MODIFICATION.

WHEREAS, The Plan for El Paso was adopted by the El Paso City Council on April 27, 1999, and further ratified on March 13, 2001, 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 of growth and development of the City to promote public health, safety, and welfare; and

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

WHEREAS, the "Plan El Paso 2010: Connecting El Paso: Building Transit-Oriented Neighborhoods at Remcon Circle, Oregon Corridor, and Five Points and Redeveloping ASARCO" serves as a study area and guide for the future growth and redevelopment of the areas known as ASARCO East and ASARCO West, Remcon Circle, Oregon Corridor, and Five Points to promote public health, safety, and welfare while supporting revitalization activities for redevelopment in the area; and,

WHEREAS, members of the community were invited to take part in the development of this area to encourage community acceptance of this ongoing planning process and to establish a value for the goals and objectives enumerated in these plans and numerous public meetings and charrettes were held as part of the various phases of the plan development; and

WHEREAS, the City has developed a study area plan for the areas known as ASARCO East and ASARCO West, Remcon Circle, Oregon Corridor, and Five Points which identifies the concerns, objectives, guidelines, and design standards that propose to create transit-oriented development and walkable neighborhoods and to redeveloped former ASARCO smelter site into a SmartCode compliant area; and

WHEREAS, The Plan for El Paso addresses key components to be achieved in the revitalization of El Paso that include a focus on redevelopment opportunities, and economic development through well designed communities; and

WHEREAS, the study area plan referred to as the "Plan El Paso 2010: Connecting El Paso: Building Transit-Oriented Neighborhoods at Remcon Circle, Oregon Corridor, and Five Points and Redeveloping ASARCO" has been developed with these components as catalysts for revitalization and redevelopment of the areas; and,

WHEREAS, the City Plan Commission, after conducting a public hearing, recommends adoption of the changes to *The Plan for El Paso* as herein enumerated; and

WHEREAS, the El Paso City Council finds that the adoption of the "Plan El Paso 2010: Connecting El Paso: Building Transit-Oriented Neighborhoods at Remcon Circle, Oregon Corridor, and Five Points and Redeveloping ASARCO" plan as herein enumerated will have no negative impact upon the public health, safety, morals, and general welfare of the City, and that the study area plan will continue to carry out the purpose and spirit of the policies expressed in The Plan for El Paso and should be incorporated into The Plan for El Paso;

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

That, the "Plan El Paso 2010: Connecting El Paso: Building Transit-Oriented Neighborhoods at Remcon Circle, Oregon Corridor, and Five Points and Redeveloping ASARCO is hereby adopted and is attached hereto as Exhibit "A" and incorporated herein by reference for all purposes; and,

That, the "Plan El Paso 2010: Connecting El Paso: Building Transit-Oriented Neighborhoods at Remcon Circle, Oregon Corridor, and Five Points and Redeveloping ASARCO" be incorporated into the City's Comprehensive Plan, The Plan for El Paso, for all the purposes, including amending the Year 2025 Projected General Land Use Map for the long-range development of the areas outlined in the "Plan El Paso 2010: Connecting El Paso: Building Transit-Oriented Neighborhoods at Remcon Circle, Oregon Corridor, and Five Points and Redeveloping ASARCO".

PASSED AND APPROVED this _____ day of _____, 2011.

THE CITY OF EL PASO

_____
John F. Cook
Mayor

ATTEST:

_____
Richarda Duffy Momsen
City Clerk

APPROVED AS TO FORM:

_____
Lupe Cuellar
Assistant City Attorney

APPROVED AS TO CONTENT:

_____
Mathew S. McElroy, Deputy Director
Planning and Economic Development Department

EXHIBIT "A"

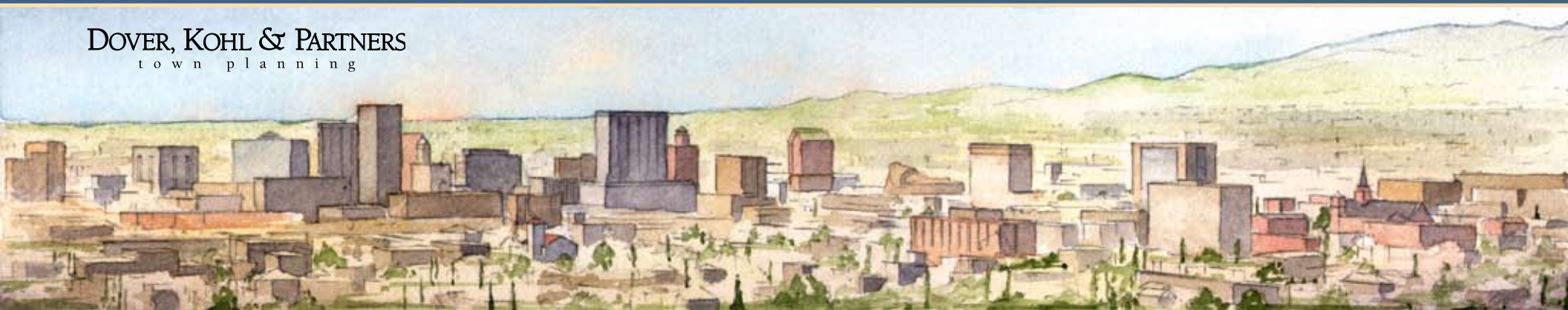
"Plan El Paso 2010: Connecting El Paso: Building Transit Oriented Neighborhoods and Redeveloping ASARCO"

PLAN EL PASO 2010

CONNECTING EL PASO

Building Transit-Oriented Neighborhoods at Remcon Circle, Oregon Corridor, and Five Points and Redeveloping ASARCO

DOVER, KOHL & PARTNERS
town planning



CONNECTING EL PASO:

Building Transit-Oriented Neighborhoods at Remcon Circle, Oregon Corridor, and Five Points and Redeveloping ASARCO

was created by:

Mayor John Cook

City Council
Ann Morgan Lilly, *District 1*
Susie Byrd, *District 2*
Emma Acosta, *District 3*
Carl L. Robinson, *District 4*
Rachel Quintana, *District 5*
Eddie Holguin Jr., *District 6*
Steve Ortega, *District 7*
Beto O'Rourke, *District 8*

City Manager & Deputies
Joyce A. Wilson, *City Manager*
David R. Almonte, *Health & Safety*
Deborah G. Hamlyn, *Community Services*
Jane K. Shang, *Mobility Services*
William F. Studer Jr., *Finance & Management Support Services*

City Plan Commission
Kristi K. Borden
Ruben Chavez
Luis H. De La Cruz
Jose M. Landeros
Larry Nance
John Rayborn
Katherine L. Updike
R. Brooks Vandivort
Richard Vorba

Planning and Economic Development
Katherine Dodson, *Director*
Mathew McElroy, *Planning Director*
Fred Lopez, *Comprehensive Plan Manager*
Carlos Gallinar, *Comprehensive Plan Manager*

Dover, Kohl & Partners
town planning
Victor Dover
Joseph Kohl
Jason King
Megan McLaughlin
James Dougherty
Pam Stacy
Chris Podstawski
Andrew Georgiadis
Kenneth Garcia
Jennifer Garcia
Melissa Harrison
Sofia Villanueva
Eduardo Castillo

IPS Group
urban planning
Natalie Ruiz

Spikowski Planning Associates
urban planning
Bill Spikowski

UrbanAdvantage
computer visualizations
Steve Price

CEA Group
infrastructure & capital improvements, local expertise
Jorge L. Azcarate
Jorge Grajeda

Charlier Associates, Inc.
transportation planning
Jacob Riger

The Street Plans Collaborative
transportation and website design
Anthony Garcia

Urban Advisors
economic analysis
Ed Starkie

Institute for Policy and Economic Development
REMI projections updates
Denis Soden

Matrix Environmental Services
environmental remediation advisors
Wesley Dickinson

. . . and hundreds of El Paso residents

Citizen Planners Who Helped Shape the TOD & ASARCO Plans

Scott Gilliland
Olaf Brunjes
Mario Nevarez
Martha Garza
Dora Perez
Elias Padilla
Lorrine Quimiro
Paul Zacour
Tom Stanton
Mary Len Stanton
Juan Garza
Bob Geyer
Cristina Viesca-Santos
Justin Lindley
Mary Kozas
Annette Torres
William Helm
Keith Denny
James Garcia
Sarah Guemez
Daniel Lopez
Melissa Granado
Todd Taylor
Jeannine Kennedy
Christian Solis
Mike Rooney
Angel Ramos
Manuel Rivas
Helen Cooke
Debra Kelly
Jim Kelly
Ana Campos
Gabriel Acuna
Vanessa Monsovias
Rick Provencio
Mariana Chew
Priscila Chew
Ximena Chew

Jose Landeros
Elisa Samaniego
German Sanchez
Masaaki J. Ward
Jose Parga
Brianna Pallares
Christopher Villa
Rosa E. Rocha
Adrian Rocha
Carlos Rodriguez
Amy Cross
Pedro Flores
Bernie Sargent
David Cohen
Caron Cohen
Susie Byrd
Bill Boothe
Carlos A. Rincon
David Nemir
Joey Jimenez
Karl McElhaney
Tim Harvey
Gilbert Lopez
Rob Rice
Gil Pinon
Larry Nance
Kevin Odenborg
Cameron Scott
Eugenio Mesta
Ian Atkins
Katie Updike
Manuel Z. Flores
Doug Solon
Paul Hotchkin
Richard Teschner
Walter Boyle
Melissa Brandrup
Elizabeth Schell

Katherine Lehmann
Diana Ramirez
Jorge Loya
Beto O'Rourke
Cesar Gallegos
Al Soto
Fernando Najar
John Guiterrez
Renee Jimenez
Kristi Borden Zacour
Danielle Shafer
John Bretting
Ignacio Padilla
A.V. Hernandez
R. P. Stack
Sergio Salazar
C. Nino Anottondo
Larry Perea
Dan Olivas
Robert Ardovino
Sergio Pena
Hoby Pena
Bernadine McNiel
Peggy McNiel
Analisa Cordova
Luz Herrera
Jesus Chuy Licon
Valerie Contreras
Abbey Cohen
Paulina Lagos
Bernice Fournier
V. Castle
Melissa O'Rourke
Joana D. Alferez
Anastacio Zavala
Karla V. Frausto
Frederico Villalba
Ray Cox

Edward E. McCormick
Javier Diaz
Alice Castle
Eric Pearson
Betsy Miller
Jim Booher
Bill Addington
Joe Moody
Richard Vorba
Karl Putnam
W. H. Rogers
Roberto Davidoff
Sophia Lugo
Wm. T. Miller
Cotter White
Edgar Lopez
Chris Bell
Ashley Quimiro
Jessica Jimenez
Emily Cross
Dana Licon
Joey Licon
George Guerrero
Jose M. Rivas
David P. Buchmuella
Jim Erickson
Angie Rooney
Marcia Wheatley-Falton
Susie Jensen
Eliot Shapleigh
Claudia Ordaz
Jesus Heredia
Mimi Horn
Mary Telles-Goins
Ray Dovalina
Allison Pasternak
Darrin Willer
Debbie Taylor

Edward Herott
Matt Craig
Gus Sanchez
Gerardo Leos
Richard Thomas
Charlie Wakeem
Jim Tolbert
Kevin Von Finger
Noel E. Yslas
Neysa Hardin
Karen Peissinger-Venhaus
James Coe
Cindy Villa
Richard Adauto
Gary Sapp
Joel Guzman
Jose Lares
Justin Chapman
Tina Wolfe
John Eler
Lucinda Vargas
Sergio G.
Carlos Arguijo
Bill Rhodes
Geoffrey Wright
Lourdes Cardenas
Michelle Raines
Cristina Cardenas
Sara Raines
Angie Raines
Veronica Escobar
Carmen Chapa
Lee Chapa
Cristian Pleters-Escobar
David Saucedo
Ana Ma. Morales
Getsemani Yanez
Inez Rodriguez

Esther Rodriguez
Elizabeta Morales
Evangelina Zounis
Larry Nance
Rick Boanne
Paul Gilcrease
David Lyons
Alicia Lyons
Lee Ann Needham
Michael O. Herrera
Everett Esparza
Ismael Segovia
John Perez
David Bogas
Sergio Altamirano
Kitty Spalding
Roman Bustillos
Selena Guzman
Ron Dawson
Olivia Guzman
Larry Romero
Tom Ingle
Tanny Berg
David Samaniego
Diaz Alfredo
Larry Englisher
Diana Diaz
Avenas Trancocs
Betty Ann Seiler
Mary Lou Alcorn
Debra Brinkman
Prince McKenzie
Juan Villalobos
Steve Ortega
Jorge Lopez

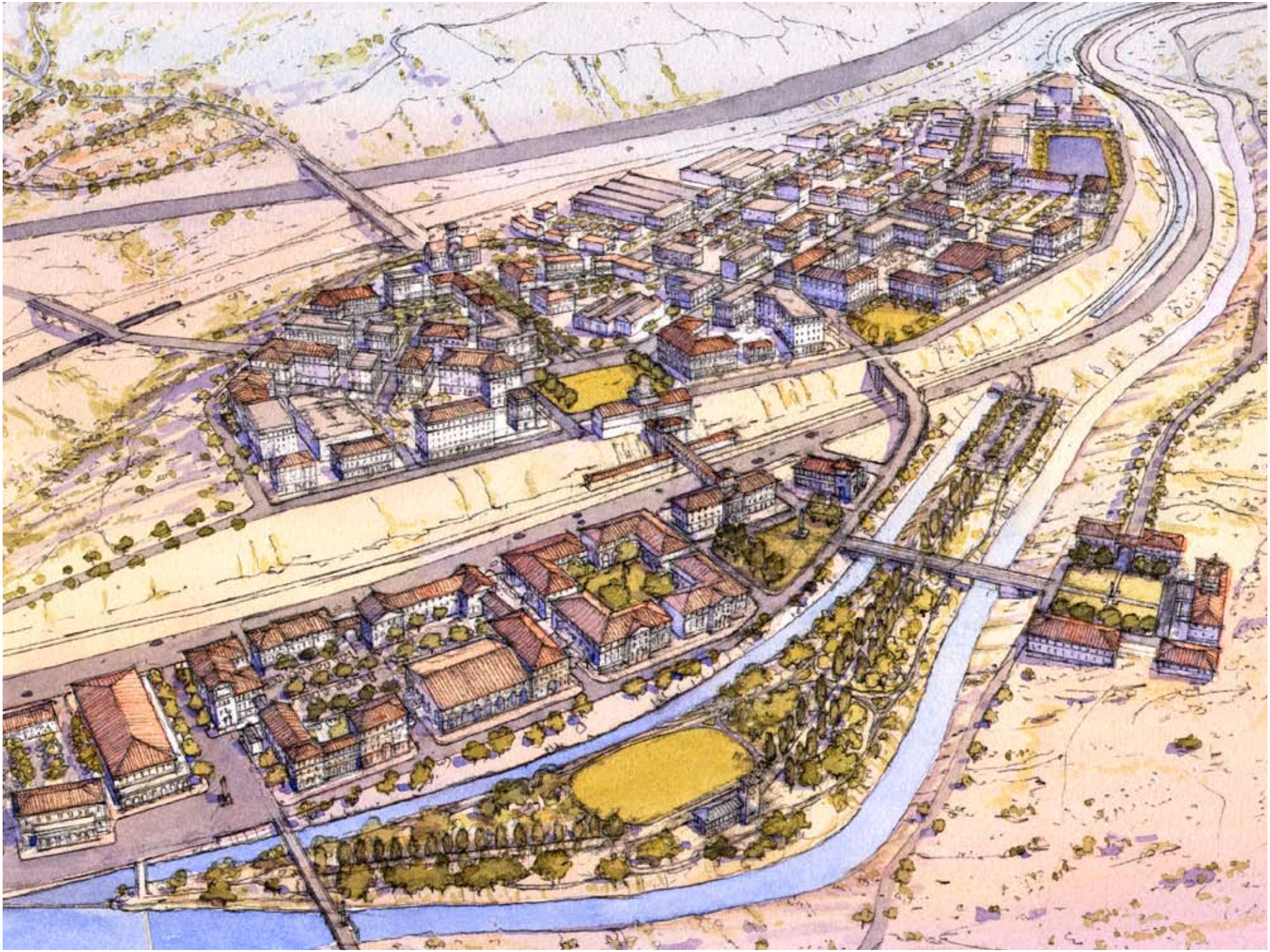


TABLE OF CONTENTS

PREFACE

THE NEXT CENTURY IN EL PASO

El Paso has witnessed a century of great change: progressing through a mining boom, serving as a rail crossroads, eyewitness to a revolution in Mexico, prohibition, the creation of Fort Bliss and rise of the maquiladoras. In recent years, El Paso has enjoyed population growth of over ten percent, from 679,622 residents in 2000 to 751,296 in 2009.[1] Along with this population growth has come economic expansion amidst a national downtown. What will the next century bring? The goal of the Plan El Paso project is to assist this growing community in articulating its vision for the future even given the challenges of worldwide trends. Through a tumultuous century the City of El Paso has maintained a tradition of successful planning.

Like every major American city, El Paso experienced an industrial era, but in time the heavy industry that was once a valued part of the community became anachronistic and problematic. Yet the City continues to grow, and despite residual problems from their industrial past the best days for the ASARCO and CEMEX sites may still lie ahead. By restitching the physical fabric of the city we welcome lost sites of former industry and utility back into the community. This is a key purpose of this plan.

Another purpose begins with the acknowledgment that mobility is a necessity of modern society and that we must continue to update our approaches and techniques. El Paso remains a hub for national and international freight and is expected to continue growing in the future, with freight train volumes expected to double by 2020.

Unfortunately, like many other cities, El Paso has lost its streetcar system as the nation moved almost exclusively to private cars to meet its transportation needs. For decades, it may have appeared to some that this change was entirely for the better, but the singular approach of building wider roads and additional elevated expressways is likely to have reached the extent of its potential when considered in relation to accompanying costs. Roads-only transportation policies are expensive to execute and maintain, are vulnerable to increasing fuel prices, favor distant new development at the expense of core communities and almost always overwhelm the neighborhoods and places we value.

Today's most innovative transportation solutions acknowledge what worked best perennially. We recognize that reactivating pedestrian life is the least costly, most reliable, healthy, and even most pleasant, of transportation options. This requires networks of safe, comfortable, interesting and walkable streets that are connected over long distances by public transit options that are both efficient and dignified. A variety of transit options should include trolleys, bus rapid transit systems, city buses and bicycle routes in addition to the private automobile system. Successful pedestrian environments must be planned in conjunction with transit planning – each depends on complete, compact, mixed-use communities.

Finally, the City must reaffirm its commitment to its irreplaceable and often magnificent historic assets. The City's historic preservation role must be repositioned as an economic development activity rather than a solely regulatory one. Historic preservation is the first step in urban revitalization; preservationists and restoration specialists initiate the evolution of places by capitalizing on neglected resources. A revived and invigorated historic preservation movement starts with the elevation of this role.

This plan will help create a vision for an updated transportation system for El Paso and lay the regulatory groundwork for both transit-oriented development and more complete streets and neighborhoods to serve El Paso into the next century.

1 US Census Bureau, http://quickfacts.census.gov/qfd/states/48/48141.html

DREAMING BIG: CONTINUING THE LEGACY OF GREAT PLANNING

BUILDING UPON THE CITY PLAN OF 1925

At the turn of the century, the City of El Paso was touted as the most important city between San Antonio and Los Angeles and between Denver and the Mexican border. With a population of roughly 100,000, the City served as a commercial, manufacturing and banking center for all of the Southwest. El Paso's downtown grew as the center of activity, and thriving neighborhoods were connected to the Downtown through an extensive streetcar network that reached the outermost edges of the City.

George Kessler

In preparation for future growth and in the spirit of city planning that was sweeping the nation at the time, the City of El Paso hired the renowned planner, George Kessler, to develop a document of illustrations and text outlining the city's most important planning issues. The Plan was highly celebrated at the time of its creation, and 90 years later, it continues to be held up as an example of great planning for the City.

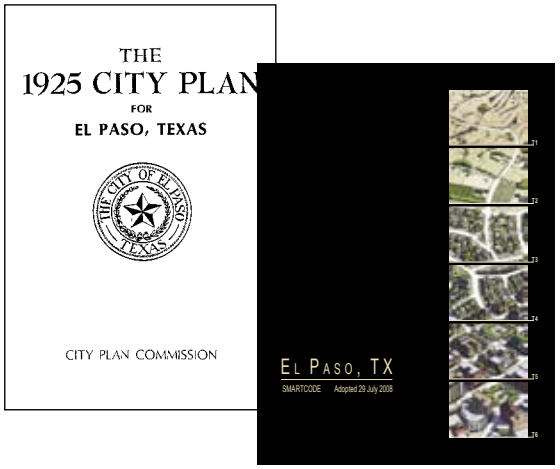
In addition to larger concerns such as access to water, the 1925 City Plan focuses on urban design and aesthetic concerns. The Plan stresses the importance of the character and quality of the public realm. It recommends creating "public landscaping, parks, public playgrounds, gardens, and recreational amenities; protecting and preserving the mountains as natural amenities for the City; and creating a network of roads and trails that connect all of Central El Paso. The quality of the streetscape is of great consideration. The Plan prescribes that streets should not be too wide so as to require an unnecessary amount of pavement, which is hot and expensive; parkways along the sidewalk, planted with trees, shrubs, and flowers, are also suggested.

The importance of civic art is at the core of the Plan; among the strongest recommendations is the need for a boulevard or paseo and a monumental free bridge to connect El Paso with Juarez; the bridge is designed to "merit international fame" and be surrounded by parks on either side. A great civic building such as a Municipal Museum is also included in the Plan.

These recommendations for city planning helped shape the growth and stipulated the elements that would foster a gracious public realm for years to come. One can see many of the recommendations materialized and successfully in place today. In particular, many of the City's civic spaces and parks, such as Memorial, Caruso, and Washington Parks, were created according to the City Plan.

Recognizing the importance of the 1925 City Plan and their historic urban fabric, the City of El Paso today promotes a return to traditional neighborhood-building practices. In an October 2008 article for *El Paso Magazine*, the City of El Paso commented that "Pedestrian-friendly neighborhoods integrating a mixture of land uses and offering a range of housing and transportation choices are at first glance elements reminiscent of the benefits of early 20th century neighborhood centered development. Ironically, these elements also happen to embody a contemporary vision shared by community officials and residents alike that form the very core principles of smart growth."

The 1925 City Plan has left a legacy of great planning for the City. As the current generation of leaders and community members sets forth its own vision for the future, they look to the 1925 City Plan for its example of "Dreaming Big." Using this document as inspiration, the City of El Paso has embraced cutting-edge planning tools for the



The 1925 City Plan has served as a model for planning for almost a century. The City's newly adopted SmartCode provides a contemporary roadmap for future development that is still in keeping with the spirit and vision of the 1925 Plan.

21st century, such as the SmartCode. The City's SmartCode, which was adopted in the summer of 2008, offers an alternative to existing zoning, placing emphasis on urban form over land use. This critical new document provides the regulatory groundwork to ensure that the ideals of smart growth can be realized during development.

The multi-phase planning effort, led by Dover, Kohl & Partners, will draw upon the historic and contemporary planning tools of the City to provide a roadmap for future growth. The Plans for the three Transit-Oriented Developments and for ASARCO draw from the best examples of historic neighborhoods in El Paso and are all SmartCode compliant. These plans will serve as examples for future SmartCode development and illustrate city-wide planning best practices at the lot and block scale.

1 BACKGROUND

"Nature and a tremendously energetic citizenship combine to afford El Paso opportunities for unique development, with possibilities unsurpassed by any other community in America. There is no reason why El Paso should not be, and cannot be, a city of striking distinction among cities, a city so attractive for permanent residents and for transient visitors as to make a name for itself nationally famous."

The 1925 City Plan for El Paso

INTRODUCTION

El Paso is experiencing robust growth, fueled by the expansion of Fort Bliss, the immigration of people and capital from Juarez, the birth of the first medical school anywhere in America in the last 30 years, and a buoyant local economy amidst a national financial crisis. The attractions are obvious–a benevolent climate, friendly people, striking landscape, cosmopolitan atmosphere, career opportunities, proximity to Mexico, and a high quality of life within a bustling city.

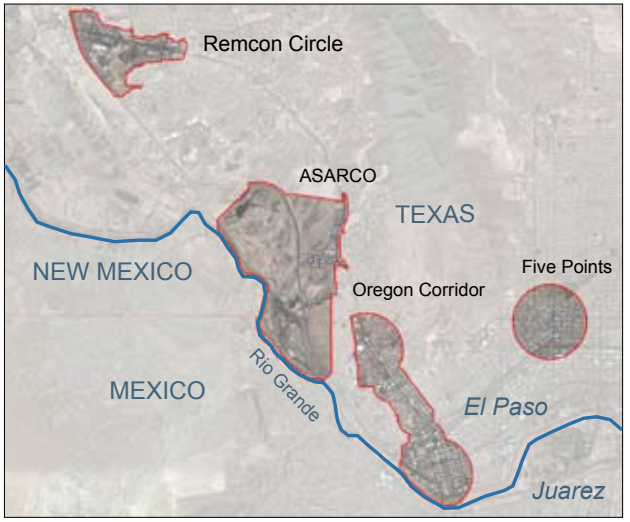
As El Paso enters this historic period of growth and change, it is important that new development and investment enhances its character and makes the City even better, rather than worse. For the El Paso community to create a shared definition of "better" and to build consensus for its future direction, the City initiated a City-wide Comprehensive Plan update. Small area plans are the first stage of the Comprehensive Plan update, looking in detail at particular areas of the City that are under the pressure of growth and change in the short term or are in need of revitalization.

The following report details four of these small area plans, including three Transit-Oriented Development (TOD) areas around the City's initiated Bus Rapid Transit (BRT) corridors. These areas include the Oregon Corridor between the Glory Road Transfer Center and the Downtown Transfer Center, Five Points, and Remcon Circle. In addition, a small area plan is included for the redevelopment of the ASARCO site and some of the surrounding large-scale properties that are likely to be developed in the near future.

Despite the vastly different conditions, constraints, and character of each of the three Transit-Oriented Development sites and ASARCO, they all present a great opportunity to evolve into highly livable, sustainable, and economically robust communities. Through proactive, highly-public planning, El Paso has the potential to mature as a walkable, bikeable, transit-connected city of neighborhoods, with schools, shops, workplaces, and services within walking distance of homes, and natural open space preserved for future generations.

There are certain urban design ingredients for livable, sustainable communities that are constant despite location, topography, and land use. These ingredients include: an interconnected network of streets, small blocks, pedestrian-friendly thoroughfare design, a mix of uses, street-oriented buildings, and accessible parks and open spaces. These ingredients are then adapted to each particular context and situation. When applied appropriately, these design principles provide the framework for a livable city. El Paso just has to look to its own historic in-town neighborhoods for proof that solid urban design provides the "good bones" to support a livable community. With refocused attention, they can become vibrant destinations again, with businesses, offices, and residences.

The small area plans included in this report build upon the many planning efforts already undertaken by the City and the community, and address urban design, transportation, market, environmental, and regulatory challenges for the four areas. The plans are based on the public input expressed during the Charrette process, and stakeholders' consensus for the desired evolution of each area. Each small area plan included in this report was designed in accordance with the City's newly-adopted SmartCode. Accompanying SmartCode applications, included in the Appendix, have been created to provide the City with additional leverage to ensure that future growth reflects the community vision.



The Connecting El Paso Plan's four study areas: Remcon Circle, ASARCO, Oregon Corridor, and Five Points

What is a Transit-Oriented Development (TOD)?

A TOD is a compact, mixed-use development within walking distance of public transportation and a key element of livable and sustainable communities. TOD creates communities where people of all ages and incomes have access to transportation and housing choices by increasing location efficiency and allowing people to walk, bike and take transit for their daily trips. TOD is attractive to its residents because it fosters a convenient and affordable lifestyle where housing, jobs, restaurants, and entertainment are all in convenient proximity. In addition, TOD increases transit ridership and reduces automobile congestion, providing value for both the public and private sectors.

– United States Department of Transportation Federal Transit Administration

TRANSIT-ORIENTED DEVELOPMENT

PLANNED BRT ROUTE

As part of a coordinated effort towards increasing transit ridership and jump-starting economic development in urban locations, the City of El Paso is expanding and improving transit service by planning four Bus Rapid Transit (BRT) lines through the City. These four lines connect the primary corridors throughout El Paso, including the Mesa Corridor, the Dyer Corridor, the Alameda Corridor, and the Montana Corridor. A number of transfer centers have recently been constructed, providing convenient, sheltered transportation hubs. The BRT lines, together with the new and renovated transfer centers, are part of an overall strategy to improve the quality of life for El Paso residents while reducing the City's carbon footprint.

Planned BRT system through El Paso and approximate boundaries of the Transit-Oriented Development special area sites

The success of the BRT system will hinge on the quality of urban spaces that surround the bus stops and transfer centers. Transit-Oriented Development (TOD) is a design and development strategy that links higher-density, walkable neighborhoods to transit stations. TOD strengthens the urban fabric that surrounds public transportation with a mix of daily uses, including housing, retail, and office. This strategy acknowledges that most transit riders begin and end their trips as pedestrians, and that the streets around transit stations should be safe, interesting, and convenient places to walk.

Three of the Plan study areas, Remcon Circle Transfer Center, the Glory Road Transfer Center, and the Downtown Transfer Center, are major nodes along the Mesa Corridor BRT line. In addition, large parcels on and around the ASARCO site are within walking distance of the planned Mesa BRT line. All four of these areas serve as important opportunity sites for Transit-Oriented Development. In addition to these opportunities in the fast-growing West Side of El Paso, an important in-town neighborhood, Five Points, is also planned for transit-oriented infill development. The soon-to-be renovated transfer center in the historic Five Points neighborhood provides a central interchange among the Dyer, Montana, and Alameda Corridor routes, and is in close proximity to Downtown. The locations and importance of each of these areas make them ideal for Transit-Oriented Development; collectively, they can work to create a series of sustainable, complete, compact, and walkable neighborhoods throughout the City.

OREGON CORRIDOR

OVERVIEW

The Oregon Corridor is an important connecting route between Downtown and the University of Texas (UTEP). Oregon Street runs parallel to Mesa Street and is approximately two miles in length. This route connects directly to the international bridge to Mexico, and was historically a streetcar route. Between the Glory Road Transfer Center at UTEP and the Downtown Transfer Center, the planned Mesa BRT route will divert off of Mesa Street to Oregon Street, connecting UTEP, regional medical facilities, and many other businesses directly to Downtown. The Oregon Corridor's proximity to Downtown, growing university, business, and residential areas, high densities, and high land values makes it an ideal location for Transit-Oriented Development.

The iconic Plaza Hotel terminates the view, looking south on Oregon towards Downtown.

Oregon Street is made up of a grid of blocks and streets that creates the basis of a resilient neighborhood. UTEP, which fronts the western side of the corridor along its northern end, introduces a distinctive Bhutanese architecture to the area. The Corridor is also rich in traditional, turn-on-the-century architecture more common to the region. A number of historic residences along the corridor have been converted into office buildings. The Oregon Corridor and the surrounding neighborhoods have a variety of housing types and prices, including small apartment buildings, townhouses, and a range of single-family home options.

While Oregon Street enjoys many advantages in location and urban design, the area can benefit from further improvements to improve walkability and to capture greater economic value from the existing properties. The streetscape has been altered over the years to the detriment of the pedestrian. Sidewalks are narrow and discontinuous, street trees are sporadically planted and do not provide adequate shade, and street lights are highway-scaled. Like the commercial streets in Five Points, private properties along Oregon Street have been redeveloped over time to become auto-oriented: parking lots, parking garages, and the blank walls of buildings front the street, particularly around UTEP and the medical centers. As these areas continue to evolve, new redevelopment and infill should be pedestrian-oriented to mark a new generation of transit ridership and walkability in the area.

OREGON CORRIDOR

SITE PHOTOS

The Glory Road transfer center parking garage will feature a ground-floor, street-oriented retail liner. This view looks down Oregon (currently closed) which leads straight to Downtown.

This retail development in front of the Glory Road transfer center features a pedestrian connection to the bus waiting areas, providing a first step towards transit-oriented development.

A woman waits at a bus stop on Mesa. Note the auto-oriented condition of Mesa which compromises the pedestrian realm.

Pedestrians walking along the sidewalk at this part of Oregon Street are unprotected from the harsh sun and passing vehicles.

The street design in this location along Oregon is set up for pedestrians, however the parking lot fronting the sidewalk and the small size of the trees impede a high-quality pedestrian environment.

A historic apartment building on Oregon Street awaits rehabilitation.

OREGON CORRIDOR

SITE PHOTOS

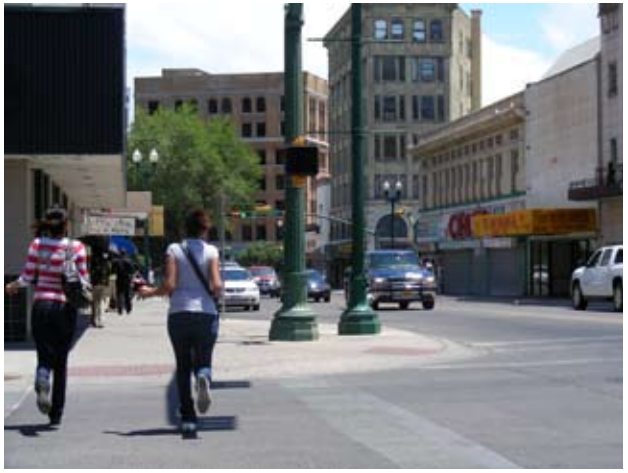
The historic building fabric along Oregon includes apartments, townhouses, single-family homes and commercial development on the same street. The street design has been re-oriented over time for automobile movement.

The Downtown transfer center features regional architectural design and high-quality air conditioned spaces for passengers to wait for their bus.

This street has the beginnings of a welcoming, pedestrian-friendly environment, with wide sidewalks, shade trees, climate-responsive landscaping and on-street parking. Additional trees and native plants can further enhance the public realm.

The terminus of Oregon Street is defined by a staircase and a blank wall. This view could be more consciously designed with the addition of a new building and landmark architectural element.

Buses enter and exit the Downtown transfer center frequently.



Downtown El Paso features a high-quality pedestrian environment that can provide a strong ridership base for transit.

OREGON CORRIDOR

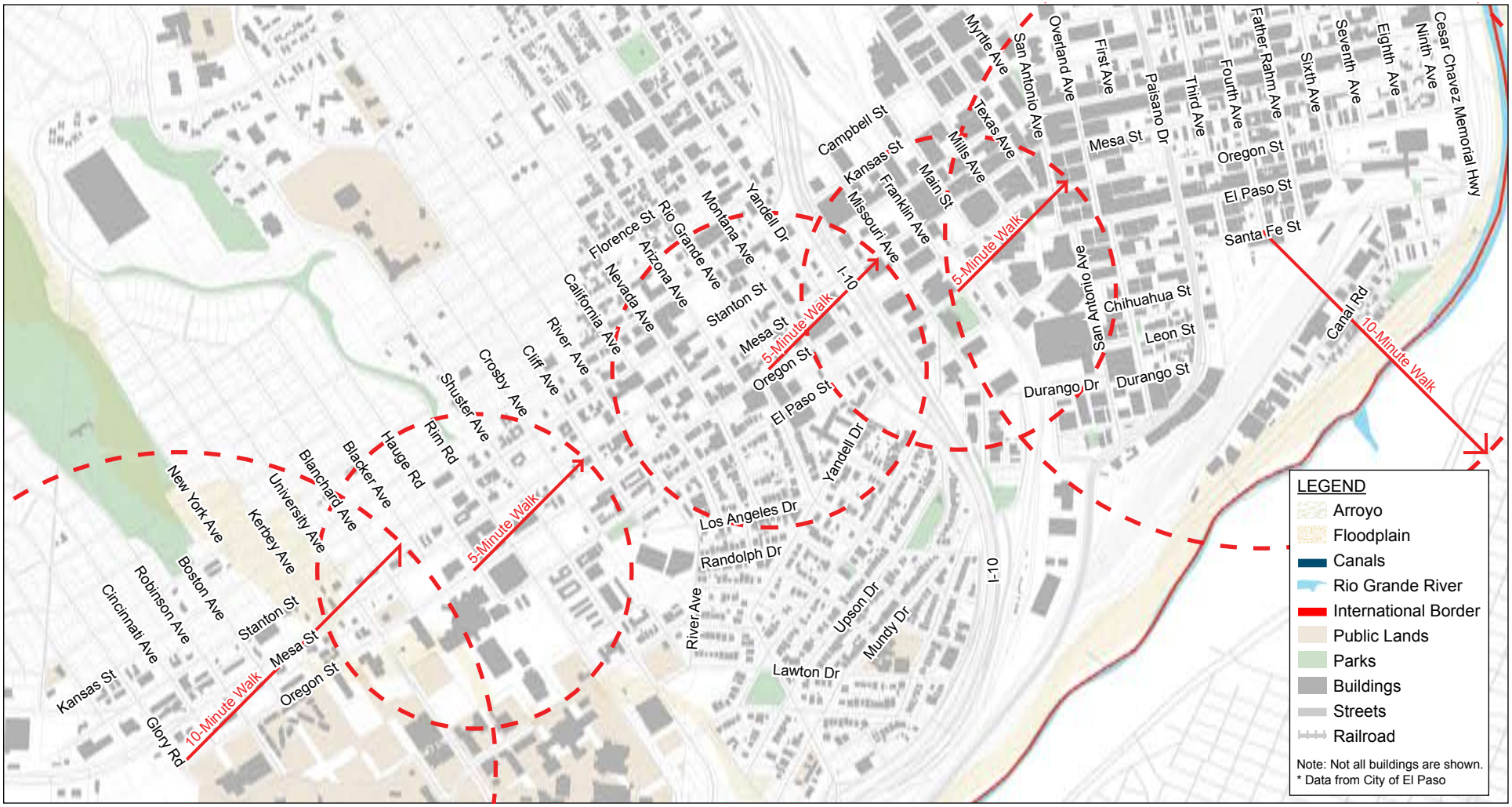
ANALYSIS MAPS

Oregon Corridor Redevelopment Plan, Aerial Map

0 625’ 1250’ 2500’

OREGON CORRIDOR

ANALYSIS MAPS

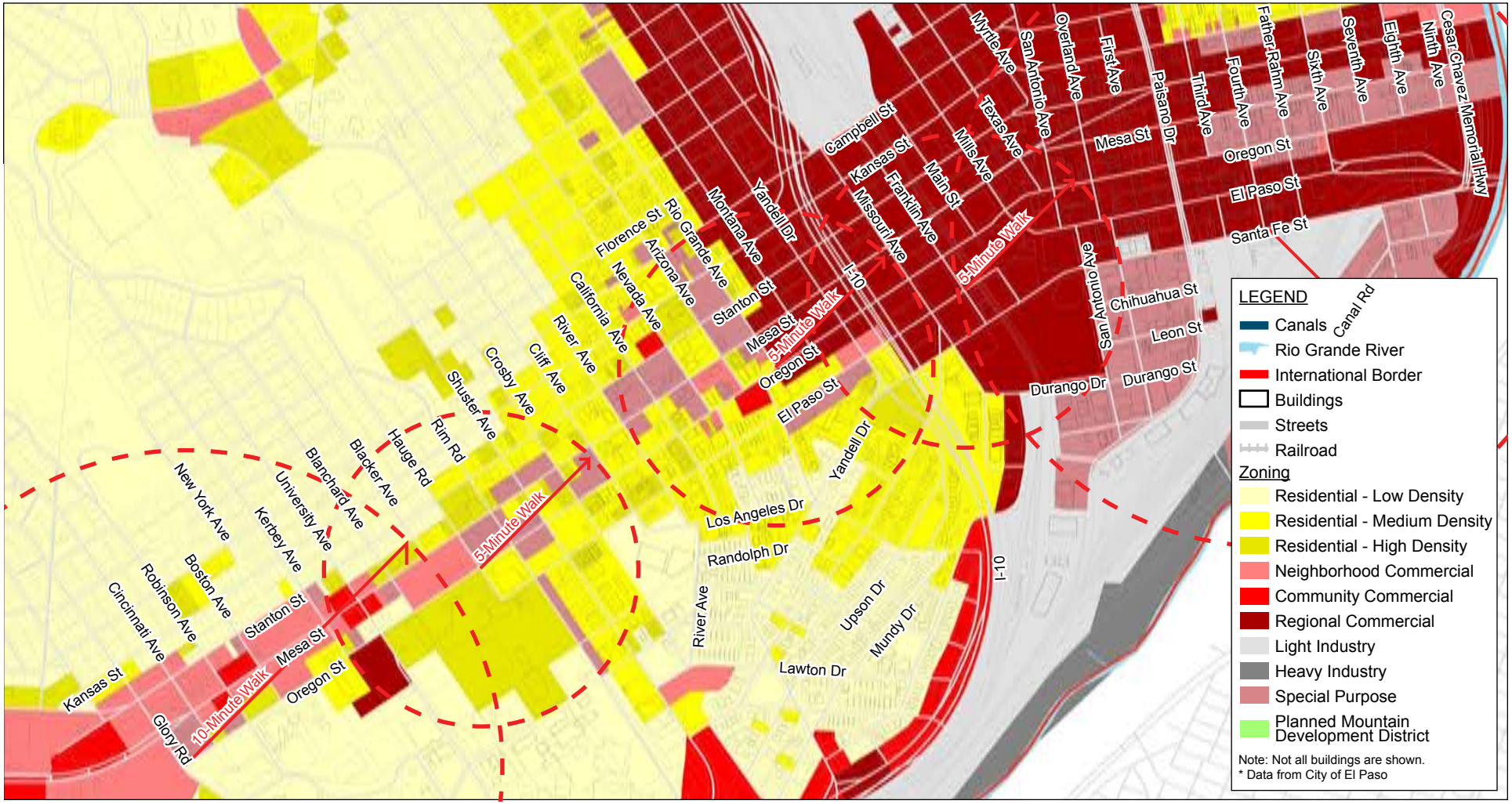


Oregon Corridor Redevelopment Plan, Basemap

0 625’ 1250’ 2500’

OREGON CORRIDOR

ANALYSIS MAPS



Oregon Corridor Redevelopment Plan, Land Use Map

0 625' 1250' 2500'

FIVE POINTS

OVERVIEW

The historic Five Points intersection, located at the crossing of North Piedras Street, Pershing Drive, and Elm Street, has been the nexus for the Five Points neighborhood since the early 1900s. Once a flourishing streetcar community, comprised of a mix of housing types and businesses, the neighborhood today faces challenges such as vacant upper stories on commercial buildings, stagnant property values, and most recently, the closing of its historic elementary school, Houston Elementary. Despite these challenges, Five Points' urban fabric has endured the test of time. Many of the grand residences along Montana Avenue have been converted to businesses, the movie theatre maintains its iconic architectural charm, and adjoining residential streets have continued to draw young families. The gridded network of streets provides numerous connections, which allows for higher levels of walkability and helps to reduce traffic congestion. The grid network also establishes a pattern of small blocks, which create flexible and adaptable sites for infill and redevelopment as the real estate market evolves.

A significant challenge in Five Points and the surrounding neighborhoods is the design of the streets themselves. In general, commercial and residential streets are very wide, with narrow sidewalks and few street trees. This design results in high vehicular speeds and hot, exposed sidewalks, two factors that contribute to a hostile environment for pedestrians. In response to the design of these streets, recent development in Five Points has been auto-oriented and, in many cases, has turned its back to the street. The blank walls of buildings and parking lots front some of Five Points' most important commercial corridors, further contributing to the hostile pedestrian environment in what was once a thriving multi-modal neighborhood.

Montana Avenue is the main commercial corridor leading from Downtown to Five Points. The roadway is wide with high vehicular speeds and few shade trees, creating a hostile pedestrian environment.

FIVE POINTS

SITE PHOTOS

The Five Points intersection could be designed to better manage traffic and also enhance the public realm.

Typical streets in Five Points have on-street parking and a planting strip with street trees.

One-story rowhouses are a low-cost and efficient housing type in El Paso that could be replicated in future development.

A neighborhood church is integrated into the urban fabric, providing a civic presence for residents.

The deep front porches and close proximity of these bungalows help foster a strong sense of community.

A historic mixed-use building shapes an irregular intersection near Five Points.

FIVE POINTS

ANALYSIS MAPS

N

Five Points Redevelopment Plan, Aerial Map

0 625’ 1250’ 2500’

FIVE POINTS

ANALYSIS MAPS

LEGEND

- Arroyo
- Floodplain
- Public Lands
- Parks
- Buildings
- Streets
- Railroad

Note: Not all buildings are shown.
* Data from City of El Paso

N

Five Points Redevelopment Plan, Basemap

0 625' 1250' 2500'

FIVE POINTS

ANALYSIS MAPS

LEGEND

- Buildings
- Streets
- Railroad

Zoning

- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Light Industry
- Heavy Industry
- Special Purpose
- Planned Mountain Development District

Note: Not all buildings are shown.
* Data from City of El Paso

N

Five Points Redevelopment Plan, Land Use Map

0 625' 1250' 2500'

REMCON CIRCLE

OVERVIEW

The newly-constructed Remcon Circle Transfer Center is located in the northwestern edge of El Paso, near the strategic intersection of I-10 and Mesa Street. Due to this strategic location, the areas around the transfer center serve as a commercial hub for the surrounding fast-growing suburban neighborhoods. These commercial properties are auto-oriented, defined by big box retail stores such as Walmart and Home Depot and large surface parking lots. Other uses currently found in the area include highway-oriented hotels, a movie theatre, and a sampling of stand-alone suburban-style restaurants set back along Mesa Street. Coronado High School, an important regional high school on Mesa, is located just a few blocks east of the study area. A small sampling of isolated office parks and apartment complexes can also be found north of Mesa Street and east of Remcon Circle.

There are few street connections between the different properties around Remcon Circle, and the transfer center itself is isolated, located behind the Home Depot loading docks at the back end of Remcon Circle. The block sizes in this area are suburban-scale, making pedestrian connections difficult, and Mesa is designed as an auto-oriented arterial, with six lanes of high-speed traffic, narrow sidewalks, and no street trees, making it uncomfortable and even dangerous for pedestrians to get to and from the transfer center. While Remcon Circle has updated streetscaping, including street lights and a landscaped central median, these updates have a suburban design and do not contribute to the pedestrian realm.

Views of the conditions surrounding the transfer center: The rear facades of Walmart and Home Depot are just to the north of the station (shown above) and suburban hotel development, with I-10 in the distance, are found on the southern side of the station.

REMCON CIRCLE

SITE PHOTOS

Pedestrians walk in the hostile streetscape along Mesa Street.

This view looking into Remcon Circle shows the big-box retailers typical of the area.

The intersection of Remcon Circle and Mesa Street is poorly defined, featuring a billboard and a chain ice cream store set back from the street edge.

Recent improvements to Remcon Circle include landscaping and cobra-style lighting along the median, though these do little to enhance the pedestrian environment.

View of the transfer center from Remcon Circle. Note the suburban context with parking lots and highway-format buildings.

Mesa Street is entirely auto-dominant, defined by strip commercial, parking lots, and a wide right-of-way.

REMCON CIRCLE

ANALYSIS MAPS

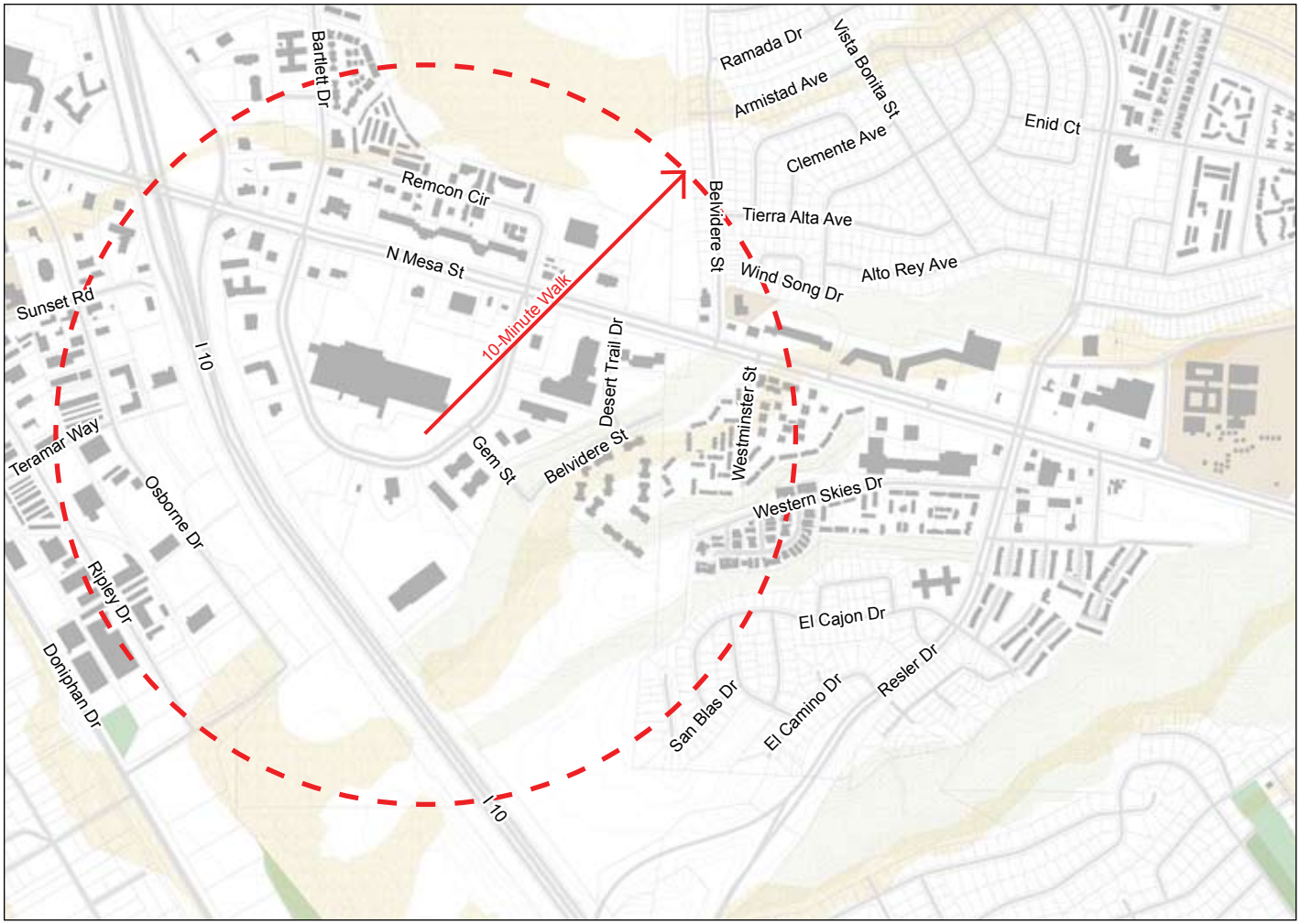
N

Remcon Circle Redevelopment Plan, Aerial Map

0 625’ 1250’ 2500’

REMCON CIRCLE

ANALYSIS MAPS



LEGEND

- Arroyo
- Floodplain
- Public Lands
- Parks
- Buildings
- Streets
- Railroad

Note: Not all buildings are shown.
* Data from City of El Paso

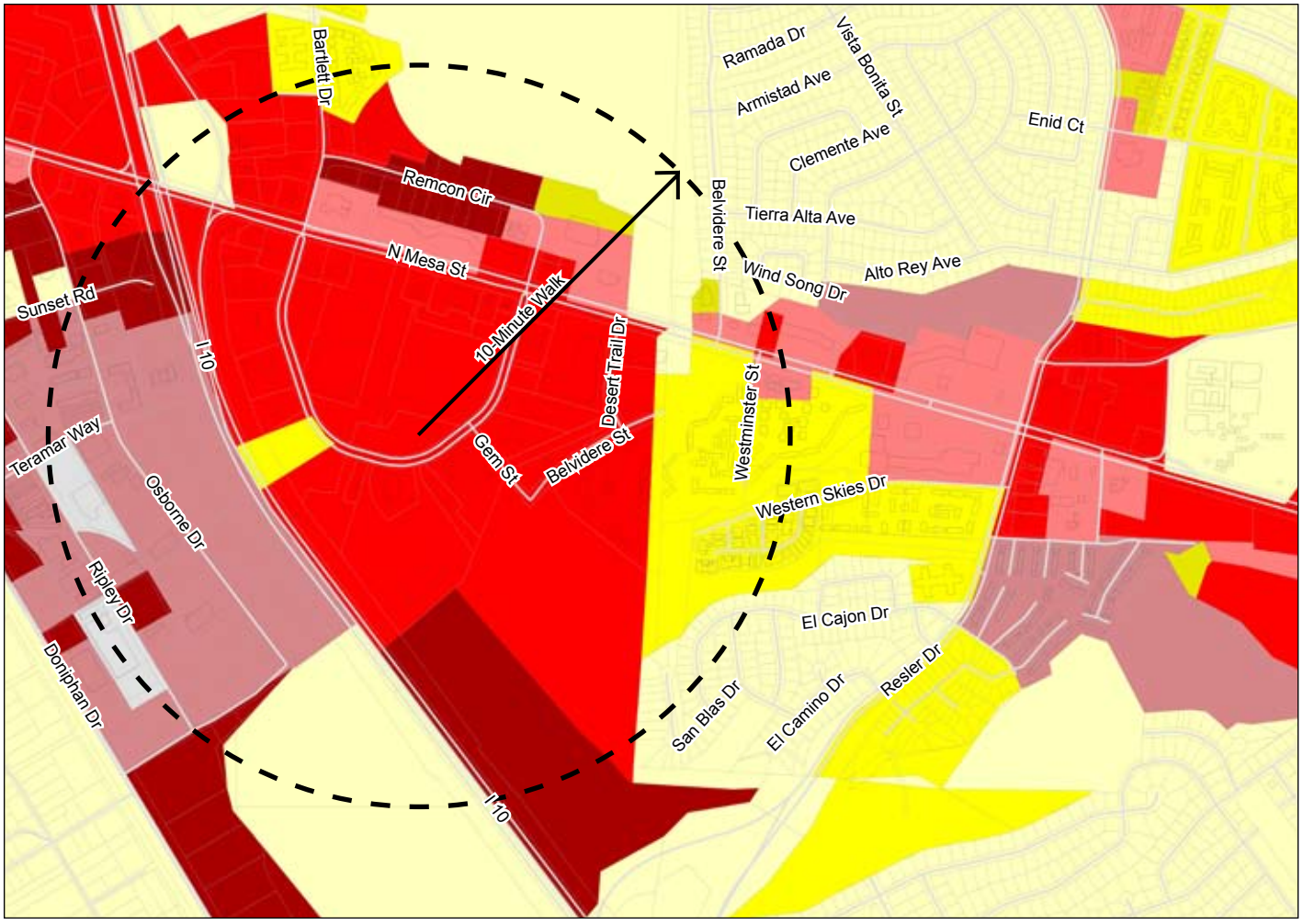
N

Remcon Circle Redevelopment Plan, Basemap

0 625' 1250' 2500'

REMCON CIRCLE

ANALYSIS MAPS



LEGEND

- Buildings
- Streets
- Railroad

Zoning

- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Light Industry
- Heavy Industry
- Special Purpose
- Planned Mountain Development District

Note: Not all buildings are shown.
* Data from City of El Paso

Remcon Circle Redevelopment Plan, Land Use Map

0 625' 1250' 2500'

ASARCO STUDY AREA

OVERVIEW & HISTORY

ASARCO is located at one of the most important locations in both El Paso and North America, the Pass of the North. This narrow, 3600-yard corridor put El Paso on the map as a strategic communications link, and it continues to fill an important role today, hosting I-10, rail lines, energy corridors, the Rio Grande, the University of Texas campus, and three state lines. Located at the Pass of the North, ASARCO site is also strategically located along the planned BRT route along Mesa. The site poses highly specific challenges as well as incredibly unique opportunities for future development. The creation of a master plan for the ASARCO plant and surrounding property comes at a critical time, due to the efforts currently underway to remediate the site.

ASARCO has a long and storied history in El Paso. The 200-acre parcel located between Interstate 10 and the Rio Grande was the site of a smelter plant for over a century, with operations commencing in 1887 as a lead smelter. Over time copper and cadmium oxide production and zinc recovery were incorporated into its operations, and by the late 1970s, an antimony and sinter plant were also completed. ASARCO was considered a top employer in the City of El Paso, generating significant revenue for the City and helping to build the community, most significantly in its development of UTEP. The neighborhood of Smeltertown, a worker's community that evolved around the smelter, thrived between the 1880s and the 1970s; here employees of the smelter built houses, a school, cemetery, church and post office.

El Paso's relationship with ASARCO had a bittersweet ending. The 1960s brought greater concern for the smelter's effect on public health and the environment In 1966, demand for tighter pollution control resulted in the construction of the 828' smokestack. In 1970, the City of El Paso sued ASARCO for violating the 1967 Air Safety Code and Texas Clean Air Act. In the thirty years that followed, all of ASARCO's operations came to a halt. In 1973, Smeltertown was dismantled due to the high levels of lead found in residents,' especially childrens,' blood. The zinc-fuming furnace was closed by 1982, followed by the lead plant in 1985. All operations were ceased in 1999. The majority of the lead, cadmium, zinc and antimony smelting facilities were demolished in 2000. In 2002, ASARCO attempted to renew its Air Quality Permit with the Texas Commission on Environmental Quality (TCEQ), who approved the permit with conditions. Widespread opposition grew in El Paso and across the river in Juarez, with organizations forming such as the citizen-led anti-smelter group "Get the Lead Out." By 2008, after years of hearings, air modeling audits, and citizen opposition, the Environmental Protection Agency, (EPA) asserted that renewal of ASARCO's Air Quality Permit would trigger an intensive investigation of the company's practices. Following this decision from the EPA, ASARCO decided to shut down the plant in El Paso and end operations in the City.

Meanwhile, in 2005, the TCEQ issued a Corrective Action Directive to ASARCO placing full responsibility on the company to remediate the El Paso smelter site and affected properties. In response to this directive, ASARCO and related entities declared Chapter 11 bankruptcy. As part of the bankruptcy settlement, ASARCO was required to pay $52 million towards remediation to an environmental custodial trust. The Texas Custodial Trust, created in June 2009 and now under the leadership of Roberto Puga from the California-based company Project Navigator, has been tasked with three objectives:

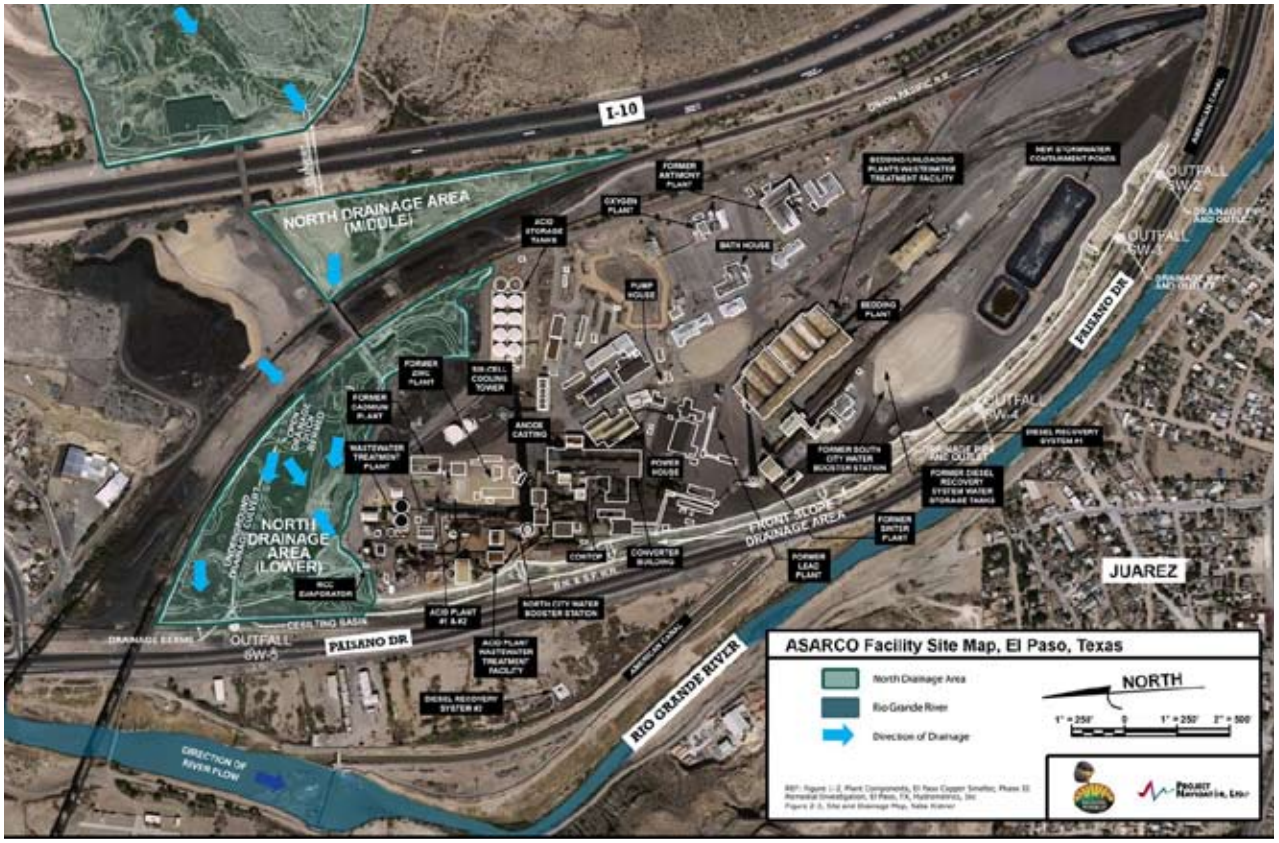
- Address the contamination on and in structures, soils, surface water, and groundwater.
- Remediate the Site to standards that are protective of human health and the environment with oversight of TCEQ.
- Sell, transfer, or otherwise dispose of the property.

The ASARCO site's environmental constraints, even after remediation, present obstacles to certain development. Uses that result in extended exposure and exposure to children and the sick are prohibited; these include residences, schools, daycares, and medical facilities such as hospitals. The current zoning for the site is industrial. The entire site will be "capped" to prevent direct contact with slag, therefore development on the site would be subject to provisions. In addition, any new use must be configured around three existing containment cells and a fourth planned cell. These containment cells are areas underground where smelter waste materials are placed within a sealed liner and covered with thick plastic, a layer of clean earth, and finally "capped" with a layer of asphalt. Because the containment cells must remain sealed, they cannot be penetrated at all, eliminating the possibility of buildings, trees, or even light poles on top. Therefore these areas may be best used as surface parking lots, playing fields, or grassy park spaces.

In addition to the ASARCO plant site, a 242-acre "off-plant" parcel of land is included in the ASARCO land holdings. This site is located east of Interstate 10, and shares its eastern boundary with UTEP. The site is zoned industrial. This site is undeveloped and has no known history of smelter operations. Steep slopes and numerous arroyos crossing the site create physical challenges for new development. Currently,

water from the arroyos is channeled through a culvert under I-10, and makes its way through an exposed slag pile on the ASARCO site before reaching the Rio Grande.

Despite its physical constraints, many El Pasoans anticipate a future where ASARCO is transformed as a regional, if not international, destination. Its historic place at the "El Paso del Norte," (pass to the north), its position along the border of Texas, New Mexico, and Mexico, its proximity to the center of the City, and its place along Sun Metro's planned BRT transit route make it ideal for thoughtfully-designed redevelopment. The history of ASARCO itself, and the site's role in the railroad heydays of the City and its place in the Mexican Revolution, have inspired many to believe that the site should be memorialized for its role in the shaping of El Paso, the United States, and Mexico.



This map of the ASARCO site identifies major environmental and construction features. *Source: Project Navigator*

OUTLYING PROPERTIES

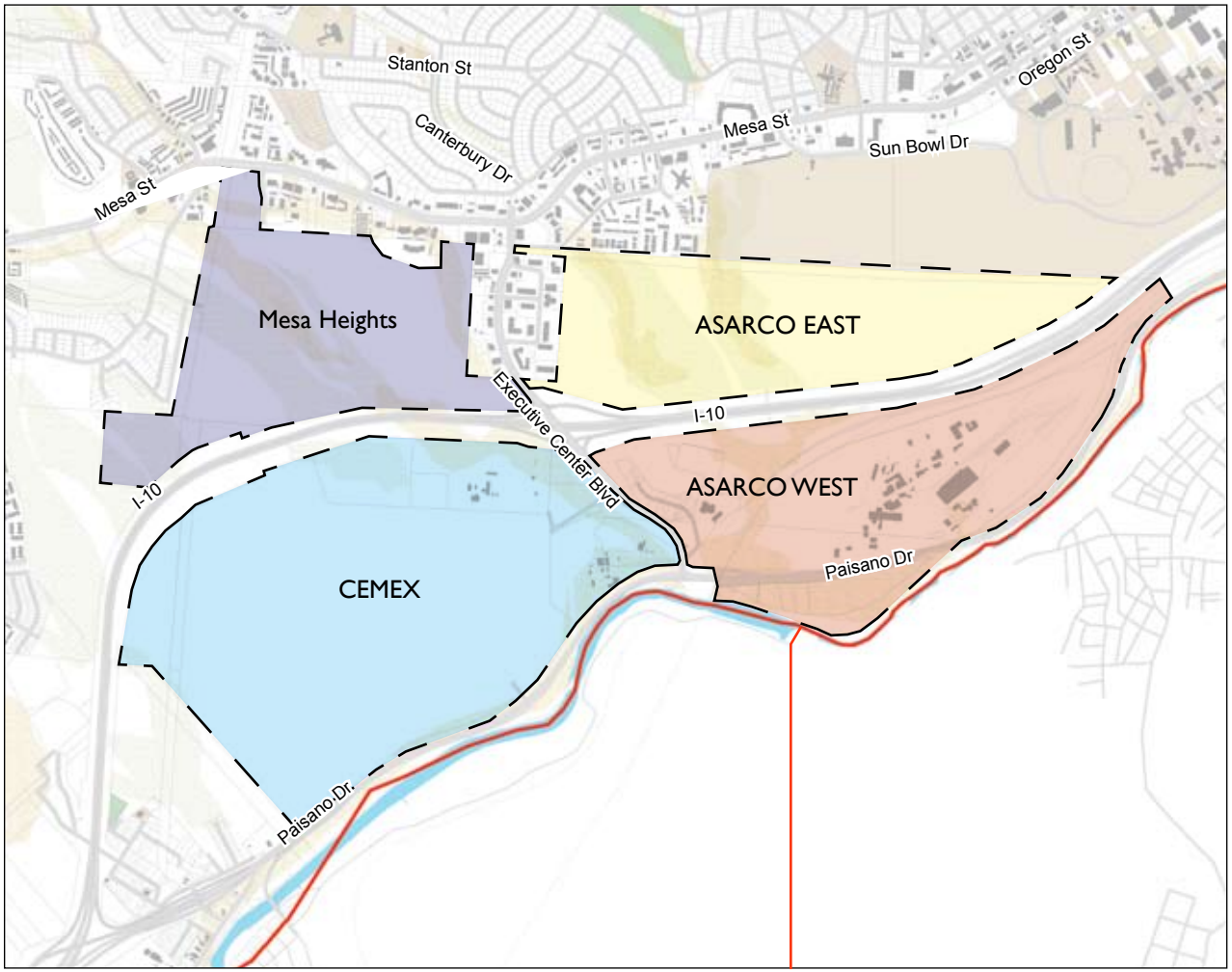
To the north of the ASARCO property, a number of large properties are likely to be redeveloped in the future, which will have a significant impact on the population, regional connectivity, services, and quality of life for all residents of the West Side. These properties are located north of Executive Center Drive and are to the east and west of I-10. To the east, two large properties are currently being planned for development, totaling more than 300 acres. To the west, the existing CEMEX plant is likely to be redeveloped, should operations slow down or cease over time.

The properties east of I-10, referred to in this report as Mesa Heights, are some of the area's most opportune land for development, due to their strategic location in central El Paso, proximity to the future Mesa BRT line, and the relatively undisturbed condition of the land. Both properties are currently being planned as mixed-use developments that take advantage of the BRT line. The properties are not without challenges; a number of arroyos and floodplains cross the site and the topography is challenging. Stormwater flow is also an important consideration.

The CEMEX property, west of I-10, is the largest continuous parcel of property that could be redeveloped in the area. The property has dramatic features, including views of the Rio Grande and several significant architectural buildings. The majority of the property is highly disturbed from its operation as a cement plant, and has steep and rugged terrain from its disturbance. The northern end of the property has significant environmental features, including a large arroyo and Cement Lake, one of the only open water bodies in the City.

ASARCO STUDY AREA

THE FOUR QUADRANTS



The ASARCO property, the two properties north of Executive Center Drive and east of I-10, and the CEMEX property are addressed as four separate quadrants, with corresponding analysis maps included in the following pages.

0 1250’ 2500’ 5000’

ASARCO STUDY AREA

SITE PHOTOS

The historic brick powerhouse has been identified for preservation and reuse in the redevelopment of the ASARCO plant site.

Roberto Puga, Custodial Trustee for the ASARCO site, describes the remediation process as he stands on top of a recently-capped containment cell on the site.

A freight railroad line leads from the ASARCO site into New Mexico. The arroyo in the foreground is filled with a century's worth of slag, a waste product of the smelter process.

These once-active smelter buildings now lay quiet, creating a silent post-industrial landscape with the Franklin Mountains in the background.

The ASARCO administration buildings are the oldest buildings on the site and are identified for preservation. The iconic 828' smokestack is seen in the distance.

The northeastern section of the ASARCO site is the most developable area of the property.

ASARCO STUDY AREA

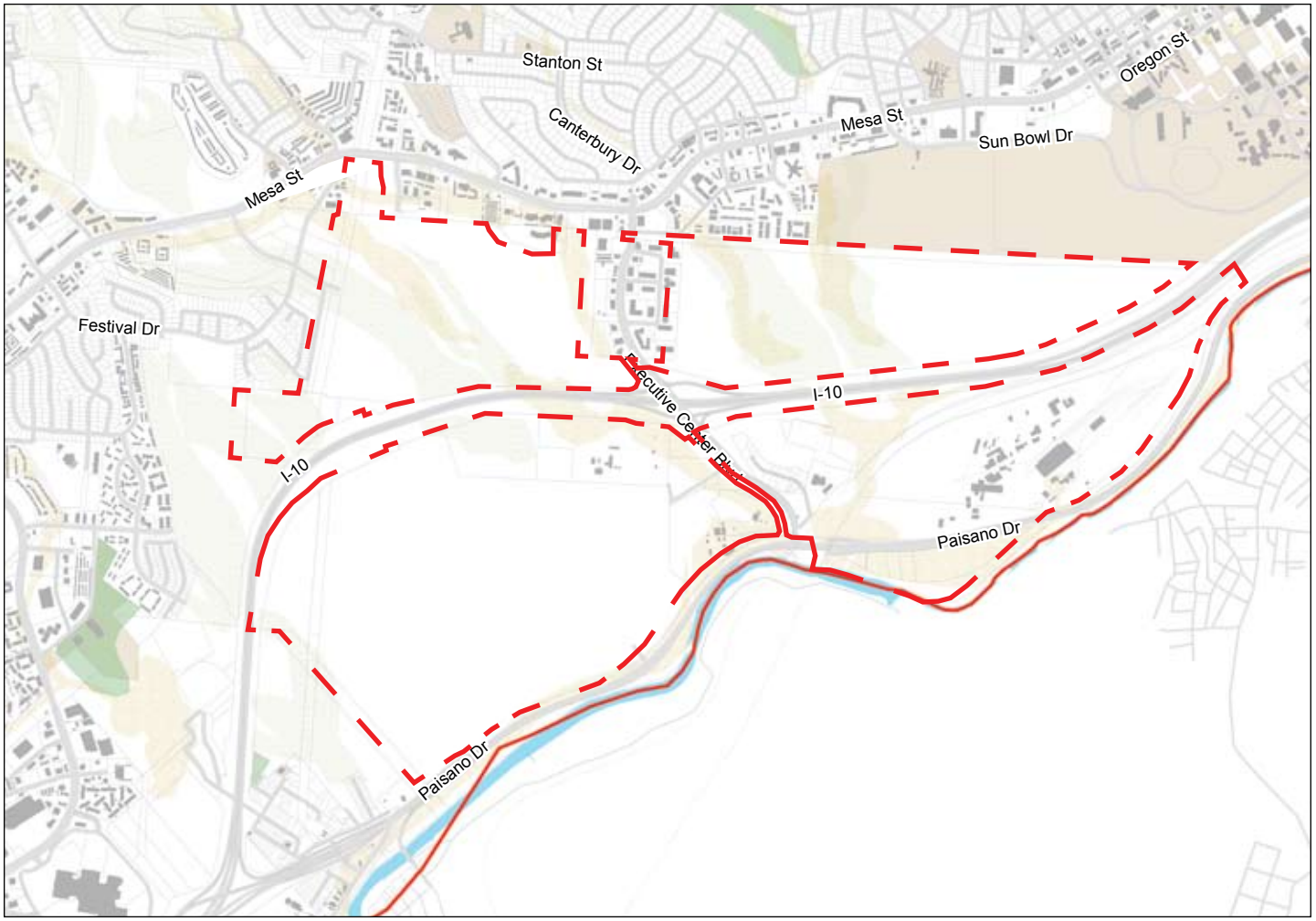
ANALYSIS MAPS

ASARCO Site and Surrounding Properties
Redevelopment Plan, Aerial Map

0 1250’ 2500’ 5000’

ASARCO STUDY AREA

ANALYSIS MAPS



LEGEND

- Arroyo
- Floodplain
- Canals
- Rio Grande River
- International Border
- Public Lands
- Parks
- Buildings
- Streets
- Railroad

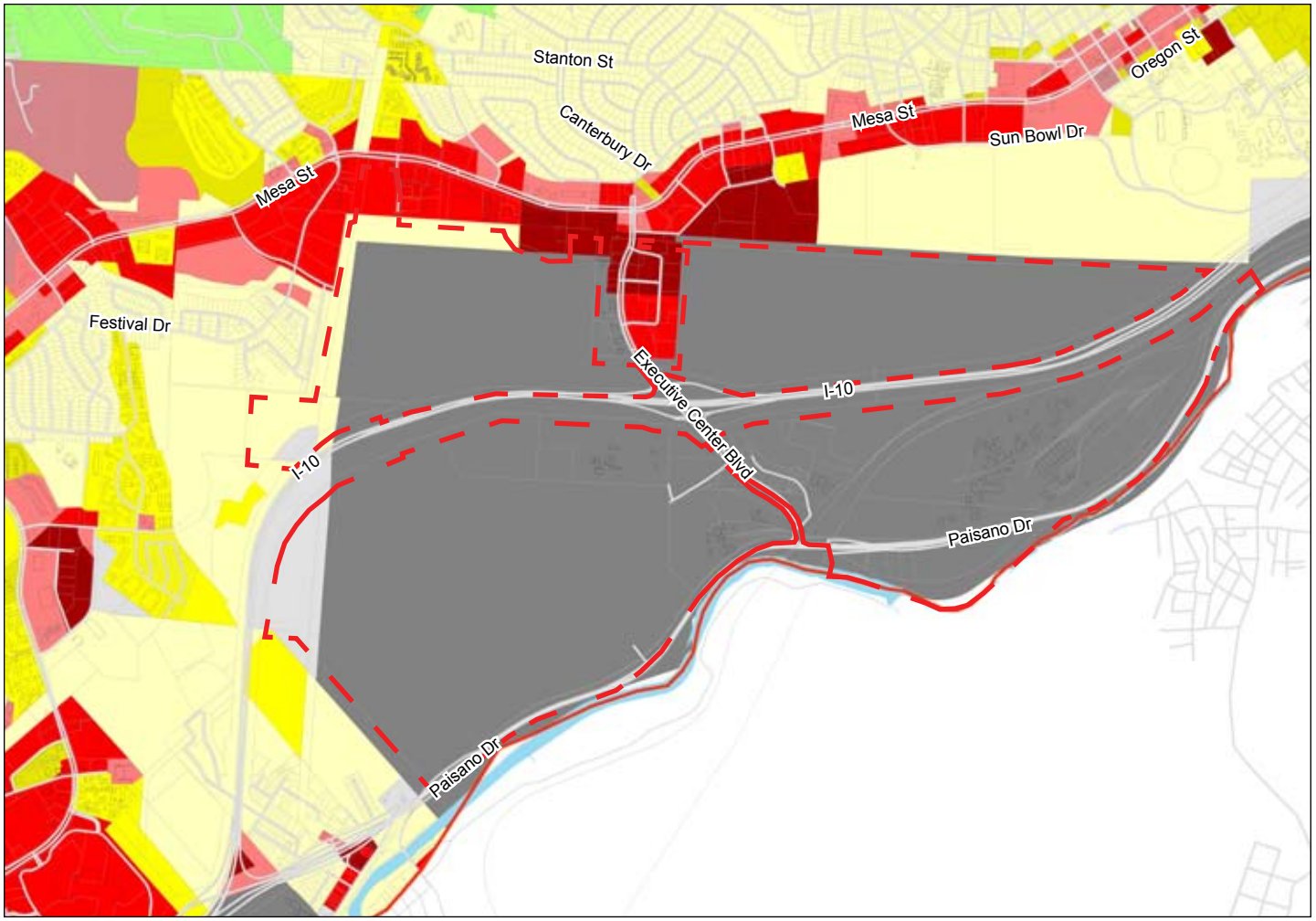
Note: Not all buildings are shown.
* Data from City of El Paso

ASARCO Site and Surrounding Properties
Redevelopment Plan, Basemap

0 1250' 2500' 5000'

ASARCO STUDY AREA

ANALYSIS MAPS



LEGEND

- Canals
- Rio Grande River
- International Border
- Buildings
- Streets
- Railroad

Zoning

- Residential - Low Density
- Residential - Medium Density
- Residential - High Density
- Neighborhood Commercial
- Community Commercial
- Regional Commercial
- Light Industry
- Heavy Industry
- Special Purpose
- Planned Mountain Development District

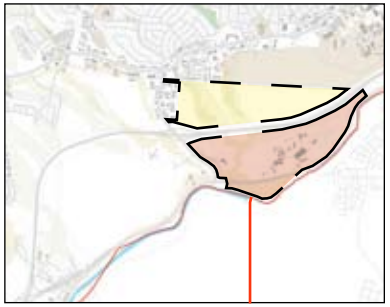
Note: Not all buildings are shown.
* Data from City of El Paso

ASARCO Site and Surrounding Properties
Redevelopment Plan, Land Use Map

0 1250' 2500' 5000'

ASARCO EAST & WEST

ANALYSIS MAPS

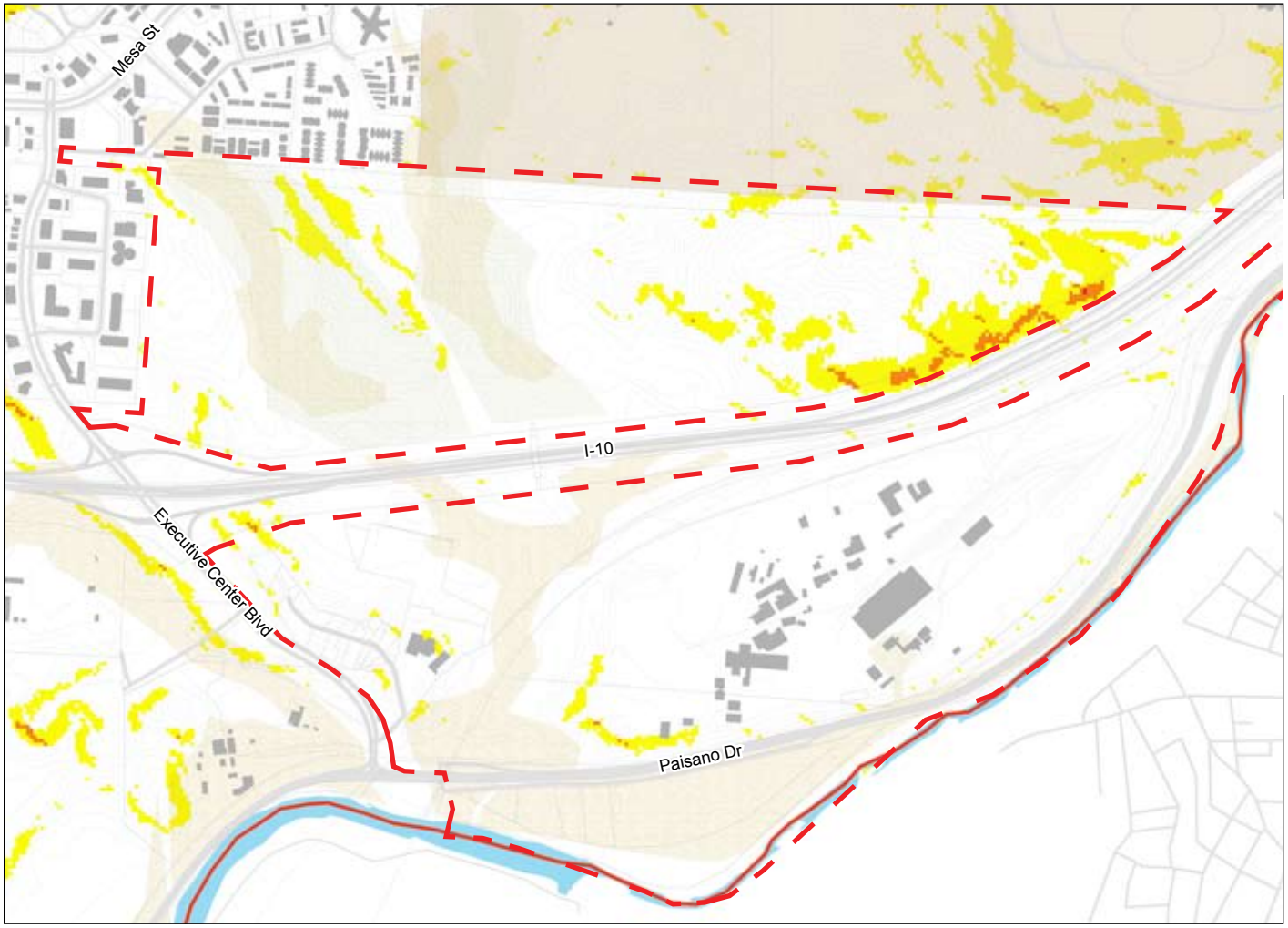


Aerial Map, ASARCO Main Site, including ASARCO West, the former plant site west of Interstate 10, and ASARCO East, the “off-plant” parcel located east of I-10.

0 625’ 1250’ 2500’

ASARCO EAST AND WEST

ANALYSIS MAPS



LEGEND

- Arroyo
- Floodplain
- Canals
- Rio Grande River
- International Border
- Public Lands
- Buildings
- Streets
- Railroad

Slope

- 0% - 7%
- 7% - 15%
- 15% - 30%
- 30% - 100%

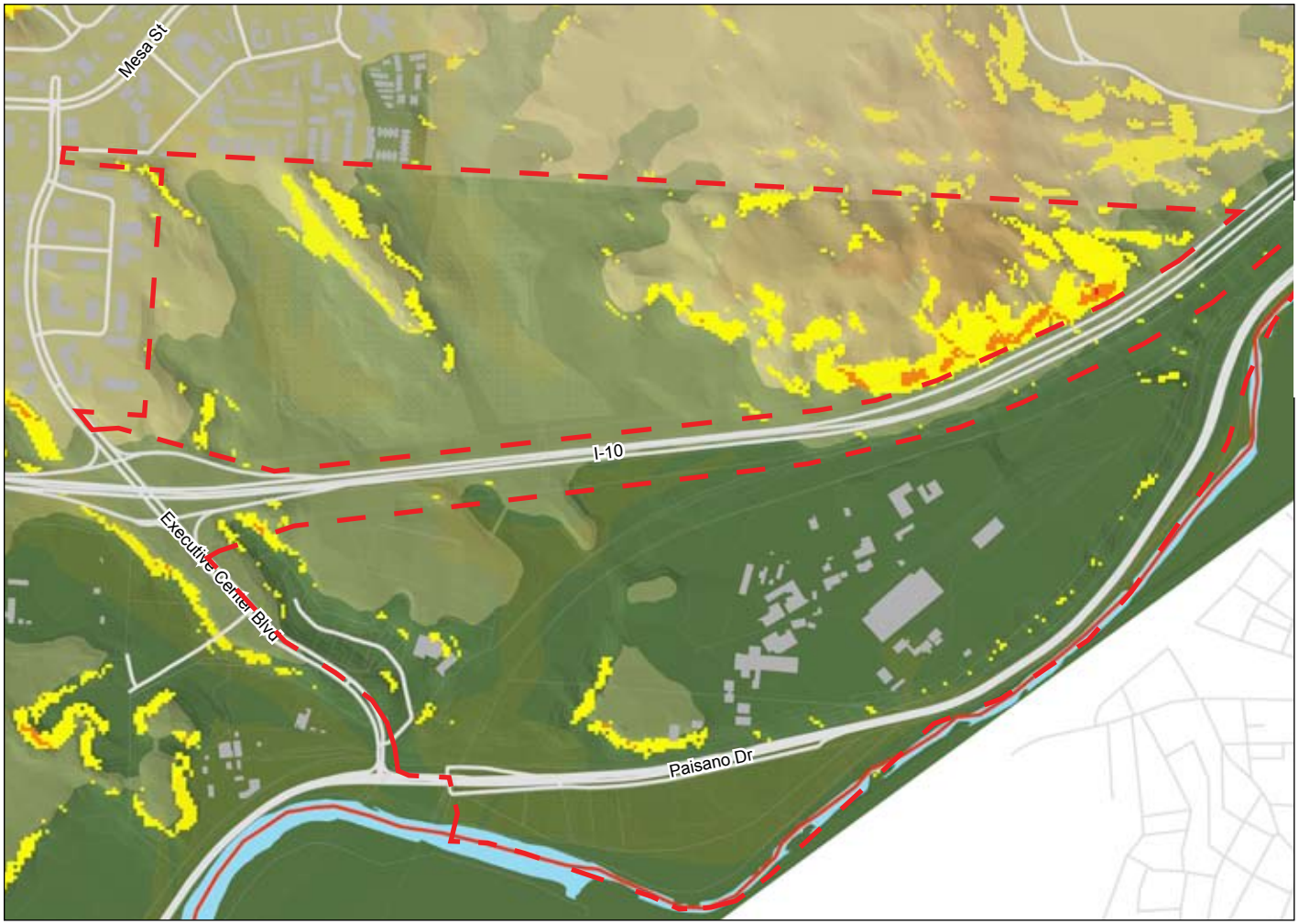
Note: Not all buildings are shown.
* Data from City of El Paso

Basemap, ASARCO Main Site, including ASARCO West, the former plant site west of Interstate 10, and ASARCO East, the “off-plant” parcel located east of I-10.

0 625’ 1250’ 2500’

ASARCO EAST & WEST

ANALYSIS MAPS



LEGEND

- Arroyo
- Floodplain
- Canals
- Rio Grande River
- International Border
- Public Lands
- Buildings
- Streets
- Railroad

Elevation

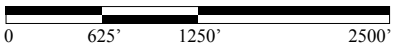
- 1351' - 1378'
- 1324' - 1350'
- 1298' - 1323'
- 1271' - 1297'
- 1243' - 1270'
- 1216' - 1242'
- 1189' - 1215'
- 1161' - 1188'
- 1134' - 1160'

Slope

- 0% - 7%
- 7% - 15%
- 15% - 30%
- 30% - 100%

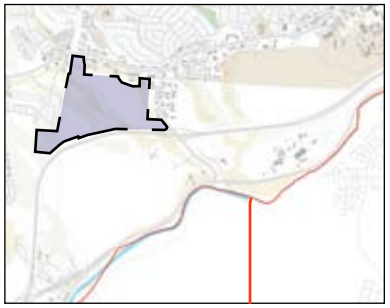
Note: Not all buildings are shown.
* Data from City of El Paso

Zoning Map, ASARCO Main Site, including ASARCO West, the former plant site west of Interstate 10, and ASARCO East, the "off-plant" parcel located east of I-10.



ASARCO, MESA HEIGHTS

ANALYSIS MAPS

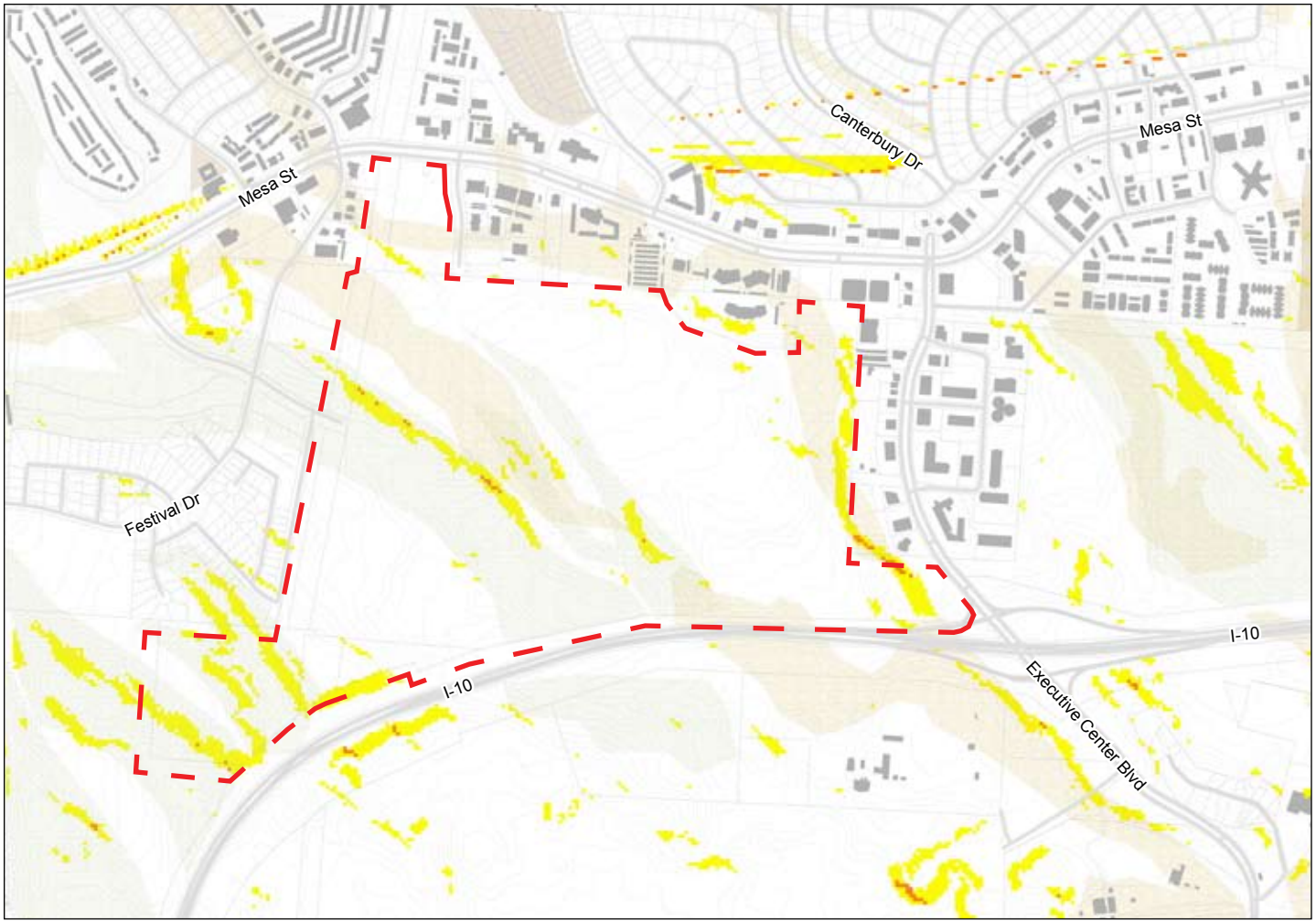


Aerial Map, Northeast quadrant, located north of Executive Center Drive and east of I-10.

0 625’ 1250’ 2500’

ASARCO, MESA HEIGHTS

ANALYSIS MAPS



LEGEND

- Arroyo
- Floodplain
- Public Lands
- Buildings
- Streets
- Railroad

Slope

- 0% - 7%
- 7% - 15%
- 15% - 30%
- 30% - 100%

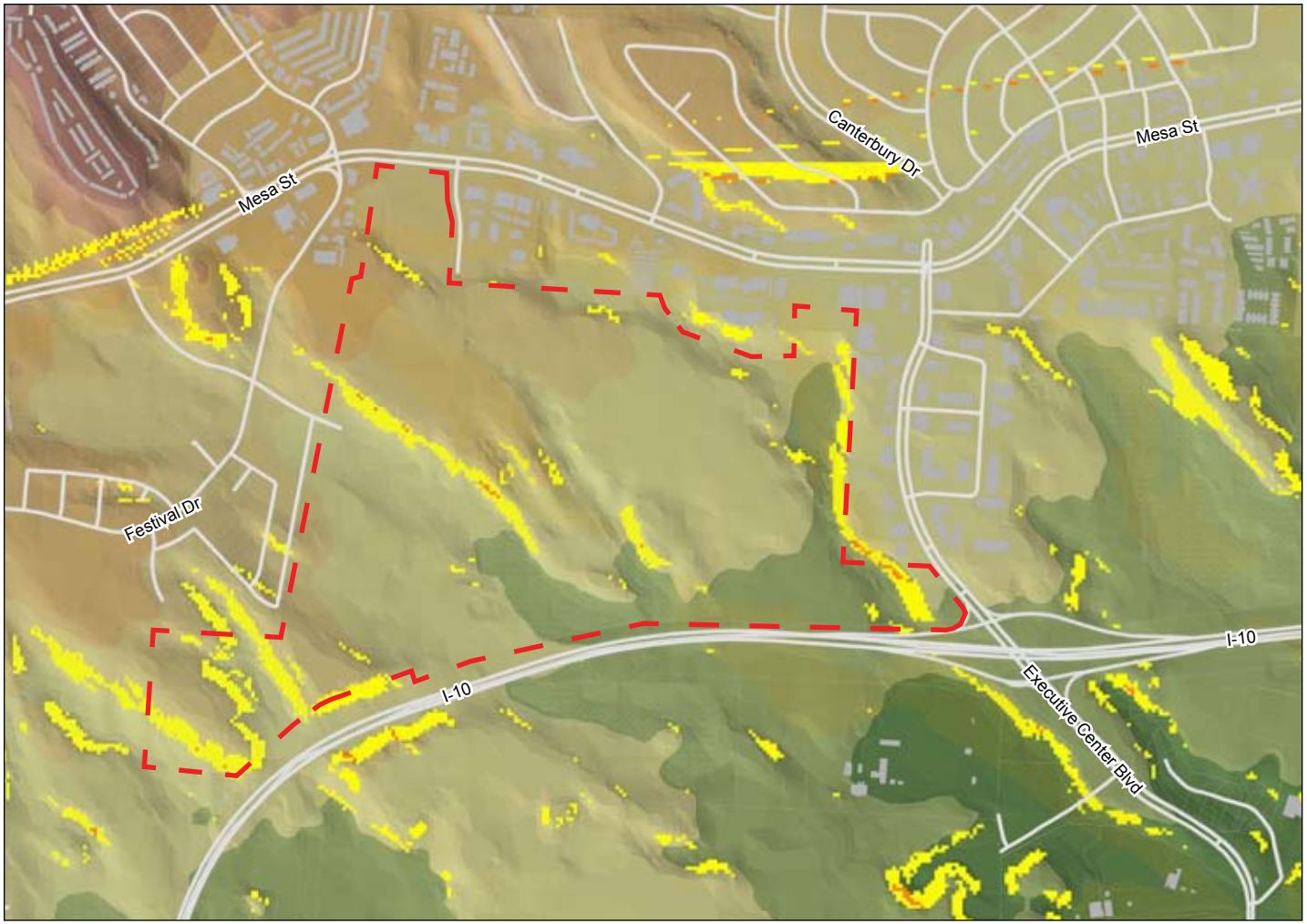
Note: Not all buildings are shown.
* Data from City of El Paso

Basemap, Northeast quadrant, located north of Executive Center Drive and east of I-10.

0 625' 1250' 2500'

ASARCO, MESA HEIGHTS

ANALYSIS MAPS



LEGEND

- Arroyo
- Floodplain
- Canals
- Rio Grande River
- International Border
- Public Lands
- Buildings
- Streets
- Railroad

Elevation

- 1351' - 1378'
- 1324' - 1350'
- 1298' - 1323'
- 1271' - 1297'
- 1243' - 1270'
- 1216' - 1242'
- 1189' - 1215'
- 1161' - 1188'
- 1134' - 1160'

Slope

- 0% - 7%
- 7% - 15%
- 15% - 30%
- 30% - 100%

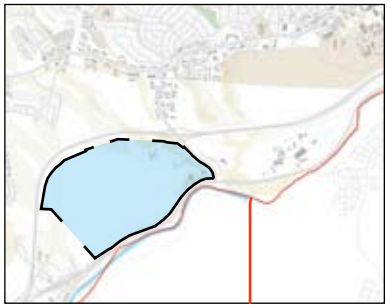
Note: Not all buildings are shown.
* Data from City of El Paso

Zoning Map, Northeast quadrant, located north of Executive Center Drive and east of I-10.

0 625' 1250' 2500'

ASARCO, CEMEX PROPERTY

ANALYSIS MAPS



Aerial Map, Northwest quadrant, located north of Executive Center Drive and west of I-10.

0 625' 1250' 2500'

ASARCO, CEMEX PROPERTY

ANALYSIS MAPS

LEGEND

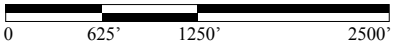
- Arroyo
- Floodplain
- Public Lands
- Buildings
- Streets
- Railroad

Slope

- 0% - 7%
- 7% - 15%
- 15% - 30%
- 30% - 100%

Note: Not all buildings are shown.
* Data from City of El Paso

Basemap, Northwest quadrant, located north of Executive Center Drive and west of I-10.



ASARCO, CEMEX PROPERTY

ANALYSIS MAPS

LEGEND

- Arroyo
- Floodplain
- Canals
- Rio Grande River
- International Border
- Public Lands
- Buildings
- Streets
- Railroad

Elevation

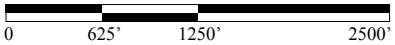
- 1351' - 1378'
- 1324' - 1350'
- 1298' - 1323'
- 1271' - 1297'
- 1243' - 1270'
- 1216' - 1242'
- 1189' - 1215'
- 1161' - 1188'
- 1134' - 1160'

Slope

- 0% - 7%
- 7% - 15%
- 15% - 30%
- 30% - 100%

Note: Not all buildings are shown.
* Data from City of El Paso

Zoning Map, Northwest quadrant, located north of Executive Center Drive and west of I-10.



SCALE COMPARISONS

Figure-ground diagrams on the following pages compare several of the small area plan locations in El Paso with other successful urban places at the same scale. The most pedestrian-oriented places have a high percentage of building frontage along the street. This urban form turns the streetscape into an "outdoor room" and provides a comforting sense of enclosure. Pedestrians avoid walking where there are gaps in the street wall caused by buildings set too far back or behind parking lots. Parks, playgrounds and greens, shaped by the surrounding buildings provide necessary open space.

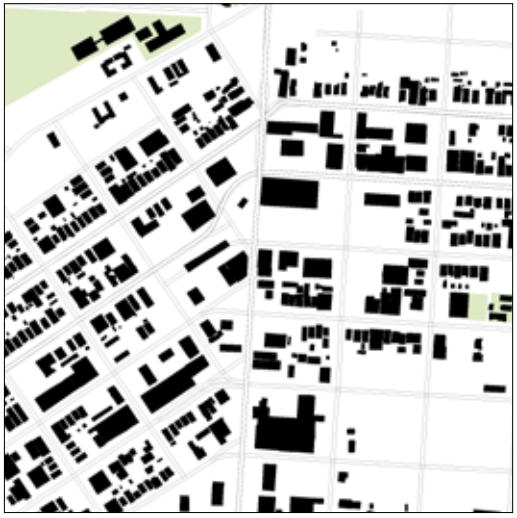
Remcon Circle is a major center for commercial, workplace and residential uses in northwest El Paso, yet it is very different from destination mixed-use centers around the country. Here, buildings are located in the middle of large parking lots, creating an unattractive and uncomfortable pedestrian realm along the sidewalk. Spaces between buildings are almost entirely unplanned with the exception of large surface parking lots. Shoppers drive to every destination instead of walking, which adds to street traffic, and no greens or park spaces are provided. The design deficiencies at Remcon Circle provide opportunities for the next generation of construction to contribute to a place where more people can live, work, shop and recreate.

In contrast, Five Points has a high number of buildings facing the street. Commercial buildings fronting the sidewalk provide the shade of awnings for pedestrians and bungalow homes provide deep, shaded front porches within conversation distance of the sidewalk.

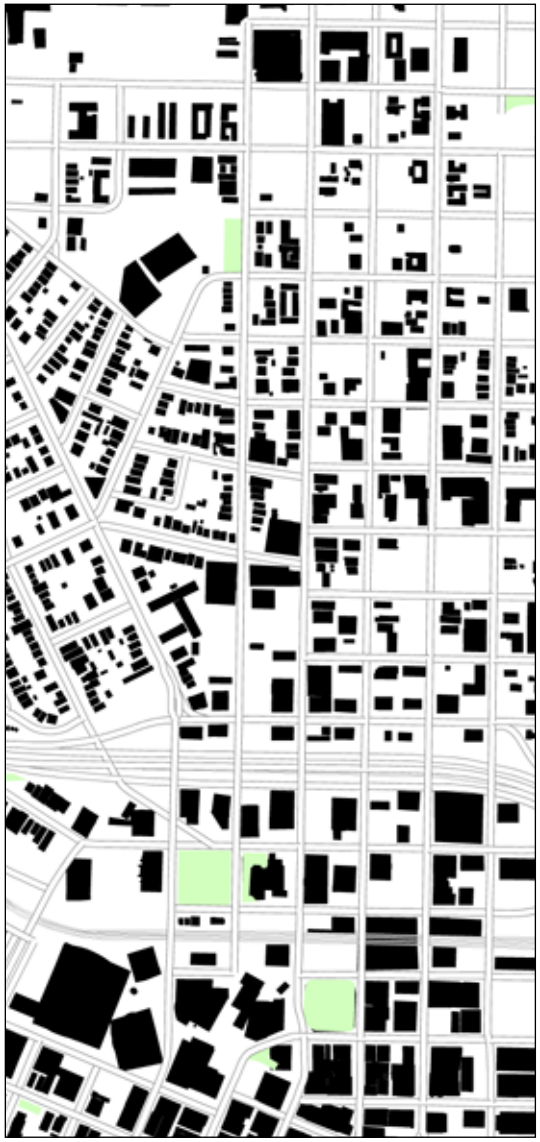
While the ASARCO plant site has considerable environmental issues west of I-10, east of the highway enough land is vacant to host complete neighborhoods and commercial districts. When the entire ASARCO site is considered collectively, tremendous opportunity is available for creating choice worthy communities, regional destinations and a prized urban campus.

ASARCO Site
El Paso , Texas

Remcon Circle
El Paso , texas



Five Points
El Paso , texas



Oregon Corridor
El Paso, Texas

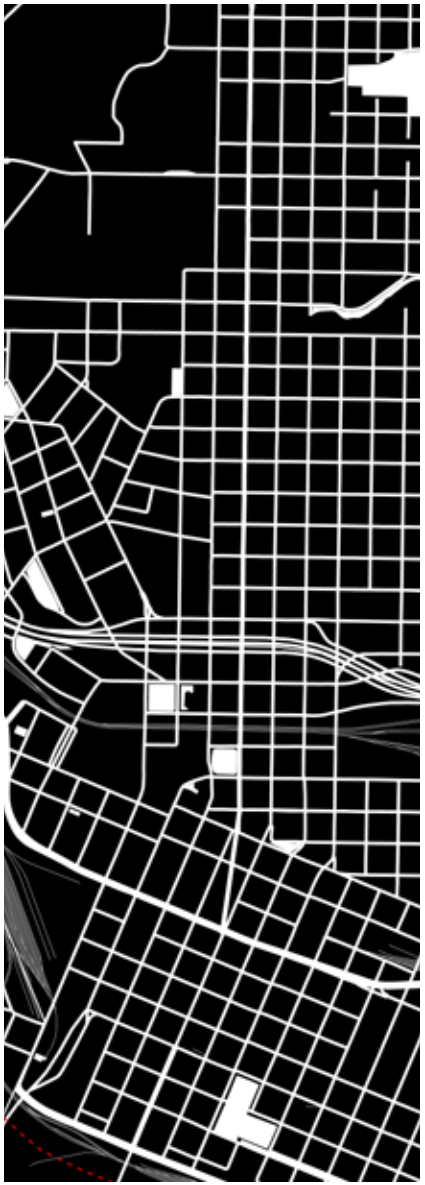
Jackson Square
New Orleans, Louisiana

University of texas
Houston, texas

Asarco Site, El Paso

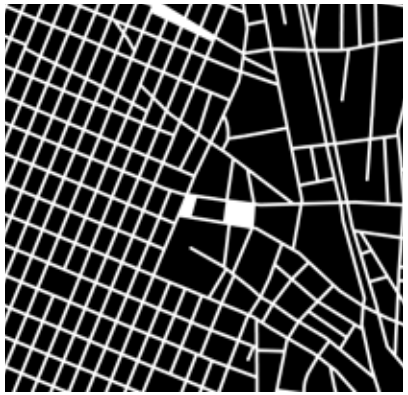
Remcon Circle, El Paso

Five Points, El Paso

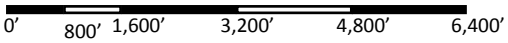


Oregon Corridor, El Paso

Savannah, GA



Juarez, Mexico



2 PROCESS

"It was a wonderful experience to sit with folks from the neighborhood to dream and plan for the future of Five Points. There's so much potential, and the ideas were so great, that I hope the City and the private sector can help make it happen."

County Commissioner Veronica Escobar on the Transit-Oriented Development Hands-On Design Session

CHARRETTE PREPARATION

Planning for the public process began in April 2010, and in May of 2010, members of the design team conducted a preliminary site visit to El Paso for an intensive three days of interviews, meetings, and site tours. Meetings were held with Mayor John Cook, City Manager Joyce Wilson, City Council members, City staff, the Public Services Board, Sun Metro, Texas Department of Transportation, Project Navigator Principal Roberto Puga, and others in preparation for the charrette. The objective of this first visit was to better understand the leadership's vision and ideas for both the four special area sites as well as for greater El Paso.

The time was also used to educate stakeholders on the upcoming charrette in June 2010. Understanding that responsible growth requires collaboration and consensus, the Dover-Kohl team relies on an open planning process, called a charrette, to engage the community in planning for future development. The process involves hands-on community brainstorming with "designing in public," and in this case, the charrette would span two weeks to address both the ASARCO site and the three Transit-Oriented Development sites. Extensive community participation was a critical strategy for shaping the recommendations and direction of the master plans.

With community input at the center of the charrette, an in-depth public outreach campaign was launched weeks before the event. During the initial site visit, the Dover-Kohl team met with media representatives from *El Paso Inc., El Paso Times*, and *El Diario de El Paso*. Victor Dover also wrote an op-ed piece discussing the planning process, the relationship of the four study areas, and the importance of gathering the maximum possible community input. Newspapers ran a number of articles about the public process during the weeks leading up to the charrette. A bilingual website (www.planelpaso.org) was created to post charrette dates, past plans and studies of El Paso and numerous resources on best practices for urban design. The site was also designed to feature future updates on the charrette process, photos and presentations, as well as development of the plans.

In addition, the City of El Paso spread the word about the planning process by sending emails to property owners, distributing printed brochures to local restaurants and coffee shops, posting public notices, and advertising on the City website. Elected officials helped involve their constituents. The community itself also played an important role in advertising the event. Neighborhood associations spread the word to residents, and enthusiastic writers informed the community through blogs and their own op-ed pieces. A large sign was made for the event to identify the Open Design Studio and to encourage residents and passersby to stop in and offer input throughout the week.

This initial public outreach laid the groundwork for what was a highly-publicized and well-attended two weeks of planning. The initial visit prepared the leadership for engaging in a collaborative design process with the underlying goal of gathering community consensus around the future of the three Transit-Oriented Developments and the former ASARCO site.

The charrette took place June 17-30, 2010. Hundreds of interested residents and stakeholders, including property owners, neighbors, merchants, developers, and community leaders, participated throughout the two weeks. A registered translator was present at all public events, so that Spanish speaking residents could also participate in the process.

The high level of civic involvement during the planning process for the ASARCO and TOD Plans will ultimately guide growth and ensure plan implementation. These master plans will also serve as examples for future growth that will be in accordance with the City's Comprehensive Plan and SmartCode.

Homepage of the project website, PlanElPaso.org

What is a Charrette?

Charrette is a French word that translates as "little cart." At the leading architecture school of the 19th century, the École des Beaux-Arts in Paris, students would be assigned a tough design problem to work out under pressure of time. They would continue sketching as fast as they could, even as little carts, charrettes, carried their drawing boards away to be judged and graded. Today, "charrette" has come to describe a rapid, intensive and creative work session in which a design team focuses in a particular design problem and arrives at a collaborative solution. Charrettes are product-oriented. The public charrette is fast becoming a preferred way to face the planning challenges confronting American communities.

SITE TOURS

The Dover-Kohl team was given tours of the four study areas and precedent neighborhoods during the charrette. Staff members from Project Navigator, the trust responsible for the ASARCO lands, led a 3-hour tour of the ASARCO property, offering details on the history and environmental constraints of the land. The trustees elaborated on the proposed $52 million of remediation work envisioned for the site. Tour leaders identified the three capped containment cells and the slag pile in an arroyo. They also identified buildings scheduled for demolition and gave the team access to the historic buildings marked for preservation.

The project team divided the ASARCO property and surrounding lands into four quadrants: ASARCO West, the 200-acre former plant; ASARCO East, the 242-acre property east of I-10, which is characterized by steep slopes and rocky soil; Mesa Heights, the area to the northeast of the site, which is defined by arroyos and floodplains but offers greater potential for mixed-use development; and the CEMEX property, which could be transformed into a mixed-use community should the owners choose to eventually redevelop the property.

Keeping the study areas in mind, the team toured the great historic neighborhoods of El Paso. Development Services staff took the group to Sunset Heights, Manhattan Heights, the Kern neighborhood, and Austin Terrace, in addition to several newer suburbs that reflect the City's current building and stormwater management policies. The team took photos, measurements, and notes of building and street typologies. Tours were also given of the nearby communities of Mesilla, San Elizario, Ysleta, and Socorro.

The team visited the three Transit-Oriented Development sites, the Oregon Corridor, Five Points, and Remcon Circle, using maps and aerial photographs to better understand urban conditions and documenting buildings and street sections with photos and measurements.

Pennsylvania Circle, a circular park, provides a distinctive urban form and central gathering place for the Austin Terrace neighborhood.

Sunset Heights exhibits all of the qualities of a great neighborhood, including a mix of uses and housing types, porches that address the street, wide sidewalks, and on-street parking.

Street conditions in historic communities such as Manhattan Heights include sidewalks and parkways linking the neighborhoods.

The design team discusses the success of the Kern neighborhood with City Staff while documenting houses and the park space.

SITE TOURS: ASARCO

A view of the ASARCO plant and smokestacks.

Three containment cells with restricted waste are on the site.

The team documents the arroyo in ASARCO East site.

The team begins the tour in front of the historic administrative buildings, which have been marked for preservation.

A slag pile on the ASARCO plant site presents a major environmental issue for the custodial trust.

An existing lake is located on the CEMEX property and can serve as a natural amenity for future development.

The converter building on the ASARCO West site contains derelict equipment.

A view of the old Smeltertown property and Paisano Drive, taken from above at the former ASARCO site.

Railroad tracks, which are still active as freight lines, traverse the ASARCO property.

SITE TOURS: TRANSIT-ORIENTED DEVELOPMENT SITES

A staff member from the City of El Paso Development Services department orients the team to the Remcon Circle area.

Departing from the Five Points transfer center, the design team sets out to survey and walk the neighborhood.

Maps are used to assess infill options and opportunities along the Oregon Corridor.

The design team visits potential development land in the Remcon Circle area.

Historic buildings in Five Points, with windows and doors that face the street, are juxtaposed with newer development which does little to enhance the quality of the public realm.

An opportunity exists for a more thoughtfully-designed architectural element or building to define the terminus of the Oregon Corridor.

The urban conditions along Mesa Street create an uncomfortable pedestrian environment.

Overly-wide travel lanes and lack of enclosure encourage increased speeds along Montana Avenue.

Stone walls are a common feature in residential neighborhoods, particularly Oregon Street.

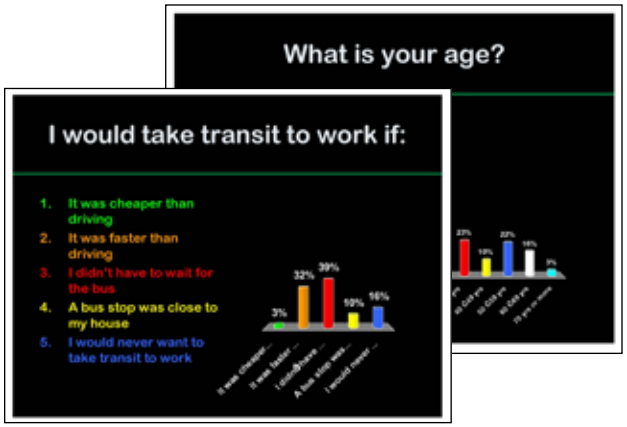
KICK-OFF PRESENTATION

The design team began its two-week public planning process on Thursday, July 17, 2010 at the El Paso Main Public Library with a Kick-Off Presentation to over 100 interested members of the public. Mathew McElroy, Deputy Director for Planning for the Development Services division of the City of El Paso, opened the evening, followed by ASARCO Custodial Trustee Project Navigator, who presented the timeline for and explanation of the remediation efforts for the ASARCO site.

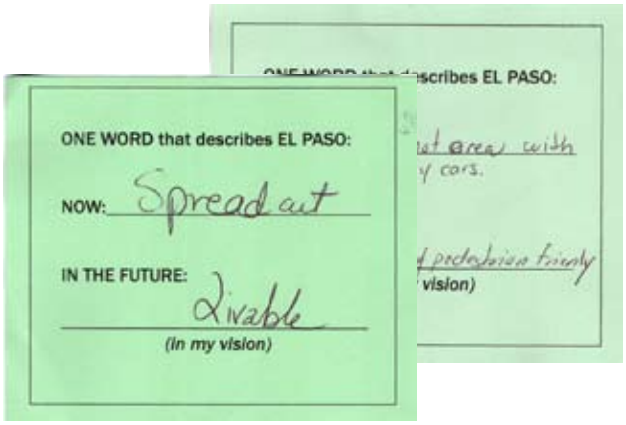
Dover-Kohl presented details about the upcoming charrette schedule and a "Food for Thought" discussion about sound planning principles, all the while stressing the importance of community input throughout the design process. The discussion included an interactive polling session, in which participants were asked to respond, via keypads, to a series of demographic questions, inquiries related to other issues such as the character of area neighborhoods, and questions specific to ASARCO. The results were immediately displayed on the presentation screen so that audience members could better understand the range of opinions and perspectives from within the room.

The presentation ended with more specific site-related information on the three TOD sites as well as an overview of El Paso's long legacy of planning.

Following the presentation, audience members were invited to stand up and present their questions and concerns. Dozens of participants shared their thoughts and covered a broad array of topics, from environmental concerns related to ASARCO to more specific questions about the charrette process itself. Further input was gathered with "one word cards;" attendees were given small cards and asked to list one word describing El Paso today and one word describing their vision for the future. These cards were collected at the end of the evening's presentation and reviewed by the team.



Key pad polling results



One word cards

Above: Following a Kick-Off presentation by Roberto Puga and members of the Dover-Kohl team, audience members were invited to share questions and comments about the study areas.

HANDS-ON DESIGN SESSIONS

ASARCO SITE

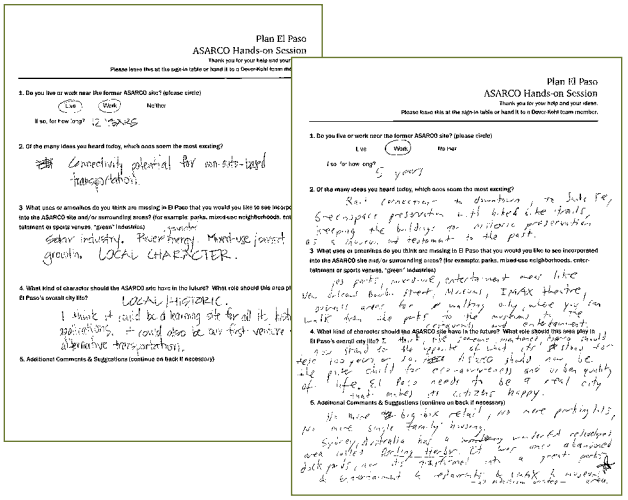
On Saturday, June 19 more than 150 citizens, City staff, the ASARCO Custodial Trustees, state officials, and City Council members gathered at Mesita Elementary School to participate in two scheduled hands-on design sessions to plan the future of the ASARCO site.

The events, held at 9am and 2pm, opened with presentations on the site analysis and remediation underway by Project Navigator, followed by a speech by Senator Eliot Shapleigh, who encouraged everyone to "Dream Big." He reminded the group of the hard work of El Pasoans to close the ASARCO plant and looking forward, described the potential regional development for the site in the future. Dover, Kohl & Partners described general urban design considerations and introduced basic site analysis.

Participants were then given area maps, and drawing in teams for over two hours, formed a series of ideas regarding future redevelopment. Over 18 different table groups of approximately 8-10 people worked together throughout the day. Participants were asked to consider the numerous physical and environmental constraints on the site as well as its prominent location within the City of El Paso, its position along the border, and its connection to other sites along Sun Metro's planned transit routes. Following individual table discussions and collaborative drawing sessions, a representative from each table presented their table's ideas. The hands-on visual design approach revealed a number of common themes among the 18 tables. These shared goals helped shape the creation of the Plan.

Participants also completed exit surveys at the end of the session, allowing the design team to gain more thorough insight into the ideas of the many individuals who participated.

State Senator Eliot Shapleigh gives a speech about the future of ASARCO, asking participants to consider the unique property as a potential regional - if not international - destination.



A sampling of exit surveys completed at the end of each hands-on session.

Some of the urban design suggestions for the ASARCO site were to:

- Memorialize ASARCO's storied past and those who worked and lived there
- Create a pedestrian-only international bridge and free zone
- Incorporate solar energy
- Provide civic uses, such as museums, as well as supportive retail and office space
- Preserve key historic buildings and arroyos
- Create recreational opportunities, such as an arena or amusement park
- Establish better connections to surrounding neighborhoods and University of Texas at El Paso (UTEP)
- Provide a mix of uses in the developable areas
- Design for multiple modes of transportation, including bike and walking paths and light rail
- Create well-designed open spaces
- Reconnect El Paso to the Rio Grande

HANDS-ON DESIGN SESSIONS

ASARCO SITE

Participants discuss and draw their ideas while experts, including Roberto Puga from Project Navigator, roam each of the tables to provide technical information on the site.

Presenters from each table share their table's main ideas to the group.

Each table drawing was saved, its proposals documented and incorporated into a synthesis map, and posted around the design studio. These ideas were used to inform the illustrative plan.

A large banner was placed in front of the elementary school to publicize the event and encourage citizen participation.

More than 150 people attended the ASARCO hands-on design sessions, working in 18 table groups.

HANDS-ON DESIGN SESSIONS

TRANSIT-ORIENTED DEVELOPMENT SITES

On Wednesday, June 23, over 50 members of the public gathered at the Memorial Senior Citizen Center for a third hands-on session to plan the future of the three Transit-Oriented Developments, including the Oregon Corridor, Five Points, and Remcon Circle.

Susie Byrd, City Council member whose district includes the Five Points area, opened the meeting, while Dover-Kohl gave an overview of the study areas and design considerations for each.

Also presenting was transportation consultant Charlier Associates, who explained and illustrated the concept of Transit Oriented Development and the role of transit options within the community.

Working side by side in small groups, neighbors, business owners, City Staff and public officials used base maps of each area as an underlay to draw their ideas. Following discussion and drawing, a representative from each group presented the table's ideas. As a result of the hands-on session, the community generated consensus around several ideas regarding future growth and redevelopment.

Participants discuss opportunities for transit-oriented development at Five Points.

Concepts that emerged from the TOD hands-on session included:

OREGON CORRIDOR:

- Create higher density along the corridor with additional housing and a mix of uses
- Create public art/public spaces along the border with Mexico
- Create pocket parks
- Use architecture of historic buildings as precedents
- Include a grocery store and open air market
- Take advantage of the existing grid pattern
- Use the SmartCode as a tool to provide a mix of uses along Schuster Avenue
- Consolidate parking near UTEP, take advantage of shared parking, and limit on-street parking to increase BRT usage
- Incorporate "Night-Rider" transit route to connect Cincinnati and Union Plaza after business hours
- Provide wider sidewalks and street trees

FIVE POINTS:

- Establish shared parking
- Increase the density with a greater mix of uses, including new housing types
- Add windows along the street for added safety
- Enhance the character of the neighborhood
- Create a gateway into the area
- Use the existing alleys for trash pick-up
- Create complete, pedestrian-friendly streets with wider sidewalks, trees and underground utilities
- Provide multiple modes of transit, including both local and commuter service and bike lanes
- Establish Elm Street as a pedestrian-only thoroughfare

REMCON CIRCLE:

- Preserve arroyos, improve their quality, and build along the edges to take advantage of views
- Create a green network
- Create a 24-hour destination with a mix of uses, plazas and outdoor spaces
- Create additional connections throughout the area, including a west-bound on-ramp to I-10
- Provide regional, commuter and local transit
- Design an amphitheater

A representative from each table presents their ideas at the end of the session.

HANDS-ON DESIGN SESSIONS

TRANSIT-ORIENTED DEVELOPMENT SITES

Participants at the children's table offer suggestions for the Oregon Corridor, proposing hotels, safer sidewalks, a skateboard park, additional bus stops and a dog park near the hospital.

A Spanish-speaking group of participants draw up their ideas for Five Points.

City Council member Susie Byrd, who grew up near Five Points, joins fellow neighbors to hear their ideas on what will make their district a truly transit-oriented and pedestrian-friendly neighborhood.

OPEN DESIGN STUDIO / OPEN HOUSE

Following each of the hands-on design sessions, the design team synthesized the community input and began working on draft plans for each of the study areas at an Open Design Studio located at 2400 North Oregon. For the full length of the charrette, from Thursday, June 17 through Tuesday, June 29, the design team kept the studio doors open; the public was encouraged to stop by to check on the status of the plans, provide additional input, and to ensure that the design team was on the right track. More than 100 people came to the studio to check on the team's progress throughout the two weeks.

The space was open daily, offering community members the flexibility to stop by when they were available. All public input, including surveys, one-word cards, table plans and drawings from the Hands-on Design Sessions, were placed around the room for community members to review as they joined the planning process. The planning team displayed the many drafts of plans, sketches, three-dimensional computer models, computer visualizations, and hand-drawn renderings that were created for the four sites throughout the charrette process. Working collaboratively, the designers presented their latest drafts to the other members of the design team as each of the plans progressed, so as to gain additional comments and feedback from the group.


Borderland
OPEN DESIGN STUDIO
Asarco ideas

On Saturday, June 26, a more formal Open House event was held at the studio for El Paso residents, elected officials, Development Services staff, members of the development community and local neighborhood associations. The public was invited to review and provide feedback on the planning team's initial designs.

A designer works into the evening to illustrate how a neighborhood can be oriented to preserve arroyos and take maximum advantage of views.

Designers present the latest drafts of the plans during evening pin-ups with the public and City staff.

A citizen interested in Transit Oriented Development is given a tour of the studio and shares his thoughts on the future of El Paso.

Designers begin work on an illustrative plan for the future build-out of ASARCO East.

STAFF TRAINING / TECHNICAL MEETINGS

In addition to the open design studio, members of the Dover-Kohl team provided City staff with several training sessions covering: the connection between transportation and land use decisions; planning for walkability; the SmartCode; and the Institute of Transportation Engineers' (ITE) new guidelines for walkable urban thoroughfares.

Team members met with key stakeholders and local experts in 26 scheduled technical meetings throughout the two weeks. These critical technical meetings served to shape the detailed elements of the plans and ensured that the ideas being processed were shared by many parties.

Over the course of the charrette, the design team met with many groups, including:

- AIA El Paso Chapter
- Business Associations
- Cambridge Systematics
- Chihuahuan Desert Wildlife Reserve
- City Council
- City Plan Commission
- Community Scholars
- Congressman Silvestre Reyes
- El Paso Chamber of Commerce
- El Paso County
- El Paso Del Norte
- El Paso Department of Historic Preservation
- El Paso Parks & Recreation Department
- El Paso US Green Building Chapter
- Local Developers
- Neighborhood Associations
- Open Space Advisory Board
- Plan Estratégico de Juárez Asociación Civil
- Project Navigator Custodial Trust
- State Senator Eliot Shapleigh
- Sun Metro
- Texas Department of Transportation
- University of Texas at El Paso

The Dover-Kohl team and City staff meet with stakeholders during one of many technical meetings held throughout the two-week charrette.

WORK-IN-PROGRESS PRESENTATION

The charrette concluded on Wednesday, June 30 with a Work-in-Progress Presentation at the El Paso Main Public Library Auditorium. The purpose of the event was to showcase the draft work that had been completed during the charrette for the ASARCO and Transit-Oriented Neighborhoods; more than 100 residents, City staff and elected officials were in attendance.

Dover-Kohl opened the presentation, outlining the two-week-long public input process and explaining the feedback the planning team had received from the community. They presented the team's draft "5 Big Ideas" that emerged during the process as guiding themes for the plan for the ASARCO site. These concepts were explored using numerous visuals, including watercolor renderings, two-dimensional plans, and change-over-time computer visualizations that highlighted urban design concepts proposed by the community.

As part of the presentation, Dover-Kohl discussed the revitalization of El Paso's historic Downtown fabric as a critical first step in achieving a strong network of successful, vibrant neighborhoods at the transit-oriented locations and ASARCO. The revitalization of historic downtowns has been a common theme among the nation's more beloved and economically successful cities; a similar effort provides tremendous opportunity for El Paso, which features streets full of historic, well-built and beautifully crafted buildings.

Dover-Kohl then presented the proposed plans and illustrations of the three transit-oriented neighborhoods around the Oregon Corridor, Five Points, and Remcon Circle. The team's transportation planner spoke about the future plans for bus rapid transit in El Paso and illustrated how "smart streets" that accommodate multiple modes of transportation, including pedestrians, bikes, transit, and cars, are critical elements in the creation of special places.

Urban Advisors, the economic consultant, presented economic findings. Research revealed current market and policy constraints in El Paso that work to limit historical preservation and traditional town planning. However, several policy shifts that can encourage urban infill and walkable neighborhood development are underway with the City's adoption of the SmartCode and prioritization of transit.

Throughout the presentation, attendees were asked to vote on key ideas of the plans through keypad polling. When asked broadly whether the smokestack should be preserved (a popular debate among residents throughout the charrette), 63% of participants initially responded yes; when the general costs of restoring and maintaining the stacks were revealed and the question was posed as a possible taxpayer expense, the support fell to just 28%.

At the end of the presentation, attendees were asked:

"DO YOU FEEL THE PLANS ARE GENERALLY ON THE RIGHT TRACK?"

Of the attendees polled...

67% ANSWERED "YES" AND 25% ANSWERED "PROBABLY YES," FOR A TOTAL OF 92% IN GENERAL SUPPORT OF THE WORK PRESENTED.

Attendees shared additional feedback through written exit surveys and informal conversations with the team following the presentation.

Jason King, Project Manager from DKP, presents some of the table drawings created during the TOD hands-on design session.

Following the presentation, participants were able to talk with designers and view large-scale, printed drafts of the plans and renderings that were completed throughout the week.

NEXT STEPS

In the month following the charrette, the design team returned to their home office to complete revisions to the draft plans and illustrations. A SmartCode regulating plan and street atlas was drafted for each Plan, which will be presented to the City for adoption as optional or mandatory zoning and/or overlay zoning for the designated properties.

The team will return to the City to present updated versions of the Plans, but will also begin preparing for the second phase of the planning process, which includes two additional charrettes for the City's Comprehensive Plan.

The following chapters highlight the guiding principles for each of the study areas that were created by the community at the outset of the charrette. These over-arching ideas helped inform the master plans, which are also featured in detail the coming pages.

Presentations from the charrette and detailed information regarding upcoming events is posted on PlanElPaso.org.


El Paso Times
elpasotimes.com

Designs on the future

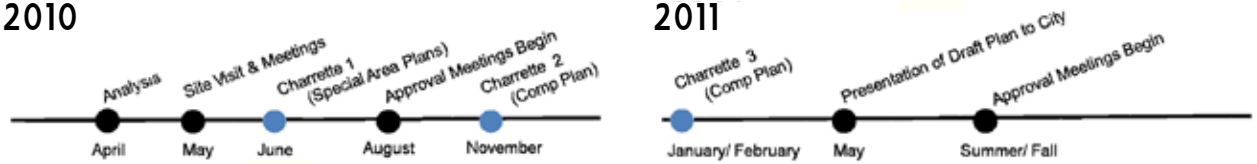
RUDY GUTIERREZ / EL PASO TIMES

El Pasoans, including Abby Cohen, right, and fellow Community Scholars members, joined city planners and architects for a hands-on design charrette Saturday at Mesita Elementary School to develop ideas and designs for the future development of the former Asarco smelter site. Other Community Scholars are, from left, Valeria Contreras, Briana Pallares and Jose Parga. **Story, 1B**

Above: Revisions to the illustrative plans were made in the design team's home office following the charrette. The team will return to the City to present updated versions.

Left: Public involvement during the charrette is featured in the *El Paso Times*; this continued level of citizen participation will be an important part of future charrettes that will help shape the City's Comprehensive Plan.

COMPREHENSIVE PLAN TENTATIVE TIMELINE



3 PRINCIPLES

"Provide light rail from downtown to improve access into the ASARCO site; design for a mix of uses including businesses and regional entertainment that will support the tax base; retrofit the ASARCO tower; incorporate public art throughout the site; create a better connection with UTEP by establishing a green energy incubator and research park."

A local citizen, responding to the ASARCO Hands-On Session survey

A SHARED VISION

Through the Charrette process, community members and the design team worked together to develop a series of basic urban design and policy principles to guide appropriate development for the ASARCO site and for Transit-Oriented Development in three areas of the City: the Oregon Corridor, Five Points, and Remcon Circle. Shaped from public input during the Charrette, the "Plan Principles" outlined in this chapter embody the citizenry's vision for the future of their community. The specifics of each principle reflect the area's unique needs, particularly in the case of ASARCO, but generally, these principles are representative of a best practices approach to planning, and are applicable to all parts of the City.

The principles summarize the results of the public planning process and promote responsible growth, planning, and development. This chapter presents the broad scope of the vision for the future of the four special area plans; specific design components of each principle are further described and illustrated in Chapter 4: Strategies. Detailed implementation steps for each of these principles can be found in Chapter 7: Implementation, as well as in accompanying SmartCode applications, found in Appendix A.

A typical street in Sunset Heights offers a model for neighborhood development in El Paso. Future neighborhoods could observe the same building-to-street relationships. Buildings' windows and doors face the street, often with porches within conversation distance of the sidewalk, creating a congenial and safe streetscape.

TRANSIT-ORIENTED DEVELOPMENT

TRANSIT-ORIENTED DEVELOPMENT PLAN PRINCIPLES

RESTORE GREAT HISTORIC NEIGHBORHOODS

El Paso's great neighborhoods all feature a walkable street grid, a mix of uses and housing types, historic buildings, parks, and a strong sense of character. Priority should be placed on improving the public infrastructure in these areas, infilling empty lots and parking lots with street-oriented architecture, restoring and occupying historic buildings, making façade improvements, and building upon neighborhood character with local retail and public art.

REVIVE TRANSIT-ORIENTED NEIGHBORHOOD BUILDING

Successful, mixed-use, and walkable neighborhoods are the best examples of Transit-Oriented Development.

Many of El Paso's best neighborhoods were originally constructed as transit-oriented developments around streetcar stops. These neighborhoods are poised for revitalization as robust transit service is restored throughout the City. Suburban areas of El Paso should be retrofitted over time as true transit-oriented neighborhoods, learning from El Paso's original TODs. Future infill and neighborhood development around transit stations should be compact, character rich, and with an identifiable center and edge. Amenities should be provided to meet daily needs. Parking should be consolidated and shared.

COMPLETE THE STREETS

Walkable streets are the framework for prosperous cities. Give first priority to the pedestrian, by creating vibrant, safe, and comfortable streetscapes. Plan to activate streetfronts, widen sidewalks, provide bike infrastructure, and provide shade with trees, colonnades and arcades. Allow for on-street parking to slow traffic and create a protective barrier between pedestrians and moving cars.

CREATE GREAT PUBLIC SPACES

Great parks and sustainable design make cities livable. Attract new residents and visitors with an integrated system of parks, paseos, plazas, neighborhood greens, and playgrounds, and designate special places for civic buildings.

EXPAND THE CITY'S COMMITMENT TO TRANSIT

Robust transit networks depend upon a diverse palette of transportation options and they become stronger as additional services are added. In addition to the planned Bus Rapid Transit routes, plan for a full range of transit options, such as streetcar, light rail, and heavy rail for local and commuter service. Plan ahead for interstate and international commuter and passenger rail. Recognize that transit is a platform for moving pedestrians, therefore walkable streets around transit facilities are an integral part of the transit network.

Public infrastructure improvements and investment could greatly benefit the areas along the Oregon Corridor, which feature a strong mix of housing types and diverse architectural styles.

The historic Lincoln Park neighborhood, southwest of Fort Bliss, features the urban pattern and design elements that make a great place, such as a mix of uses and housing types, public green spaces, civic buildings and an interconnected network of streets.

RESTORE GREAT HISTORIC NEIGHBORHOODS

El Paso's great neighborhoods all feature a walkable street grid, a mix of uses and housing types, historic buildings, parks, and a strong sense of character. Priority should be placed on improving the public infrastructure in these areas, infilling empty lots and parking lots with street-oriented architecture, restoring and occupying historic buildings, making façade improvements, and building upon neighborhood character with local retail and public art.

Many of El Paso's great neighborhoods, including those of the Downtown, have a number of vacant lots and parking lots where buildings once stood. In order to create a continuous pedestrian realm and to better shape the public realm of the street as a place unto itself, it is important that these gaps in the streetwall are filled in over time. Restoring a continuous street frontage with context-sensitive infill will begin to restore the sense of place in these neighborhoods that is such a valuable source of community identity and pride.

In addition to vacant parcels, these neighborhoods are also challenged by recent, auto-oriented development that often turns its back to the street. Many of the new buildings feature blank walls along the street edge and poorly proportioned façades with windows and doors that contribute little to the street. These buildings could be improved through façade improvements which include windows that add visibility, openness, light and natural supervision to the sidewalk. This can do a tremendous amount to enhance the quality of the street by creating a more attractive and usable pedestrian realm. In addition, the façades of historic buildings, some of which have been neglected over time, can benefit from maintenance, repair and restoration.

Façade improvements can provide an instant face-lift for buildings in the Five Points neighborhood. Adding street-fronting doors and windows will reconnect these buildings with the pedestrian realm of the sidewalk. Coherent streetscapes, landscaping and signs in both the public rights-of-way and bordering properties make a clear statement that a space is well managed and safe.

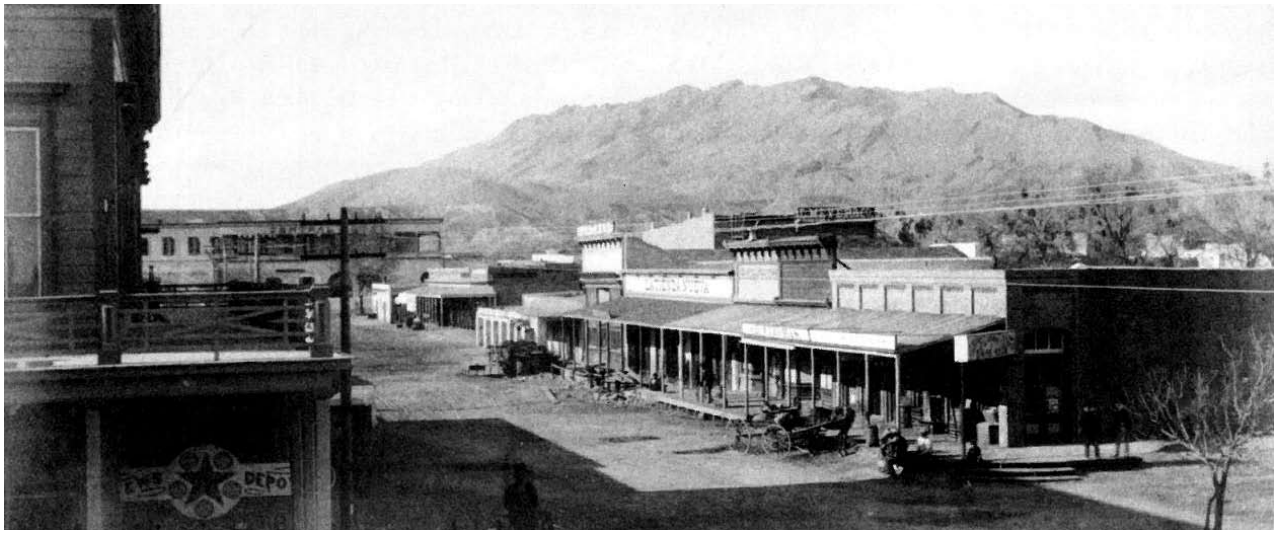
Many historic homes along busy streets have been transformed over time into office space, providing a mix of uses within neighborhoods while retaining the historic building fabric. In particular areas, local retail, in the form of shops and restaurants, should also be encouraged to catalyze a true rebirth in neighborhood commerce. Walkable streets, coupled with added transit, will increase the economic value and character in these areas and help to support accessible neighborhood centers for nearby residents and workers. To ensure that these neighborhoods mature into fully mixed-use, walkable districts, it is essential that the community makes a commitment to support and encourage neighborhood businesses.

Art enriches the social and physical environment, provides experiences that enable people to better appreciate their community, and can serve as a catalyst for economic development. It can serve as a focal point for neighborhoods and can enhance a community's sense of identity. Neighborhoods should be given the tools to take ownership and pride in their shared public spaces, and work with local artists to express their community identity.

El Paso's Climate-Responsive, Street-Oriented Architecture of the Past

Historically, El Paso's buildings were designed with colonnades and galleries so as to provide protection from the sun and rain for pedestrians walking along the streets. These elements are fundamental to the anatomy of a successful storefront (see page 3.7 for more details.) Similar street-oriented features should be re-instated into the neighborhood centers of tomorrow.

South El Paso Street, 1882. Colonnades were an essential element of El Paso's earliest buildings, protecting settlers from the harsh sun.



South El Paso Street, 1885. As El Paso grew into a booming railroad center, the adobe buildings were replaced with more conventional American building types. Despite the change in materials and architectural style, colonnades continued to play a prominent role in protecting inhabitants of the City from the elements.

REVIVE TRANSIT-ORIENTED NEIGHBORHOOD BUILDING

Successful, mixed-use, and walkable neighborhoods are the best examples of Transit-Oriented Development. Many of El Paso's best neighborhoods were originally constructed as transit-oriented neighborhoods around streetcar stops. These neighborhoods are poised for revitalization as robust transit service is restored throughout the City. Suburban areas of El Paso should be retrofitted over time as true transit-oriented neighborhoods. Future infill and neighborhood development around transit stations should be compact, character rich, and designed with an identifiable center and edge, where possible. Amenities should be provided to meet daily needs. Parking should be consolidated and shared to take advantage of existing resources and to place emphasis on good urban form.

The world's best transit-oriented cities demonstrate a direct link between transportation and land use planning. It is critical that the transportation improvements of the Bus Rapid Transit system are coordinated with walkable, mixed-use development and strategic infill around designated stops and transfer centers. The first step in achieving transit-oriented development is to ensure that a mix of housing, retail, office space, civic institutions, and public open space are located within a five-minute walk of a transit station. The second step is to ensure that an interconnected, walkable street system binds these uses together, so that pedestrians can choose the most convenient path. Transit-Oriented Development allows residents to both accomplish their daily needs and access transit by foot. These areas become destinations themselves rather than mere transfer points, provide added economic value, and help to increase ridership.

Dense, mixed-use, walkable neighborhoods built around transit stations help relieve traffic congestion, reduce parking needs, and improve walkability. Strong neighborhood centers feature residential, retail, office, and civic space, all of which are open at different hours; this kind of diversity in use ensures that the area remains lively and bustling with activity throughout the day and during the weekend.

In addition to using mass transit to get from one part of the city to another, El Paso residents also want the freedom and convenience to leave their cars at home and walk to make purchases, go to the park, or meet at a neighborhood restaurant or coffee shop. Currently, this lifestyle is difficult to achieve. Auto-oriented development has contributed to the erosion of once-walkable neighborhoods and created new settlements that have never been walkable. El Paso's neighborhoods must be repaired to become vibrant pedestrian and transit-oriented places once again.

In order to make successful, mixed-use, walkable places, the urban form must be in place. Streets must be interconnected and buildings should be designed with street-oriented architecture to support walkability and create cohesiveness. Street-oriented architecture has the added benefit of improving safety by providing natural surveillance through the doors and windows facing the public realm, better known as "eyes on the street."

Urban form encompasses not only streets and blocks, but also the way uses are mixed together. Retail and services at the ground level ensure that the streetfront is active and pedestrian-oriented. A strong residential presence can be achieved with residential units above shops, low-scale apartment buildings, and townhouses. Office space similarly can be accommodated in the upper floors of retail buildings. Finally, civic uses such as churches, community centers, parks and plazas can be integrated into the center and can become focal points for community events.

The individual buildings found along Mesa Street and Remcon Circle are oriented around the automobile, with large portions of the site dedicated purely to surface parking.

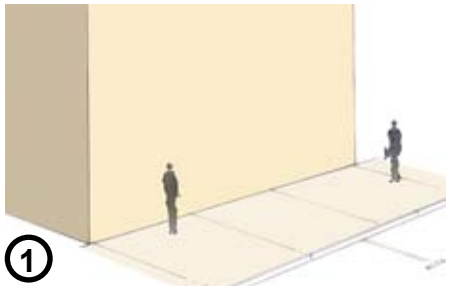
A strong residential population with a mix of incomes and lifestyles will support local businesses throughout different times of day, and will create a more heterogeneous group of transit users.

Once the correct urban building form is achieved, materials and architectural details can enhance street life. Brick or stonework, window and door surrounds, and cornices can be used to express local architectural styles and to contribute to the liveliness of the public streetscape. Awnings, balconies, porches, and colonnades can serve to provide shelter from the sun and rain in a manner that contributes to the aesthetic of the street.

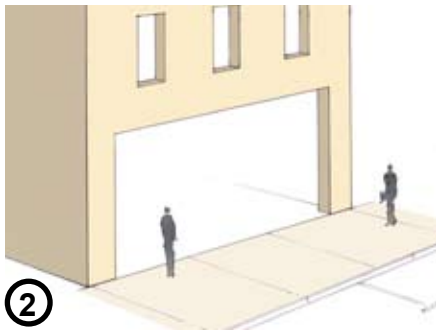
ANATOMY OF A STOREFRONT

What is a street-oriented building?

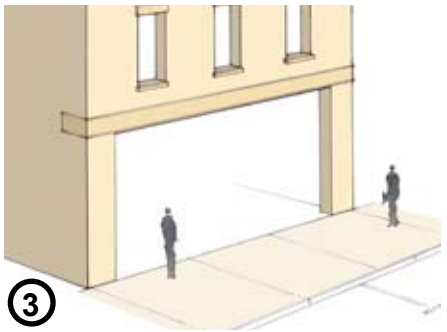
Street-oriented buildings are the framework for a compact, mixed-use environment. They feature multiple stories and are built close to the sidewalk, with parking and services located at the rear of the building. Parking is located on-street and in mid-block parking lots or parking garages that are lined with buildings. Street-oriented buildings have primary entrances and windows facing the sidewalk which engage the pedestrian and promote activity. Buildings with street-oriented architecture shape public space and create comfortable, engaging places. This is in sharp contrast to the conventional commercial strip method of fronting the street with blank walls and parking lots.



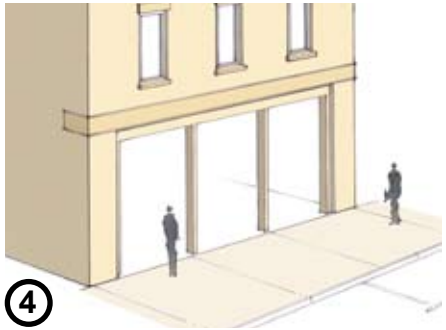
1 The basic building mass placed close to the street



2 Generous shopfront with vertically-oriented windows above



3 Lintels and window sills provide a sense of structure



4 Columns sub-divide the shopfront opening

5 Transoms help achieve well-proportioned shopfront windows

6 Cased windows sit atop knee-height bulkheads

7 Pedestrian-oriented entrance, signage and lighting

8 Awnings provide shade and rain protection

9 A gallery provides a second floor terrace

COMPLETE THE STREETS

Walkable streets are the framework for prosperous cities. Give first priority to the pedestrian, by creating vibrant, safe, and comfortable streetscapes. Plan to activate streetfronts, widen sidewalks, provide bike infrastructure, and provide shade with trees, galleries and arcades. Allow for on-street parking to slow traffic and create a protective barrier between pedestrians and moving cars.

El Paso's streets, on the whole, are auto-oriented and do not feature a comfortable pedestrian environment. Many streets lack key elements for walkability, such as low vehicular speeds, continuous wide sidewalks, appropriate shade trees, and interesting street frontages, thus limiting the vibrancy of the community.

Design guidelines for walkable streets are an integral part of the plan for all of the neighborhoods included in the study. A detailed, 10-step plan for achieving high-quality pedestrian environments at the level of the street is outlined in the following pages.

> It is not surprising that, given their multiple roles in urban life, streets require and use vast amounts of land. In the United States, from 25 to 35 percent of a city's developed land is likely to be in public right-of-way, mostly streets. If we can develop and design streets so that they are wonderful, fulfilling places to be, community building places, attractive public places for all people of cities and neighborhoods, then we will have successfully designed about 1/3 of the city directly and will have an immense impact on the rest.
>
> - Allan Jacobs, Great Streets

Street-oriented buildings support a vibrant sidewalk life, as seen here in Seattle, WA.

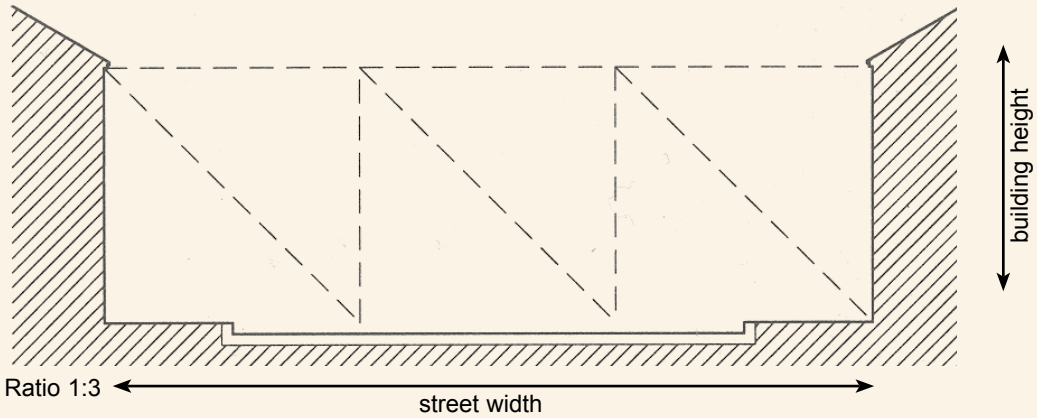
This street in Santa Barbara, CA is designed as a unified whole. The street is well-proportioned and features street trees, street-oriented architecture, and distinctive lighting.

TEN STEPS TO CREATING COMPLETE STREETS

1. Design for pedestrians first.
Great streets are designed to provide a high-caliber experience for pedestrians; once this is accomplished, they go on from there to accommodate all other required modes of travel, including bicycling, transit, and automobiles.

2. Remember that proportions matter.
A street should function as an outdoor room, surrounding its occupants in a space that is welcoming and usable. A 1:3 ratio for building height to street width is often cited as a minimum section for a sense of enclosure. Creating this sense of enclosure involves more than just narrow street width, however. There are well-defined eight-lane roads just as there are two-lane roads that seem to be impassable. Streets must be sized properly for their use and should be defined with appropriate building sizes. Street trees and furniture such as lighting also play a critical role in defining the space of the street.

3. Design the street as a unified whole.
An essential distinction of great streets is that the entire space is designed as an ensemble, from the travel lanes, trees and sidewalks, to the very buildings that line the roadway. Building form and character is particularly important in shaping a sense of place. The best streets invariably have buildings fronting them, with a particular height and massing that creates an appropriate sense of enclosure. The random setbacks generated by conventional zoning rarely produce this effect; form-based regulations must be put in place to control building form and placement. Furthermore, urban buildings must front the street with frequent thresholds such as doors, windows, balconies, and porches. These thresholds promote a lively streetscape, and ultimately provide passive security for pedestrians by focusing "eyes on the street."



Proportions of Street Space
The height-to-width ratio of the space generates spatial enclosure, which is related to the physiology of the human eye. If the width of a public space is such that the cone of vision encompasses less street wall than sky opening, the degree of spatial enclosure is slight. The ratio of 1 increment of height to 6 of width is the absolute minimum, with 1 to 3 being an effective minimum if a sense of enclosure is to result. ***As a general rule, the tighter the ratio, the stronger the sense of place and, often, the higher the real estate value. Spatial enclosure is particularly important for shopping streets that must compete with shopping malls, which provide very effective spatial definition.*** *[emphasis added]. In the absence of spatial definition by façades, disciplined tree planting is an alternative. Trees aligned for spatial enclosure are necessary on thoroughfares that have substantial front yards.*

Excerpted from *AIA Graphic Standards*

4. Include sidewalks.
Appropriately designed sidewalks are essential for active pedestrian life. Pedestrians will be more willing to utilize sidewalks if they are protected from automobile traffic. One of the simplest ways to buffer the pedestrian is to place street trees between the street and the sidewalk. Other street furniture such as streetlights, bus shelters, and benches occupy wider sidewalks and provide additional separation between pedestrians and automobile traffic. The width of the sidewalk will vary according to the location. On most single-family residential streets, five feet is an appropriate width, but streets with rowhouses and multi-family buildings requires a more generous sidewalk. On Main Streets, fourteen feet is an ideal sidewalk width, which must never fall below an absolute minimum of eight feet.

5. Provide bicycle facilities.
Bicycling is becoming a popular means of not only exercise and recreation, but increasingly it is viewed as an important

alternative to vehicular transportation. On higher-speed roadways in rural or suburban locations, bike lanes are the preferred bicycle facility, providing cyclists with a separate lane for travel independent from fast-moving automobiles. On lower-speed roadways in more urban areas, sharrows, or designated lanes for use by both bicyclists and vehicles, are the preferred facility for bicyclists. Sharrows are typically found 20-25 mph streets with on-street parking and a mix of travel modes and land uses.

6. Provide shade.
Motorists, pedestrians, and cyclists typically prefer shady streets. Shade provides protection from heat and sun and contributes to the spatial definition of a street. Shade can be provided with canopy trees or architectural encroachments over the sidewalk. Canopy trees should be planted in a planting strip between the sidewalk and the street in order to provide continuous definition and shade for both the street and the sidewalk. Architectural encroachments over the sidewalk such as awnings, arcades, and cantilevered balconies are another way to protect pedestrians from the elements and meanwhile shield storefronts from glare.

7. Plant street trees in an orderly manner.
Great streets are typically planted with rows of regularly-spaced trees, using consistent species. This formal tree alignment has a powerful effect; it at once shapes the space and reflects conscious design. More importantly, the shade produced by the trees will be continuous enough to make walking viable. Furthermore, the spatial impression of aligned trees also has a traffic calming effect.

8. Provide parking on-street and mid-block.
On-street parking buffers pedestrians from moving cars and calms traffic by forcing drivers to stay alert. Parallel parking is the ideal arrangement, because it requires the least amount of space and allows pedestrians to easily cross through the thin line of cars. Diagonal parking is acceptable on some shopping streets, as long as the extra curb-to-curb width is not achieved at the expense of sidewalk width. Parking located in front of a street-front business encourages people to get out of their cars and walk, and is essential to leasing street-oriented retail space.

The bulk of a building's parking supply should occur behind the building. The conventional practice of placing surface parking lots in front of buildings results in a disconnected pedestrian environment. If current zoning regulations are reformed to provide "build-to" lines rather than mandatory front setbacks for commercial buildings, parking will be forced to the interior of the block. As a result, the pedestrian realm of the sidewalk will be defined by shop fronts and building entrances rather than parking lots.

9. Make medians sufficiently wide.
Where divided thoroughfares are unavoidable, the medians must be generous enough to serve as a pedestrian amenity. A minimum median width of 8' will accommodate a row of street trees and will provide adequate refuge for pedestrians crossing a wide roadway.

10. Use smart lighting.
Streets should be appropriately lit for automobile and pedestrian safety. Pedestrians naturally avoid streets where they feel unsafe. Loosely-spaced, highway-scaled "cobra head" light fixtures do not provide appropriate light intensity and consistency for pedestrian well-being. More frequently-spaced, shorter fixtures are more appropriate, and provide light beneath the tree canopy as street trees mature.


Portland, OR


San Francisco, CA


Alexandria, VA

CREATE GREAT PUBLIC SPACES

Great parks and sustainable design make cities livable. Attract new residents and visitors with an integrated system of parks, paseos, plazas, neighborhood greens, and playgrounds, and designate special places for civic buildings.

Infill development and redevelopment should be carefully balanced with restoring and protecting open space as well as creating new opportunities for paseos, parks, neighborhood greens, and playgrounds. Small, urban parks should be introduced into existing neighborhoods and the Downtown to provide gathering places for residents. Such parks should be distributed throughout the neighborhoods so that green spaces are more accessible for residents of urban areas. These parks can be retrofitted from vacant lots and parking lots as opportunities arise. New neighborhood parks should be connected to a system of walking and biking trails to create a green network throughout the City and to connect open spaces and neighborhood centers together. Streets should also be reconsidered as an integral part of the City's open space network and reclaimed as walkable amenities. A first step towards evolving El Paso's streets as part of the open space network is to plant and maintain appropriate shade trees in the parkways. A street tree campaign should be started to increase the planting of street trees.

Open space protection is an essential element of a great park system and should be part of any sustainable transit-oriented development. Arroyos, floodplains, and steep slopes should be respected and protected as part of all new development and infill development in the City. Further discussion of open space protection is included in the plan principle "Respect, Restore and Protect the Environment."

In the Downtown, the Plaza Theater with its outdoor terrace is connected to the Arts Festival Plaza by a street with ample sidewalks, street trees, lamp posts, and outdoor dining. The street itself is a successful public space.

EXPAND THE CITY'S COMMITMENT TO TRANSIT

A diverse palette of transportation options expands the choices of residents and lessens a city's dependence on the automobile. In addition to the planned Bus Rapid Transit route, plan for a full range of transit options, such as streetcar, light rail, and heavy rail for local and commuter service as the City grows. Plan ahead for interstate and international commuter and passenger rail. Recognize that transit is ultimately a way to move pedestrians, therefore walkable streets around transit facilities are an integral part of the transit network.

The City is pursuing an ambitious program to reduce the percentage of income that the average El Pasoan spends on transportation, by providing a greater range of options for transportation. Though the impetus for the charrette was to create TODs along the planned BRT routes in El Paso, many community members felt that even greater choice and balance in transportation options are needed for each of the neighborhoods. While the automobile will continue to be the primary mode of transportation for City residents in the foreseeable future, balance must be restored so that not every trip is dependent on long, single-occupant automobile voyage. Walking and biking options are needed, as are additional transit options for both local and commuter service.

The addition of streetcars and light trail service is proposed to enhance the mix of options to get from one place to another in each of the neighborhoods and beyond.

The TRI-MET System Map illustrates a connected web of transit services including bus and rail lines throughout Portland, Oregon. A robust transit network relies on multiple complimentary service types, from streetcar circulators to regional commuter rail. A streetcar stop in Portland is shown at right.

The average US household saved $9,500 in 2008 by using transit.

- American Public Transportation Association

THE ASARCO SITE AND SURROUNDING PROPERTIES

ASARCO REDEVELOPMENT PLAN PRINCIPLES

CREATE A "CROSSROADS FOR TWO COUNTRIES"

Draw upon the regional significance and location of the ASARCO site to create a symbolic location that looks forward to a renewal of the relationship between El Paso and Juarez. Plan for new connections between the two halves of the border community with bridges and an international free movement zone; create parallel parks on either side that will one day serve as new gateways into the communities.

RESPECT, RESTORE & PROTECT THE ENVIRONMENT

Ensure that new development is environmentally sensitive. Preserve arroyos, avoid floodplains, and integrate preserved open spaces into new neighborhoods. Provide public access to natural amenities such as arroyos and conservation areas; connect neighborhoods and parks to these natural open spaces with a trail system. Work to ensure that the ASARCO plant site is capped, remediated, and held to the highest safety standard.

ADD REGIONAL DESTINATIONS & SUITABLE USES

The history of the ASARCO site, its prominent location within the City, its position along the border, and its connection to other sites along the planned Bus Rapid Transit route lend the area significant redevelopment potential. Dream big, and consider reuse opportunities that are both environmentally appropriate and will also draw residents and visitors from throughout the region. Opportunities such as a renewable-energy factory or production site, a research and development village, an amusement park, a stadium, or other waterfront park should be explored.

GROW TRANSIT-READY MIXED-USE DEVELOPMENT

Design an interconnected network of streets and blocks that are pedestrian-friendly and accommodate multiple modes of transportation. Include a mix of uses and housing types (on the portions of the site that can accommodate residential development) to support a range of incomes and a variety of daily activities. This will help reduce the number of car trips needed throughout the day and added to the City's road system

HONOR THE PAST

Plan for the restoration and strategic repair of historic structures which can serve as valuable tourism opportunities. Use these buildings and include new ones to create a rich cultural center for residents and visitors. Museums could potentially honor the history of ASARCO and those who worked there, the industrial heritage of the United States and Mexico, and the many who lost their lives during the Mexican Revolution.

The historic power house features perfectly preserved industrial equipment that is nearly a century old.

Portions of the ASARCO East site are situated among several spectacular arroyos, which could be preserved for public use.

MAKE A UNIQUE "CROSSROADS FOR TWO COUNTRIES"

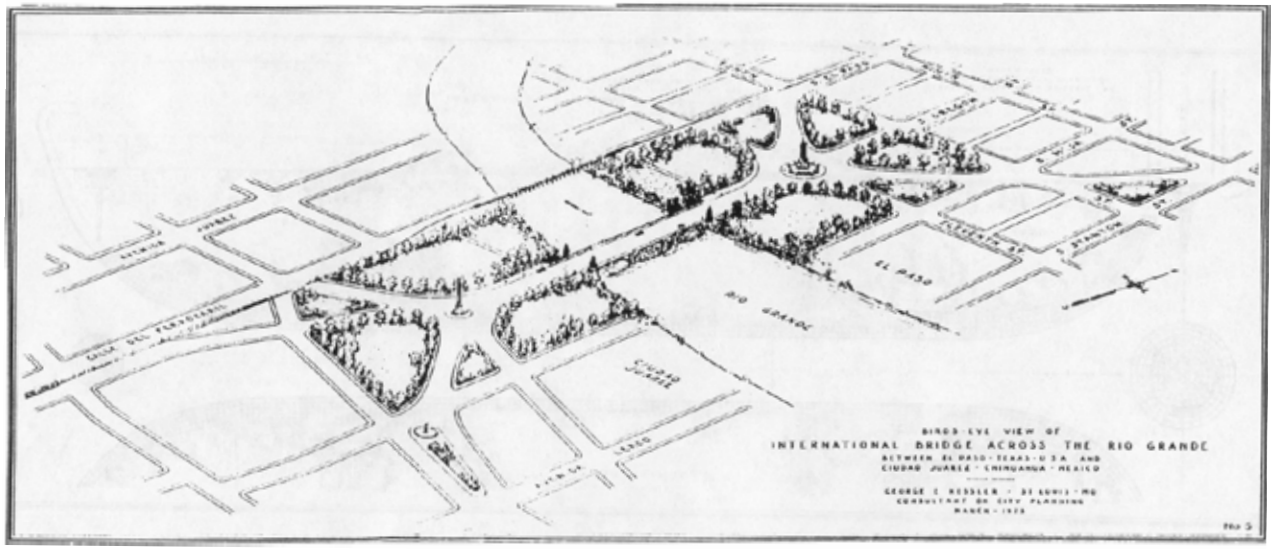
Draw upon the historical significance, magnificent scenery and borderland location of the ASARCO site to create a symbolic place that encourages the relationship between El Paso and Juarez. Plan for new connections between the two halves of the border community with monumental bridges and an international free movement zone; create parallel parks on either side that will one day serve as new gateways into the communities.

A long-standing, culturally-rich relationship has existed between the people of El Paso and Juarez since the establishment of the cities. This important connection, both physical and familial in many cases, was at the core of the 1925 Plan of El Paso. During the charrette, area residents reiterated the importance of creating a civic gesture to express the interdependence of the two cities.

Community members expressed the desire for a monumental, pedestrian-only bridge connecting the two cities across the Rio Grande, parallel parks on either side to serve as gateways into the two countries, and an international zone where friends and neighbors across the borders could mingle freely. International zones do not have the same immigration requirements as full entry into the United States or Mexico. Such a place could host family reunions and day trips with a cross-cultural experience.

Civic, ceremonial structures and public spaces, in the form of symbolic bridges or important buildings and plazas, play an integral role in the notion of placemaking. They form strong neighborhood centers and distinctive landmarks. Civic spaces also create public gathering places for both formal and informal events.

A new international Port of Entry would provide opportunities for future connectivity to Ciudad Juarez and future redevelopment opportunities for both sides of the Border.



An image from the 1925 City Plan features an illustration of an international bridge with parallel parks on either side of the Rio Grande.

"It is to El Paso's interest to cooperate most energetically with the people of Ciudad Juarez and the government of Mexico to promote the legitimate and admirable development of the Mexican city and to encourage the growth of a spirit of true neighborliness at this point on the border."

"Every traveler would be impressed by the evidence of the intimate relations between the two banks of the stream and the cause of international amity would be promoted."

— Excerpts taken from The 1925 City Plan For El Paso

RESPECT, RESTORE & PROTECT THE ENVIRONMENT

Ensure that new development is environmentally sensitive. Preserve arroyos, avoid floodplains, and integrate preserved open spaces into new neighborhoods. Provide public access to El Paso's natural amenities. Connect neighborhoods and parks to these natural open spaces with a trail system. Work to ensure that the ASARCO plant site is fully remediated and held to the highest safety measures.

Certain portions of the study area, particularly in the ASARCO East and Mesa Heights area, are largely comprised of arroyos and floodplains. While the City's Comprehensive Plan and Open Space Master Plan prioritize the preservation of arroyos, current development regulations and building practice do not protect even portions from development. The City's Natural Open Space (NOS) zoning designation has the potential to protect these spaces, however it has proven difficult to apply. Despite these regulatory challenges, recent private investments have been made to save these natural attributes, and citizens participating in the charrette made repeated requests to preserve some of the highest quality arroyos for public use. Given that these natural features are part of the City's floodplains, and they serve as regional wildlife corridors, it makes environmental sense to limit development in these areas and maintain them as natural flowways.

The Plan attempts to balance new neighborhood development with restoring and protecting open space, and illustrates how neighborhoods can be designed to be environmentally sensitive and oriented to take maximum advantage of arroyo views. While public safety measures require arroyos to be bordered with protective rails or walls, these natural spaces can serve as a visual centerpiece to the neighborhood. The Plan also builds upon the existing network of trails found along the steeper portion of the ASARCO site east of I-10. The design aims to expand these trails to connect UTEP with future development on the ASARCO site and with nearby arroyos.

Arroyo Park, bordered by Robinson Avenue, provides a model for the preservation of the City's most beautiful natural features.

The portion of the arroyo adjacent to the ASARCO plant has been used for many years as a dumping ground for slag. Yet, water still ultimately must pass through this area before reaching the Rio Grande.

Seasonal water runs down the arroyos that lead to the ASARCO plant. East of I-10 the arroyos are healthy and provide habitat for animal species and a variety of vegetation.

ADD REGIONAL DESTINATIONS & SUITABLE USES

The history of the ASARCO site, its prominent location within the city, its position along the border, and its connection to other sites along the planned Bus Rapid Transit route lend the area significant redevelopment potential. Dream big and consider reuse opportunities that are both environmentally appropriate and will also draw residents and visitors from throughout the region. Opportunities such as a renewable-energy factory or production site, a research and development village, an amusement park, a stadium, or other waterfront park should be explored.

The physical scope of the ASARCO property and surrounding parcels, both in terms of acreage and range of allowable uses, offer opportunity for numerous kinds of development. Given the history of the ASARCO plant itself, community members felt strongly that this portion, once remediated, should be transformed into a world-class regional destination. The Plan and renderings explore several large-scale development opportunities proposed by local citizens, including a stadium or arena, a large factory which could possibly manufacture renewable energy technology, a racetrack, and an amusement park. All of these concepts still leave a significant amount of space open for office buildings, parks, and retail, creating an ideal location for a research and development center. The Plan also places emphasis on the site's waterfront location and features a grand riverfront park, which will attract more residents and visitors and more economic value for the City.

With greater investment, there is also the potential to create a trail system that connects the Downtown to the Upper Valley, with new connections running through the ASARCO and CEMEX sites. This biking, walking and running trail will provide a recreational and utilitarian connection that is lacking. Currently, the only walking or biking connection through the West Side is along a narrow path next to Paisano, or on the sidewalks along Mesa, both of which are challenging environments for pedestrians and bicyclists.

The former ASARCO site in Omaha, Nebraska has been remediated and redeveloped with an arena and grand waterfront park.

This trail system could run along the system of government-owned property along the American Canal and the various railroad right-of-ways along the Rio Grande between Union Depot in Downtown and the ASARCO West site. It would then continue through the ASARCO West site, connect to the one-day redeveloped CEMEX site, and continue up through the City on a generous path. With such few opportunities for the citizens of El Paso to enjoy safe biking and running routes and to enjoy water amenities, a connected waterfront park creates an opportunity for the City to engage in a public-private partnership. Given the strategic location of this trail along the border, it may also be an opportunity for federal funding. Cities such as New York, San Francisco, and Austin have worked jointly with private developers to create well-connected public waterfronts, and can serve as potential models for El Paso.

GROW TRANSIT-READY MIXED-USE DEVELOPMENT

Design an interconnected network of streets and blocks that are pedestrian-friendly and accommodate multiple modes of transportation. Include a mix of uses and housing types to support a range of incomes and a variety of daily activities, which will help reduce the number of car trips needed throughout the day.

In contrast to the conventional method of building stand-alone, auto-oriented businesses along commercial corridors, mixed-use development helps to relieve traffic congestion, reduce parking needs, and improve walkability.

Many post-World War II cities and suburbs divide housing, retail and office uses into separate districts, creating single-use enclaves that can typically only be reached by one means of transportation – the car. While this idea of single-use, spread-out cities once seemed attractive to many Americans, long commutes and lack of unique character have inspired a longing for density, variety and choice.

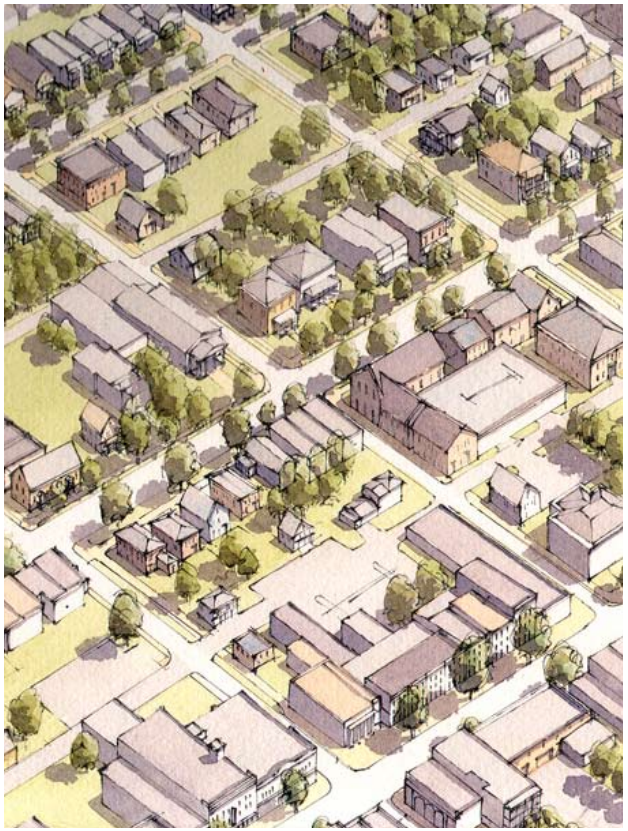
Those seeking variety and choice have discovered that the traditional city offers a tested formula for this mixed-use, mixed-income and multi-modal environment. Neighborhood centers provide a range of goods and services, amenities, and housing in close proximity to one another, eliminating the need to drive within that area. An urban pattern of interconnected streets and small blocks allows for greater population density within a compact area, which creates a market for a wider variety of goods and services.

Mixed-use neighborhoods also feature a wide variety of building types, ultimately providing opportunities for people of all ages, backgrounds, cultures and income levels to live and work. In contrast to suburban development, which generally offers only one housing type- the single-family detached home- mixed-use development offers a range of housing options, including single-family homes, rowhouses, garden apartments, and loft conversions that are transforming many industrial districts. Each of these housing types is located within mixed-use blocks and districts, allowing residents to meet their daily needs and conveniences in a dynamic urban neighborhood.

Mixed-use development also creates a diversity of jobs, shopping, cultural amenities, and means of transportation. This variety also provides the freedom of choice, a privilege not afforded to residents of mono-functional suburbs.

This freedom is particularly felt in the realm of transportation. Traditional cities have a high level of connectivity, and are therefore the ideal environment for pedestrians, bicyclists, and transit riders, while balancing the needs of motorists. This range of transportation options allows inhabitants to select the travel mode that works best for them.

For details regarding the key elements to the physical form of successful mixed-use development, refer to the Transit-Oriented Development principle "Revive Transit-Oriented Neighborhood Building."



A mix of uses within a walkable neighborhood provides convenience and choice for residents. Multi-story mixed use buildings transition to walkable neighborhoods with a variety of residential building types.

HONOR THE PAST

Plan for the restoration and strategic repair of historic structures, which can serve as valuable tourism opportunities. Use these buildings and include new ones to create a rich cultural center for residents and visitors. Museums could potentially honor the history of ASARCO and those who worked there, the industrial heritage of the United States and Mexico, as the many who lost their lives during the Mexican Revolution.

The structures on the ASARCO site represent distinctive moments in time. At least three of the buildings have been marked for preservation. The power house, complete with hundred-year-old equipment, encapsulates the great Era of Industry in this country. The two vernacular administrative buildings are the oldest buildings on the site, serving ASARCO staff since the turn of the century. It is important to note that the $52 million allocated for remediation of the ASARCO site does not include the preservation of the large, iconic smokestack, though research is currently underway to evaluate the costs of remediation, structural improvements, and preservation and annual maintenance for the smokestack.

The ASARCO administrative buildings, marked for preservation, house numerous maps and employee records dating back to over a century ago.

To build upon the idea of ASARCO as a regional destination, many area residents suggested these buildings be repurposed as museums. Among the ideas was a repeated recommendation for a museum honoring ASARCO and its dedicated employees. The administrative buildings currently house a wealth of under-utilized historic resources, including employee records and maps dating back to ASARCO's beginning in 1900. Numerous recommendations were also made for the smokestack, if appropriate funding was made available. Meanwhile, Smeltertown cemetery, located north of the ASARCO plant, serves as a reminder of the cultural history of El Paso's industrial roots. Given that the ASARCO site continues to provide a rare and valuable glimpse into America's industrial past, another valuable use that should be incorporated into the site is a geology, metallurgy, and an industrial museum and cultural history center.

Honoring the past extends beyond the history of ASARCO; the site also marks key events in the Mexican Revolution, including the beginning of the Battle of Juarez in 1911.

While the uses of these historic buildings are yet to be determined, historic preservation plays an integral role in sustaining a strong sense of place. These buildings provide distinctive landmarks and should be at the forefront of ASARCO's restoration efforts. Adaptive reuse is the most sustainable form of development and can be one more way in which the Trust and the site's future owners reduce the long-term environmental impact of ASARCO.

4 STRATEGIES

"Nature and a tremendously energetic citizenship combine to afford El Paso opportunities for unique development, with possibilities unsurpassed by any other community in America."

The 1925 City Plan for El Paso

A CITY OF NEIGHBORHOODS

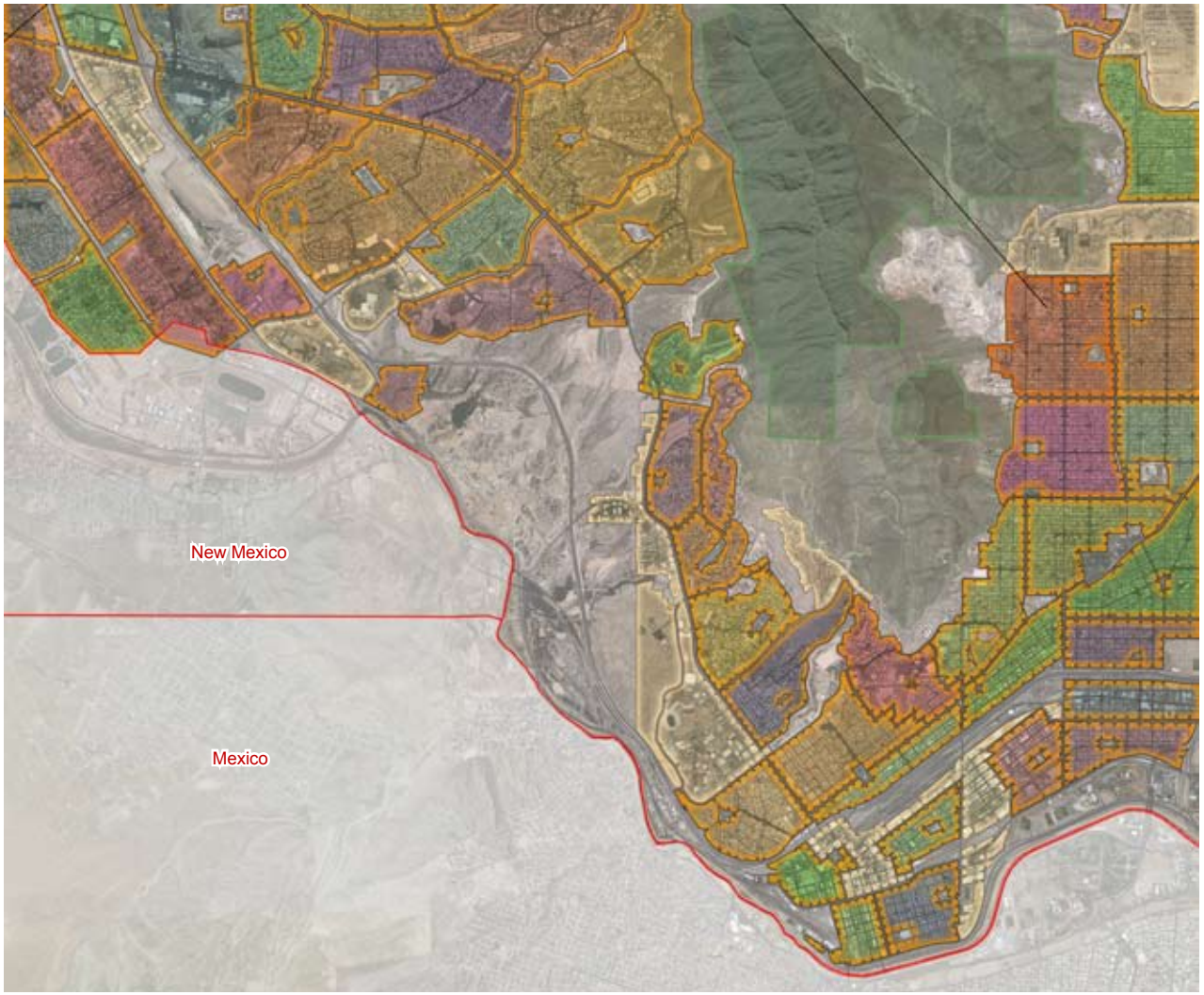
WEST SIDE NEIGHBORHOODS MAP

El Paso is composed of neighborhoods that provide social and cultural stability and nurture a strong sense of community. The Connecting El Paso Plan reimagines the City as a series of walkable neighborhoods connected by a robust transit system and a network of multi-modal streets. The Plan addresses strategic opportunities to mend the gaps in the urban fabric, such as ASARCO, CEMEX, and the proposed Mesa Heights. The Connecting El Paso Plan also infills important nodes in the existing pattern of neighborhoods, such as Downtown, the Oregon Corridor, Five Points, and Remcon Circle. Each of the study areas discussed in the following pages is designed with the neighborhood unit as the building block for reconnecting the City.

"Above all, the city is a symbol of enduring social relationships"

~ Lewis Mumford

Walkable neighborhoods can be grouped together to create complex urban places, underlining their importance as a building block of the town or city. Image credit: The Charter for the New Urbanism



The study area is comprised of neighborhoods, districts and corridors that have a distinct identity. This diagram illustrates El Paso's identified neighborhoods and districts, broken down into roughly five-minute walking areas, the basic neighborhood unit. Note a major gap in the urban fabric and transportation network of the West Side at the ASARCO, CEMEX and Mesa Heights site.

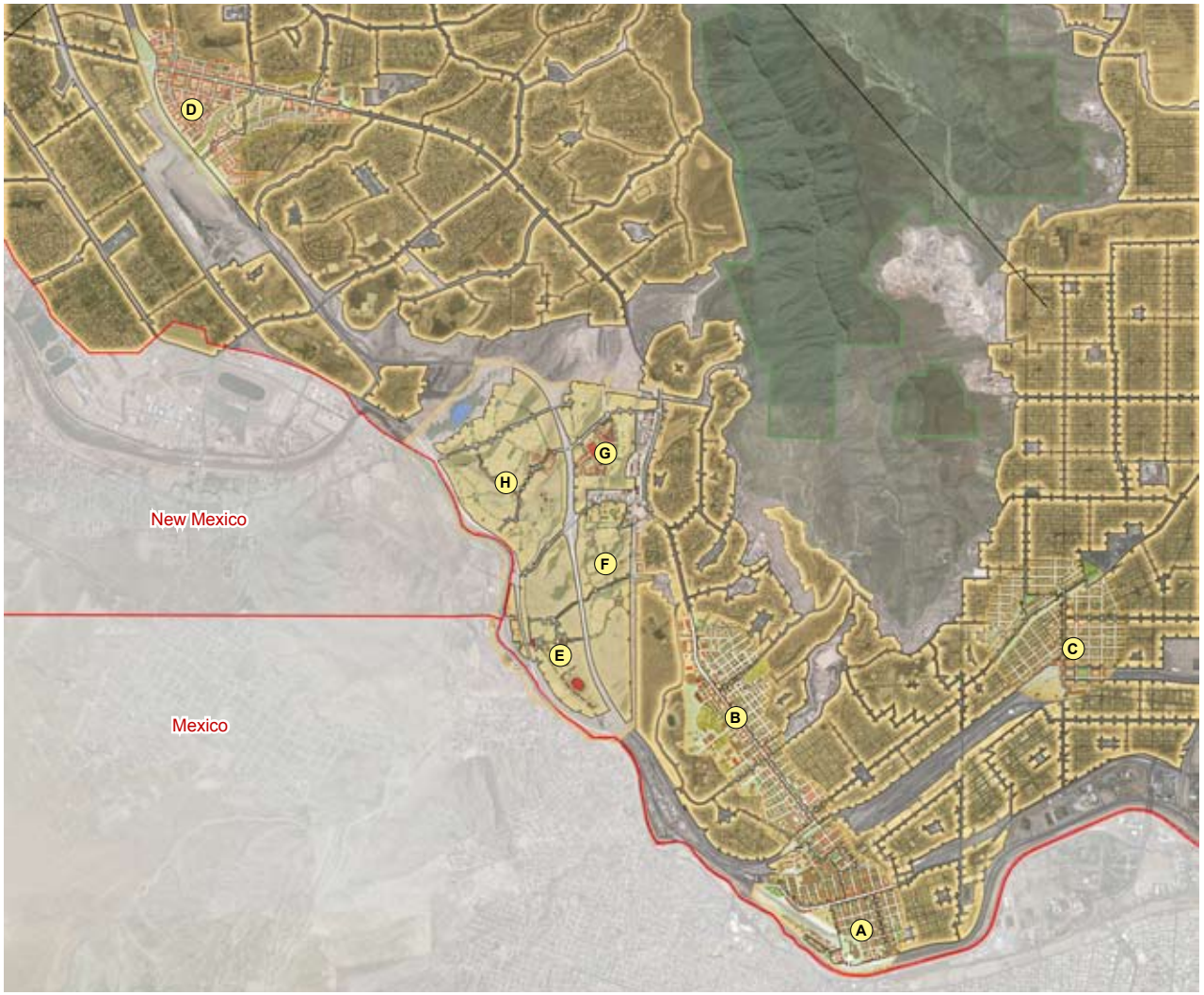
A CITY OF NEIGHBORHOODS

SMALL AREA PLANS

The Connecting El Paso Plan defines planning principles that are relevant for the entire City of El Paso; however, these principles are illustrated in great physical detail in small area plans. In the pages that follow, the four study areas are broken down into a series of eight small area plans. These small area plans include a section of Downtown, the Oregon Corridor, Five Points, Remcon Circle, ASARCO West, ASARCO East, Mesa Heights, and CEMEX.

General Recommendations

- (A) Prioritize Downtown infill and revitalization as the first step towards a prosperous community.
- (B) Capture the Oregon Corridor's potential for high levels of transit ridership.
- (C) Restore Five Points as a highly livable, prosperous transit hub.
- (D) Retrofit Remcon Circle from a suburban shopping center into walkable neighborhoods.
- (E) Remediate and transform the former smelter site, ASARCO West, into a regional and international showcase.
- (F) Carefully develop ASARCO East as a mixed-use neighborhood while preserving arroyos.
- (G) Integrate the proposed Walmart at Mesa Heights into a transit-oriented neighborhood.
- (H) Reimagine CEMEX as a series of walkable neighborhoods with Cement Lake preserved for public enjoyment.



The four study areas, illustrated on the map above, are central locations within the City. These study areas are further divided into eight small area plans, described in the key to the left. Each of these small areas is illustrated in detail in the pages that follow. The revitalization and proper development of these areas has the potential to reconnect key neighborhoods and improve the quality of life for all El Pasoans.

INVEST FIRST IN DOWNTOWN

RESTORE THE HISTORIC URBAN FABRIC

The City's leadership has outlined several initiatives that will help re-direct growth away from the suburban edges and back towards the City's primary corridors and historic neighborhoods. The Plans for the three Transit-Oriented Developments, as well as ASARCO, are an articulation of this vision.

The first priority for the City, however, should be reinvestment in the Downtown. Although perhaps not intentional, City priorities and subsidies have been focused on growth and expansion at the edges, rather than on infill and redevelopment in the Downtown and historic neighborhoods. A first step will be to redirect current policies that reward sprawl development, in favor of redevelopment and infill in the City's center. This shift in policy will enhance the City's most valuable asset, increase livability in the historic core, and will create a strong base for transit expansion throughout the region. The redirection of City priorities and policy is a critical first step in creating a sustainable and coordinated series of vibrant, transit-oriented nodes throughout the City.

El Paso's Downtown is an overlooked urban design treasure that must be promoted in order to establish stable economic prosperity for the region. Investment in the Downtown in the early 20th century created a vibrant urban fabric with a mix of uses, street-oriented buildings, proud architecture of distinctive character, and numerous public and civic gathering spaces. A vast streetcar system provided a highly functioning transportation network that spanned from Downtown to the outer limits of the City. However, the Downtown suffered from disinvestment as auto-oriented development on the edges of town became the preferred location to live and work for wealthier El Pasoans. Further complicating the Downtown story is the impact of international trade agreements and the relationship between El Paso and Juarez. Downtown El Paso was traditionally a popular shopping location for visitors from Juarez, and much of the business conducted there depended on stable and constant trade with Mexico. Today, Downtown El Paso's infrastructure is remarkably intact, with most of the historic buildings standing, and the traditional street grid largely in place. These buildings, however, are underutilized, with primarily discount or wholesale retail outlets filling the ground floors, and the majority of the upper floors remaining vacant. Due to the lack of housing in the Downtown, retail stores and restaurants are typically closed at night and on weekends, resulting in vacant streets and a sense of desolation. Today, in an era where most American cities have rediscovered their Downtowns and are enjoying increased economic prosperity in these areas, Downtown El Paso has been slow to reclaim its most valuable asset as a 21st century destination.

In recent years, numerous studies have been done for the Downtown, most notably the El Paso Downtown 2015 Plan. Some of the proposals in the Downtown Plan include reintroducing a significant residential population to the Downtown through adaptive reuse of historic buildings and the creation of dynamic housing programs for artists, students, and residents at mixed-income levels. In addition, promotion of the Downtown through marketing, wayfinding, special events, and a visitor's center were suggested. Many suggestions are currently being implemented, and much of the transit-oriented development Plan for the Downtown area of the Oregon Corridor is an extension of those efforts.

Redevelopment opportunities abound Downtown; given appropriate incentives, developers can realize projects both large and small within the patchwork of individual properties, with each property contributing to a unified whole. These reinvestment efforts, which include adaptive reuse of historic properties, general façade improvements, and infill, should focus on providing housing options, office and retail opportunities. In particular, focus should be placed on renovating and leasing the upper floors of mixed-use buildings, many of which lay vacant. The tradition of multi-story, multi-use buildings with retail on the first floor and offices or residences on the upper floors should be reinstated. The reintroduction of a stable, mixed-income residential population throughout the Downtown will provide a market for a wider range of dining and entertainment options.

Redevelopment and infill efforts should be coordinated with streetscape improvements, including street trees, awnings, and street furniture. Pedestrian-oriented streetscape improvements, coupled with on-street parking, which slows traffic and creates a barrier between pedestrians and traveling cars, will foster a safe and comfortable public realm. A welcoming sense of place will attract additional visitors, employers, and residents.

The vision for Downtown should be to re-establish its role as the focus of community activity. Its re-birth will create a vibrant destination that anchors the rest of the City. Revitalization of this historic center will also enhance the overall character of the City, and will serve as the most critical contribution towards creating long-term sustainability for El Paso.

Adjustments to current City policies and regulations will make renovation and leasing of these spaces more financially feasible. More discussion of these policy adjustments is included in Chapter 7: Implementation.

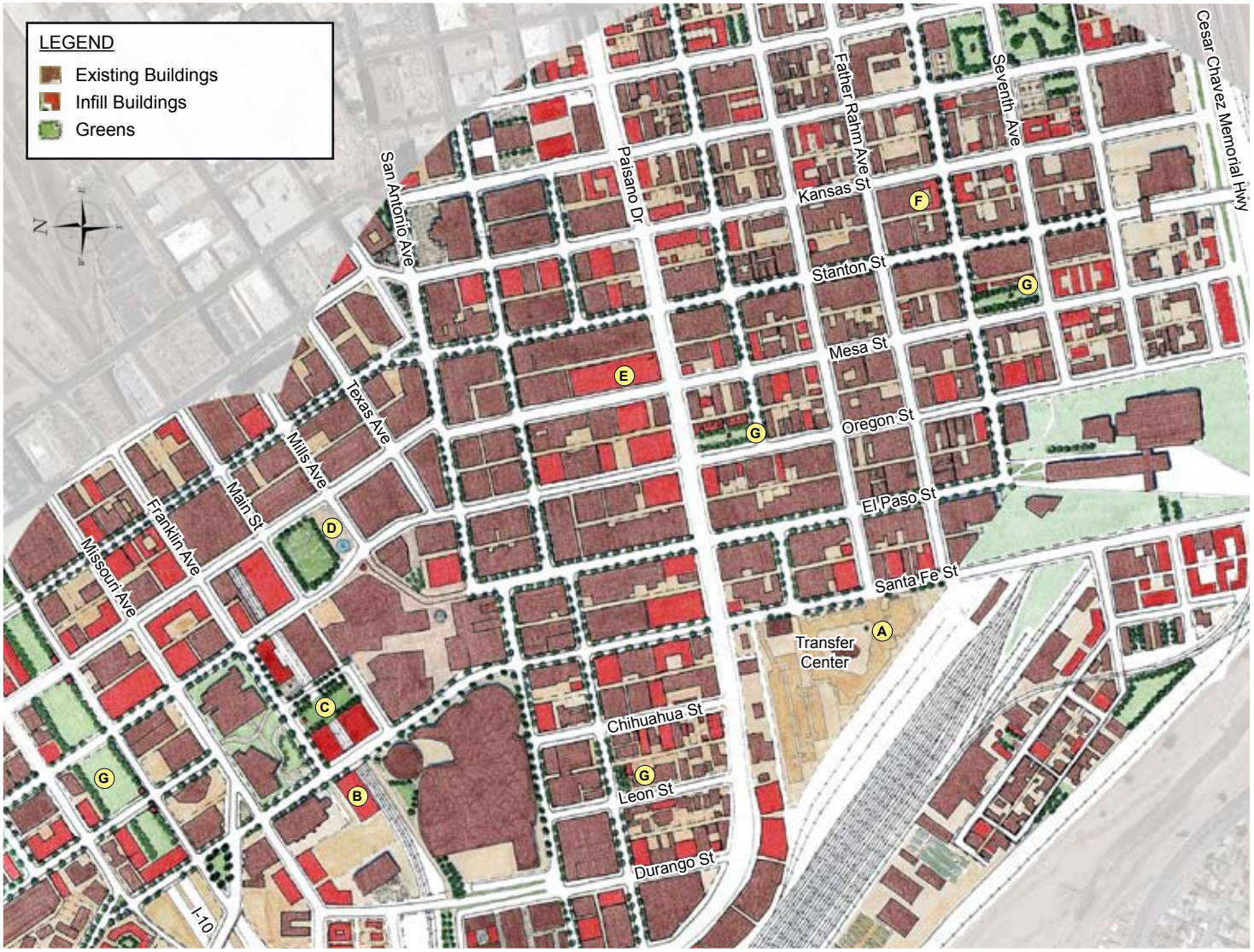
INVEST FIRST IN DOWNTOWN

DOWNTOWN CENTRAL CITY

The Illustrative Plan for the Downtown illustrates the implementation of the Downtown 2015 plan, filling in vacant lots and unifying the downtown with pedestrian passages and a new green space to provide large open spaces for community events.

General Recommendations

- (A) New infill around the Downtown Transfer Center provides services for transit riders.
- (B) Street-oriented buildings and a parking structure replace City Hall's parking lot
- (C) A new green connects Arts Festival Plaza to Cleveland Square Park and the El Paso Museum of History while providing more open space in the Downtown to hold community events and concerts.
- (D) Enhancements are made to San Jacinto Square to provide play space and water fountains for children while providing large community spaces.
- (E) Street-oriented buildings replace vacant and under-utilized lots throughout the downtown.
- (F) New residential buildings increase the opportunities for living Downtown.
- (G) New community squares add to the Downtown's appeal for new residents.



INVEST FIRST IN DOWNTOWN

NORTH MESA STREET

Existing conditions

STREETSCAPE IMPROVEMENTS

Change does not happen overnight and requires a coordinated effort between City leaders, business owners and residents. As with any long-term strategy, redevelopment of El Paso's in-town neighborhoods is a project including action steps to undertake immediately, and steps to address over a longer timeframe. The following sequence illustrates the potential transformation of North Mesa Street between Texas and Mills Avenues, following public and private investment.

Existing conditions (at left) reveal the lack of street vitality in Downtown. There are few shopfronts, windows along building façades that are physically walled off in certain areas, and little investment has been made for street trees and street lighting. Key steps to implement over time, as opportunities arise, are illustrated. Each phase introduces elements that enhance the public realm. The area is envisioned to redevelop as a walkable urban center, connected by transit to other neighborhood centers along the primary corridors.

STEP 1: Add Pedestrian Infrastructure

Add regularly planted shade trees along the sidewalk and add pedestrian-scaled lighting to enhance the safety and character of Downtown. Pedestrian-scaled lighting should be designed to also create safe conditions for drivers. The addition of on-street parking will also create a calmer pedestrian environment and add convenience to Downtown shopping.

STEP 2: Facilitate the First Rehabilitation Project

Spurred by confidence in the Downtown following significant public infrastructure improvements, the first adaptive reuse project is initiated. Façade improvements are made with windows and doors that face the street, and local retail is integrated along the ground floor.

STEP 3: Revitalization Continues

Long-term improvements include additional façade improvements and greater recruitment of retail, dining and entertainment options that appeal to residents, workers, and visitors. A range of housing options and office spaces are provided on upper levels of buildings, creating a diverse neighborhood for people of different lifestyles and incomes. This variety will transform Downtown into a 24-hour destination serving an entire community. This transformation from a business district that functions only during traditional work hours will also generate far greater economic impact for the City.

INVEST FIRST IN DOWNTOWN

UNION DEPOT & WELCOME CENTER

Downtown's historic and currently-operating Amtrak train station, Union Depot, should be supported with a strong urban fabric. Currently, Union Depot is surrounded by two blocks of surface parking and features little pedestrian or retail activity. However, given the iconic nature of the station tower and its central Downtown location, the City has envisioned that this distinctive building become the future Welcome Center for El Paso with increased passenger rail services. The visual cue of the tower provides a wayfinding tool and the orientation of the blocks makes this area particularly easy to navigate. It will be important to build memorable spaces around this visitors' destination so as to give a vibrant and dignified face to El Paso and to provide a convenient mix of uses within walking distance of the station.

Meanwhile, a dynamic entertainment district has begun to emerge in a block of renovated warehouse buildings just east of Union Depot with a mix of restaurants, bars, clubs, and artist studios. This sequence illustrates how the blocks around the station can be transformed over time to connect with this new entertainment district.

An additional rail station for regional passenger rail is shown in this illustration, in response to the City's commitment to expanded transit options beyond the BRT. A network of small greens, plazas, and mid-block passages allows comfortable pedestrian circulation in the area.

This area can serve as the Downtown trailhead for a new trail system along the Rio Grande or the American Canal, winding through the City to connect with the Upper Valley. This trail system would provide a much-needed bike and pedestrian facility for the West Side, allowing recreational and commuter use to access the Downtown.

Existing Conditions

General Recommendations

- (A) A new park and an additional rail station for regional passenger rail is integrated into existing rail yards.
- (B) Union Depot is restored as a commuter rail station.
- (C) New infill buildings helps to form complete blocks and shape outdoor public spaces.
- (D) A trailhead for a Rio Grande/American Canal bike and walking path connects to the rail stations.
- (E) Unique retail and novelty shops are located in old rail cars fronting the park.
- (F) Street trees enhance the public realm.
- (G) Mid-block passages are enhanced with streetscaping.
- (H) The Union Plaza Entertainment District becomes a regional destination.
- (I) A new stadium is surrounded by liner buildings with ground level retail that contributes to the district throughout the week.
- (J) Parking is located mid-block, lined by buildings.
- (K) Distinctive architecture with chamfered corners and landmark features add character and define special spaces.
- (L) On-street parking adds to the District's parking capacity.

PROPOSED STADIUM LOCATION: It is standard in plans for the development of stadiums or other large facilities involving substantial public/private partnerships to propose multiple locations to increase the competitiveness of the host city. Each site, after detailed analysis, will be shown to have its advantages and disadvantages. What is important is that the city of El Paso demonstrates its willingness, and flexibility to the ultimate decision makers who are likely to be considering many candidate cities.

A transformation of Union Depot into a transit-oriented regional destination.

INVEST FIRST IN DOWNTOWN

UNION DEPOT & WELCOME CENTER

A street-level view of Union Depot illustrates the important architectural and urban design elements that create memorable civic places. The landmark tower creates a distinct way-finding tool; infill in the surrounding blocks that are proportioned to the human-scale create the sense of an outdoor room, while a paved plaza with shade trees provides a formal place to gather.

Union Depot may be the most iconic building in the Downtown. When within site of it, visitors feel that they have arrived in El Paso. Accordingly, if the Depot became the Welcome Center, a visitors' first experience of the city would be a memorable one.

OREGON CORRIDOR

ILLUSTRATIVE PLAN

The Oregon Corridor follows the proposed BRT line from the international border and Downtown transfer center to the Glory Road transfer center by UTEP with stops at the El Paso Museum of History, El Paso Community College and at the hospitals. Although Mesa Street is the main vehicular connection through this area, the opportunities for reinvestment along the Oregon Corridor are greater. This corridor services many civic destinations while still being within a 5-minute walk of many residences. The character between these two transfer center changes dramatically. Infill development should remain in scale with the existing community that surrounds this area.

An important feature to note in along the Oregon Corridor is the presence of service alleys in numerous mid-block locations. These alleys provide convenient paths for utilities, parking access, and services such as garbage pick-up. The relegation of services to the alleys frees up the streets for use as proud addresses and for pedestrian use. It is important that the alleys in the Oregon Corridor are preserved and promoted.

General Recommendations

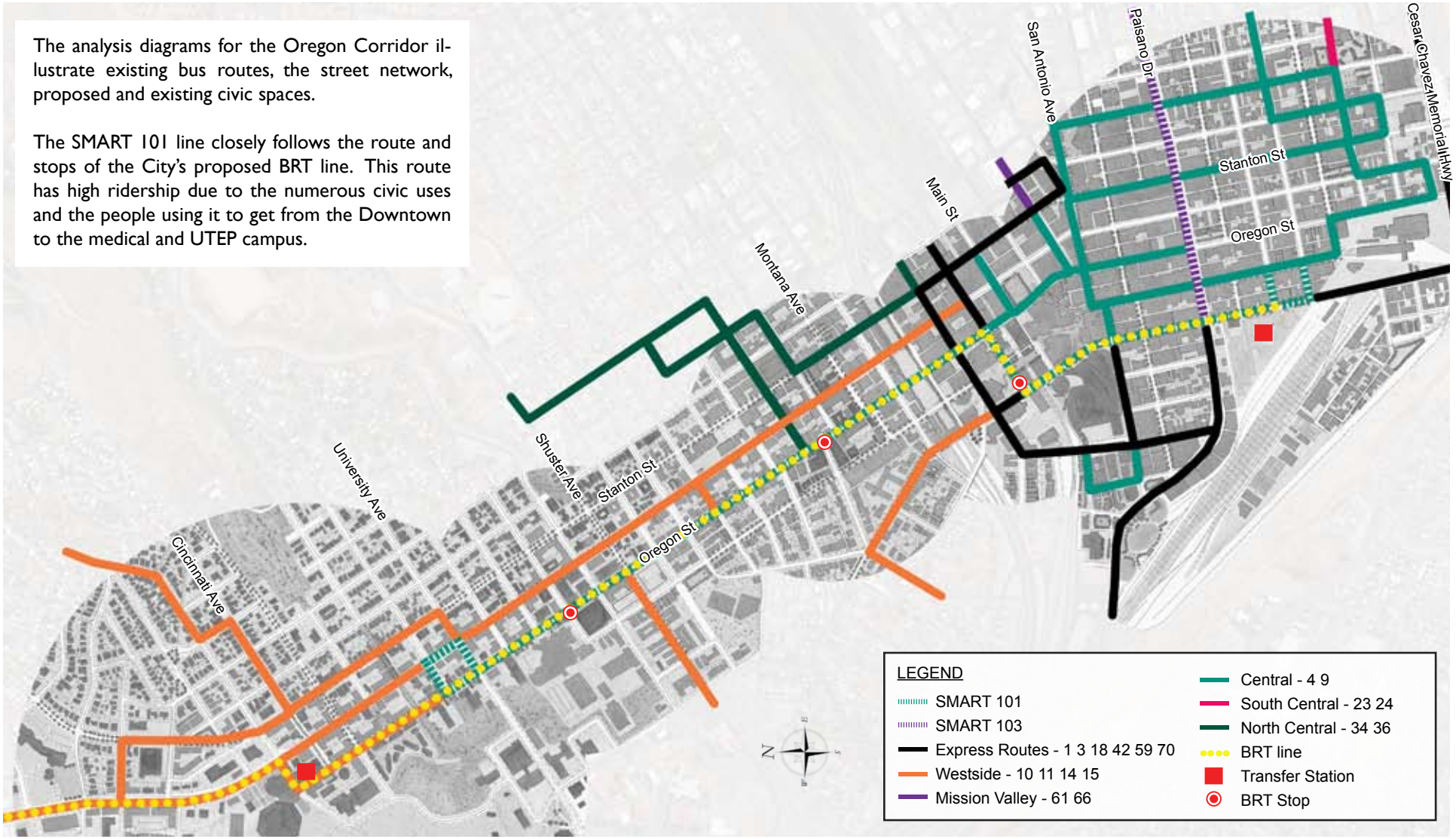
- (A) Empty lots and parking lots are infilled to complete the streetwall along Oregon and Mesa Streets.
- (B) Transit-oriented neighborhoods are formed within a five-minute walk of the bus stops and within a ten-minute walk of Transfer Centers.
- (C) Greens, plazas, and open spaces are created for residents, workers, and visitors.
- (D) I-10 is capped with parks and mixed-use buildings.
- (E) Parking lots are relocated to the middle of the block.

OREGON CORRIDOR

EXISTING BUS ROUTES

The analysis diagrams for the Oregon Corridor illustrate existing bus routes, the street network, proposed and existing civic spaces.

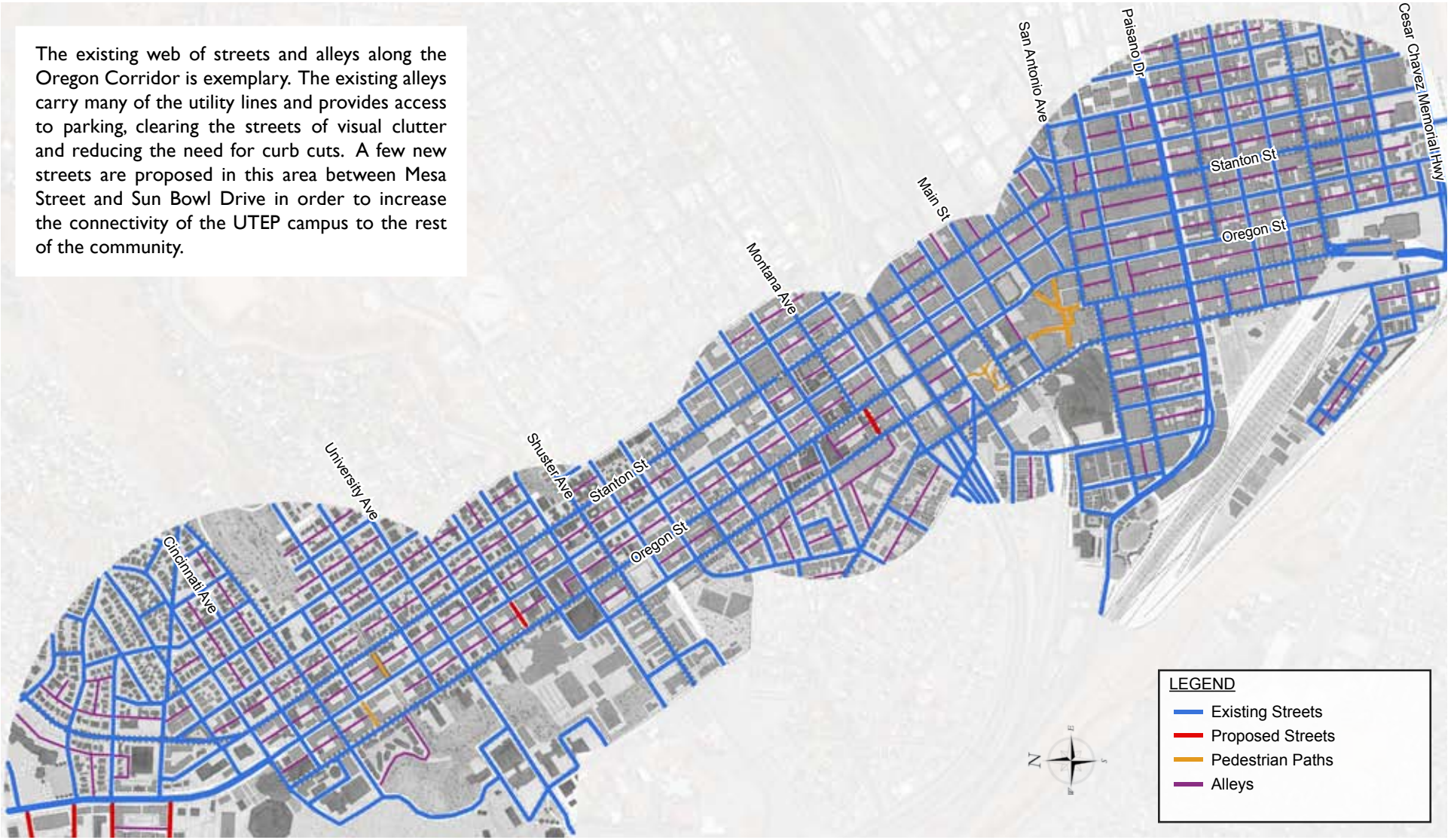
The SMART 101 line closely follows the route and stops of the City's proposed BRT line. This route has high ridership due to the numerous civic uses and the people using it to get from the Downtown to the medical and UTEP campus.



OREGON CORRIDOR

STREET NETWORK

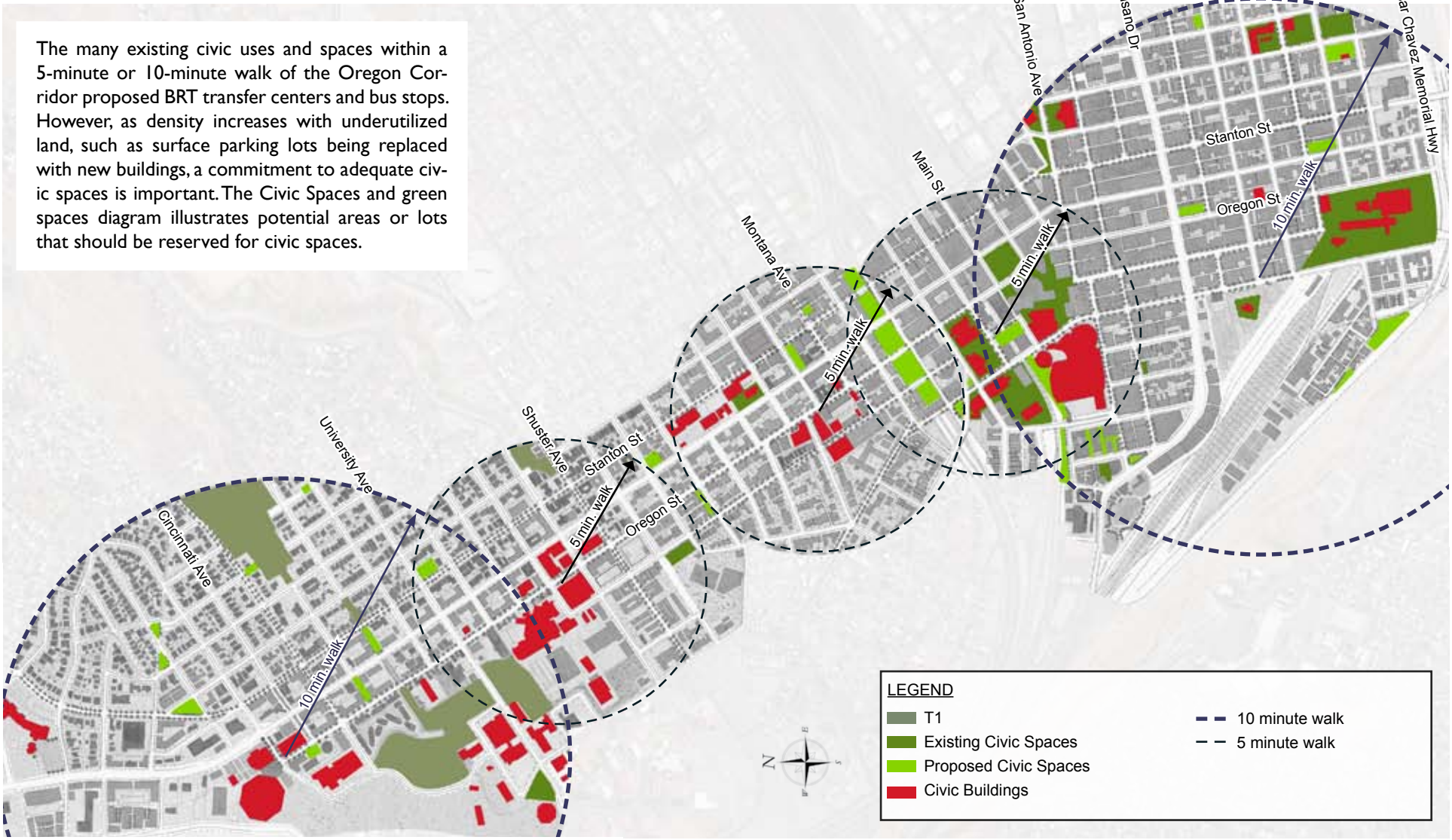
The existing web of streets and alleys along the Oregon Corridor is exemplary. The existing alleys carry many of the utility lines and provides access to parking, clearing the streets of visual clutter and reducing the need for curb cuts. A few new streets are proposed in this area between Mesa Street and Sun Bowl Drive in order to increase the connectivity of the UTEP campus to the rest of the community.



OREGON CORRIDOR

CIVIC AND GREEN SPACES

The many existing civic uses and spaces within a 5-minute or 10-minute walk of the Oregon Corridor proposed BRT transfer centers and bus stops. However, as density increases with underutilized land, such as surface parking lots being replaced with new buildings, a commitment to adequate civic spaces is important. The Civic Spaces and green spaces diagram illustrates potential areas or lots that should be reserved for civic spaces.



OREGON CORRIDOR

UTEP AND KERN NEIGHBORHOODS

General Recommendations

- (A) A new Alumni Center is created for UTEP with street-oriented buildings along Mesa.
- (B) Campus housing and student serving-commercial uses are provided along Mesa.
- (C) A new campus building terminates the vista along Oregon Street.
- (D) Street trees are incorporated along the primary streets.
- (E) The Glory Road Transfer Center becomes a transportation hub for UTEP.
- (F) New streets improve network connectivity.
- (G) Street-fronting buildings are added to Oregon Street
- (H) Arroyos are transformed to have public access and serve as an amenity.
- (I) Neighborhood civic space provides a gathering place for residents.
- (J) A park is created at the end of Cincinnati Avenue.
- (K) The nightlife district on Cincinnati Avenue is improved with pedestrian-friendly streets. The street is narrowed and pavers are added to create a plaza-like atmosphere.
- (L) Parking structures are located in the middle of the block and lined with buildings that face the street.

OREGON CORRIDOR

GLORY ROAD TRANSFER CENTER AREA

STREETVIEW

The Oregon Corridor is one of El Paso's most promising corridors for transit ridership and increased private investment due to the stable residential population and the presence of large institutions such as the University of Texas (UTEP) and numerous hospitals and medical facilities. As such, it is one of the first corridors targeted for the City's proposed BRT system, and will be reconstructed as part of the Mesa BRT line. In addition, the Oregon Corridor is being examined for a potential future streetcar line.

A new bus transfer center for the BRT line is under construction at the terminus of Oregon Street at Glory Road. This transfer center will be housed on the ground floor of a new parking garage with ground-floor retail. The garage provides much-needed infrastructure for the University and the BRT system. However, the design of the properties around the transfer center should be improved to make this strategic section of Oregon highly walkable and vibrant.

The placement of a signature building can improve the terminus of Oregon Street. Parking across from the station should be placed in the middle of the block so new buildings can front the street, creating a continuous street frontage and a more vibrant public realm.

BEFORE: The Glory Road Transfer Center is surrounded by surface parking and open lawn, providing few amenities to pedestrians and transit riders.

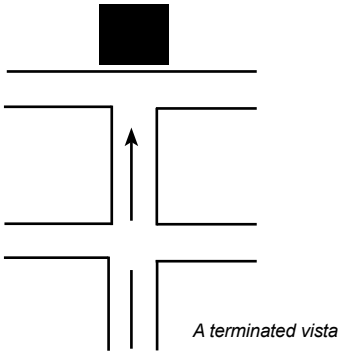
OREGON CORRIDOR

GLORY ROAD TRANSFER CENTER AREA

Oregon Street is a major street that tees into Glory Road; this scenario provides a wonderful opportunity to create a landmark building, either for civic or private use (see diagram below). The strong, vertical Bhutanese architectural element illustrated at right provides a rupture in scale at the terminus of this important street within the City; it serves as a distinctive wayfinding tool and helps to enclose and define the urban space.

As the needs of the University grow, the campus should be able to expand without using additional lands. This central plot of land is actually leftover space from an adjacent building; the University should take maximum advantage of these underutilized locations.

In this rendering, an additional mixed-use building is also constructed across from the garage, completing both sides of the street. Awnings provide shade, and ground floor retail features student-serving commercial uses, such as a bookstore or coffee shop. These new street-oriented buildings shape the public realm to create a safe, attractive, and active street.



A terminated vista

AFTER: Proposed new infill buildings create a vibrant new transit-oriented development at the Glory Road Transfer Center, and a landmark building provides a strong sense of place.

OREGON CORRIDOR

EL PASO COMMUNITY COLLEGE AREA

General Recommendations

- (A) A new parking garage is created for the hospital.
- (B) New medical offices are located in street-oriented infill buildings.
- (C) New residential options are added, such as mansion apartments that are in scale with adjacent single-family homes.
- (D) A city parking garage is built with liner buildings.
- (E) A civic green connects El Paso Community College with Mesa Street.
- (F) New community college buildings feature student-serving commercial uses such as bookstores and cafes.
- (G) I-10 is capped with civic greens and buildings.
- (H) Street trees enhance the public realm.
- (I) Civic art, in the form of small monuments, enhances the City.
- (J) Surface parking is located in the middle of the block and lined with buildings that face the street.
- (K) Service alleys improve circulation and provide a clear "back of house."
- (L) A hardscaped plaza creates a distinctive public gathering place.
- (L) Infill development and enhanced transit improve access to the Main Public Library.

OREGON CORRIDOR

EL PASO COMMUNITY COLLEGE AREA

INCREMENTAL INFILL

Aerial views of the Oregon Corridor illustrate the importance of incremental infill in rebuilding the urban fabric. Traditional main streets and downtown districts possess the comforting feel of an outdoor room, yet the vast surface parking lots and empty pads highlighted in the existing conditions (top left) leave a void in the street wall. The "missing teeth" should be filled in with multi-story, mixed-use structures that physically define the street.

A network of plazas, public greens and urban parks are also distinctive features of downtowns. They provide important and signature places for formal events as well as informal gatherings. Well-manicured public places help to beautify the area and also create sources of pride for the community.

Like the streetscape improvements, these redevelopment efforts will create a more pleasant pedestrian experience, which will lead to increased economic vitality and a wider range of options in Downtown.

EXISTING CONDITIONS: Existing conditions reveal numerous opportunities for infill. Parking lots and empty pads leave large gaps in the urban fabric and undermine the character and feeling of safety in the neighborhood.

PHASE ONE: Smaller infill is added within blocks that already possess a fairly complete street edge with new street trees and bus shelters along Oregon Street

PHASE TWO: Higher density blocks are defined. Single story buildings are torn down and replaced with taller structures; additional infill at a larger scale continues to complete existing blocks, and liner buildings with mid-block parking structures are erected.

PHASE THREE: Infill replaces former parking lots, and surface parking is relocated to the middle of the block and away from view. The green network is also formed, with the creation of urban parks, and tree-lined streets.

OREGON CORRIDOR

STREET VIEW, OREGON STREET

Existing Conditions

Along Oregon Street, certain urban features, such as wide sidewalks and street trees, work to enhance the pedestrian-friendly environment. However, an inconsistent street wall, created by front-loaded parking lots and empty lots lining the street frontage, undermines the quality of the public realm.

The illustration at the top right shows an intermediate build-out along Oregon Street, in which the street walls have been completed with infill buildings and parking has been relocated to the middle of blocks. The BRT line operates in its own designated lane and sheltered stops with clearly marked signage provide comfortable waiting areas for riders. Crosswalks have been incorporated at the intersections; sidewalks are widened, and street furniture, lighting, and street trees have been added. Street-oriented architecture and ground-floor retail also create a vibrant street life.

The illustration below shows an even longer-term build out along Oregon Street. Taller, four-story buildings have been added to support growing market demands, and the BRT line is replaced by light rail.

FUTURE IMPROVEMENTS: Both public and private investments have been made. Oregon Street becomes an active street for pedestrians and visually stimulating corridor for transit riders.

FINAL BUILD-OUT: New, higher density development, coupled with advances in transportation such as a trolley or light rail, generate additional economic value and increase community appeal.

FIVE POINTS

ILLUSTRATIVE PLAN

Key interventions proposed in Five Points include infill, historic preservation, street retrofits, and civic gathering places. Each of these strategies improves the livability of the Five Points area while jump-starting renewed economic prosperity.

INFILL in Five Points is proposed throughout the neighborhood. In the blocks surrounding the Bus Transfer Center and the Five Points intersection, a neighborhood center can be evolved. Multi-story, mixed-use buildings can be designed to shape civic spaces, such as the signature roundabout at Five Points.

HISTORIC PRESERVATION can play a key role in Five Points. The neighborhood's remarkably intact inventory of historic buildings should be restored to their former glory as a message of renewed investment in the community.

STREET RETROFITS can be implemented on Five Points' overly-wide thoroughfares so that they become skinny, pedestrian-friendly streets. The safer, multi-modal design of these streets better reflects the character of the neighborhood as a mixed-use, transit-oriented center.

CIVIC GATHERING PLACES provide new locations for residents to gather and meet their neighbors. A new roundabout at the Five Points intersection, a new park near Houston School, and several pocket parks located on currently-vacant lots are proposed.

General Recommendations

- (A) Context-sensitive, pedestrian-oriented infill shapes public spaces.
- (B) Historic landmarks, commercial buildings and houses are preserved.
- (C) Overly-wide streets are retrofitted to include high-quality pedestrian sidewalks.
- (D) New civic gathering spaces and parks are created.

FIVE POINTS

DIAGRAMS

The Plan for Five Points encompasses the properties within a ten-minute walk of the Five Points Transfer Center. Urban planning best practices dictate that while the daily needs of residents should be located within a five-minute walk of their home, most transit riders are willing to walk for ten minutes to get to a transit station.

EXISTING BUS ROUTES Five Points currently enjoys some of the highest levels of bus service in the City. The Five Points Transfer Center is a hub for bus service to the Southeastern, Northeastern, and Central parts of the City. The route of the forthcoming Bus Rapid Transit line is yet to be determined, but will likely run along one of the highlighted streets under the broad yellow line on the map.

STREET NETWORK El Paso's existing street network is intact, with small block sizes and service alleys. New street connections are proposed around the new park behind Houston Elementary. A pedestrian path is proposed on an existing mid-block easement through a particularly long block north of Houston Elementary. Finally, three new circulating intersections, or roundabouts, are proposed in the study area to create civic focal points and improve traffic circulation.

CIVIC SPACES and civic buildings are currently clustered in the northern half of the study area. New civic spaces are proposed throughout the study area, including a retrofit of part of the existing Houston Elementary property to become a public park, a new mid-block pedestrian path to access the park, and a number of pocket parks integrated into the neighborhood on currently vacant lots.

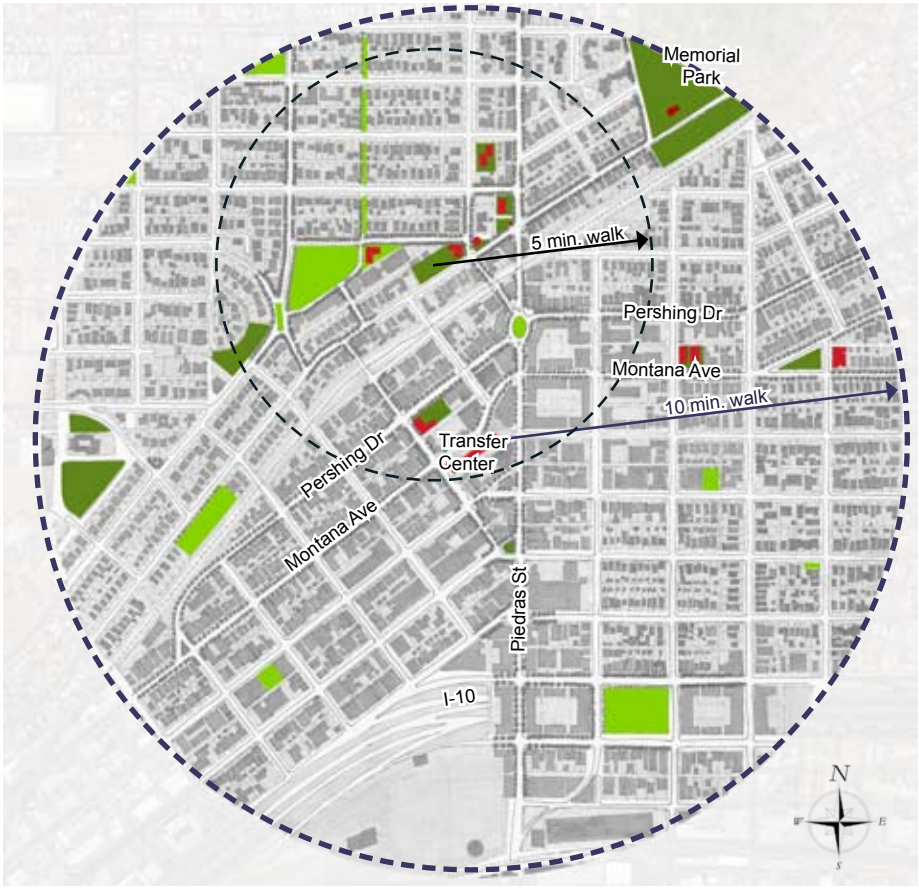
Bus Routes

LEGEND

- South Central - 25
- Express Routes - 1 42 59 70
- North Central - 30 33 34
- Northeast - 35
- Eastside - 50 55
- BRT line
- Proposed BRT (General Area, Final Route to be determined)

Street Network

LEGEND
- Existing Streets
- Proposed Streets
- Pedestrian Paths
- Alleys



Civic Spaces

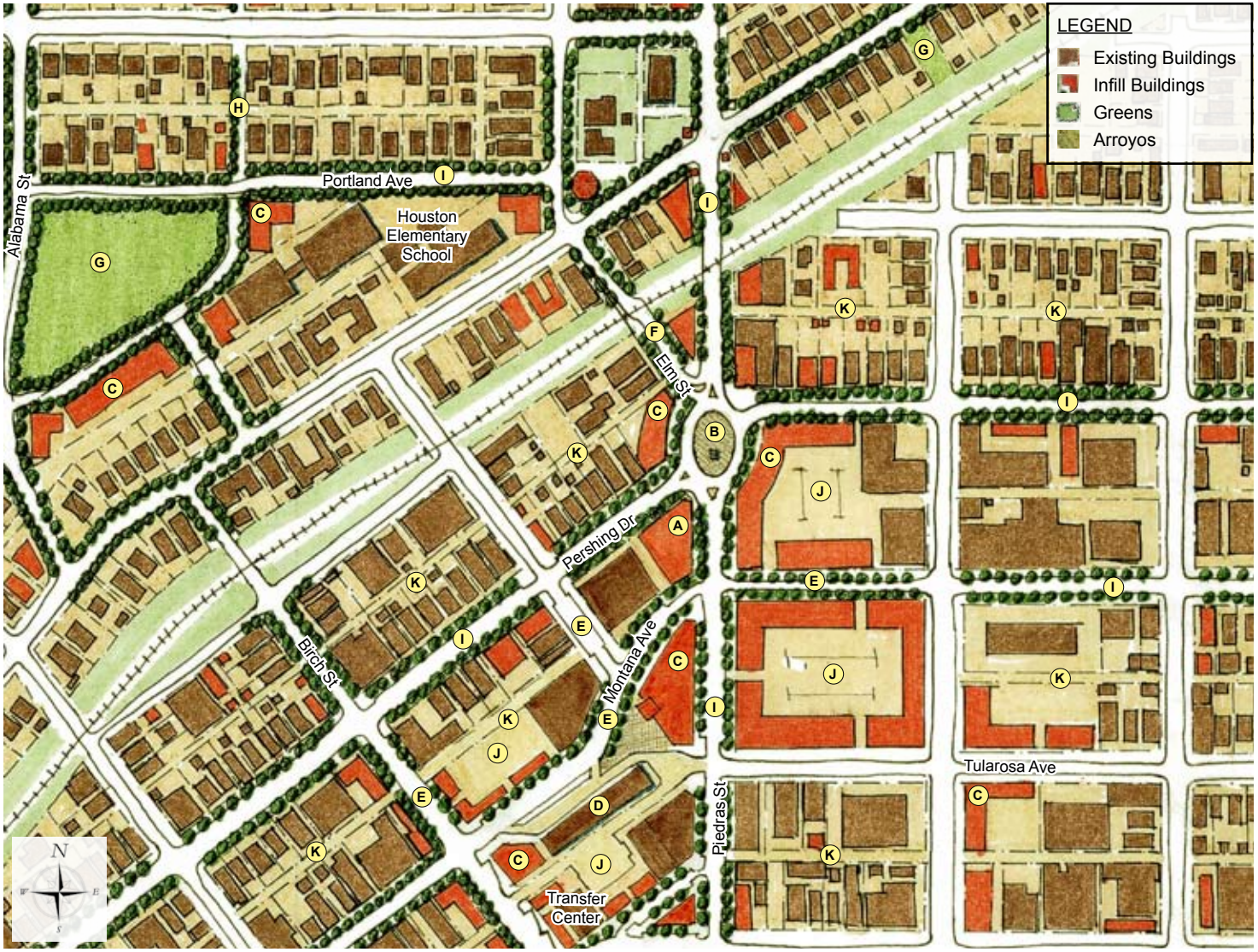
LEGEND
- Existing Civic Spaces
- Proposed Civic Spaces
- Civic Buildings
- 10 minute walk
- 5 minute walk

FIVE POINTS

ILLUSTRATIVE PLAN, DETAIL VIEW

General Recommendations

- (A) A transit-oriented neighborhood center is built around the Transfer Center and the Five Points intersection.
- (B) A modern roundabout is created at Five Points to provide civic art and improve traffic movement.
- (C) New infill buildings shape public spaces.
- (D) The existing Transfer Center is renovated to provide a more comfortable facility for riders.
- (E) The streets around the Transfer Center are made safer for pedestrians with wider sidewalks, crosswalks, and slower vehicular speeds.
- (F) Elm Street is transformed into a slow, one-lane street and a signature pedestrian space for the neighborhood.
- (G) Additional park space is created.
- (H) A mid-block pedestrian path safely connects residents to park space.
- (I) Street trees are planted along primary streets.
- (J) District-serving parking lots are located in the middle of the block and lined with buildings.
- (K) Alleys are restored for services such as trash pickup.



FIVE POINTS

FIVE POINTS INTERSECTION

MODERN ROUNDABOUTS

The redesign of the Five Points intersection includes a modern roundabout. Roundabouts provide a greater sense of place because of their distinctive shape and greater opportunities for urban design. They create a focal point at the end of major streets and are valuable tools for wayfinding. Statuaries, fountains, or landscaping can be placed in the center of the roundabout, as part of a civic art program. The following renderings show the design of the roundabout and the role it can play shaping future development. These public and private investments will create a distinctive and memorable place at this important intersection.

Roundabout Design and Safety

This efficient, and increasingly common, intersection type accommodates traffic flow and capacity while creating a greater sense of place and allowing safer conditions for pedestrians. Walkability at a roundabout is increased because traffic speeds are lower as vehicles approach and exit the roundabout, and pedestrians have fewer lanes of traffic to cross at one time. Statistics have shown roundabouts dramatically reduce fatalities (down 90%) and decrease pedestrian accidents (down 30 to 40%).

Roundabouts are designed to achieve a consistent, low vehicle speed (15 to 25 mph) to minimize crash potential; this by nature renders them pedestrian-friendly. When traffic volumes are light, many gaps are available for pedestrian crossing. When vehicle volumes are high, more vehicles pause at the yield line, allowing pedestrians to cross safely behind the first vehicle. The pedestrian crosswalk should occur one car length back (approximately 20 feet) from the yield line to place the pedestrian safely in view of the second waiting vehicle's driver. Again, an appropriately low speed is the key pedestrian safety element of roundabout design.

Bicyclists are sometimes concerned about travel through a roundabout, especially if they have experience with the larger and faster traffic circles found in New England. In fact, modern roundabouts such as those proposed for the Five Points intersection are much safer for bicyclists than traffic signals. This is due to the slower traffic speeds found in a roundabout. Entering and circulating at 25 mph or less, automobiles can easily share space with bicycles traveling through a roundabout. To traverse the roundabout, the cyclist simply travels through in the vehicle lane just like an automobile. Cyclists who are uncomfortable sharing the road with automobiles may, alternatively, go around the roundabout using the sidewalk system as a pedestrian.

TRAFFIC CIRCLES VS. ROUNDABOUTS

A modern roundabout is not the same as the traffic circles common in the northeastern United States. Traffic circles do not contain many of the pedestrian-friendly elements of the roundabout.

Route 28 traffic circle in Borne, Massachusetts

Route 1 modern roundabout in Mount Rainier, Maryland

TRAFFIC CIRCLES:

- large (300' to 800' diameter)
- fast (30 to 50 mph)
- high speed merge
- six times more accidents than roundabouts
- no pedestrian or bicycle facilities

MODERN ROUNDABOUTS:

- smaller (110' to 180' diameter)
- slower (15 to 25 mph)
- yield at entry
- fewer, less serious crashes than signalized intersections
- clearly marked crosswalks

FIVE POINTS

FIVE POINTS INTERSECTION

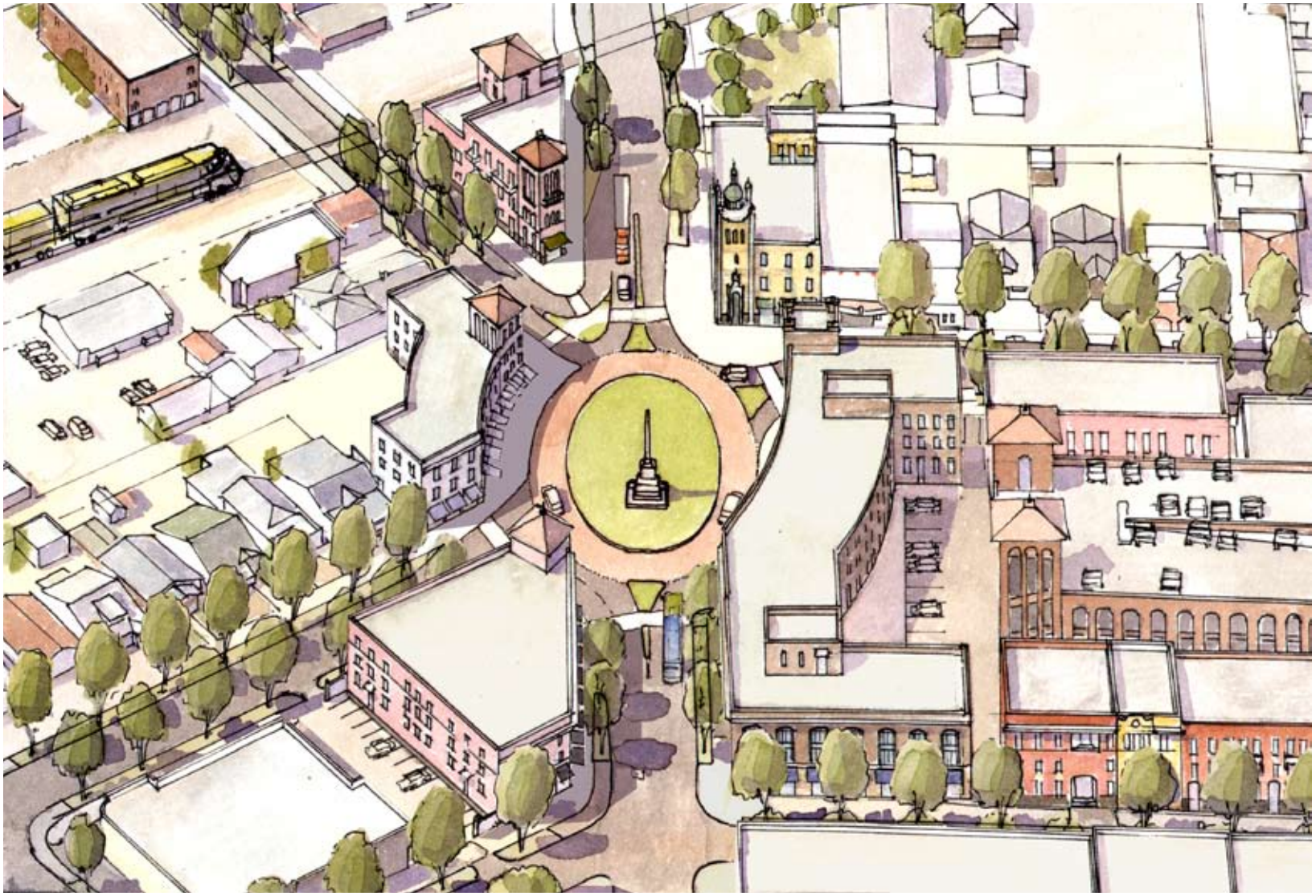
EXISTING CONDITIONS. The Five Points intersection is a major center of the neighborhood, though the surrounding urban conditions do nothing to signify its importance. Empty lots and parking lots create an ambiguous and undefined public realm. The intersection is only a means of funneling traffic in all directions and impedes public safety for pedestrians, drivers and bicyclists alike.

STEP 1: ENHANCE CHARACTER & SAFETY WITH THE INTRODUCTION OF CIVIC ART
A roundabout provides more structure to the intersection and creates a gateway into the community; an obelisk or other monument serves as public art and provides a sense of community pride. Beautification improvements include the addition of street trees, which also provide needed shade for pedestrians.

STEP 2: SHAPE PUBLIC SPACES WITH STREET-ORIENTED BUILDINGS.

New mixed-use, multi-story buildings are added to the blocks surrounding the roundabout. These street-oriented buildings help to enclose the space and establish a memorable neighborhood center. Buildings feature strong architectural elements at the corners to mark important intersections.

Parking lots and underutilized properties are also filled in the blocks surrounding the roundabout. Street-oriented architecture helps to strengthen the public realm while new services and housing options further enhance a dense neighborhood center.



FIVE POINTS

MONTANA STREET

Existing conditions

The existing conditions along Montana Street do little for the public realm and make walking or biking to the Five Points bus transfer center unpleasant. Streets have been designed to accommodate the potential maximum vehicular capacity and encourage motorists to travel faster. A series of curb cuts into front-loaded parking lots and a lack of street trees undermine the quality of the sidewalks, both in terms of comfort and overall appearance.

STEP 1: PUBLIC INFRASTRUCTURE IMPROVEMENTS. Short-term improvements include the creation of a bike lane, a landscaped median and the designation of a formal turning lane, marked by a planting strip. Street trees and lighting are also added, the sidewalk is upgraded, and unnecessary curb cuts are eliminated.

STEP 2: NEW DEVELOPMENT. Private investment follows public investment. The second phase of improvements includes the addition of new three-and four-story buildings, which will provide ground-floor retail, multi-family residential, and office space in walking distance of the transfer station. Parking for new development is located mid-block, hidden behind buildings.

STEP 3: END RESULT. The long-term strategy for Montana Street includes the build-out of the opposite side of the street. New, mixed-use infill buildings will complete the street wall and will provide a range of services to support the daily needs of the neighborhood. Shaded colonnades, built to the edge of wide sidewalks, create a pleasant pedestrian environment. The street will also be designed to include on-street parking, with street trees planted at regular intervals to enhance the quality of the public realm.

REMCON CIRCLE

ILLUSTRATIVE PLAN

The primary goal for the Plan for Remcon Circle is to transform this outlying suburban neighborhood into a more dense and more complete urban center that can support the City's transit. This transformation should occur incrementally, over time, as the market arises. Creating a walkable, transit-oriented neighborhood will require the creation of new streets and blocks, and the replacement of existing big box retail and stand-alone buildings (both of which are surrounded by large parking lots) with new street-oriented buildings that line the street. Additional infill should fill in empty lots that create the "missing teeth" along the streetwall, and new development should include a mix of uses, including housing, office and retail. Better street connections to nearby neighborhoods must also be made along with major streetscape improvements, and the addition of green and civic spaces.

There is potential for a new transit-oriented neighborhood near the Westside Transfer Center. The Plan's design for the neighborhood features a mix of housing types, including single family homes, rowhouses, and apartment buildings, which are complemented with small pocket parks. The arrangement of streets and blocks is carefully done so as to preserve the arroyo, which terminates on a formal green in the heart of the neighborhood. The neighborhood is also located within a ten-minute walk of the town center and BRT bus transfer center.

The addition of these elements will create a cohesive public realm that works symbiotically with the planned transit. The result will be a complete, compact, walkable transit-oriented neighborhood that can grow and evolve over time as market demands change and redevelopment opportunities arise.

General Recommendations

(A) Mesa Street is transformed into a multi-way boulevard.

(B) A traditional block pattern permits big box stores to be replaced with taller, smaller-footprint buildings when market conditions dictate. Portions of these buildings can be retained and reused if desired.

(C) New street connections are made and a neighborhood center is defined.

(D) Parking is located mid-block, away from view; street-oriented infill buildings line the street.

(E) A new transit-oriented neighborhood is designed to be walkable and SmartCode-compliant.

(F) Street trees and infrastructure improvements enhance the quality of the public realm and create a pedestrian-friendly environment.

REMCON CIRCLE

PUBLIC TRANSIT LINES

The diagrams found on the following two pages illustrate key elements of the proposed urban form of Remcon Circle, including civic spaces, street network and transit service.

EXISTING BUS ROUTES Transit service at Remcon Circle currently follows major suburban arterials, Mesa Street and I-10. Bus service loops around Remcon Circle to access the newly-constructed West Side transfer center. The proposed Mesa BRT route terminates at this transfer center, located on the backside of the Remcon Circle shopping center.

STREET NETWORK Remcon Circle's current minimal street network is made significantly more robust, with a complex layering of new streets, alleys, and pedestrian paths. The potential transit-oriented development to the southeast of Remcon Circle is designed with a traditional street network of streets and alleys.

CIVIC SPACES Remcon Circle currently lacks significant civic space. As part of the proposed long-term infill plan for the Remcon Circle shopping center, a number of civic greens and public buildings are proposed as anchors for the new community. A potential transit-oriented development to the southeast of Remcon Circle is similarly anchored by civic spaces.

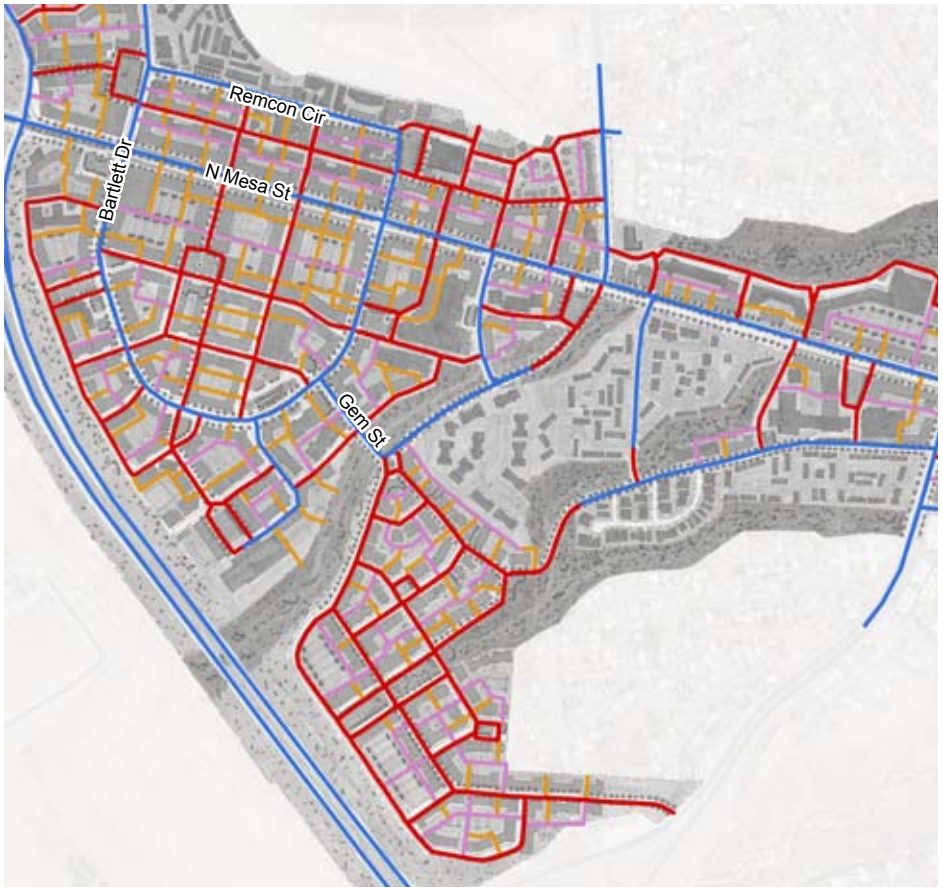
Bus Routes

LEGEND

- Express Routes - 18
- Westside - 12 13 15 16 17 19
- BRT line
- Transfer Station

REMCON CIRCLE

STREET NETWORK AND CIVIC SPACES



Street Network

LEGEND
- Existing Streets
- Proposed Streets
- Proposed Pedestrian Paths
- Proposed Alleys

Civic Spaces

LEGEND
- T1
- Existing Civic Spaces
- Proposed Civic Spaces
- Civic Buildings
- Proposed Civic Buildings
- 10 minute walk
- 5 minute walk

REMCON CIRCLE

ILLUSTRATIVE PLAN, DETAIL VIEW

General Recommendations

- (A) Large blocks are subdivided and new street connections are made.
- (B) Big box retail is replaced with street-oriented buildings.
- (C) Surface parking and parking garages are located in the middle of blocks and surrounded by mixed-use liner buildings.
- (D) Street trees create desirable addresses and enhance the pedestrian environment.
- (E) A connected network of public greens serve surrounding businesses and residences.
- (F) Civic buildings terminate views.
- (G) An entertainment district and central green are created around the movie theater.
- (H) A larger footprint building could be designed to accommodate an IMAX theatre.
- (I) Mesa Street is transformed into a multi-way boulevard.
- (J) New, mixed-use buildings front Mesa Street.
- (K) New streets improve neighborhood connectivity.
- (L) Infill buildings complete blocks and shape the street edge.

REMCON CIRCLE

CHANGE OVER TIME

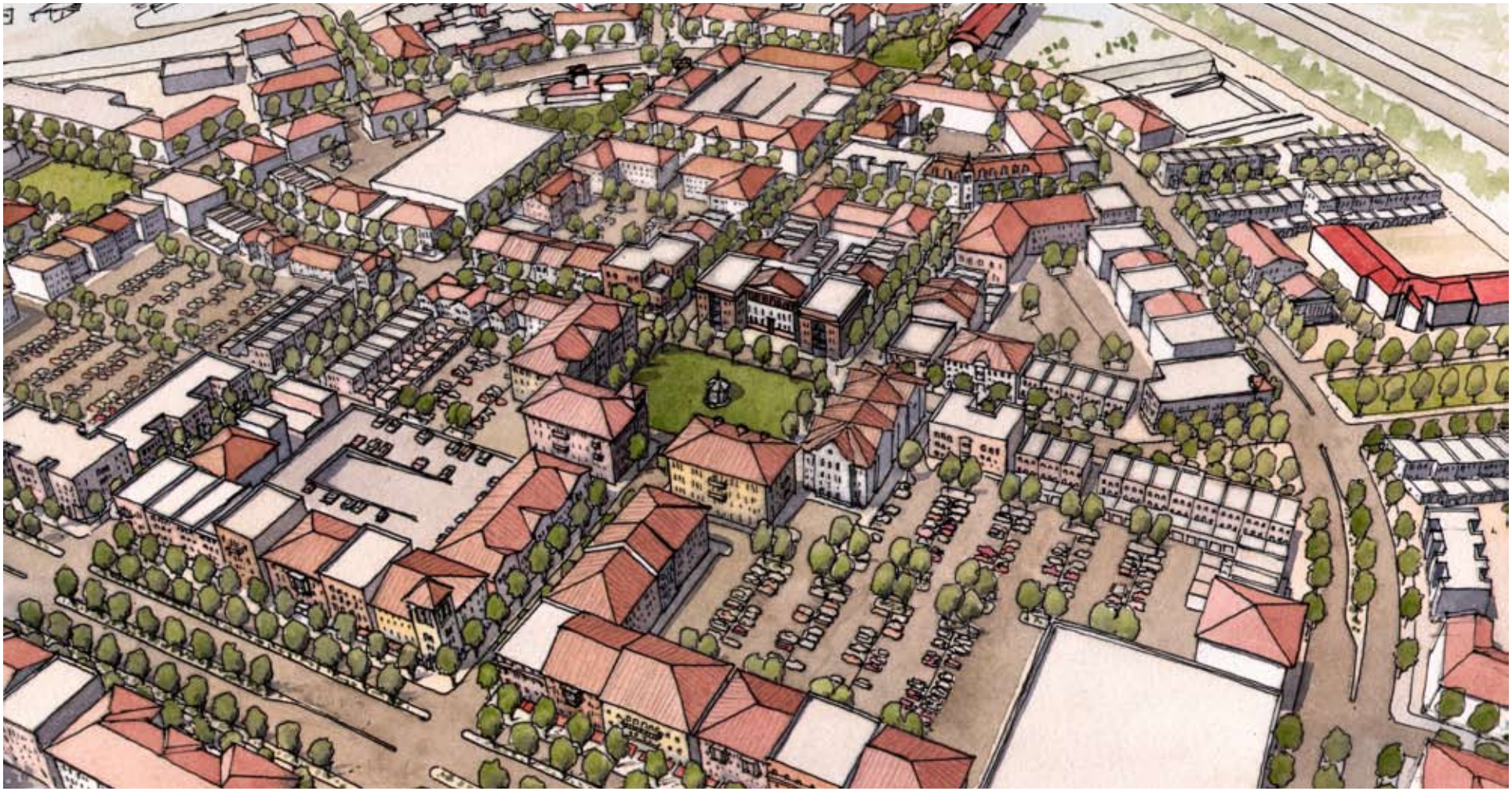
The Plan for Remcon Circle illustrates a long-term growth strategy with incremental infill and redevelopment spanning over many decades. The area includes several newly constructed hotels, stand alone, surburban-style restaurants and retailers, as well as large big box retailers such as Walmart and Home Depot. While many of these properties are currently very profitable and unlikely to redevelop in the short term, the physical lifespan of the buildings is limited, and over time, the structures will be replaced. As these buildings are reconstructed there will be opportunities for retrofit into a walkable district.

The illustrations for Remcon Circle show how incremental infill can begin to make immediate improvements to the area; they also illustrate the way in which the neighborhood can redevelop in the long-term as aging buildings are replaced and opportunities for a connected street network arise.

STEP 2: The second phase of development establishes new street connections and a formal entrance into the neighborhood. Street-oriented buildings and a prominent civic green anchor the new urban center. Mesa Street is converted to a multi-way boulevard and features street trees, side access lanes, and bus stops along the outer medians.

STEP 1: Initial efforts should focus on adding infill buildings that front Remcon Circle and providing a greater mix of uses in close proximity to the bus transfer station. Public greens are also designed to provide outdoor community gathering spaces. The transfer station would be connected to Mesa Street along a walkable street.

STEP 3: With a multi-way boulevard, street-oriented infill is possible along Mesa Street, capturing the development potential of old parking lots. Parking is relegated to the middle of the block and new mixed-use, liner buildings front the street. Additional street connections are made. An anchor store with a landmark feature is added at the corner of Remcon and Mesa.



STEP 4: This illustration represents the long-term build-out of Remcon Circle, in which the large-format retail stores have been upgraded. New street connections where buildings once stood create smaller, more walkable blocks. A civic building fronts the central green, and pedestrian-scale buildings are constructed along the primary road that connects the two sides of Remcon Circle. The result is a complete, compact, transit-oriented development that provides a range of housing options, commercial uses and office buildings all within a five-minute walking distance. This community also features smart mobility options and provides an urban environment that encourages walking, biking, and mass transit as well as driving.

REMCON CIRCLE

DESERT TRAILS NEIGHBORHOOD

General Recommendations

- (A) A roundabout slows traffic speeds and allows for safe pedestrian crossing.
- (B) A distinctive building fronting the roundabout creates a formal entrance into the neighborhood.
- (C) A mix of housing types line neighborhood streets.
- (D) Small block sizes improve walkability.
- (E) Surface parking is located in the middle of the block, away from view.
- (F) Pocket parks create opportune places for small playgrounds and intimate gathering spaces.
- (G) Street trees create desirable addresses and enhance the pedestrian environment.
- (H) A new trailhead is created for the preserved arroyo.
- (I) The arroyo terminates with a formal green for neighborhood gatherings.
- (J) Civic spaces and formal open spaces terminate views.
- (K) Necessary surface parking lots are located backing up to I-10, hidden from the street by mixed-use buildings.

MESA STREET

STREET SECTIONS

As one of the primary connectors in El Paso, Mesa Street should provide a profitable, tax-base-enriching, and culturally-nurturing address for the businesses, households and institutions along the Corridor. To achieve this, the physical design of the street needs to be re-addressed. The following street sections show how Mesa Street can be transformed along its length, so as to create a complete street that considers all of those that will be using it. Street widths vary along Mesa Street in relation to the areas it serves. Near Remcon Circle, the public right-of-way spans 150', while North Mesa, closer to Downtown, has a 110' public right-of-way. These renderings illustrate how each stretch can provide well-defined, appropriately allocated, and secure space for pedestrians, bicyclists, vehicles, and mass transit alike. While not at the expense of the car, the redesign of Mesa places new emphasis on creating a pedestrian-friendly environment and enhancing the quality of the public realm.

The Mesa Corridor connects northwest El Paso to Downtown. Where Mesa approaches Downtown, it generally has a right-of-way of 110'. Sections of Mesa further from the center of El Paso have a right-of-way of 150'.

Enhancements to those portions of Mesa Street that are 110' wide include wide sidewalks, street trees, on-street parking, a central median, turning lane and bike paths.

Proposed alternative to existing conditions along Mesa Street where the public right-of-way is 150' wide. The street is transformed into a multi-way boulevard. Outer lanes provide on-street parking and sharrows for local traffic and bicyclists; outer medians include street trees and bus shelters; and three vehicular lanes in each direction are dedicated to commuter traffic moving through the area. A formal turning lane is created within the tree-lined center median. Sidewalks, which have been designed and widened for the pedestrian, are planted with trees.

MESA STREET

CHANGE OVER TIME

Existing conditions

As one of the City's primary corridors for Bus Rapid Transit and one of the few regional corridors in the northwest part of El Paso, it is important that Mesa Street serve all modes of transportation in a meaningful way. Likewise, Mesa's prominent role in the transportation network should be reflected through memorable, dignified street design that lends a positive impression of the City. The most important characteristics of a successful multi-modal route are that it offers protection from high-speed vehicles and includes many visually interesting things to see along the way. Infrastructure that makes walking to, and waiting for, transit comfortable for the pedestrian is also essential for the success of the transit system.

While Five Points and the Oregon Corridor are older neighborhoods with an urban pattern and design elements that pre-date current land use regulations, this outlying section of Mesa Street and the surrounding Remcon Circle area are purely the result of Euclidian zoning. Its suburban location, urban form, and streetscape are all the by-products of an auto-dominant culture. Buildings are set back behind parking lots, and numerous curb cuts interrupt the sidewalk. The most common development type is suburban convenience stores and restaurants as well as drive-thrus.

These renderings illustrate how Mesa can be transformed into a great street that is appealing to riders and pedestrians alike. Strong, urban features also identify it as an important thoroughfare through the City.

STEP 1: Mesa Street is converted to a multi-way boulevard. Street trees, a central median, slip lanes, bike lanes, and parallel parking are added, and bus stops are incorporated along the outer medians. Paved sidewalks and dignified lighting replace gravel landscaping along the edge of parking lots.

STEP 2: A canopy of street trees enhances the quality of the streetscape and provides shade to passers by. Infill development replaces parking lots, and pedestrian interest is held with pedestrian-scaled façades, storefronts and signage.

STEP 3: Additional infill is constructed on the northern side of Mesa Street, and the corridor begins to feel like a unified whole. Pedestrian safety is bolstered by a combination of design elements. Parallel parking creates a physical buffer between pedestrians and moving vehicles. Outdoor dining and strolling become safer behind the on-street, vehicular buffer. Street-oriented architecture, with doors, windows, and balconies that face the street, creates a natural sense of surveillance. Coordinated urban design features achieve a more pleasant pedestrian experience, lure more businesses, and increase economic vitality. Additional housing options increase the numbers of residents and visitors in the area who can access these amenities by foot.

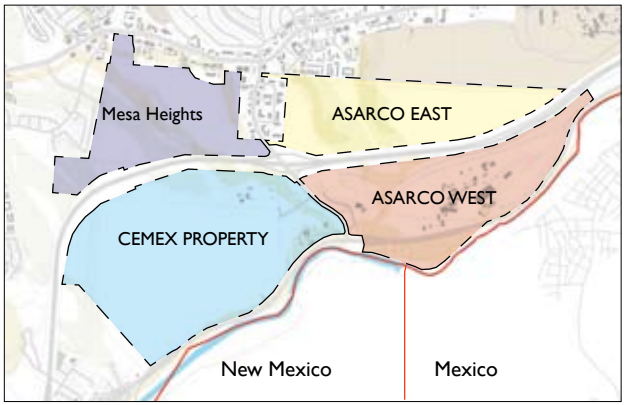
ASARCO STUDY AREA

ILLUSTRATIVE PLAN

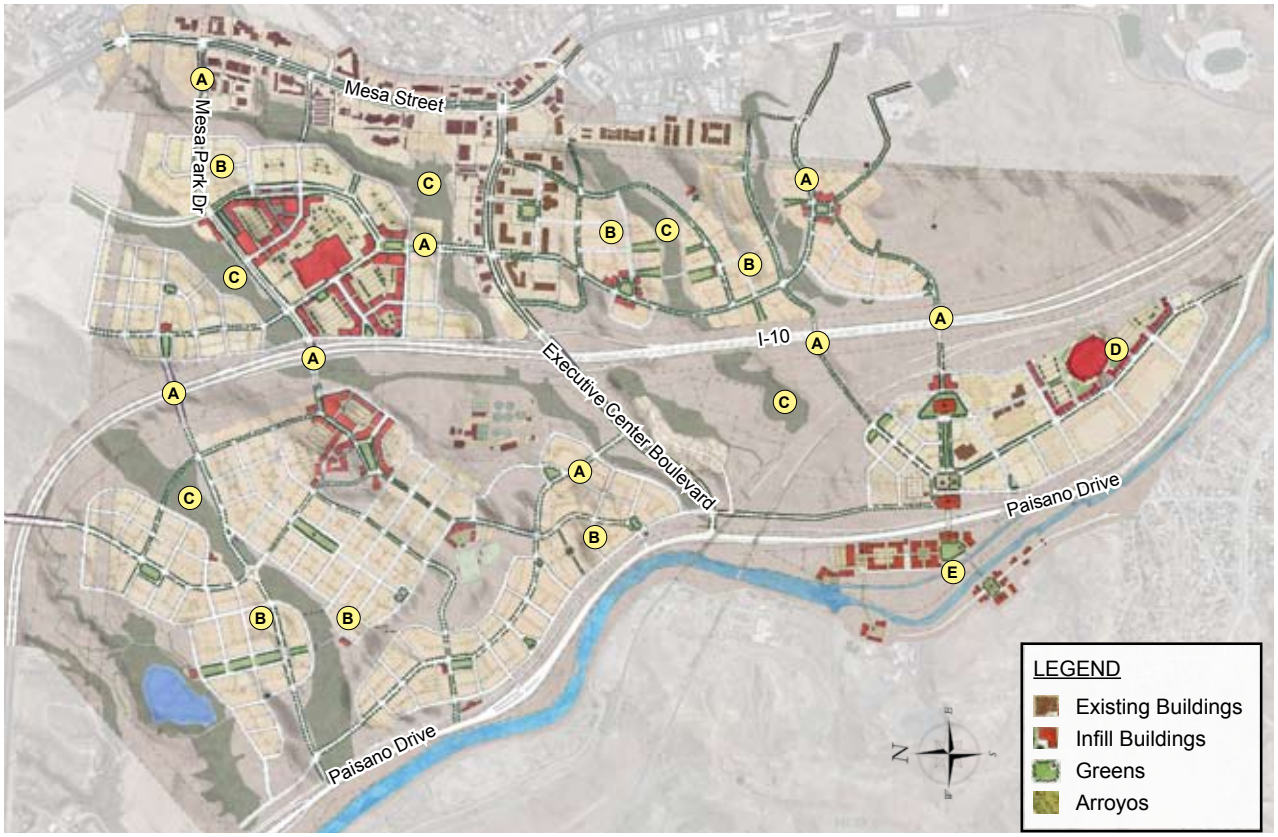
For the purposes of this plan, the study area was organized into four focus areas. As described in Chapter 1, these areas include:

- ASARCO West, the former plant site, bordered by I-10 to the west and Paisano Drive to the east
- ASARCO East the "off plant" parcel of land, east of I-10 near University of Texas at El Paso (UTEP)
- Mesa Heights
- CEMEX property

The following pages outline specific design details and plan recommendations for each quadrant.



The four quadrants of the ASARCO study area



General Recommendations

(A) New connections are created into ASARCO and between the four quadrants.

(B) SmartCode-compliant neighborhoods are created that take advantage of topography and long views.

(C) Arroyos are preserved as public amenities.

(D) Regional destinations are created within the former ASARCO plant.

(E) An international village is created for the two border communities of El Paso and Juarez, and is connected to the two communities with a monumental, pedestrian-only bridge.

ASARCO STUDY AREA

NEW REGIONAL CONNECTIONS

There are various ways to reconnect the ASARCO property with the surrounding City.

Bus Rapid Transit Routes: The Mesa Corridor BRT route is currently planned to travel Mesa Street between Remcon Circle and the Downtown. This route would place the northernmost area of the ASARCO East site within a 10-minute walk of a potential BRT stop on the corner of Executive Boulevard and Mesa. A multi-story, mixed-use center is planned within a 10-minute walk. This will maximize the potential that the ASARCO East site could function as a point of origin and destination for transit riders and as a regional destination connected by transit.

Networks of Streets: The Plan proposes roadway connections including new streets that link ASARCO East to the University of Texas at El Paso, north to Executive Center Boulevard, west to the ASARCO West redevelopment site, and northwest to possible future highways expansions. The "isolated" ASARCO site shares connections with the Downtown and all points west and east of the City along I-10 and Paisano Road. A single ramp or connection to these limited access roadways would greatly encourage the redevelopment of the sites.

Bicycle and Pedestrian Paths: ASARCO is connected to the Downtown by the Rio Grande. Along the Rio run varied canals and rights-of-way. It was suggested by the community that a potential bike trail or walking path connect ASARCO directly to the Downtown. Such a connection would not preclude the possibility that a rail line or new road would create a more direct connection between the two sites in time.

The existing ASARCO plant site is strategically located near the heart of El Paso. The redevelopment of the site opens up great opportunities to make new regional and neighborhood connections in the center of the City.

ASARCO STUDY AREA

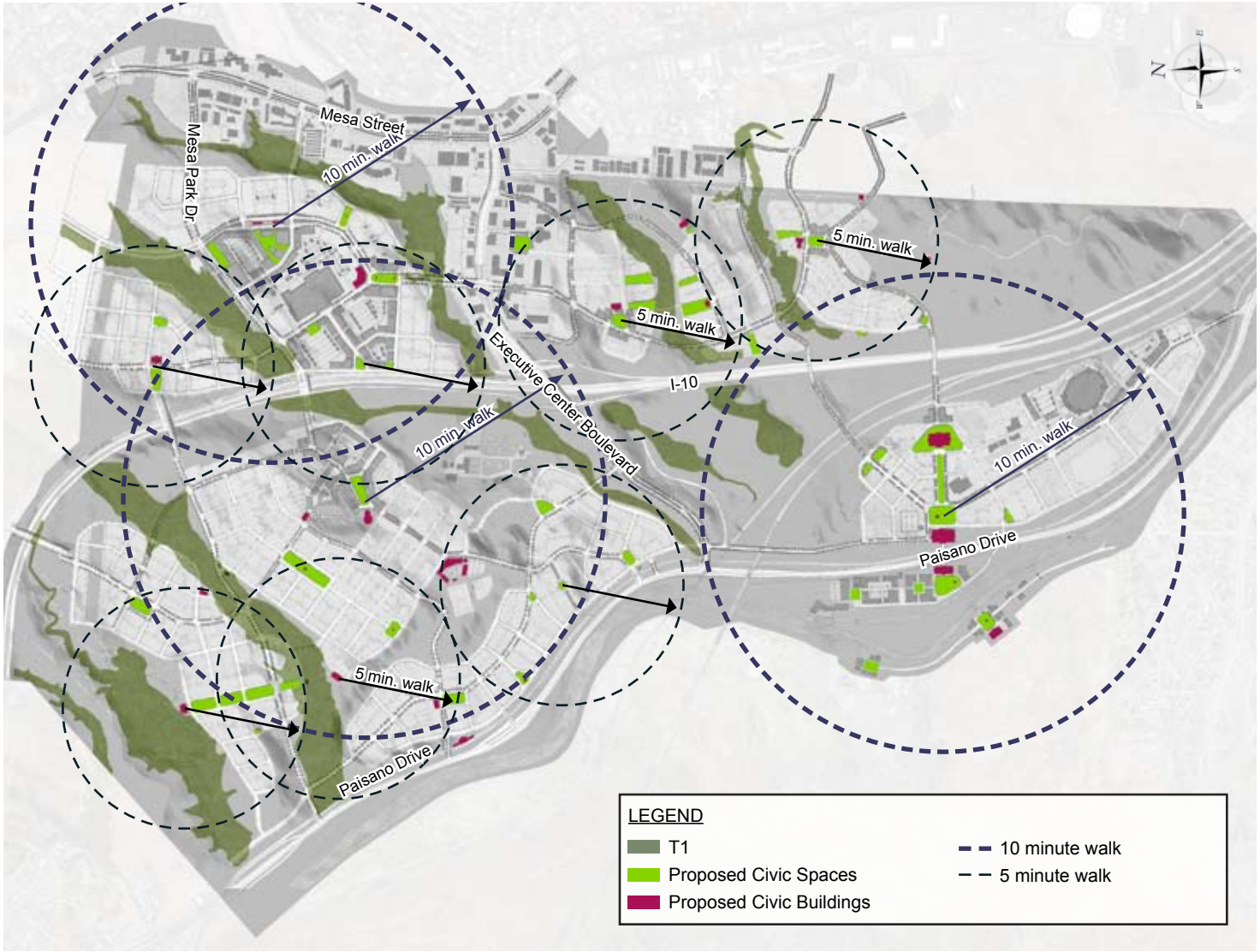
DIAGRAMS

These diagrams illustrate key elements of the proposed urban form of ASARCO study area, including civic spaces, street network and transit service.

CIVIC SPACES

This diagram shows the network of neighborhood parks and open spaces. The interconnected green network will provide neighborhood access to the parks, trails and open spaces. Civic spaces within the urbanized area, such as neighborhood greens and squares, will provide opportunities for both formal and informal gathering, and may also serve stormwater retention purposes.

Civic buildings, together with the system of green spaces, will provide identity for each neighborhood. These buildings are located in prominent sites, marking the entrance to the neighborhood or within or adjacent to the neighborhood's main civic space.



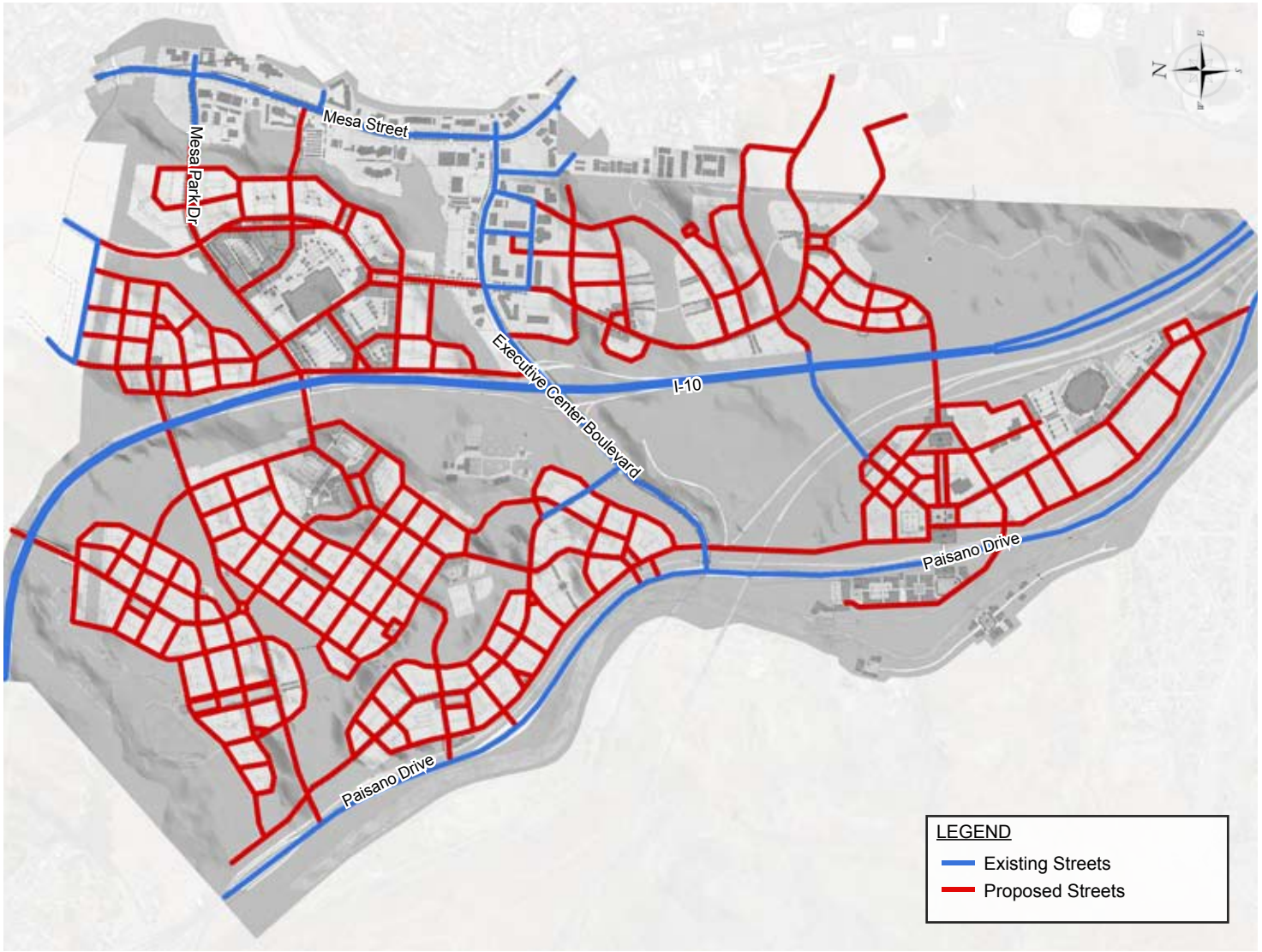
ASARCO STUDY AREA

DIAGRAMS

STREET NETWORK

The plan for the ASARCO study area provides an interconnected network of walkable streets within each neighborhood and between quadrants and the rest of the City. By providing multiple routes within the neighborhoods, and multiple connections to surrounding streets, traffic can be distributed more efficiently than in the conventional suburban pattern which is characterized by culs-de-sac that empty traffic onto a few large streets. Proposed connections to the surrounding area will provide additional connectivity and benefit for the El Paso community as well. The interconnected street network provides alternate routes in case of road closure or increased traffic, and lessens the impact on any one roadway.

It is important that the design of new roadways is consistent with the walkable character of the neighborhood streets so that roads are walkable connectors rather than a divider between neighborhoods.

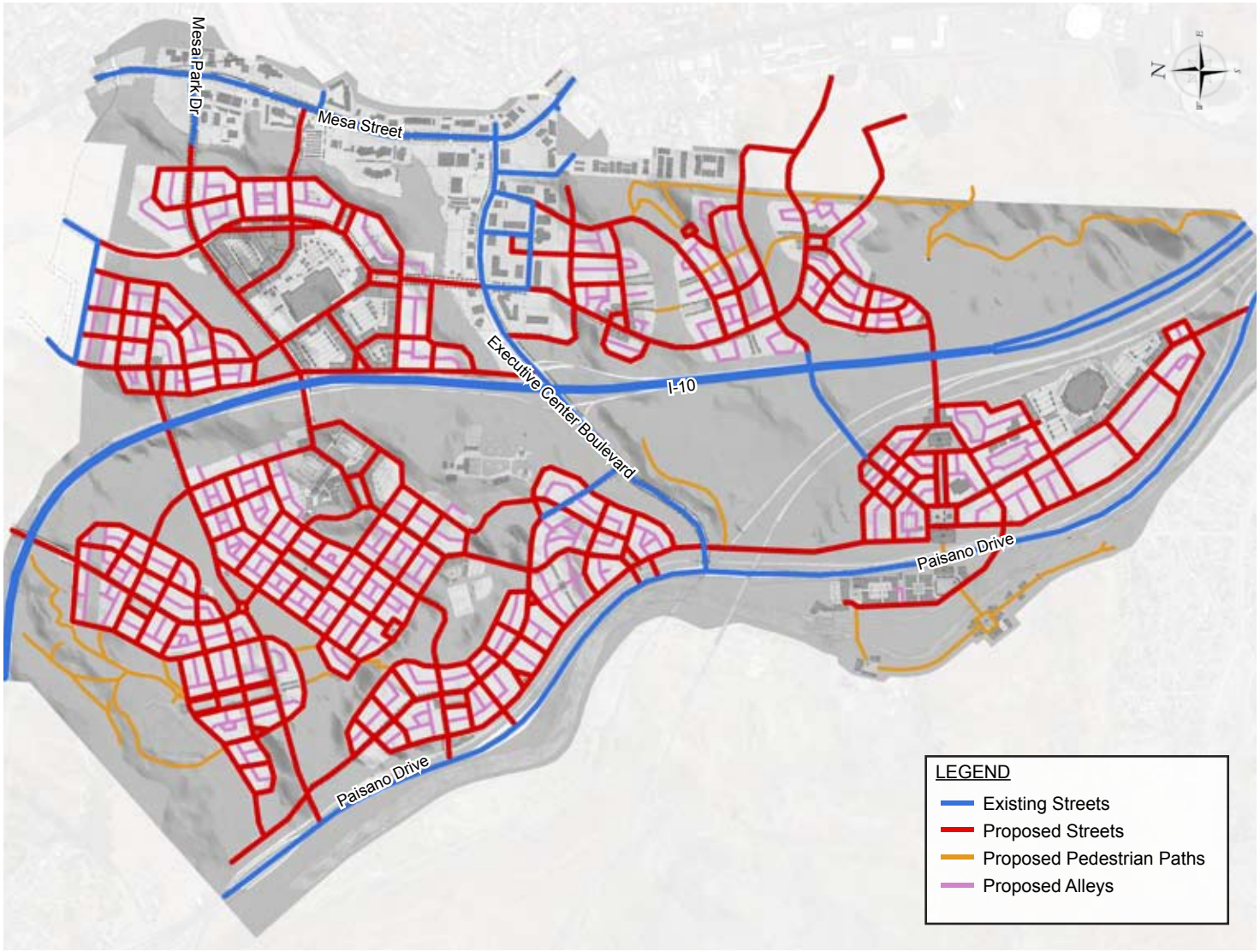


ASARCO STUDY AREA

DIAGRAMS

STREET, ALLEY, & TRAIL NETWORK

In addition to the street network, the proposed system of alleys and pedestrian trails and paths will provide additional connectivity for vehicles, pedestrians, and bicyclists. Alleys provide rear access to homes and businesses, which reduces curb cuts along streets, enhancing the pedestrian experience. In addition, the system of alleys and paths serve as a secondary means of pedestrian circulation. The trail system will provide access to the open space and arroyos, as well as provide opportunities for recreation.



ASARCO WEST

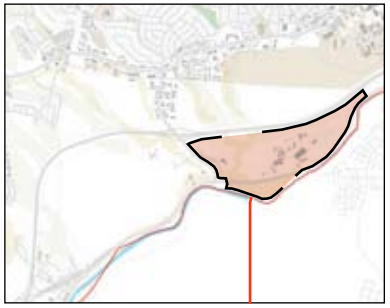
ILLUSTRATIVE PLAN, DETAIL VIEW

General Recommendations

- (A) The ASARCO site is connected to surrounding properties with new streets.
- (B) A waterfront park provides passive recreational space along the river.
- (C) A monumental, pedestrian bridge connects El Paso and Juarez.
- (D) Two parallel parks on either side of the bridge serve as future gateways into the communities.
- (E) Neighbors on either side of the border can mingle freely within the designated international village.
- (F) Building façades address the street.
- (G) Civic buildings front greens and terminate vistas.
- (H) Specialized uses can still be accommodated within a framework of interconnected streets and blocks.
- (I) Containment cells are used as parking lots; parking is placed mid-block; and liner buildings define the street edge.
- (J) A large block is designed to accommodate regional facilities.
- (K) Historic buildings are preserved to retain the story of ASARCO for future generations.

LEGEND

- Existing Buildings
- Infill Buildings
- Greens
- Arroyos



ASARCO REDEVELOPMENT CONSTRAINTS AND ENVIRONMENTAL RESTRICTIVE COVENANTS

Any construction on the former ASARCO Smelter Plant site, referred to in this Plan as ASARCO West, would require geotechnical analysis to determine appropriate places for building foundations and detailed infrastructure assessment to consider the existing infrastructure and how it can be best utilized. Operational and maintenance controls must also be considered to manage the development of the environmentally-impacted site safely. All construction, for instance, must include proper protection for work crews and all new development must be sensitive to pre-existing hazards. Areas with containment cells or slag pits must be planned for over the long-term with consideration given to the likelihood of multiple owners.

Redevelopment Constraints

The current cleanup standard for the ASARCO smelter plant site, ASARCO West, is Commercial/Industrial, which is set by the Texas Commission on Environmental Quality (TCEQ.) Only development that is consistent with commercial / industrial use is allowed in areas designated under this standard. This precludes the following from being built on the site: schools, daycare facilities, extended care facilities, all residential uses and hospitals.

Environmental Restriction Covenants (ERCs)

Environmental Restriction Covenants (ERCs) will be in place on the ASARCO West site to define and enforce the Institutional Controls (ICs). The primary purpose of the ERCs is to protect present or future human health or safety or the environment as a result of the presence on the land of hazardous substances. These ERCs are enforceable under Texas Law against all future property owners and tenants. At this time it is premature to list ERCs that may be in place at the site, however the following activities are examples of ERC requirements:

- Monitoring the remedial action and monitoring and O&M;
- Obtaining samples;
- Assessing the need for, planning, or implementing additional response actions at or near the Site;
- Implementing the remedial action, monitoring, and O&M;
- Assessing compliance with the access easements and environmental restrictions; and
- Determining whether the Site or other property is being used in a manner that is prohibited or restricted by the environmental restrictions, or that may need to be prohibited or restricted.

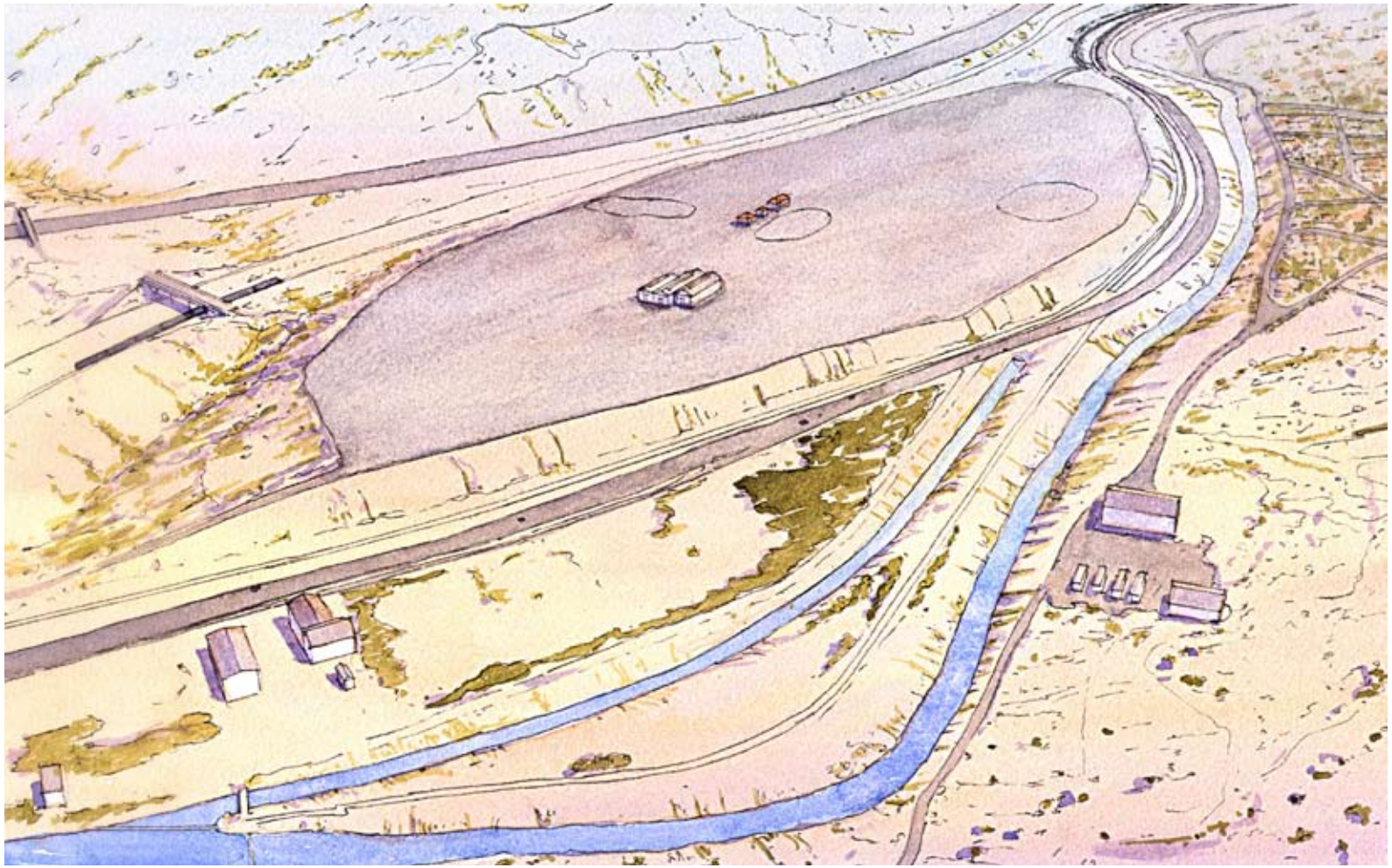
The ERCs also include land and water use restrictions to prohibit and restrict certain activities at the Site that may adversely affect the implementation, integrity, or protectiveness of remedial measures.. The following activities are examples of ERC requirements for land/water restrictions:

- The Site shall not be used in any manner that may interfere with the integrity of the remedy or other components of the remedy.
- Construction not approved by EPA/TCEQ that impacts any of the remedial capping or other remedy components shall not occur.
- No interferences with or alternations to the grading, vegetation, and surface water drainage controls shall be made.
- Portions of the site or property underlain by waste and in soil gas noncompliance shall not be re-graded.
- Areas of asphalt or concrete pavement shall not be removed or improved.
- No penetrations or interferences with the remedial cap or areas with remedial controls shall be made.
- Groundwater use under the site is prohibited.

CHANGE OVER TIME

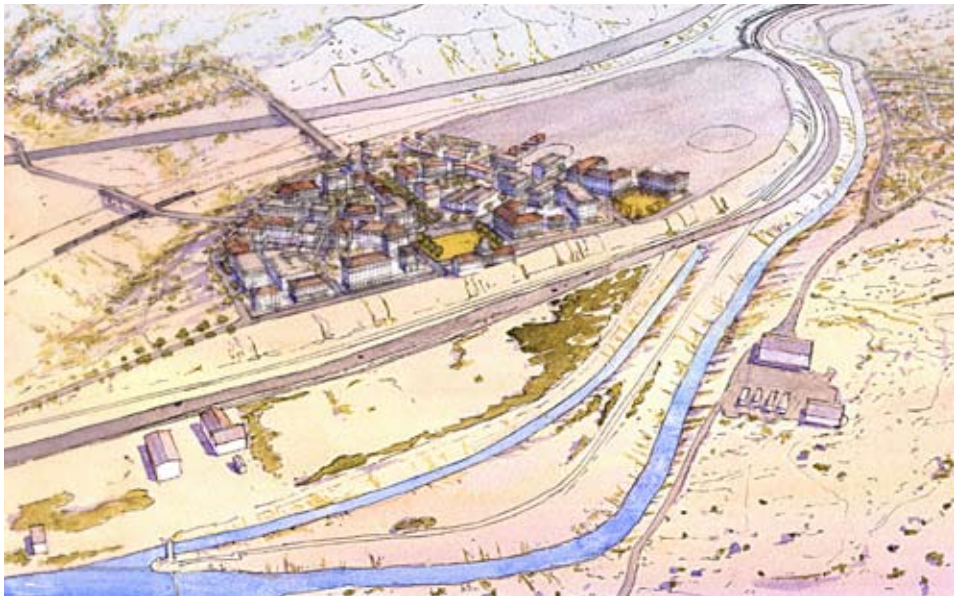
FUTURE CONDITIONS, FOLLOWING REMEDIATION

This rendering depicts the future condition of the ASARCO site, upon remediation. Restricted waste will be contained, environmentally hazardous buildings will be demolished, and the land will be cleared for development. The power plant and administrative buildings will be preserved for future reuse.



ASARCO WEST

PHASE ONE, FORM AN URBAN CENTER

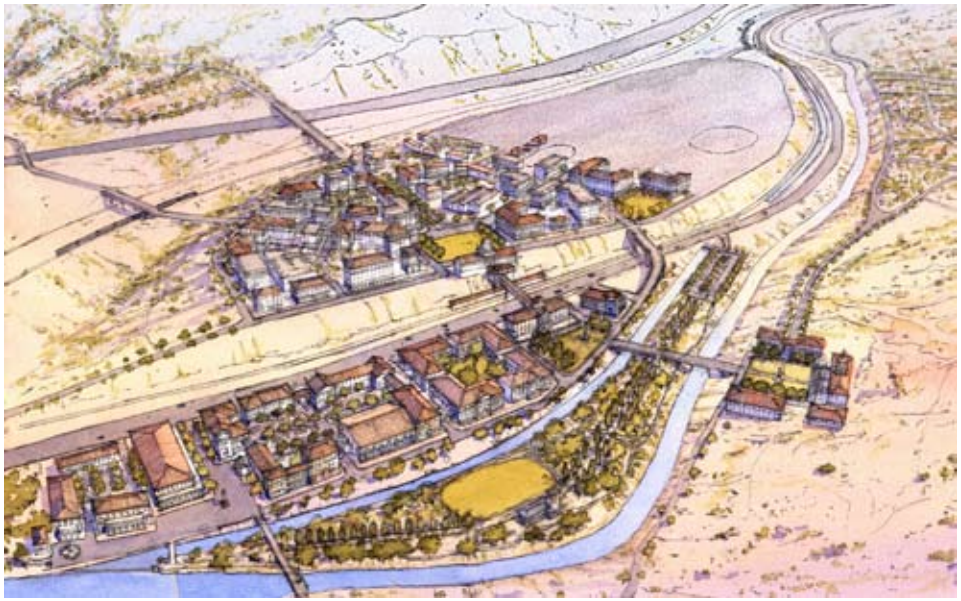


STEP 1: A new connection is made from the ASARCO East property that leads into the heart of a new urban center. This location, which is still accessible but slightly separated from new residential infill, provides great opportunities for office and light industrial uses, situated on the highest ground west of I-10, the new urban center affords long views to the Rio Grande. The primary entrance leads down to a central public greenspace and civic building, which also overlook the river and lower portions of the site. This civic green is located adjacent to the preserved administrative buildings, but is deliberately off-center of the ASARCO tower. While the tower can serve as a neighboring landmark, new development can still occur irrespective of the community's decision to keep or remove the structure.

Development occurs within a framework of interconnected streets and blocks. Three-to-five story office buildings, which include supportive retail on the ground floor, can be built so as to form a traditional urban fabric. Windows and doors face the street, providing extra "eyes on the street" that increase the safety of the public realm. Pedestrian comfort is further enhanced with wide sidewalks and canopy of street trees and awnings to provide shelter from the sun and rain.

**Please note that the configuration and location of semi-permanent facilities for groundwater restoration will need to dovetail with the redevelopment footprint and aesthetics.*
*** Please note that the ASARCO site's present cleanup plan requires special PPE and methods to dig for the necessary foundations and underground utilities.*

PHASE TWO, CREATE A CROSSROADS BETWEEN TWO COUNTRIES



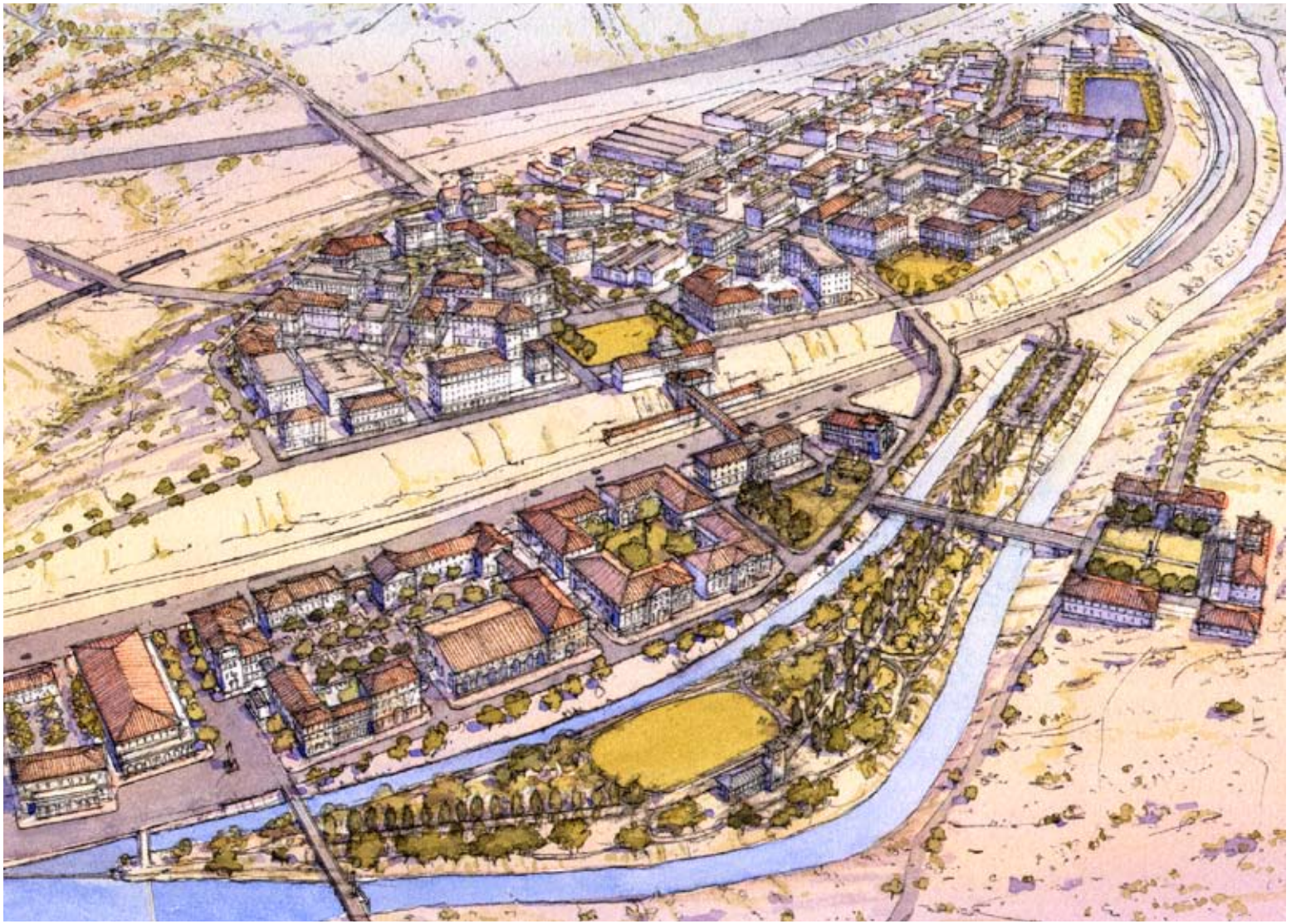
STEP 2: The international village is conceived as an international free zone that celebrates the common geography, economic ties, and familial bonds that link El Paso and Juarez. This district, built on the lower portion of the ASARCO site, is bordered by the American canal to the east and Paisano Drive to the west. These physical constraints create natural security, and could allow border control to easily monitor entry and exit. Entrance from Mexico is granted by an international, pedestrian-only bridge, which leads to a landscaped, urban park serving as the gateway into this special district. A parallel park is found on the Mexican side, visually strengthening the border connection and the ceremonial nature of the bridge.

The idea of an urbanized area where the two countries meet presents an important opportunity to create economic, social and cultural value. An international village could facilitate the trade of local crafts and goods within a designated shopping district, allow families living on either side of the border to gather for reunions, while workplaces for research and development could increase international cooperation between scientists. With a wide range of entertainment options, new development in this area could also form a culturally-rich and thriving destination for nightlife, perhaps carrying on the tradition of Juarez as an entertainment destination for El Pasoans.

Development in this area also includes a riverfront park, which provides the City with much needed greenspace and public access to the Rio Grande.

ASARCO WEST

PHASE 3, EXPAND FOR REGIONAL DESTINATIONS



STEP 3:
Long-term development is focused on the build out of the back, upper portions of the site. Block sizes can accommodate large footprint buildings to house manufacturing companies, research centers, or other businesses requiring ample space. Large blocks make this portion of the site ideal for other regional facilities and amenities as well. With the proper network of streets and blocks the site can accommodate various changing uses through time.

ASARCO WEST

REGIONAL FACILITY/AMENITY OPTIONS

While environmental constraints of the ASARCO West site prevent traditional neighborhood development with residential options, the area still poses many industrial and commercial opportunities for future growth. Its proximity to Downtown and its sheer size make it an ideal location for large-scale projects.

The upper area of the site features block sizes to accommodate large footprint buildings. In each scenario, a large footprint building is lined with more human-scaled buildings that face the street. In this way, regional development can work within a traditional urban fabric. However, it is important to note that in order to utilize the flexibility suggested here, the decision has to be made to locate the large quantities of parking required for any one of these uses *offsite*. Then, provisions will need to be made for the shuttling of patrons via buses or trolleys.

Ultimately, it will be up to the City to attract and work with private investors to determine the best form of regional development on this valuable site.

** Please note that if a large heavy structure such as an arena were to be built, it would likely be best to locate it away from the con-top and acid plant areas where the subsurface may be more impacted. Subsurface geotechnical and environmental investigation of the proposed footprint would determine the need for removal of slag/soils at depth and or special foundations such as pilings. Such investigations and subsequent actions would most likely be the responsibility of 3rd-party developers/constructors.*

Arena

Large Factory

Race Track

Amusement Park

ASARCO WEST

AMUSEMENT PARK

An illustration of a proposed amusement park. The rides are reminiscent of the industrial and mechanical aesthetic of the old ASARCO plant. The urban form of the space is similar to that of a traditional street, with street enclosures, and street-oriented architecture that provides visual interest and protection from the elements.

ASARCO WEST

A STREET FOR OFFICES AND COMMERCE

Despite certain use restrictions on the ASARCO site, new commercial development can still be designed to create a traditional urban fabric that enhances the public realm.

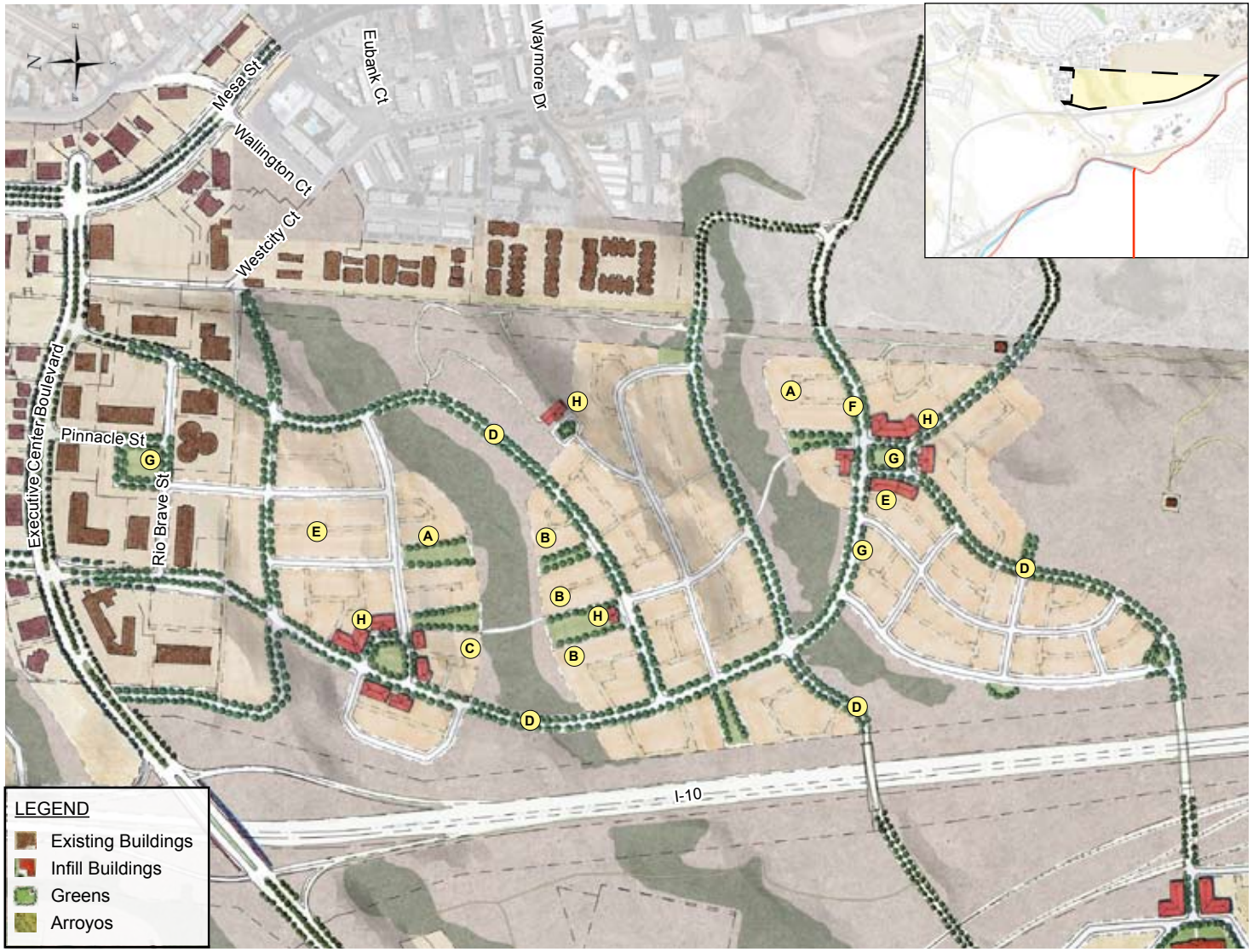
ASARCO EAST

ILLUSTRATIVE PLAN

ASARCO east is made up of two distinct geographic areas; rocky steep topography to the south and hilly arroyos to the north. The rocky southern portion should be preserved as open space and provide an amenity to the City by creating a place for short hikes and mountain biking without having to travel to the Franklin Mountains. Three neighborhoods oriented around the arroyos' natural flowways can provide connections between the UTEP campus and Executive Center Boulevard. The neighborhoods can provide additional faculty and student housing.

General Recommendations

- (A) Blocks are oriented to overlook the arroyos, which are preserved as natural amenities.
- (B) Special cottage courts are designed to take advantage of long views.
- (C) Neighborhoods and streets follow the natural topography.
- (D) Primary street connections link the neighborhoods.
- (E) Service alleys provide access to parking, utilities and trash pick up.
- (F) Street trees provide shade and enhance the pedestrian experience.
- (G) Memorable meeting places provide a sense of identity for the community.
- (H) Civic buildings front greens.



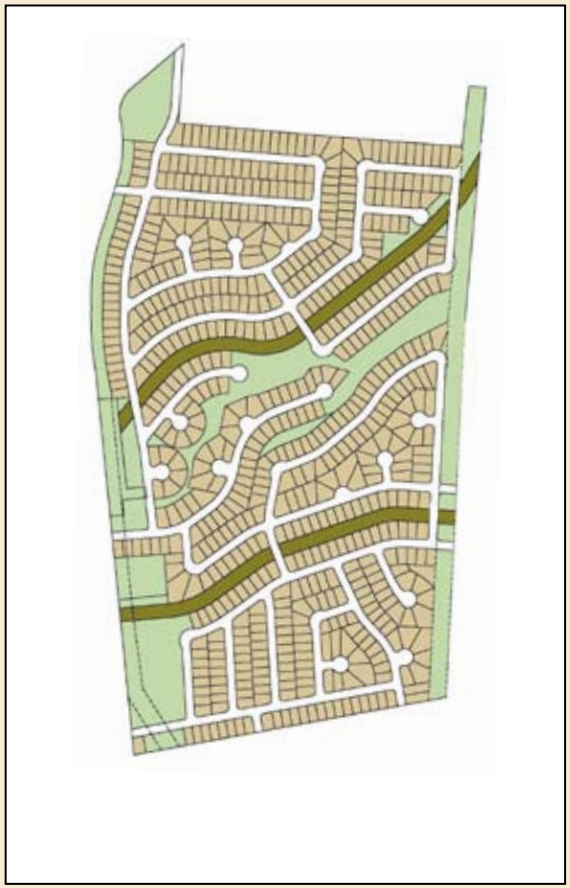
CONVENTIONAL VERSUS SMARTCODE DEVELOPMENT

A study comparing existing development regulations and SmartCode development regulations was performed on the ASARCO East property.

Under existing regulations there is no need to preserve the arroyos in their natural state, often resulting in the channelizing of the arroyos. Development typically will back up to the channelized arroyos in order to create a premium for the backyard views of the lot. Lots tend to be uniform in size, privatize amenities such as premium views and have limited connectivity of streets resulting in numerous cul-de-sacs.

The SmartCode encourages the preservation of natural open space and the preservation of natural features like the arroyos. The arroyos are seen as an amenity worth sharing with the entire neighborhood and larger community just as was historically done with Arroyo Park by the Kern Neighborhood. Streets meet the edge of the arroyo and lots face toward the amenity and long views. This allows the entire neighborhood to enjoy the amenity. The shape and location of the arroyos break the developable area into three distinct neighborhoods, each with an identifiable center and edge, an interconnected web of walkable streets, a mix of land uses and building types, and special sites reserved for civic purposes. The connectivity of streets benefits the surrounding community by creating a “back entrance” to UTEP from Executive Center Boulevard and the mix of building types allows the neighborhoods to accommodate both faculty and student housing adjacent to the University.

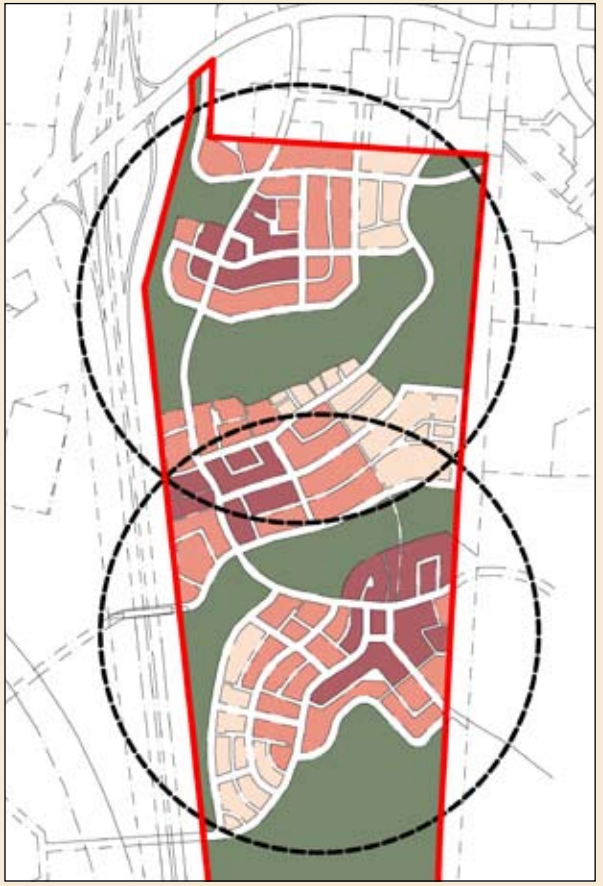
The smaller lot sizes in the SmartCode designed neighborhoods transfers space for large private yards into communal spaces for the entire community and allows the arroyos to be preserved in a natural state while accommodating more housing units, civic space, and commercial space than development under the existing regulations would allow.



Existing Development Regulations

665 Housing Units
11 acres Protected/Channelized Arroyo
0 acres Neighborhood Green
0 acres Civic Space
0 sf Commercial Space

Lot
Channelized Arroyo
Open Space



SmartCode Development

710 Housing Units
40 acres Protected Arroyo
4 acres Neighborhood Green
1 acre Civic Space
10,000 sf Commercial Space

T5 Urban Center
T4 General Urban
T3 Sub-Urban
T1 Natural
Project Boundary
1/4 Mile Pedestrian Shed

ASARCO EAST

NEIGHBORHOOD VIEW

Arroyos can be parks that add to the value of neighborhoods if they are faced by homes, and pathways are created that allow every resident to experience the long views across the arroyo. If made into sufficient enough of an amenity their preservation will pay for themselves.

ASARCO EAST

COTTAGE COURTS

Within residential areas, a few homes may front on pedestrian paths or civic spaces, rather than directly onto streets. Vehicular access to these homes is along the alley. These small civic spaces can be designed to provide a place for relaxation or for neighborhood children to play, and may be designed to allow views and access to larger natural areas or scenic views. Cottage courts are one method used allow access and views of open space and amenities deep into a community. This raises the value of all of the lots within the entire neighborhood instead of only having a premium on a few lots that happen to back toward an amenity.

Caruso Park in Sunset Heights is an example of an early type of cottage court, inspired by the 1925 City Plan.

Conventional Development

The conventional development pattern in El Paso turns its back on arroyos and natural open space, leaving little opportunity for public access, and reduced "natural surveillance" for public safety.

Proposed Cottage Courts

General Features

- (A) High quality building frontages or sides (not building backs) face all public spaces.
- (B) Pedestrian courts provide neighborhood civic space & access to natural areas.
- (C) Parking is concealed mid-block with rear alleys. Shared alleys mean fewer curb cuts interrupting the sidewalk. Use of alleys means the full range of lot sizes and types can be accommodated

ASARCO EAST

COTTAGE COURTS

This illustration shows how a cottage court could work in ASARCO East, with a neighborhood park located along the edge of a preserved arroyo, providing public access to natural open space. Small apartment buildings, rowhouses, single-family houses, and small mixed-use buildings such as live/work units and corner stores can be located fronting the neighborhood park. Pedestrian paths around the park provide access to the enfronting buildings. Service needs such as parking and garbage pick-up are provided in alleys at the back of the buildings.

MESA HEIGHTS AREA

DETAIL VIEW, ILLUSTRATIVE PLAN

General Recommendations

- (A) A new transit station is located within the neighborhood.
- (B) A redesigned plan for the future Walmart preserves arroyos.
- (C) An entertainment complex has an outdoor plaza.
- (D) New street connections are made to existing neighborhoods.
- (E) Green space / new parks serve the surrounding businesses and residences.
- (F) A signature park creates a formal entrance into the neighborhood.
- (G) Primary thoroughfares feature landscaped medians and are lined with street trees.
- (H) Parking garages are located in the middle of the block and surrounded by liner buildings that front the street.
- (I) A network of alleys improves circulation.
- (J) Mixed-use neighborhoods are created that include a range of housing types, such as cottage courts, which face greens and provide the neighborhood with views to the arroyos.

MESA HEIGHTS AREA

INTEGRATING BIG BOX RETAIL INTO THE URBAN FABRIC

Large format stores are difficult to arrange within the urban fabric without detracting from the overall scale, connectivity, image and walkability of urban neighborhoods. Yet such stores can serve as anchors for activity centers, bringing in large amounts of sales tax revenue and adding regional drawing power and an advertising presence that benefits other businesses. Large format stores can contribute to the livability and economic health of their surrounding commercial centers and neighborhoods when designed urbanistically.

There is often enough land available in the parking lots of large footprint buildings to create a multi-use, transit-oriented development with a walkable center. Any proposed big box retailer should be sited at the periphery of potential neighborhood centers; large format buildings in the center of a community create pedestrian "dead zones" along the blank sides and backs of the structure. These buildings should be integrated with a traditional, connected block structure, and mixed-use buildings can be clustered to create a complete, compact community. Even if the developer is not required to construct the entire urban community, the market will, in time, make building densely practical.

Because of recent trends in retailing and the general public disapproval of the character of big boxes from residents around the country, many large format stores are seeking alternative formats for communities of character. Smaller, more customized formats is also being introduced where standard megastores are difficult to permit.

In established urban centers new large format stores can draw patrons from distant suburban areas. In the city of Minneapolis, Minnesota, a recently added Target office complex helps revitalize the historic West Bank Theater District. The structure is located on the site of a parking lot, and soon after its construction, patio style dining arrived in an adjacent block where it had not been previously.

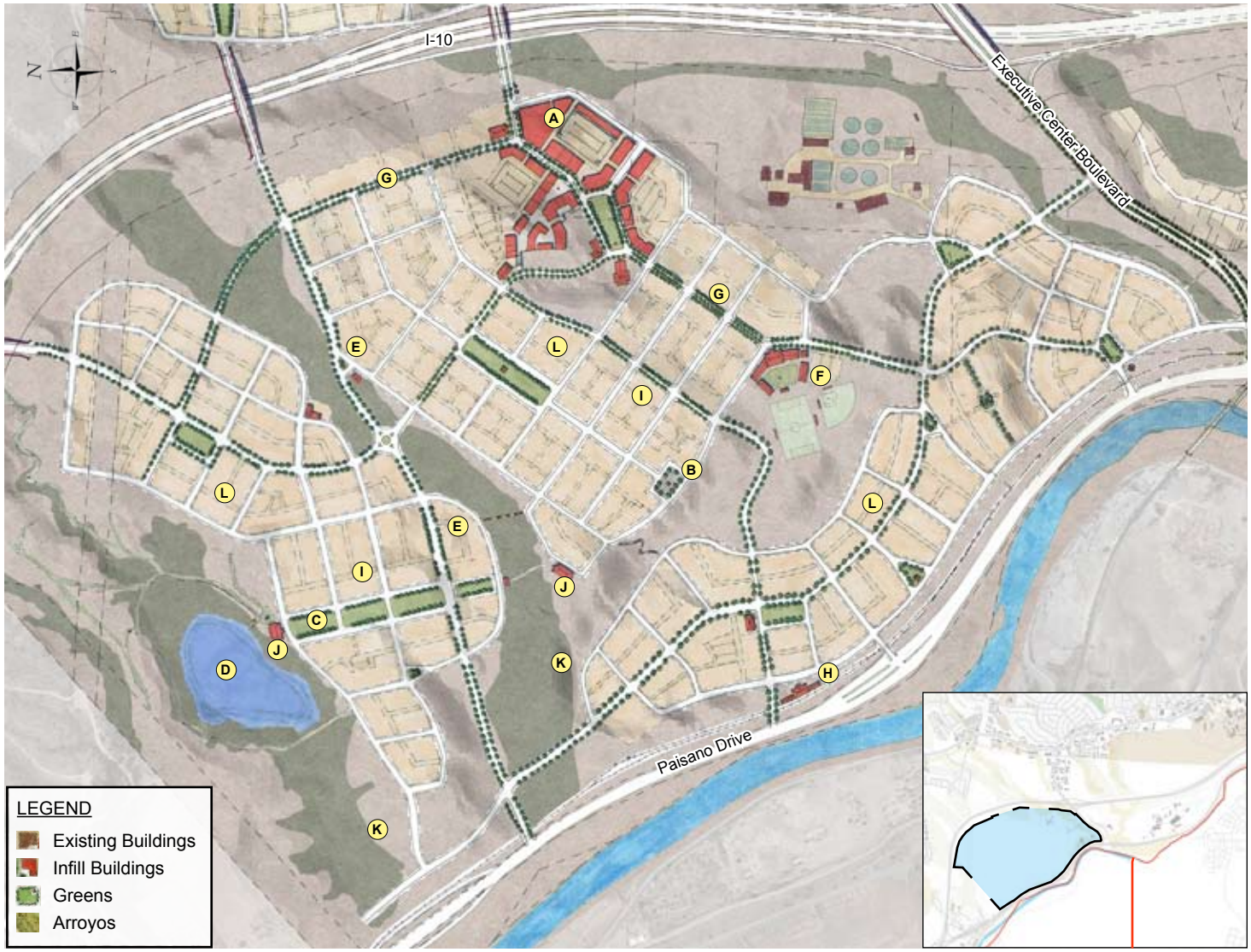
In new infill communities such as City Place in Palm Beach, Florida, a large format Publix grocery store provides new residents of the area with their daily grocery needs all within walking distance. On-street parking and structured parking at the center of the lot reduce the need for surface parking. The store has a front door located along a same tree-lined street within the neighborhood in which they live.

CEMEX SITE

DETAIL VIEW, ILLUSTRATIVE PLAN

General Recommendations

- (A) A walkable center is created that includes residences, businesses, shopping, and public spaces.
- (B) A hardscaped plaza terminates the end of a street.
- (C) A formal green leads down to the lake and small cluster of civic buildings.
- (D) Cement Lake is preserved and integrated into a natural recreational park.
- (E) Neighborhoods and streets follow the natural topography.
- (F) A high point on the site is designated as a location for a school.
- (G) Street trees create desirable addresses and enhance the pedestrian environment.
- (H) A potential rail station fronts existing rail lines and serves the new neighborhoods.
- (I) A network of connected alleys improves circulation.
- (J) Special sites are reserved for civic buildings.
- (K) Floodplains are preserved as natural open space.
- (L) Small blocks and an interconnected network of streets make it easy for pedestrians and motorists alike to navigate through the neighborhood.



CEMEX SITE

INTEGRATING NEIGHBORHOODS WITH NATURE

Arroyos, floodplains, and steep topography comprise much of the CEMEX property and divide the land into several smaller parcels. While these conditions create certain design challenges, they also provide spectacular opportunities to create unique and memorable places. The constraints of the land determined the shape of the Plan, which features a series of mixed-use, mixed-income neighborhoods that are integrated with nature. These neighborhoods were designed atop the high points of the site, to preserve the natural spaces and to take advantage of the panoramic views of the arroyos, Franklin Mountains, and the Rio Grande. A series of pedestrian pathways and roads descend into the valleys and connect the neighborhoods. A hill town reminiscent of those found in Italy could be envisioned as the design for one of these neighborhoods.

Special Places

The highest points along the property are to be utilized for civic buildings and public space. For example, the Plan includes an middle or high school in one of these special places, so that it can be seen from nearby neighborhoods.

The site also features Cement Lake, a substantial water body that can serve as a natural amenity for current and future generations to enjoy. Public access to the lake and several small civic buildings is provided through the design of a linear park. This open space also creates a connection between the lake and the arroyo, so as to form a network of open spaces throughout the neighborhood.

The renderings for Santa Maria, a hill town in Honduras, illustrate how neighborhoods can be integrated with existing topography. Careful placement of settlements can be made so as to preserve natural open spaces and use natural amenities as centerpieces for the neighborhood. The illustration at right is of a civic building which has been located at the highest point on the property and oriented to create long views. A similar concept could be envisioned for the school on the CEMEX site.

5 TRANSPORTATION

"Sun Metro's new vision is to make transit a more accessible, attractive, and viable travel option and to make El Paso the least car dependent city in the nation thereby leading to economic development and improving the quality of life for our community."

- Sun Metro Website

INTRODUCTION

Transportation underpins El Paso's history and will shape its future. The first step is to understand the present as a foundation for moving forward. This chapter documents the existing transportation framework – conditions, constraints, and opportunities – for each study area, and summarizes transportation projects and proposals affecting the study areas. Finally, the transportation analysis connects land use and urban design to re-imagine transportation from a conventional auto-only perspective towards a vision of person-based mobility that provides choices, balance, and connections between driving, transit, walking and bicycling. The endpoint – the City's transportation future – is a balanced network that is planned, designed, funded, and implemented in context with its surroundings to create walkable, transit-oriented or transit-ready communities of lasting value, character, and sense of place.

As with the entire Connecting El Paso planning process, the transportation focus is on enhancing mobility, access, and circulation within each study area and around each future TOD station. As this effort becomes citywide in scope through the Comprehensive Plan, with a greater emphasis on regional travel and connections between areas, greater coordination should occur with the El Paso MPO for planning and project consistency.

El Paso serves as a transportation hub for goods and people passing between the United States and Mexico.

OREGON CORRIDOR

SITE PROFILE

This corridor spans from the recently-constructed Bert Williams Downtown Santa Fe Transfer Center to the Glory Road Transfer Center that is under-construction at the intersection of Glory Road and Oregon Road. The study area includes an approximately one-mile radius, or 10-minute walk, around the each transfer center and the Oregon Road corridor between the transfer centers.

Oregon Corridor Study Area

Bert Williams Downtown Santa Fe Transfer Center

Sun Metro also provides the following information about the Bert Williams Downtown Santa Fe Transfer Center:

- Location: 601 Santa Fe Street
- Completion Date: September 2009
- Property Size: 3.59 acres
- Facility Size: 6,000 square feet
- 14 off-street and two on-street bus bays
- Amenities: Enclosed waiting area with real-time bus information displays; restroom facilities; water fountains, Sun Metro store front; ticket vending machines; ATM and change machines; concession and retail space; free wi-fi
- Budget and funding: $8.2 million, FTA, City of El Paso, Sun Metro

The transfer center is located on the southwest corner of Santa Fe and Third, a triangular parcel framed by the BNSF Railroad yards. It is a single-use single-story facility separated from surrounding buildings. Thirty bus routes directly serve the transfer center from all areas of El Paso.

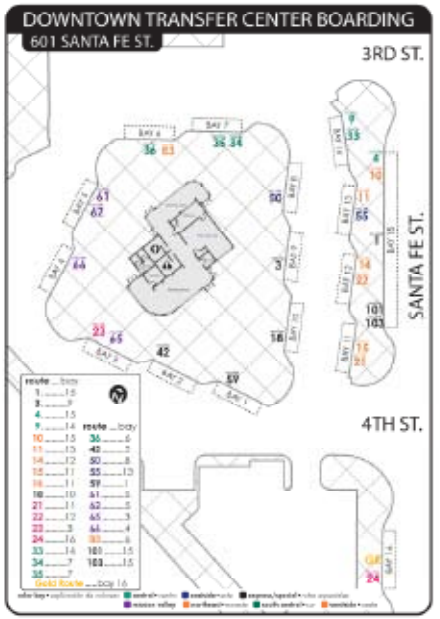
Glory Road Transfer Center

For the Glory Road Transfer Center, Sun Metro provides the following information[1]:

- Location: 100 East Glory Road
- Completion Date: December 2010
- Property Size: 0.86 acres
- Facility Size: 202,000 square feet (includes seven-story parking garage)
- Four off-street and four on-street bus bays
- Amenities: Bhutanese architecture (in keeping with the UTEP campus); more than 440 parking spaces; enclosed waiting area with real-time bus information displays; restroom facilities; water fountains; ticket, vending, and change machines; concession and retail space; and free wi-fi
- Budget and funding: $13 million, FTA, City of El Paso, Sun Metro, UTEP
- Sustainability: The City is seeking LEED Silver Certification

This parking garage is intended to alleviate UTEP parking congestion, especially for special events. However, the garage could also be used for park and ride transit passengers departing for locations throughout the City. The transfer center is located on the eastern edge of UTEP near the Don Haskins Center (basketball arena) and the Cincinnati Avenue retail district. The Oregon Road corridor, one block west of Mesa Street, is one of the City's most dense and important corridors, connecting UTEP, El Paso Community College, several hospitals, and Downtown.

1 Source: www.ci.el-paso.tx.us/sunmetro/sunmetro.asp?page=Glory Road Transfer Center



Downtown Transfer Center *Source: Sun Metro*

The Glory Road Transfer Center and parking garage are currently under construction.

OREGON CORRIDOR

SITE PROFILE

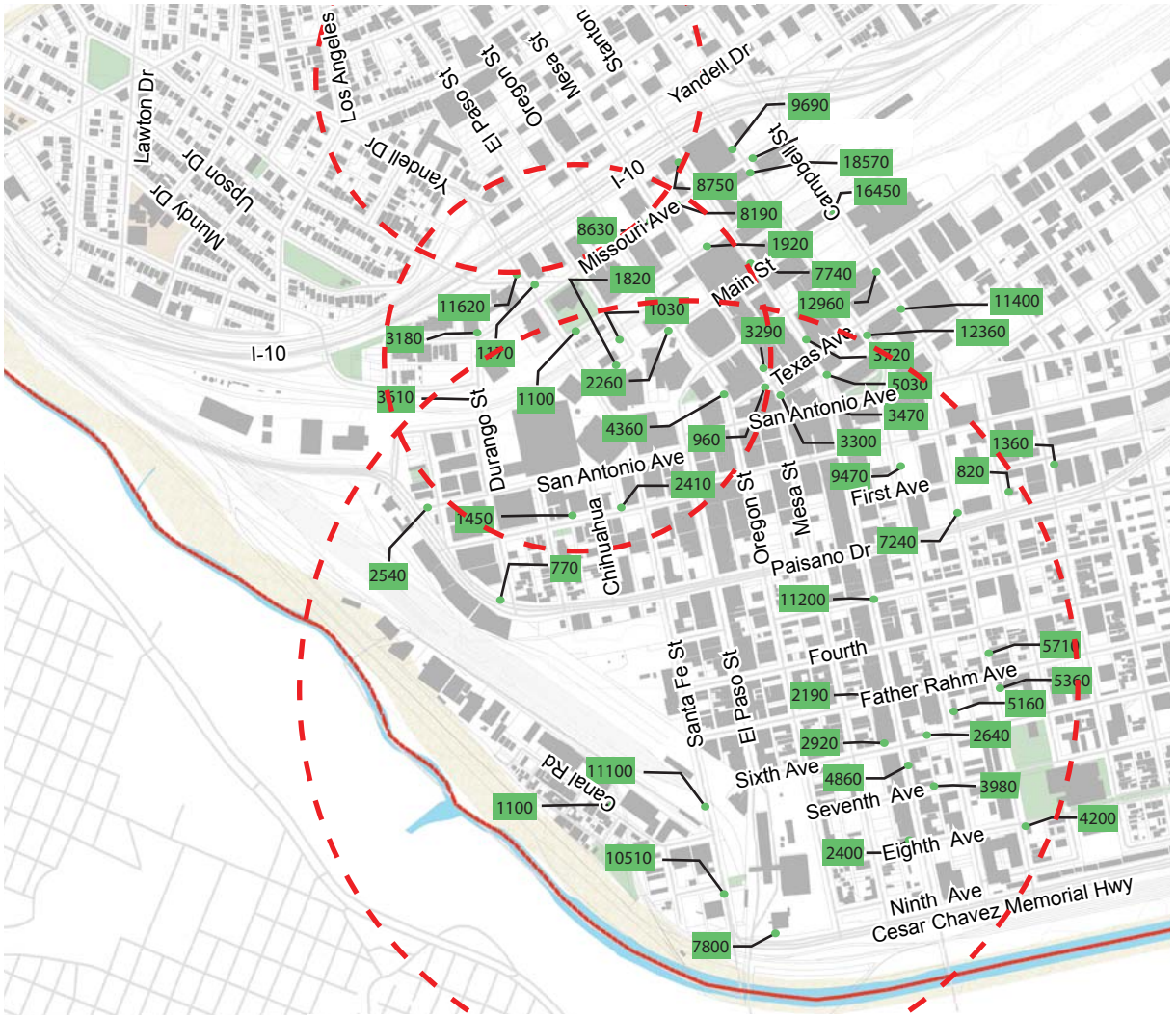
Roadway Data

Daily traffic counts from TXDOT and the City were reviewed for the Oregon corridor, with TXDOT counts (unadjusted for trucks or season) being the most current. These counts illustrate a key concept: the value of street network connectivity. While traffic on Mesa is very high just north of the study area (35,000 to almost 40,000 vehicles per day), volumes decrease by about 10,000 within the grid street network south of Glory Road, even though these sections of Mesa are closer to UTEP, the hospitals, and Downtown. In particular, the parallel corridors of Oregon, Stanton, and others act to both disperse vehicle traffic and facilitate route-path and travel choice options.

Downtown

In the Downtown portion of the corridor (everything south of I-10), daily traffic counts for most streets also fit within the two lane category. Major exceptions are Mesa, Santa Fe, parts of Missouri, Paisano, and a few other streets. Even these major streets fit well within the four lane category (up to 32,000-36,000 vehicles per day).

As noted above, this area contains a connected street grid network and a generally consistent block size, approximately 275' by 275'. This block size compares favorably with urban design best practices for walkability, network connectivity, and other mobility characteristics.



Daily Traffic Counts (City of El Paso)

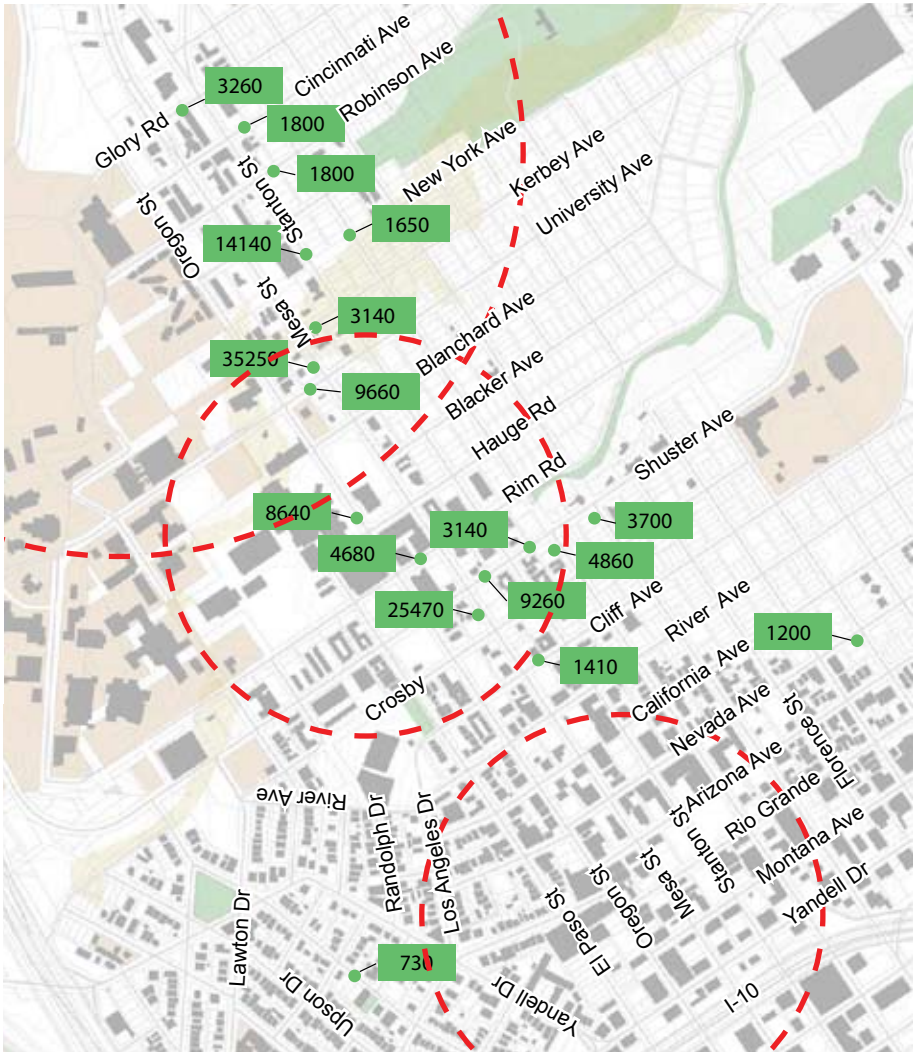
OREGON CORRIDOR

SITE PROFILE

Glory Road to I-10

As with the other study areas, although roadway capacity and level of service (LOS) thresholds were not available, these traffic volumes appear well within the range of their respective roadway's likely traffic flow capacities. In fact, between Downtown and Glory Road, most streets with traffic counts have volumes that would work very comfortably as multimodal two lane streets (up to 15,000-18,000 vehicles per day). Most streets have volumes that are much lower, suggesting opportunities to redesign these streets to better address walking, bicycling, transit, and landscaping. Doing so creates better streets that actually enhance their compatibility and character with the surrounding neighborhoods they serve without decreasing vehicle capacity.

Even so, accident-related, intersection-level, and other recurring and non-recurring congestion along these major corridors should be emphasized, particularly in this case with UTEP and special events-related traffic.



Daily Traffic Counts (City of El Paso)

OREGON CORRIDOR

SITE PROFILE

Transit Data

Sun Metro indicates[1] that five routes will serve the Glory Road Transfer Center once completed. Sun Metro service and performance data for these current routes are shown in the tables at right.

It is worth noting that the SMART 101 route, which began in March 2009, is the precursor to the Mesa BRT system. Its frequent headways and strategic connections between UTEP, EPCC, the hospitals, and downtown provide the foundation of transitioning conventional fixed route bus service to high-capacity BRT.

Route Information			Frequency/Headway (Minutes)		
Route	Name	Service Area	Weekday	Saturday	Sunday
10	Sunset Heights / UTEP	UTEP, Stanton, Gregory, City Hall	25	25	50
11	Mesita via Kern Place	Camelot Apartments, UTEP, EPCC	60	75	75
14	Westwind	Franklin H.S., Sunland Park Mall, UTEP, EPCC	30	30	60
15	Mesa	Westside TC, Coronado H.S., UTEP, EPCC	25	25	40
101	SMART/Oregon	UTEP, Glory Road TC, EPCC, DTC	10-15	30	n/a

Glory Road Transfer Center Bus Routes (June 2010)

Ridership (2009 vs. 2010)

Performance Statistics				Highest to Lowest Performance Sorted by Rank					
March 2009		March 2010		2009 - YTD			2010 - YTD		
Route	Ridership	Route	Ridership	Rank	Route	AVG	Rank	Route	AVG
10	13,860	10	12,467	5	14	49,327	4	15	55,609
11	6,984	11	6,534	6	15	46,326	5	14	55,516
14	48,993	14	58,239	23	10	15,580	14	101	21,856
15	46,948	15	62,116	41	11	7,254	36	10	11,362
101	2,338	101	24,229	52	101	779	47	11	6,198

Passengers per Mile (2009 vs. 2010)

Performance Statistics				Highest to Lowest Performance Sorted by Rank					
March 2009		March 2010		2009 - YTD			2010 - YTD		
Route	PPM	Route	PPM	Rank	Route	AVG	Rank	Route	AVG
10	1.13	10	1.93	4	15	2.78	5	101	3.71
11	1.40	11	1.60	9	10	2.18	8	15	3.02
14	1.17	14	1.86	13	11	1.92	20	10	1.87
15	2.04	15	3.15	23	14	1.51	22	14	1.83
101	0.26	101	3.73	52	101	0.09	28	11	1.61

Passengers per Hour (2009 vs. 2010)

Performance Statistics				Highest to Lowest Performance Sorted by Rank					
March 2009		March 2010		2009 - YTD			2010 - YTD		
Route	PPH	Route	PPH	Rank	Route	AVG	Rank	Route	AVG
10	12.86	10	15.24	5	15	36.34	6	15	35.66
11	18.92	11	17.51	18	14	23.74	15	101	28.47
14	22.57	14	27.53	24	11	20.65	16	14	27.37
15	33.63	15	37.08	41	10	13.99	32	11	17.61
101	5.65	101	28.70	52	101	1.88	44	10	14.80

Sun Metro Bus Routes - Glory Road Transfer Center Performance Statistics *Source: Sun Metro*

1 Updated system map, June 2010

OREGON CORRIDOR

OPPORTUNITIES & CONSTRAINTS

Bicycle and Pedestrian Conditions

The site visit indicated significant sidewalk infrastructure around the transfer center (the immediate vicinity is still under construction, including Oregon Street at the transfer center). Sidewalks appear to be generally continuous along the Oregon Corridor on both sides of the street, though their design varies. Some sections have wide sidewalks set back from the street with a planting strip, while other sections have narrow sidewalks against the curb. As discussed below, Oregon Street is currently under reconstruction to prepare for BRT implementation, which will include wide sidewalks and other similar design features[1].

Transportation Plans And Proposals

Beginning May 24, 2010, and lasting for 15 months, the City is reconstructing the Oregon Road corridor from Yandell to north of Kerbey to prepare for BRT implementation. The $5.6 million project (80% funded through ARRA), occurring in three block segments, will reconstruct the roadway to include one travel lane in each direction, dedicated BRT lanes (in some sections), a center left turn lane, wide sidewalks, new pavement and sewer lines, and other features.

An image of a streetcar in Portland, Oregon. The City is currently exploring this concept for El Paso and its potential relationship with the planned BRT line.

Opportunities & Constraints

The Oregon Street corridor has significant opportunities, and some constraints. The greatest opportunity is the implementation of BRT to the soon to be completed Glory Road Transfer Center, as well as the existing and future transportation design and mobility elements – from the grid street network with short block lengths to the reconfiguration of Oregon. The Oregon corridor is the city's densest and most significant, given the close proximity of UTEP, EPCC, the hospitals, downtown, and historic residential neighborhoods such as Sunset Heights.

Perhaps the most significant constraint is also a great opportunity – the need to evolve the corridor from a land use perspective. The major attractors noted above notwithstanding, the corridor lacks transit-oriented mixed uses that would create a vibrant urban street and generate transit ridership.

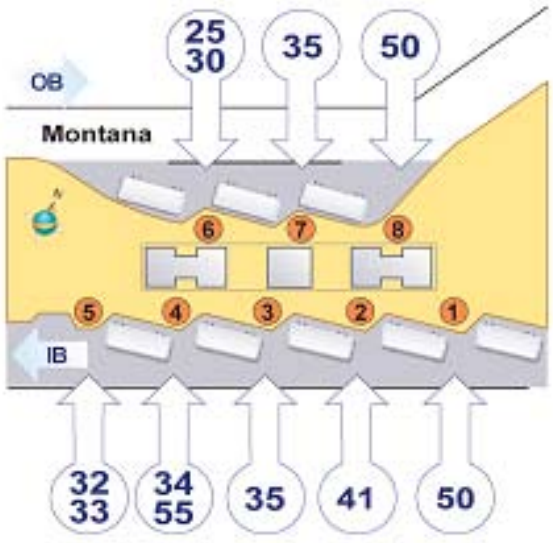
Another opportunity is the potential streetcar service within the corridor. The City is currently studying streetcar feasibility, alignment, cost, and timing. As discussed in the Implementation section (Chapter 7), streetcar service has the opportunity to strengthen downtown as a regional hub and destination, which in turn strengthens the BRT system. Streetcars are also an important opportunity for pedestrian-oriented placemaking and person-based mobility. Once the City completes its initial study later this summer, it will have a better idea if streetcar service is feasible, how much it might cost, and how to fund it. These decisions will govern the scope and timeframe of implementation next steps.

2 The City does not collect or have data on pedestrian counts or vehicle speeds.

FIVE POINTS

SITE PROFILE

This area consists of the existing Five Points Transfer Center at Montana Avenue and Piedras Street, and an approximately half-mile radius, or 10-minute walk, around the transfer center. The Five Points Transfer Center is the City of El Paso's first transfer center.



Five Points Transfer Center layout

Five Points Transfer Center, photographs and aerial view.

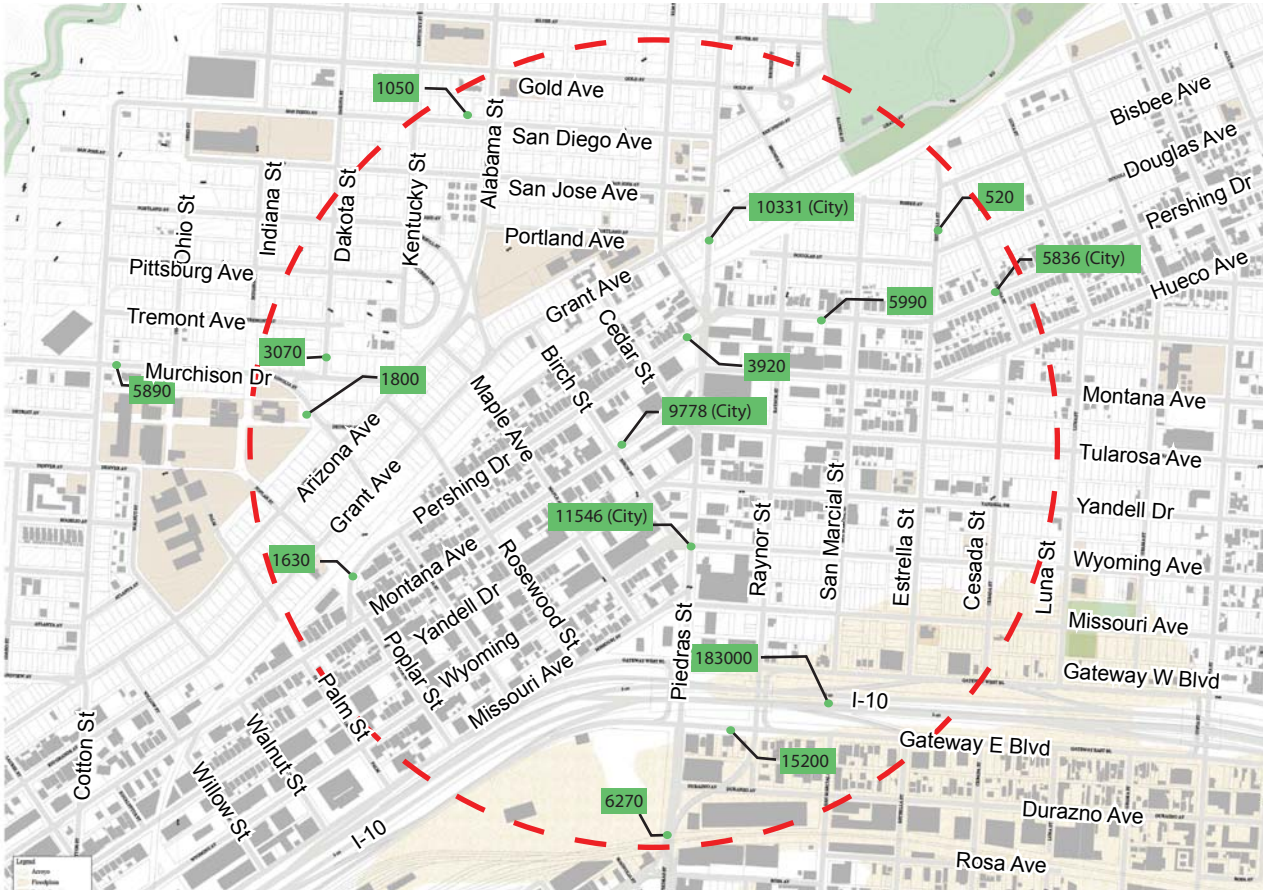
FIVE POINTS

SITE PROFILE

The surrounding neighborhood is an eclectic mix of residential, retail, commercial, and some industrial. Offset street grids create angled intersections, non-standard blocks, and irregular lots. Streets border the transfer center itself on three sides because of the offset street pattern. As its name suggests, the Five Points Transfer Center is located very strategically within El Paso. Located at one of the narrowest points of the city, and at the transition between Central, Northeast, and Eastside El Paso, the transfer center will be served by the Dyer, Montana, and Alameda BRT lines, more than any other satellite (non-downtown) transfer center.

Roadway Data

Both City and TXDOT daily traffic counts were studied for this analysis. TXDOT counts are relatively current (2007), but are unadjusted for trucks and season. The City has a few counts on key streets in the study area that TXDOT does not, but the City counts are almost 10 years old, and are therefore shown sparingly. Even so, it is clear that traffic volumes are relatively low within the study area, especially on residential streets. Even on Piedras, traffic counts average 10,000-15,000 vehicles per day along its entire length through the study area. Daily traffic counts on Montana next to the Five Points Transfer Center are about 10,000. Given these relatively low traffic counts, along with the good street networks in this area and significant existing and future transit, BRT, and TOD investment, there may be opportunities over time for "road diets" – the concept of transferring auto-dominated streets and roadways into corridors that incorporate all major travel modes, particularly walking and transit. As discussed for the Oregon Corridor, well-designed streets actually enhance neighborhood character and livability, increase personal mobility, and do so without sacrificing vehicle capacity.



Daily Traffic Counts (City of El Paso)

As noted above, this area contains multiple offset street grid networks. Accordingly, there is no uniform block size or shape with the study area. East of the transfer center, blocks are oriented in cardinal directions, with a "typical" block size of 464' by 365'. To the west, the street grid is angled, with a "typical" block size of 332' by 482'. These block sizes are somewhat larger than ideal for urban design best practices, but are still walkable and transit-supportive, particularly compared to suburban superblocks.

FIVE POINTS

SITE PROLE

Transit Data

Nine bus routes serve the Five Points Transfer Center. Sun Metro service and performance data are shown in the tables on this page.

Route Information			Frequency/Headway (Minutes)		
Route	Name	Service Area	Weekday	Saturday	Sunday
25	University Medical Center	University Medical Center, Cielo Vista Mall	60	60	60
30	Ft Bliss via Pleasonton	Radford, Pleasonton, Ft Bliss	60	60	60
32	Logan Heights via Piedras	Piedras, YMCA, Hayes, Logan Heights	45	45	45
33	Government Hill via Bassett Place	DTC, El Paso International Airport	45	45	65
34	Medical Center via Cliff	DTC, Medical Center	45	60	60
35	Northgate via Dyer	DTC, Northgate Terminal, Dyer	30	30	45
41	Northgate via Piedras	Northgate Terminal, Sunrise Shopping Center	70	70	65
50	Montana	DTC, Montana, Eastside Terminal	30	30	25
55	Eastside Terminal	DTC, Eastside Terminal	60	60	60

Five Points Transfer Center Bus Routes (June 2010)

Ridership (2009 vs. 2010)										
Performance Statistics				Highest to Lowest Performance Sorted by Rank						
March 2009		March 2010		2009 - YTD			2010 - YTD			
Route	Ridership	Route	Ridership	Rank	Route	AVG	Rank	Route	AVG
25	17,739	25	18,285	3	35	75,456	2	35	84,509
30	4,735	30	4,130	4	50	75,217	3	50	77,886
32	11,400	32	13,872	14	55	19,143	16	55	21,202
33	4,277	33	15,545	16	25	18,101	21	34	18,097
34	15,780	34	19,138	22	34	15,644	22	25	17,300
35	74,746	35	91,309	32	41	12,216	29	33	13,105
41	11,682	41	13,436	33	32	11,198	30	32	13,019
50	74,712	50	83,835	44	30	4,715	34	41	12,630
55	18,941	55	22,668	46	33	4,273	53	30	3,489

Sun Metro Bus Routes - Five Points Transfer Center Performance Statistics

Source: Sun Metro

Passengers per Mile (2009 vs. 2010)									
Performance Statistics				Highest to Lowest Performance Sorted by Rank					
March 2009		March 2010		2009 - YTD			2010 - YTD		
Route	PPM	Route	PPM	Rank	Route	AVG	Rank	Route	AVG
25	1.09	25	2.26	2	34	2.94	3	35	3.86
30	0.42	30	1.09	3	50	2.87	4	50	3.81
32	0.93	32	2.85	5	35	2.59	6	34	3.65
33	0.30	33	1.46	10	25	2.15	9	32	2.80
34	1.81	34	3.62	12	32	1.94	13	25	2.30
35	1.68	35	3.95	18	55	1.66	16	55	2.08
41	0.33	41	0.92	41	30	1.03	36	33	1.30
50	1.77	50	3.93	44	41	0.72	47	30	0.97
55	0.93	55	2.11	45	33	0.62	48	41	0.92

Passengers per Hour (2009 vs. 2010)									
Performance Statistics				Highest to Lowest Performance Sorted by Rank					
March 2009		March 2010		2009 - YTD			2010 - YTD		
Route	PPH	Route	PPH	Rank	Route	AVG	Rank	Route	AVG
25	25.73	25	23.51	6	35	34.26	3	35	37.83
30	13.05	30	11.25	7	50	33.80	7	50	34.98
32	24.05	32	29.15	10	25	27.57	14	32	28.68
33	9.03	33	17.53	12	34	26.10	18	34	26.36
34	24.92	34	25.81	14	32	24.73	22	55	23.59
35	32.46	35	38.49	22	55	21.14	23	25	23.38
41	11.49	41	13.06	42	30	13.62	42	33	15.72
50	32.11	50	35.70	44	41	12.59	49	41	12.92
55	20.02	55	23.89	47	33	9.44	52	30	10.06

Sun Metro Bus Routes - Five Points Transfer Center Performance Statistics

Source: Sun Metro

FIVE POINTS

OPPORTUNITIES & CONSTRAINTS

Bicycle and Pedestrian Conditions
The site visit indicated a generally continuous sidewalk network radiating away from the Five Points Transfer Center. As in the other study areas, their design varies.

Some sections have wide sidewalks set back from the street with a planting strip, while many or most sections appear to have narrow sidewalks against the curb.

Opportunities & Constraints
Transportation-focused opportunities and constraints within the Five Points study area are very similar to those in the Oregon corridor. Both areas have (or will soon have) a high level of BRT and transit investment, and both have strong existing transportation design elements in the form of gridded street networks and relatively small blocks and streets.

Even more so in the Five Points area, however, is the issue of under-utilized BRT- and TOD-focused land use and urban design. This study area contains many parking lots, vacant lots, and low density buildings. However, its eclectic street network and land use mix provide unique opportunities for BRT implementation. Many similar neighborhoods in cities across the country – such as Denver's own Five Points, New Orleans' Warehouse District, and many others – have become fertile ground for creative, publicly-supported evolution around transit.

Five Points features a number of low-scale commercial properties that could evolve over time into mixed-use, transit-supportive land uses.

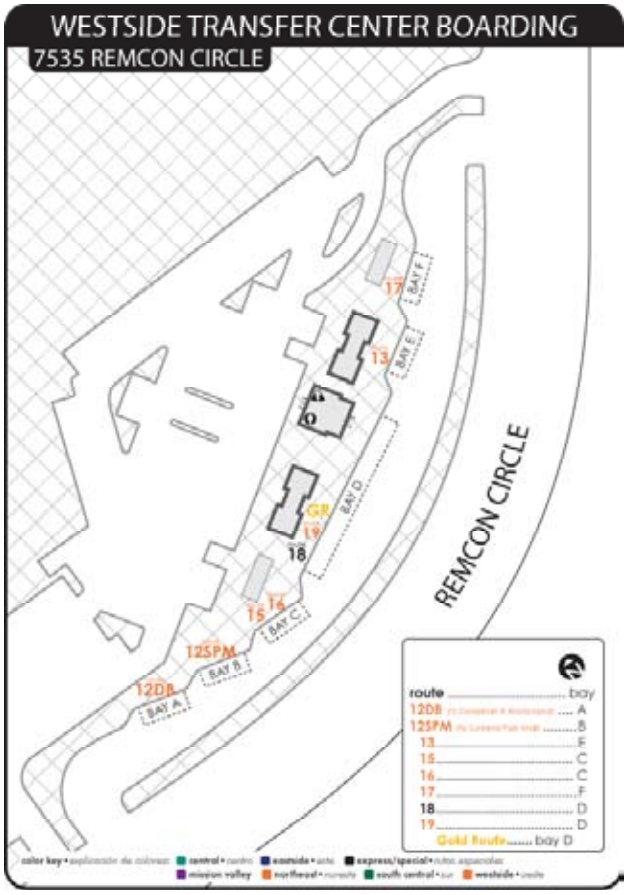
REMCON CIRCLE

SITE PROFILE

This site consists of the recently completed Westside Transfer Center on Remcon Circle just south of Mesa Street and east of I-10 and an approximately one-mile radius around the station. The station itself is located on the north side of Remcon Circle. Sun Metro provides the following information for what is formally known as the Al Jefferson Westside Transfer Center:[1]

- Location: 7535 Remcon Circle
- Completion Date: March 28, 2010
- Property Size: 3.45 acres
- Facility Size: 3,100 square feet
- Seven off-street bus bays
- Amenities: Enclosed waiting area with real-time bus information displays; 850 square feet of outdoor shade canopy; restroom facilities; water fountains; ticket, vending, and change machines; park and ride; and free wi-fi
- Budget and funding: $5 million, FTA, City of El Paso, and Sun Metro

The station is single use (no retail or residential), single story, and is primarily surrounded by large big box stores (such as Home Depot) and surface parking lots. The surrounding character is very auto-oriented, low density, and suburban retail in nature.



Westside Transfer Center layout

The Westside Transfer Center is surrounded by suburban development.

Transit riders can wait comfortably inside the station for the bus to arrive.

1 Source: www.ci.el-paso.tx.us/sunmetro/sunmetro.asp?page=Al Jefferson Westside Transfer Center

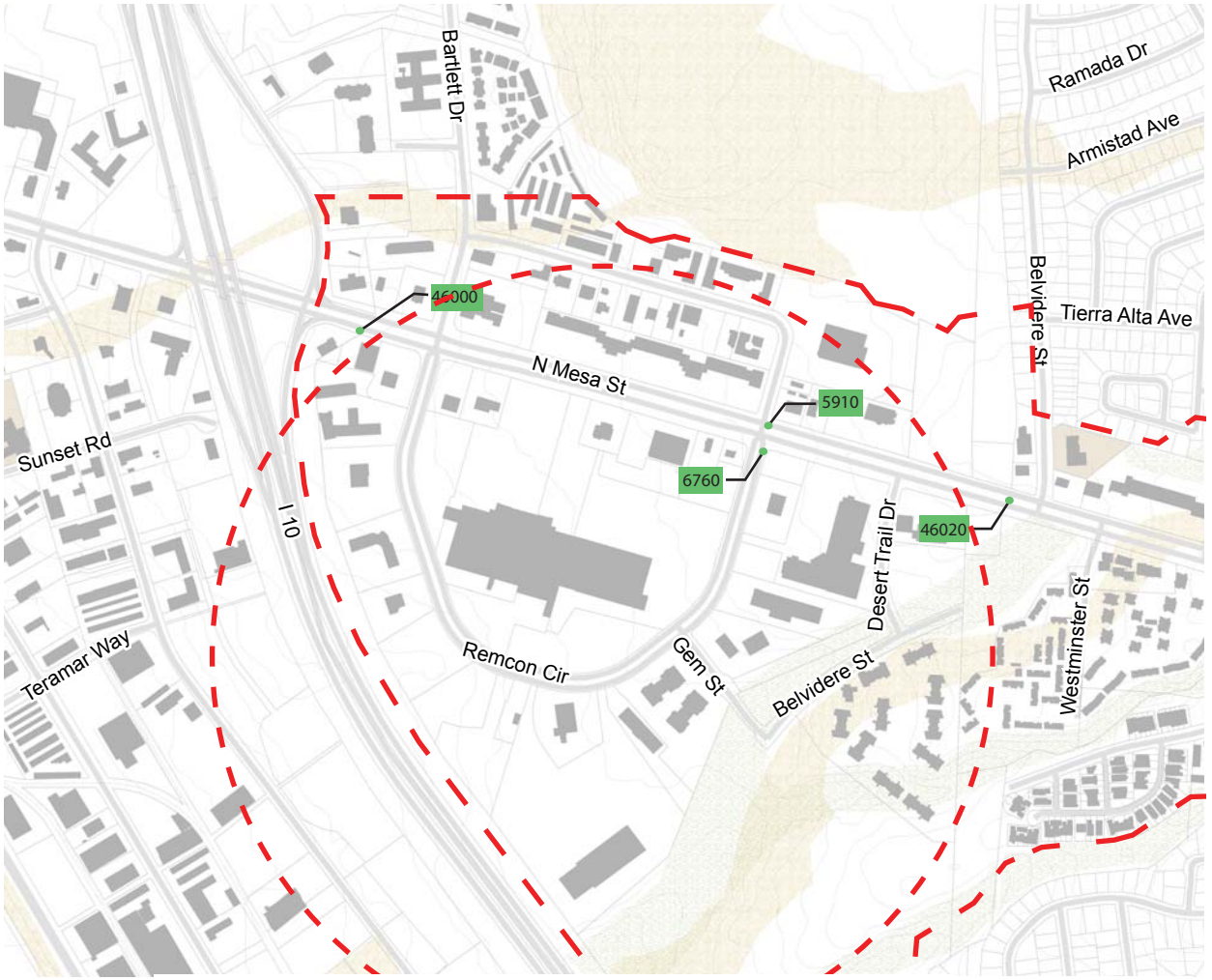
REMCON CIRCLE

SITE PROFILE

Roadway Data

As with the other study areas, unadjusted TXDOT daily traffic counts were reviewed for this analysis. Though traffic counts are limited, they indicate almost 50,000 vehicles per day on Mesa and almost 7,000 on Remcon Circle near the Westside Transfer Center. As Mesa is the primary access to I-10 in this area, and is the only non-freeway link to UTEP and Downtown, it is not surprising that traffic volumes are so heavy and that Mesa has so many lanes. However, this is also true because there is no meaningful street network connectivity in this area – almost all traffic is funneled to and concentrated on Mesa, creating a massively wide, congested arterial incompatible with a TOD. Compounding this situation are the numerous curb cuts and single-use access points on Mesa that generate significant congestion and safety concerns.

All of these characteristics regrettably work together to concentrate and magnify traffic on a limited, congested, and dangerous highway network while precluding non-auto travel options. This environment is diametrically counter to that needed for a successful TOD. However, good street and urban design and integrated transportation-land use planning provide the means to evolve this study area over time.



Daily Traffic Counts for Remcon Circle (TXDOT)

REMCON CIRCLE

SITE PROFILE

Transit Data

Seven routes serve the Westside Transfer Center and surrounding areas. Sun Metro service and performance data for these routes are shown in the tables on the following page.

These routes can be generally characterized as either neighborhood circulators feeding into the transfer center, or express routes connecting the Westside with UTEP, downtown, and other major activity centers. Corresponding route frequencies range accordingly (but are constant by route throughout the day).

Route Information			Frequency/Headway (Minutes)		
Route	Name	Service Area	Weekday	Saturday	Sunday
12	Doniphan Circulator	Sunland Park Mall, Doniphan	45	45	90
13	Coronado Hills Circulator	N/S of Mesa, east of TC	50	50	60
15	Mesa	Mesa, Westside TC to DTC	25	25	40
16	Upper Valley Circulator	North of Mesa, west of TC	55	60	n/a
17	Three Hills NW EPCC	N, E of TC, Outlet Shoppes	80	75	75
18	Westside Express	Mesa, Westside TC to DTC	15	20	30
19	Resler Circulator	Resler, Redd, N of TC	45	40	40

Westside Transfer Center Bus Routes (June 2010)

Ridership (2009 vs. 2010)										
Performance Statistics				Highest to Lowest Performance Sorted by Rank						
March 2009		March 2010		2009 - YTD			2010 - YTD			
Route	Ridership	Route	Ridership	Rank	Route	AVG	Rank	Route	AVG
12	17,381	12	21,693	6	15	46,326	4	15	55,609
13	14,460	13	12,778	11	18	30,935	8	18	42,663
15	46,948	15	62,116	18	12	17,978	18	12	19,935
16	4,464	16	6,717	28	13	13,505	33	13	12,789
17	3,443	17	4,924	45	16	4,679	48	16	5,947
18	30,979	18	45,869	48	17	3,404	50	17	4,123
19	0	19	0	57	19	0	57	19	0

Passengers per Mile (2009 vs. 2010)										
Performance Statistics				Highest to Lowest Performance Sorted by Rank						
March 2009		March 2010		2009 - YTD			2010 - YTD			
Route	PPM	Route	PPM	Rank	Route	AVG	Rank	Route	AVG
12	1.03	12	1.71	4	15	2.78	8	15	3.02
13	0.86	13	1.28	15	18	1.89	18	18	1.99
15	2.04	15	3.15	25	12	1.43	25	12	1.67
16	0.58	16	1.04	30	13	1.27	34	13	1.36
17	0.17	17	0.61	43	16	0.76	46	16	1.00
18	1.63	18	1.96	50	17	0.29	54	17	0.53
19	0.00	19	0.00	54	19	0.00	56	19	0.00

Passengers per Hour (2009 vs. 2010)										
Performance Statistics				Highest to Lowest Performance Sorted by Rank						
March 2009		March 2010		2009 - YTD			2010 - YTD			
Route	PPH	Route	PPH	Rank	Route	AVG	Rank	Route	AVG
12	19.95	12	24.39	4	18	36.46	5	18	36.00
13	18.47	13	16.00	5	15	36.34	6	15	35.66
15	33.63	15	37.08	21	12	21.56	21	12	23.86
16	11.86	16	17.18	37	13	17.96	34	13	17.07
17	5.93	17	9.86	43	16	12.96	40	16	16.39
18	34.86	18	36.40	50	17	5.82	53	17	8.59
19	0.00	19	0.00	54	19	0.00	56	19	0.00

Sun Metro Bus Routes - Westside Transfer Center Performance Statistics

Source: Sun Metro

REMCON CIRCLE

OPPORTUNITIES & CONSTRAINTS

Bicycle and Pedestrian Conditions

Sidewalks along Remcon and Mesa are poorly designed. Approximately four feet in width, the sidewalks are located directly next to the curb and travel lanes on one side, with landscaping rock walls on the other side. There were almost no planting strips or buffers on either side of the sidewalks, with the sidewalks themselves serving as buffers between roadways and parking lots. No bike lanes were observed on either Remcon or Mesa, though the transfer center has bike racks. The scale of the superblocks essentially precludes walking and crossing, except at major signalized intersections. Pedestrian crossing distances at these intersections were significant because of multiple through and turn lanes, with no pedestrian refuge (median) between the travel lanes. Along with the frequent driveways and curb cuts noted above, especially along Mesa, and high travel speeds, walking and bicycling in the study are hazardous. Big box stores set behind vast parking lots do not provide a convenient place to walk to or from.

Transportation Plans & Proposals

The proposed Southern Corridor, a proposed limited-access toll road connecting the west side of El Paso to the Downtown, would affect this study area, though its potential alignment appears to be within or directly adjacent to I-10 right-of-way. I-10 already acts as a barrier, with no cross-access except at the Mesa interchange. There is also a proposal to extend Belvedere south of Mesa to Resler near I-10.

Opportunities & Constraints

The Remcon Circle area has significant transportation opportunities, as well as some barriers. There is an existing super-sized street network. Parcels are large, potentially facilitating future connections to surrounding neighborhoods and the ability to implement a transit- and pedestrian-scale internal street network with redevelopment over time. I-10 is a major barrier limiting the opportunities for east - west travel to Mesa Street, though it is not immediately adjacent to the transfer center. The transfer center itself is suburban in nature, and "hidden" from the Mesa Street corridor behind a Home Depot and its parking lot.

There are residential areas southeast and northeast of the transfer center, hotels and restaurants to the south and west, and retail to the north. Accordingly, there are elements of a potential TOD, but these land uses are isolated from each other by vast parking lots and building setbacks, with minimal and unsafe non-auto facilities to connect them. One potential TOD- and SmartCode-oriented project, Desert Trails, is anticipated to be developed on a large parcel next to the transfer center. This development has the potential to provide greater network connectivity for the area when it is built.

Suburban conditions along Mesa Street (and Remcon Circle) make walking to the transit center unpleasant. The street, a major corridor through town, provides little that is visually interesting to transit riders taking the BRT Downtown.

ASARCO & SURROUNDING PROPERTIES

SITE PROFILE

The main ASARCO site is bounded roughly by Executive Center Boulevard on the north, UTEP on the east, and Paisano Drive (US 85) on the west and south. I-10 and the BNSF Railroad bisect the site north / northwest and south, while the Rio Grande (also serving as the International Border) hugs the site to the west and southwest. Access to the site is currently limited to one directional entrance located off northbound Paisano Drive. The site is disconnected from the adjacent community fabric due to major roadways, the railroad, and topography. The only I-10 interchange in the area is with Executive Center Boulevard.

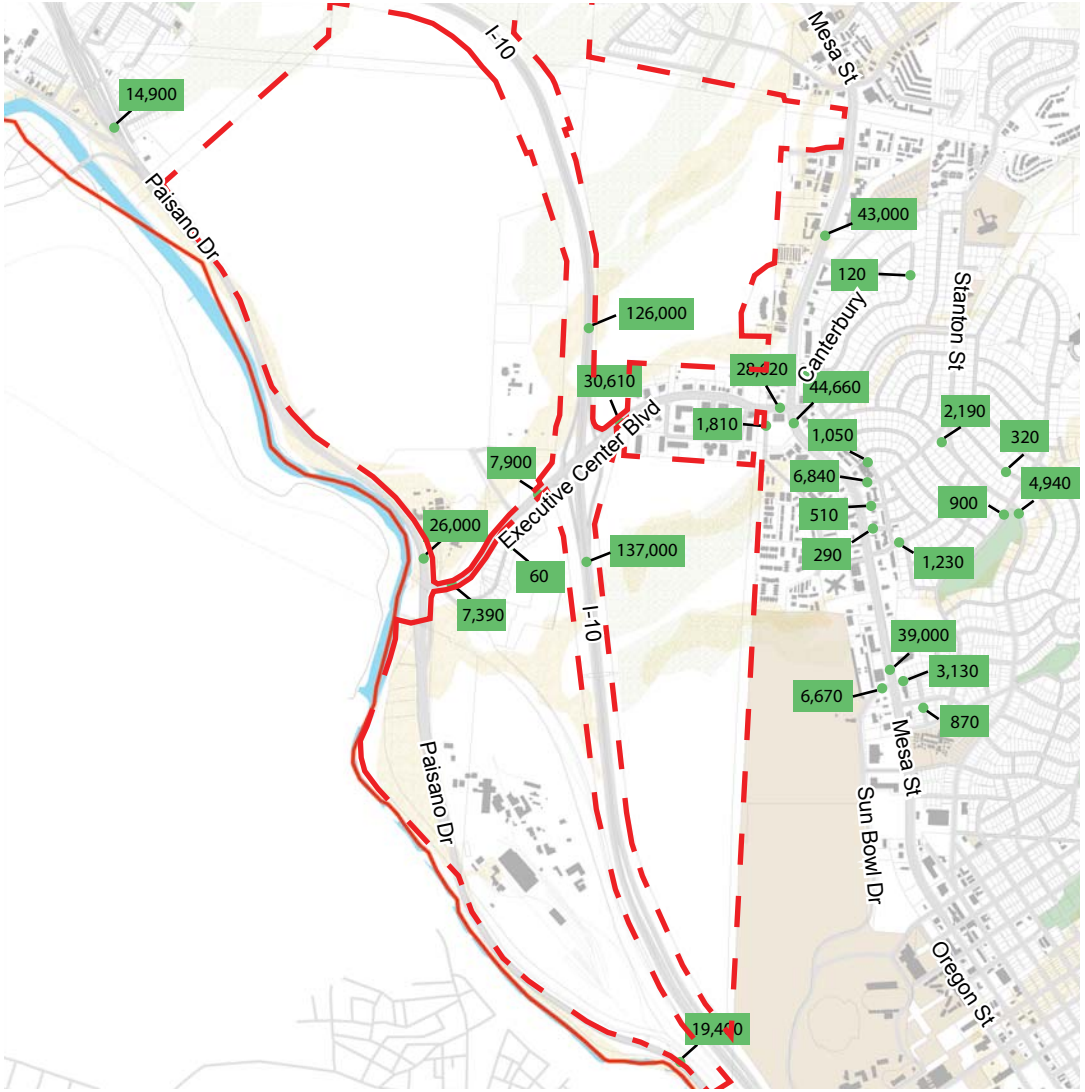
View of ASARCO, showing Paisano Drive in the distance.

ASARCO & SURROUNDING PROPERTIES

SITE PROFILE

Roadway Data

As with the other study areas, unadjusted TXDOT daily traffic counts were reviewed for this analysis. For non-freeway roadways bordering the ASARCO and CEMEX properties, traffic counts are mostly relatively low: less than 8,000 on Executive Center and less than 20,000 on Paisano just south of the main ASARCO site. Traffic counts are higher on Executive Center east of I-10 and on Paisano to the north, both in the range of 26,000-30,000 vehicles per day, and well within four lane road capacities. Street network connectivity is very limited in this area of El Paso, in part due to topography and other natural and physical barriers.



Daily Traffic Counts (TXDOT)

ASARCO & SURROUNDING PROPERTIES

SITE PROFILE

Transit Data

Only one Sun Metro fixed route, the Westside Express (#18), operates directly within the study area. This route connects the Westside and Downtown Transfer Centers along Paisano Drive. Other routes traveling at the periphery of the study area include #13 (Coronado Hills Circulator), to the north, and #14 (Westwind), and #15 (Mesa), all operating along Mesa. The ASARCO site is not directly along, and is topographically isolated from, the Oregon TOD Corridor, but is not far in linear distance. Sun Metro service and performance data for these four routes are shown in the tables at right.

Route Information			Frequency/Headway (Minutes)		
Route	Name	Service Area	Weekday	Saturday	Sunday
13	Coronado Hills Circulator	N/S of Mesa, east of TC	50	50	60
14	Westwind	DTC, Mesa, Sunland Park	30	30	60
15	Mesa	Mesa, Westside TC to DTC	25	25	40
18	Westside Express	Mesa, Westside TC to DTC	15	20	30

ASARCO Area Bus Routes (June 2010)

Ridership (2009 vs. 2010)										
Performance Statistics					Highest to Lowest Performance Sorted by Rank					
March 2009		March 2010			2009 - YTD			2010 - YTD		
Route	Ridership	Route	Ridership		Rank	Route	AVG	Rank	Route	AVG
13	14,460	13	12,778		5	14	49,327	4	15	55,609
14	48,993	14	58,239		6	15	46,326	5	14	55,516
15	46,948	15	62,116		11	18	30,935	8	18	42,663
18	30,979	18	45,869		28	13	13,505	33	13	12,789

Passengers per Mile (2009 vs. 2010)										
Performance Statistics					Highest to Lowest Performance Sorted by Rank					
March 2009		March 2010			2009 - YTD			2010 - YTD		
Route	PPM	Route	PPM		Rank	Route	AVG	Rank	Route	AVG
13	0.86	13	1.28		4	15	2.78	8	15	3.02
14	1.17	14	1.86		15	18	1.89	18	18	1.99
15	2.04	15	3.15		23	14	1.51	22	14	1.83
18	1.63	18	1.96		30	13	1.27	34	13	1.36

Passengers per Hour (2009 vs. 2010)										
Performance Statistics					Highest to Lowest Performance Sorted by Rank					
March 2009		March 2010			2009 - YTD			2010 - YTD		
Route	PPH	Route	PPH		Rank	Route	AVG	Rank	Route	AVG
13	18.47	13	16.00		4	18	36.46	5	18	36.00
14	22.57	14	27.53		5	15	36.34	6	15	35.66
15	33.63	15	37.08		18	14	23.74	16	14	27.37
18	34.86	18	36.40		37	13	17.96	34	13	17.07

Sun Metro Bus Routes - ASARCO Site Area Performance Statistics *Source: Sun Metro*

ASARCO & SURROUNDING PROPERTIES

OPPORTUNITIES & CONSTRAINTS

Bicycle and Pedestrian Conditions

Given the lack of a street network within this study area, with the few roadways being major high-speed, limited access facilities, there are almost no sidewalks, bicycle lanes, or other non-auto infrastructure. Similarly, there are few pedestrian destinations in the study area. This is in keeping with this study area's existing function as a high-speed, pass-through corridor for regional traffic.

Southern Corridor

The most significant transportation-related proposal affecting this study area is the proposed Southern Corridor. The Southern Corridor is being spearheaded by TXDOT and the Camino Real Regional Mobility Authority as one of the primary recommendations of the 2008 Comprehensive Mobility Plan. The project's rationale as conveyed by stakeholders is to address regional congestion, safety, incident management, truck traffic, and to "complete the gap" in the Loop 375 / Border Highway / US 85 freeway around El Paso. It was emphasized that I-10 already forms a congestion and safety bottleneck in the study area due to its mountainside routing and lack of alternative traffic corridors. Stakeholders further indicated that the project is proposed as a limited access, toll, and partially elevated facility.

This project is in conceptual phase, with no funding currently allocated or dedicated for it. It has been described by stakeholders as a major grade-separated (and partially elevated), limited access toll facility paralleling I-10 through the study area as a means to complete the Loop 375 / US 85 loop from the Westside / Upper Valley to the terminus of the Border Highway downtown.

The project's exact alignment – through the study area and otherwise – has not been determined. However, TXDOT seeks to obtain an approximately 100' wide, half-mile strip of land paralleling I-10 through the ASARCO property for the project. There are several potential route options north and south of the study area, though TXDOT has also indicated that Paisano Drive along the Border is an unfeasible alignment because of topography, width, height, and even national security concerns.

As of July 2010, no project information or analysis is yet publicly available. TXDOT is currently analyzing alignment alternatives and preparing federally-required "Purpose and Needs" documentation. Accordingly, also yet unknown are the project's potential impacts. (Elevated, high-speed, limited access facilities have significant visual, physical, land use, noise, environmental, and other impacts to the neighborhoods they pass through and divide, particularly historic neighborhoods such as Chihuahuita and Segundo Barrio.) Freeways can act as barriers to transportation network and mobility, lowering adjacent property values, and creating neighborhood instability and disinvestment. Also not yet understood is the effect of a massive new freeway facility on pulling development to the city's fringe, in direct contrast to the City's efforts to revitalize its central neighborhoods through BRT and potentially streetcar investments.

Thus, significant questions remain, including:

1) Could an improved surface road network with new City streets and linkages address the calls for reliever route(s) due to episodic accident-related congestion on I-10 as well or as a Southern Corridor toll road could and at far lower cost and with far less disruption.

2) Whether the transportation benefits would be justified when weighed against the potential impact to historic neighborhoods and landscapes.

3) Whether the road, built with the intention of helping freight carriers and motorists go faster, could induce commuters to travel farther.

4) Whether the momentum of this idea will nevertheless overwhelm these factors, and result in the need to adapt the future form of the City to another new freeway despite its unknown factors. Therefore, the illustrations in the Connecting El Paso Plan conceptually depict a reservation of land for such a road in an alignment believed to be least harmful, to avoid foreclosing the option of building the freeway some day, but the plan does not depend upon the completion of the freeway for its transportation, land use and urban design visions to be realized.

Some alternative alignments show the Southern Corridor extending across the midsection of the CEMEX property, while other potential alignments would have a new toll freeway run closely alongside I-10. The former option should be avoided because it might devalue the land and limit the redevelopment potential, since it can further fragment access to the CEMEX property, already impacted by the interstate and railroads. Therefore, the Connecting El Paso Plan illustrative plans depict space reserved for the Southern Corridor in the latter location.

ASARCO & SURROUNDING PROPERTIES

OPPORTUNITIES & CONSTRAINTS

Opportunities & Constraints

There is a major opportunity for this study area to be transformed from a land use perspective. While there are significant – and still unknown – environmental and other limitations constraining potential land use changes, there is a major opportunity to transform the site over the long-term.

The potential redevelopment of the ASARCO property opens up the possibility of transportation network improvements in the west side of El Paso. A new region-serving street network on the ASARCO site will connect and weave the site back into the fabric of the greater community – particularly UTEP and Downtown. The scale, function, density, character, and other land use attributes will guide – if not dictate – the types, functions, and even routes of the connecting transportation investments. Accordingly, a regional, auto-oriented land use focus will lead to transportation connections that would be very different from a more local, neighborhood-oriented land use pattern. Besides the paramount environmental concerns, the three primary transportation-related constraints are:

- Topographical difficulties and limitations in creating transportation network connections to existing surrounding communities;
- The fragmented nature of the site through being bisected by a freeway, a major arterial expressway, and railroads, and
- The potential to preclude or limit the site's land use and transportation potential through major projects like the Southern Corridor that could favor a narrow palate of land uses and transportation mobility options while precluding others.

Transportation opportunities (and barriers) can be thought of in terms of multimodal network connectivity and person-based mobility as follows.

Network Connectivity

As noted, network connectivity is very difficult in this area, particularly west of I-10. However, there is an existing street network east of I-10 along Mesa Street and Executive Center Boulevard. There also appears to be potential for increased regional pathways connectivity.

Person-Based Mobility

This site is strategically important from a transportation perspective both because of the regional facilities that already traverse it and because of its location relative to downtown, UTEP, the Westside, and the Border. As the last major infill-potential parcel in the city, this site has the potential to expand and broaden personal transportation and mobility choices between these major activity centers as well as to adjacent neighborhoods.

The ASARCO smokestack casts a shadow across Paisano Drive and the American Canal.

PLANS, PROJECTS AND STUDIES

BUS RAPID TRANSIT

This section summarizes major plans, programs, projects, and studies affecting the four study areas and their transportation planning.

BRT Implementation

The City's BRT work is not one study, but rather a collection of tasks, analysis, reports, and other work products conforming to the FTA Alternatives Analysis process for each of the four BRT lines. Because each line is on a different timeframe, each is also at a different point in this process. The four BRT lines are discussed below. In general, the Alameda and Mesa BRT lines will be implemented first, currently scheduled for fall 2013. The Montana BRT line would follow one year later in fall 2014, and the Dyer BRT line one year after that, in fall 2015. All lines will be federally-funded (Small Starts and Very Small Starts) except Alameda, which is being implemented entirely with local funds.

Every BRT line is anticipated to share several characteristics. Chief among these is the operating characteristic known as "TSM," or Transportation Systems Management. TSM refers to relatively low-cost and small-scale strategies used to optimize existing transportation facilities and operations to improve performance. For BRT, it is a service framework that balances service performance and mobility benefits against investment costs. This means that the BRT service will primarily operate in mixed traffic (except for part of the Mesa line as discussed below) as opposed to exclusive bus lanes (known as busways). This was a policy decision the City and Sun Metro made after technical analysis indicated most of the ridership and mobility benefits at significantly less expense for the TSM option rather than operating in exclusive busways. Other TSM characteristics include signal prioritization and queue jump lanes where feasible to maintain bus speeds and reduce delays.

It is anticipated that every BRT line will operate at 10 minute frequencies in peak periods (6:00-9:00am and 3:00-6:00pm) and at 15 minute off-peak frequencies (all other times between 6:00am-8:00pm) Monday-Saturday. Also, every BRT line will have curbside stations with level boarding (15-inch curbs), real-time arrival information, one fare for the entire system that is paid prior to boarding as with light trail transit systems, and will operate as an overlay – meaning in addition to – existing local bus service, and will meet FTA's requirement for no net service degradation. The buses will be 60-foot articulated vehicles with a to-be-determined special color and branding scheme. The stations and shelters will likely have a brushed or stainless steel theme, will be longer than normal bus stops, and will feature pedestal, cantilever, and other distinct design.

Mesa BRT Line

The Mesa BRT line directly or indirectly influences three of the four study areas. It forms the core of the Oregon Corridor TOD, passes near the ASARCO area, and terminates at the Remcon (Westside) Transfer Center and TOD. This line is currently scheduled for opening in December 2013. It will begin at the Downtown Transfer Center, travel up Santa Fe Street to Franklin Ave to Oregon Street to the Glory Road Transfer Center. From there it will travel on Mesa Street to the Westside Transfer Center. More specifically, it will operate in dedicated lanes on Oregon Street between I-10 and Schuster Avenue. At the Westside Transfer Center, it will travel "clockwise" on Remcon Circle from its east intersection with Mesa to its west intersection. It will then turn back onto Mesa towards downtown.

The line will be approximately 8.5 miles long and will have the following 13 stations:

- Downtown Transfer Center
- Franklin Street
- Oregon Street and Rio Grande Avenue
- Oregon Street and Hague Street
- Glory Road Transfer Center
- Mesa Street and Mesita Street
- Mesa Street and Executive Center Boulevard
- Mesa Street and Argonaut Street
- Mesa Street and Festival Drive
- Mesa Street and Shadow Mountain Drive
- Mesa Street and Fountain Road
- Mesa Street and Resler Drive
- West Side Transfer Center

As of July 2010, the City and Sun Metro have designated the service described in the section as the "Locally Preferred Alternative" in FTA parlance for review and final approval by that agency for funding.

Alameda BRT Line

The Alameda BRT line, anticipated for opening in September 2013, will stretch approximately 16 miles and 18 stations between downtown and the Mission Valley Transfer Center via Alameda Avenue. While its exact alignment downtown and to the east is still being analyzed, it will serve the Five Points Transfer Center via a short spur along Piedras Street.

Montana and Dyer BRT Lines

These two BRT lines will operate in a shared alignment between the Downtown and Five Points Transfer Centers before radiating away along their named routes to an eventual Eastside Transfer Center and the planned Northeast Transfer Center, respectively. These two lines will be implemented 1-2 years after Alameda and Mesa, so are not as far along in the Alternatives Analysis process. For example, their alignment between Downtown and Five Points has not yet been determined, but is scheduled to be defined in December 2010. The Montana BRT line is envisioned as 19 miles with 18 stations (including El Paso International Airport), while the Dyer BRT line would be approximately 12 miles with 12 stations.

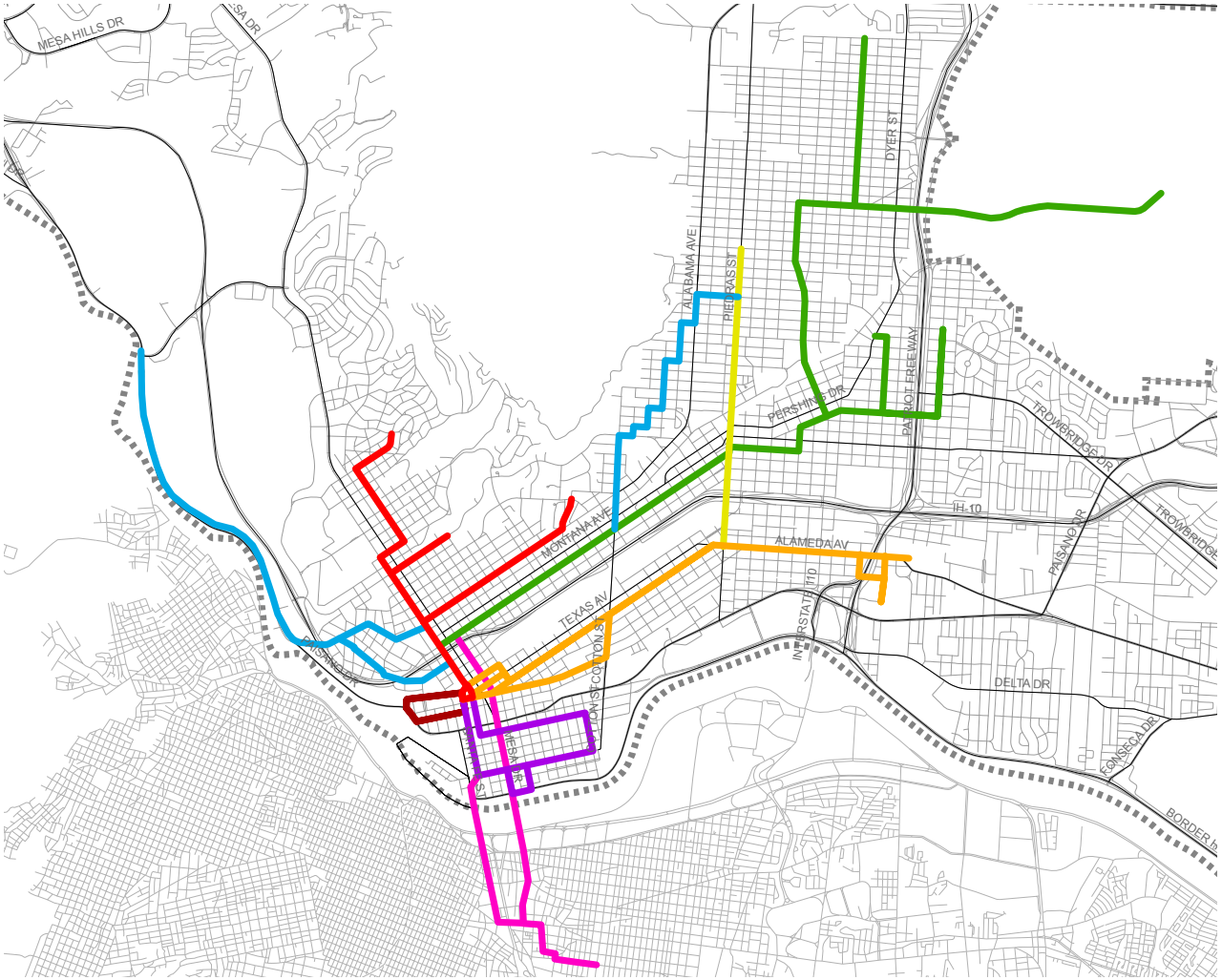
PLANS, PROJECTS AND STUDIES

STREETCAR

Downtown Streetcar Study

As discussed throughout this report, El Paso has a significant streetcar history, at one time having one of the largest systems in the country. There is keen interest in re-starting streetcar service, perhaps initially as a Downtown circulator, and eventually connecting the International Border to UTEP.

As of July 2010, the City is starting a streetcar feasibility study. It is intended to assess the potential market for streetcar service, but is not a ridership analysis. The market assessment will consider the degree of a potential "passenger market" for streetcar service as the extent of complementary and duplicative market with the Mesa BRT route. It will also assess physical feasibility and order-of-magnitude project costs and economic development benefits. Finally, while not a routing or operations assessment, it will consider whether there are fatal flaws or compelling benefits for the service within one or more parallel corridors, including Oregon, Mesa, and Stanton and adjacent parallel streets.



El Paso's vast, historic streetcar network dating back to the 1920s.

Redrawn from "El Paso Electric Company Transportation History: A Tentative History" by Henry J. Leinbach, Jr.

PLANS, PROJECTS AND STUDIES

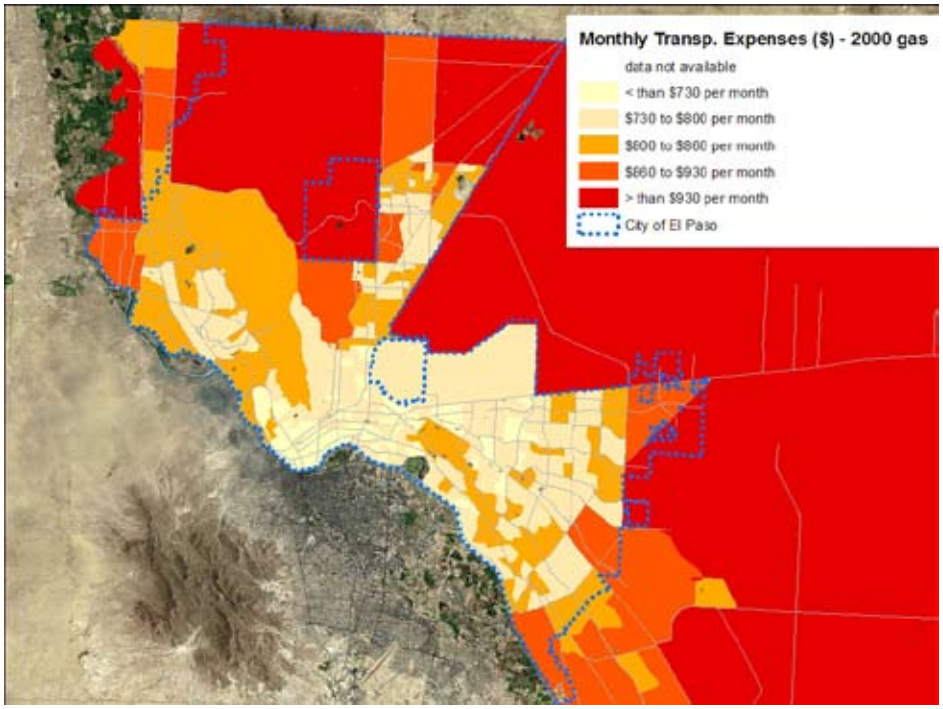
TRANSPORTATION EXPENSE AND LOCATION

When automobiles are the primary mode of transportation, the price of gasoline is a primary factor in the price of transportation. When gasoline prices rise, the cost of transportation rises proportionally. Furthermore, as travel distances increase, transportation expenses rise yet again.

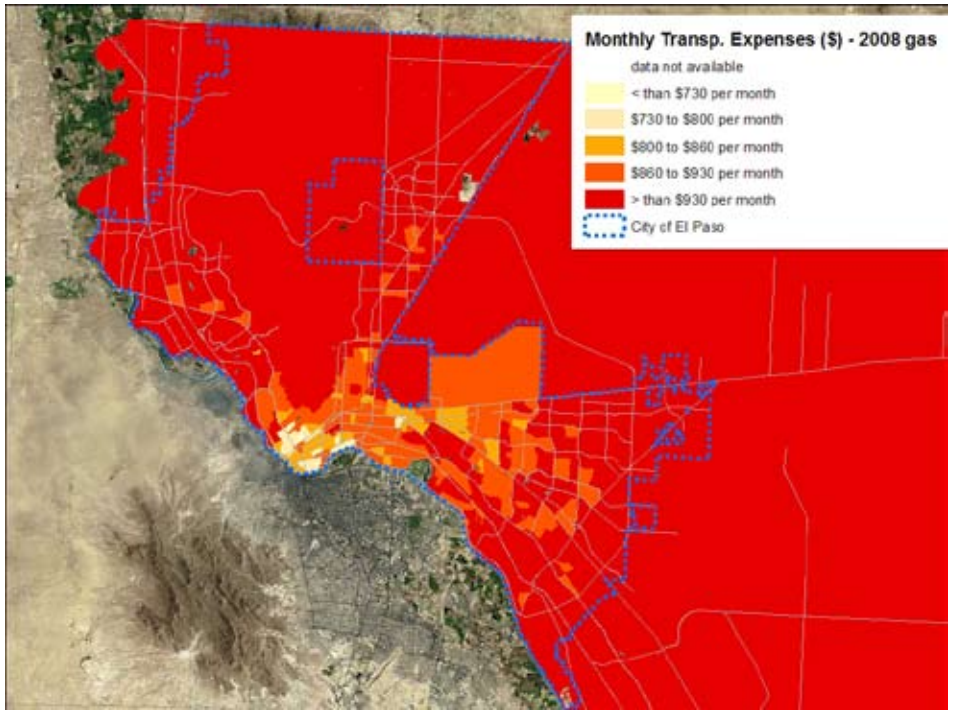
The effect of rising gasoline prices and increasing travel distances on monthly transportation expenses is illustrated in the maps below. These maps show the disproportionate financial impacts of rising gas prices on households further from the center of the City, and the more stable transportation expenditures from households located closer to the center of the City.

These maps indicate rising transportation costs that may inspire increased demand for alternative modes of transportation to the automobile, such as transit, biking or walking. It also suggests the financial benefit of living closer to the center of the City, where transportation prices have remained proportionally stable.

Monthly transportation (gas) expenses - 2000



Monthly transportation (gas) expenses - 2008



These two images, created by the Center for Neighborhood Technology, show the drastic increase in expenses for gas between 2000 and 2008. The trend suggests that prices will only continue to increase over time, which reiterates the importance of an expanded commitment to mass transit.

TRANSPORTATION ANALYSIS

STREET ATLASES

Post-charrette, the transportation analysis focused on developing two important items supporting the transect-based regulating plans for each project site: Street Atlases and SmartCode-compatible street cross-section designs.

Street Atlas

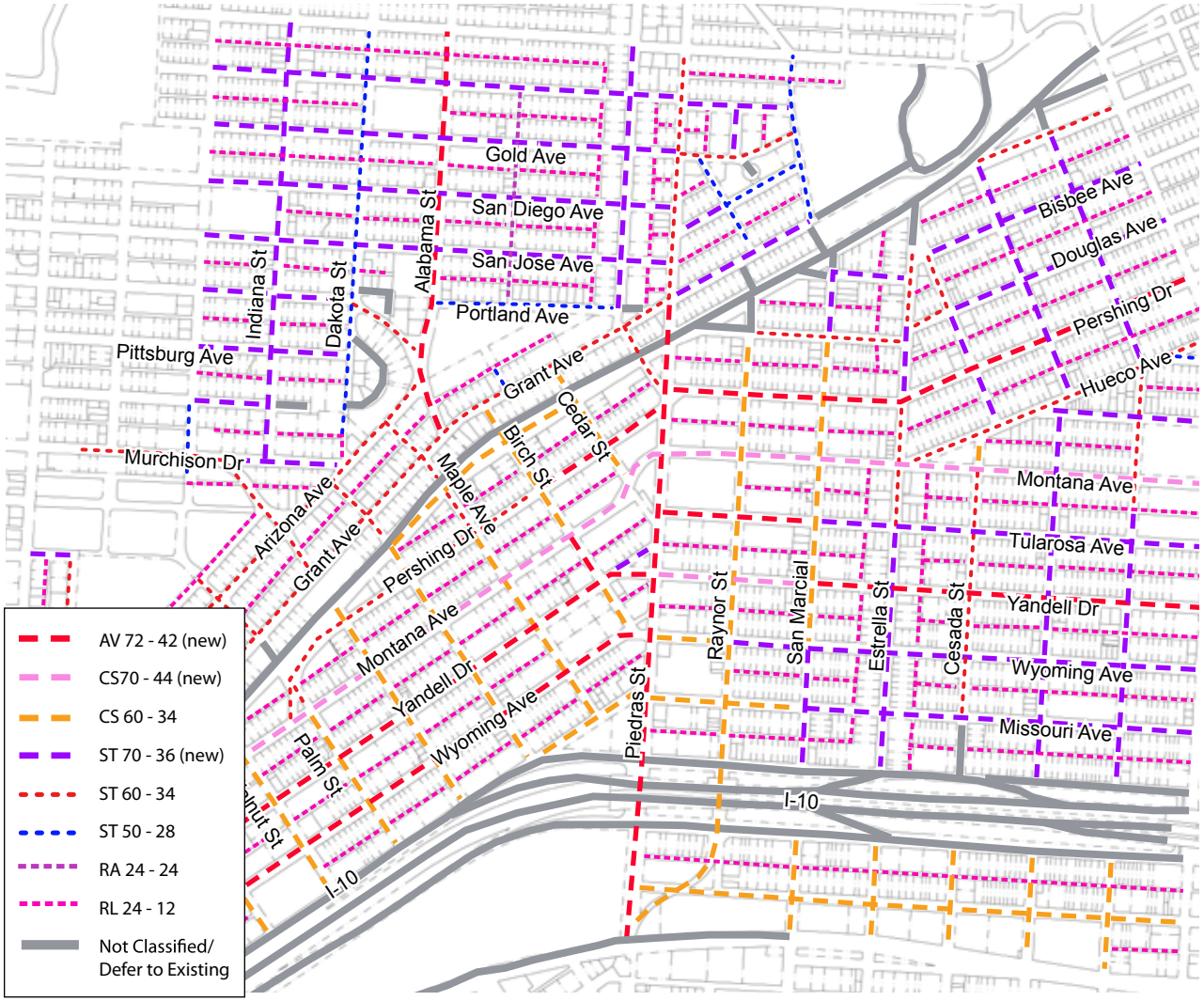
A street atlas is a visual coding and classification of the types and major design elements of the entire street network for each site – alleys, residential streets, and functionally-classified roadways. As a visual tool, the street atlas conveys information about the site's street network as well as its geographic and urban design (transect) relationships.

The street atlas is based on several factors, including, but not limited to:

- Existing cross-section characteristics, especially right-of-way and pavement width
- Traffic volumes and speed
- Specialized transportation characteristics, such as the presence of transit
- Land use, urban design, transect zone, and community character

The City's SmartCode guides the creation of the street atlas by integrating street design typology with transect character. In other words, the SmartCode includes a range of street types spanning the range of alleys to multi-way boulevards and indicates which street types fit within each transect. Within each street type, such as Avenues, are several pre-assembled cross-section design options based on the factors listed above. The overall objective is to match the design, character, scale, and function of transportation facilities with their surrounding land uses. A complete set of Street Atlases for the Connecting El Paso study areas are included in Appendix A: SmartCode.

Street Cross Sections



The Street Atlas for Five Points addresses the ideal future retrofit of existing streets to better serve multiple modes of transportation and to serve as great addresses for residences, businesses, and public spaces. One street coding consideration in these study areas was to incorporate the City's under-construction and planned street designs on primary BRT routes. Another consideration was the unique and somewhat non-uniform cross-section design of residential streets.

TRANSPORTATION ANALYSIS

NEW STREET CROSS SECTIONS

New street cross-section designs were created as part of the street atlas for existing and proposed streets that did not "fit" within the City's existing SmartCode inventory.

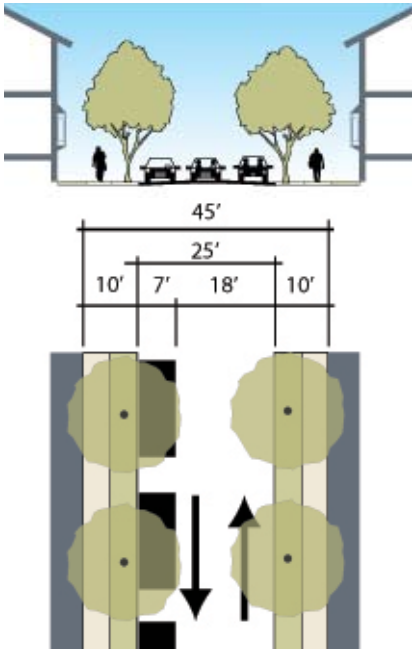
Right-of-way width and number of lanes
Slower, narrow streets were favored over faster wider streets whenever possible to maximize available right-of-way for multimodal, complete streets. Narrow streets are also safer for both pedestrians and vehicles, and have higher per-lane vehicle capacities than wider roads with higher speeds.[1] Though counter-intuitive, this is because traffic flows more predictably and evenly at 30 mph (approximately 1,800 vehicles per lane per hour) than at 50 mph (800 vehicles per lane per hour). And, per-lane vehicle capacity significantly diminishes the wider a road becomes.

Bicycle facilities
Marked bicycle lanes were included where warranted with available right-of-way and needed because of traffic volumes or speeds. However, sharrows are appropriate for most urban streets where speed limits will not exceed 30 mph, while residential streets often do not require marked bicycle facilities.

On-street parking
On-street parking was included where available right-of-way allowed, usually in the form of parallel parking. On-street parking is high-value, high-turnover parking that is important to mixed use, TOD, and SmartCode-compliant types of development and redevelopment. On-street parking also often calms vehicle traffic, provides a sense of destination, and encourages street vitality.

Planting Strip, Medians, & Drainage
Medians generally were not specified except for avenues and boulevards. When included, it was to serve the purposes of pedestrian refuge, through traffic separation, and attractive aesthetics. Planting strips were strongly emphasized, particularly for pedestrian buffering and to provide shade trees, a critical element to walkability and street vitality. As mostly well-established urban areas, drainage is often curb and gutter. However, on-site retention and use and preservation of arroyos and natural drainage was also prioritized.

Sidewalks
A fundamental guiding principle was that every urban street, with rare exception, should have sidewalks. Two major pedestrian-oriented design flaws on most streets and roads across the country, including El Paso, is that sidewalks (if provided at all), are too narrow and located too close to the travel lanes, often at the curb edge. In the SmartCode street atlas process, sidewalks were designed to be buffered by a planting strip (usually 5-6 feet wide) and to be 5-6 feet wide in residential areas, and much wider in commercial areas.



The above street section, ST 45-25, is proposed for North Cebada Street, south of East Missouri Avenue.

Sharrows

A sharrow is a bike route where motorized vehicles and bicycles share a lane; they are marked with an arrow-like design painted on a pavement. The markings makes motorists more aware that they are sharing the road with bicyclist.

(1) Daisa, James M., P.E. and John B. Peers, P.E. "Narrow Residential Streets: Do They Really Slow Down Speeds?" *ITE 6th Annual Meeting Compendium of Technical Papers*, 1997.
(2) Aarts, L. and I. van Schagen. 2006. "Driving speed and the risk of road crashes: A review." *Accident Analysis and Prevention* 38: 215-24.
(3) Elvik, R. 2005. "Speed and road safety: synthesis of evidence from evaluation studies." *Transportation Research Record* 908:59-69.
(4) Dumbaugh, Eric. 2005. "Safe Streets, Livable Streets." *Journal of the American Planning Association* 71:3, pp. 283-298.
(5) Leaf, W.A. and D.F. Preusser. *Literature Review on Vehicle Travel Speeds and Pedestrian Injuries.* (1999) Washington, DC: US Department of Transportation. (Publication no. DOT HS 809 021).
(6) Kulash, Walter. "Traditional Neighborhood Development: Will the Traffic Work?" *11th Annual Pedestrian Conference*. Bellevue, WA.

TRANSPORTATION ANALYSIS

STREET CROSS-SECTIONS

Mesa Corridor Multiway Boulevard

Two sections of Mesa are proposed as multiway boulevards – one adjacent to the ASARCO area north of Glory Road, and the other along the Remcon Circle area. They both feature the primary characteristics of a multiway boulevard: through lanes for regional traffic, an aesthetically-landscaped center median and side medians, and two parallel, one way, one lane complete streets for local traffic, walking, bicycling, on-street parking, and local business access. They both fit within existing ROW, and for this reason, differ in the number of through lanes. With 150 feet of ROW, the section adjacent to Remcon proposes three through lanes in each direction (the same number that Mesa currently has). The ASARCO-adjacent section has only 110 feet of ROW, and so proposes two through lanes in each direction.

Proposed designs for both sections, in diagram, rendering, and photo-simulation formats, are shown in more detail in Chapter 4 of this report.

The proposed multiway boulevard configurations have a higher traffic capacity than Mesa does today, while also increasing opportunities for walking, bicycling, and transit, and increasing safety for all travel modes. Lush native landscaping and plantings create a parkway feel for the corridor that enhances neighborhood character, supports quality development, raises adjacent property values, and increases economic development and revenues. The cumulative objective is for Mesa to become a better-functioning and higher-quality asset to the region by accommodating all travel modes in a BRT, transit, and TOD-supportive environment.

The above street section is proposed for the stretch of Mesa Street near Remcon Circle.

The above street section is proposed for the stretch of Mesa Street near Glory Road.

6 ECONOMIC SUMMARY

"The plan resulting from the charrette proposes more urban, walkable infrastructure to create a framework for change. This urban framework sets the stage for future development and helps create the conditions in which urban revitalization can succeed."

- Urban Advisors
Economic Analysis

INTRODUCTION

Revitalizing the central core of the City of El Paso presents opportunities, each with differing challenges. The city of El Paso is growing and is expected to have a population of between 806,900 and 828,000 by 2025, adding up to 26,850 households to the current population. In the face of this change the city has undertaken a planning process to address this change. A major question for this process is whether to continue in the current auto-oriented model or to build using a model that is more in keeping with the historic pre-automobile patterns that made El Paso a great city and a desirable place to live and work.

In the past, the city was organized in neighborhoods that were served by a comprehensive streetcar system to the Downtown. The streetcar system emphasized Downtown as the central location retail services and office employment. The neighborhoods adjoining Downtown that were served by streetcar were convenient places to live for anyone working Downtown, and living in those neighborhoods offered a short commute with all of the amenities of Downtown accessible by a short walk to the streetcar. As the automobile became the dominant transit mode this pattern changed and the centrality of Downtown became less important for location than places with good freeway access. The result of this change was the pattern we see today of retail centers unconnected to downtown or the neighborhoods, corridors designed for automobiles and strip development designed to take advantage of passing traffic volumes.

The current model of development is designed around the requirements of the automobile, and is reliant on automobile travel, both for residential development and for retail development. Subdivisions are created with a small range of units for people of similar incomes. Retail and services are based on a model of capture that relies upon passing cars rather than surrounding population. These models of development built and shaped postwar El Paso, pushing development outward from the core and resulting in a loss of vitality in downtown and the older core area neighborhoods.

The plans presented propose a different solution, by creating complete walkable neighborhoods when planning new greenfield development, and by proposing infrastructure that reworks the urban framework in existing neighborhoods to reinforce their character and vitality. This model of development is not new—it is how El Paso was built in the days of its streetcar system. It does not suggest losing the advantages of auto-oriented development but rather adds an extra dimension, using both the passing traffic and an intensification of land use to achieve viability for businesses. It offers multiple modes of customer capture and increases the potential base of customers for existing retail nodes. It creates destinations that attract residents and non-residents alike through the re-establishment of a welcoming and attractive public realm: attractive walkable streets, retail and service clusters, room for sidewalk cafes, and access by alternate means of transportation to increase access. Parking is managed on a district basis rather than being an on-site requirement for every use.

The basic difference in the two models is in access. Auto-only access requires large amounts of parking, as much as five spaces per thousand square feet, and large streets with high traffic volumes. Parking is a proxy for access and density. When all modes of transport are available, and parking is solved on a district-wide basis, individual sites can increase the building density and the leasable square footage, making the land itself more valuable to investors. Street widths can be smaller and more walkable and thus more attractive. Retail businesses can be financed and operated with little or no parking depending upon surrounding density and the proximity to transit. For this model to work, there must be a sufficient area population of both residents and employees (for daytime activity), within a half-mile radius to support approximately 60 percent of the sales required for a retail or service business. This is possible to plan in the Greenfield areas such as the Cemex site. Five Points and the Oregon corridor already have significant daytime employment populations, and vitality can be increased through infill and redevelopment that adds to the number of housing units.

These plans are not proposing completely new building types. They are proposing a different arrangement and location of buildings and land uses into traditional urban form—neighborhoods that are more self-sufficient and walkable. Building cost for individual structures need not be any different than they are now for single houses or apartment buildings or commercial structures. This urban development model does present a challenge for developers used to the requirements presented by credit tenants in suburban areas. Chain retail and service companies that rely upon a suburban model of capture will locate based upon the car trips available or the density, income and educational characteristics of the local area. But almost all of these chain retailers also have urban models that they place in districts that are destinations. These retailers have built outlets in city neighborhoods with no on-site parking if the area has district parking and if surrounding density and access are sufficient. If, through this plan, the conditions for new or revitalized destinations can be met, then attracting credit tenants will not only be possible, it will be inevitable. Where these conditions have been met, banks

will also finance small businesses without parking, and will finance residential buildings with parking at less than one car per unit.

The continuing centrality of El Paso in its region, the growth at Fort Bliss, and its importance as a gateway to Mexico is demonstrated in the strong growth projections for the future. This growth offers opportunities for the study areas. One opportunity is for greenfield development that can help reinforce central El Paso, such as the ASARCO East site or the Cemex site. A second, with different challenges, is channeling growth for the intensification and revitalization of Five Points and the Oregon corridor through infill and redevelopment. A third is determining the best use for the original ASARCO smelter site and continuing to provide close-in opportunities for employment. The following sections present trends in El Paso and in each of the study areas, and a strategy for channeling development pressure to maintain and enhance the qualities that made El Paso the most important city in its region of the southwest.

Downtown El Paso with Juarez in the distance

EL PASO REGIONAL CHANGE

Short-term projections for El Paso County are positive, showing both growth in households and growth in household income, but the rate of growth is slowing in comparison to past trends. Over the long term, according to the El Paso Regional Growth Plan, El Paso is expected to grow to a population of approximately 828,000 including further expansions at Fort Bliss. This is an increase of approximately 62,600 people over the current population by year 2025. The number of households in El Paso by 2025 at these estimates will be approximately 267,000. Over the next fifteen years this will add approximately 26,850 households to the region.

Information from the Base Realignment and Closure (BRAC) Commission indicates that between 2010 and 2012, Fort Bliss realignment will bring growth; the projections are shown in the table "Fort Bliss Realignment."[1] These projections are included in the 2025 regional growth projection.

The realignment from 2005 to 2012 is proposed to add 58,461 persons to the regional population including soldiers, spouses and children. From 2010 to 2012, Fort Bliss estimates show growth of 24,140 in population expected to consist of 10,281 soldiers, 5,963 spouses and 7,896 children. There are 3,090 units of housing in fifteen neighborhoods on the base on the base provided in partnership with a privately operated housing company.

Short Term Demographic Change in El Paso County

	2000	2010	2015	Change 2010-2015
Population	679,622	765,357	796,117	30,760
Households	210,022	240,237	250,967	10,730
Families	166,226	188,223	195,437	7,214
Non-Family Households	43,796	52,014	55,530	3,516
Percent Non-Family	21%	22%	22%	33% (1)
Average Household Size	3.18	3.13	3.12	2.87 (2)
Owner Occupied HUs	133,624	150,057	157,033	6,976
Renter Occupied HUs	76,398	90,180	93,934	3,754
Percent Renter HU's	36%	38%	37%	35% (3)
Median Age	30.0	30.8	31.3	NA
Median Household Income	$31,059	$39,228	$45,657	6,429
Average Household Income	$42,515	$49,908	$54,697	4,789

Source: ESRI BIS

(1) The Percent Non-Family Households number in the change column is the change in non-family households divided by the total change in households. It represents the number of new or changing households that are non-family as a percent of total household change and is not an average for the City.

(2) The household size number in the change column of this and subsequent demographic change tables is the change in population divided by the change in households not the Citywide average. It represents the size of households in change rather than the average for the City. Numerically this makes sense-- the changing or new households have to be smaller than the average for the average to drop over the five year time period.

(3) The Percent Renter Housing Units in the change column is the number of new or changing renter occupied units divided by the total number of new occupied units. The value of this statistic is that it indicates the need for new rental units rather as a proportion of all new units, as opposed to a Citywide average, which would not discriminate between existing and new units.

Fort Bliss Realignment: Base Growth in Soldiers and Family Members

	Baseline 2005		2006	2007	2008	2009	2010	2011	2012	Change 2005 to 2012
Soldiers	9,330	Added	3,848	948	3,044	2,508	4,269	6,494	3,787	24,898
		Cumulative	13,178	14,126	17,170	19,678	23,947	30,441	34,228	
Spouses	4,945	Added	2,232	550	1,766	1,455	2,476	3,767	2,196	14,441
		Cumulative	7,177	7,727	9,492	10,947	13,423	17,189	19,386	
Children	10,385	Added	2,955	728	2,338	1,926	3,279	4,987	2,908	19,122
		Cumulative	13,340	14,068	16,406	18,332	21,611	26,598	29,507	
Totals	24,660		33,695	35,921	43,068	48,957	58,981	74,228	83,121	58,461

Source: ESRI BIS

1 From US Army Fort Bliss Command Team Bliss Transformation Office

HOUSING TRENDS IN EL PASO

Because housing markets are regional, Urban Advisors looked at housing preferences to understand the potential for infill and higher density housing in the study areas. ESRI Business Information Systems (ESRI BIS) publishes lifestyle segmentation information that indicates the preferences of different household types for urban location and preferred housing form, from the urban center to the rural outskirts.

According to ESRI BIS, approximately 25 percent of El Pasoans prefer an urban center or urban neighborhood location. The urban center and urban neighborhoods show the greatest diversity of housing types. In the urban center, the preference for single-family housing makes up less than half of all demand. For the Five Points and Oregon Corridor areas, this means that a significant component of infill should be multi-family units and townhomes to balance the existing stock of single-family units. For ASARCO East, as a neighborhood in the urban core, a balance of units should reflect these preferences with a mix of all types other than high-rise. The high-rise preference indicates that there is a market for the renovation of Downtown buildings.

The other factor to note is that location plays a very important role in housing choice. El Paso developed as a city with streetcar transit that encouraged growth close to the center, unlike many metropolitan areas in which large areas were developed on a more suburban model. The result of this is that proportions of rural and suburban housing are much smaller in El Paso than they are in other cities, such as the Portland, Oregon metropolitan region. Despite its reputation, the Portland Metro regional housing in suburban and rural categories is 69.9 percent versus 20.6 percent in El Paso.

It is interesting to note that even in suburban areas, 16.5 percent of households would choose a townhome or a single-family home and 5.9 percent would choose a multi-family unit or a single-family home. This argues that a greater diversity of housing products is desirable even in suburban developments and is likely not being satisfied because of the single focus nature of current development practice. The preference for a suburban as opposed to a single-family residence in an urban location as a percentage of all housing types is only 14.2 percent in El Paso. These data demonstrate that people in El Paso appreciate the lifestyle available in the City and its adjoining neighborhoods. Revitalization of core area neighborhoods will reinforce this civic preference.

Housing Type Preferences in El Paso by Location				
Location By Unit Type (1)	**Urban Center/ Neighborhoods**	**Adjoining Urban**	**Suburban**	**Rural**
High-Rise Rentals	2,889	0	0	0
Multi-Units	23,535	50	0	0
Multi-Units or Townhome	4,823	1,924	2,615	0
Single Family or Townhome	1,340	1,786	7,283	0
Single Family	28,359	126,812	34,273	5,443
Totals	60,946	130,572	44,171	5,443
Percent	25.3%	54.1%	18.3%	2.3%
Unit Mix By Location	**Urban Center/ Neighborhoods**	**Adjoining Urban**	**Suburban**	**Rural**
High-Rise Rentals	4.7%	0.0%	0.0%	0.0%
Multi-Units	38.6%	0.0%	0.0%	0.0%
Multi-Units or Townhome	7.9%	1.5%	5.9%	0.0%
Single Family or Townhome	2.2%	1.4%	16.5%	0.0%
Single Family	46.5%	97.1%	77.6%	100.0%
Totals	100.0%	100.0%	100.0%	100.0%
Unit Mix as % of All Units	**Urban Center/ Neighborhoods**	**Adjoining Urban**	**Suburban**	**Rural**
High-Rise Rentals	1.2%	0.0%	0.0%	0.0%
Multi-Units	9.8%	0.0%	0.0%	0.0%
Multi-Units or Townhome	2.0%	0.8%	1.1%	0.0%
Single Family or Townhome	0.6%	0.7%	3.0%	0.0%
Single Family	11.8%	52.6%	14.2%	2.3%
Totals	25.3%	54.1%	18.3%	2.3%

Source: ESRI BIS

DEMAND, GROWTH, AND PERMITS

From year 2000 to the first quarter of 2010, El Paso permitted approximately 41,600 units according to the Real Estate Center at Texas A&M University, while growth during the same period was 30,215 households. By 2025 the expected addition of 26,850 households to current population will allow opportunities for both growth in areas already permitted and development and infill in the core areas of the City. The future regional demand for housing can be calculated by projecting additional households, subtracting vacant stock, and adding in stock from frictional vacancy (vacancy that is normal for the market from people moving, time between sales etc.). This is shown in the following table. The data is simplified in that it does not project demolitions, but demolitions would add to the net number.

Prices and construction costs for housing in El Paso are stable—El Paso missed the severe bubble inflation that other market areas experienced, and this has kept housing more affordable than in many cities.[1] The projects proposed in this plan take up only a portion of this future demand, but will yield a more livable environment for many residents while reinforcing the vitality of businesses in the core area of El Paso. Development will still proceed in areas other than the center of the City, but there is enough need to justify policy changes to emphasize the planning and prioritization of revitalization of the City's Downtown and in-town neighborhoods. This will require creating the places that will enable the existing market for more urban housing. As noted in the discussion of housing preference, there are thousands of households that would willingly adopt urban housing, but the places and products do not currently exist to satisfy that demand. The proposed plan seeks to create the framework for these places.

1 Real Estate Center, Texas A&M University, Texas Affordability Index

A market exists for urban housing in El Paso; however, the supply of appropriate housing types in desirable locations is limited. The City of El Paso should encourage adaptive reuse and rehabilitation of historic buildings to fulfill this market demand.

Housing Needed by 2025	
Household Growth	26,850 units
Less 2010 Vacant Units	(23,735 units)
Plus Frictional Vacancy	13,199 units
Net Housing Need	16,314 units

The majority of El Paso's recent housing growth has been in suburban, auto-oriented locations.

RETAIL FUNDAMENTALS

The following tables show current and projected spending by residents of El Paso in selected categories not including spending on automobiles and automotive supplies. The categories listed are those that use shop space and cater to the public. Categories of spending not included are insurance, utilities and public services, automobile and recreational vehicle sales, day care and other items such as travel expenses that would not be spent in El Paso.

Average household spending in El Paso County for all categories listed is approximately $12,500 per year. Total spending for these categories is approximately $2.99 billion and expected to rise to approximately $3.13 billion by 2015. Total supportable space at sales listed above is approximately 305,000 square feet.

According to ESRI BIS, consumer spending by El Paso County residents in all retail categories is estimated at approximately 5.3 billion. Tourism adds approximately $180 million a year to that total. The bulk of the difference between these figures and a total in the range of 6.7 billion is from customers not included in the data for the El Paso metropolitan statistical area such as Juarez and Las Cruces. The effect of outside spending would thus account for approximately 21 percent of area retail sales. If this is taken into account, additional space demand could add as much as 70,000 square feet.

Actual space of businesses supported could be higher than what is shown in the tables because the sales per square foot assumes a level of sales needed to support lease rates for new construction. If businesses open in existing locations with lower leasing costs, the space supported could be greater. Many categories use sales of $350 per square foot. An existing building with a leasing rate of $15 per square foot including common area charges and all building expenses would only require sales in the range of $180 per square foot.

Estimated Change in Retail Spending in El Paso 2010- 2015

	Household Spending	2010 Total	2015 Estimate	Change 2010-2015	Sales/ SF	Change in SF
Apparel and Services						
Men's	$218.64	$52,525,851	$54,871,878	$2,346,027	350	6,703
Women's	$363.91	$87,423,771	$91,328,486	$3,904,715	350	11,156
Children's	$236.93	$56,919,033	$59,461,278	$2,542,245	350	7,264
Footwear	$157.73	$37,891,712	$39,584,116	$1,692,404	350	4,835
Watches & Jewelry	$129.95	$31,218,732	$32,613,093	$1,394,361	350	3,984
Apparel Products and Services	$120.72	$29,002,608	$30,297,987	$1,295,379	350	3,701
Computer						
Computers and Hardware for Home Use	$139.38	$33,484,859	$34,980,434	$1,495,575	1000	1,496
Software and Accessories for Home Use	$20.22	$4,858,679	$5,075,688	$217,009	1000	217
Entertainment & Recreation						
Membership Fees for Clubs	$104.51	$25,108,163	$26,229,600	$1,121,437	NA	NA
Fees for Participant Sports, excl. Trips	$75.20	$18,065,703	$18,872,594	$806,891	NA	NA
Movie/Theatre/Opera/Ballet	$109.04	$26,194,921	$27,364,897	$1,169,976	NA	NA
Admission to Sporting Events	$40.16	$9,648,814	$10,079,771	$430,957	NA	NA
Fees for Recreational Lessons	$88.13	$21,171,327	$22,116,928	$945,601	NA	NA
Dating Services	$0.47	$111,858	$116,854	$4,996	NA	NA
Pets	$368.38	$88,499,455	$92,452,215	$3,952,760	350	11,294
Toys and Games	$104.89	$25,197,334	$26,322,753	$1,125,419	350	3,215
Sports/Recreation/Exercise Equipment	$98.29	$23,612,063	$24,666,678	$1,054,615	350	3,013
Photo Equipment and Supplies	$71.47	$17,170,524	$17,937,432	$766,908	350	2,191
Reading	$98.70	$23,710,844	$24,769,871	$1,059,027	350	3,026

Source: ESRI BIS and Urban Advisors Ltd

RETAIL FUNDAMENTALS

The minimum number of square feet to create a destination is approximately 100,000 square feet of retail and services. Retail demand of 370,000 square feet is sufficient to create two to three walkable neighborhood centers or one standard suburban retail development.

The demand profile is especially suited to the creation of small businesses that can rent existing space and do not necessarily need the national sales figures listed in the tables. The restaurant demand, for instance, can be taken in 5 to 7 auto oriented chain restaurants, or spread in neighborhood centers among 18 local restaurants. If this development goes to the edge in one development it will serve the city by producing sales tax revenue, an important consideration.

On the other hand, if this retail energy is concentrated to reinforce Five Points, the Oregon Corridor, and downtown it will yield the same sales tax, but will also spur housing redevelopment because of the increase in amenity, enhance the existing retail and commercial activity, and will thus have a multiplier effect beyond its own revenues.

Estimated Change in Retail Spending in El Paso 2010- 2015

	Household Spending	2010 Total	2015 Estimate	Change 2010-2015	Sales/ SF	Change in SF
TV/Video/Audio						
Televisions	$146.03	$35,081,409	$36,648,293	$1,566,884	450	3,482
VCRs, Video Cameras, and DVD Players	$15.13	$3,634,041	$3,796,353	$162,312	450	361
Video Cassettes and DVDs	$39.26	$9,430,820	$9,852,040	$421,220	450	936
Video/Computer Games	$40.57	$9,746,517	$10,181,838	$435,321	450	967
Satellite Dishes	$0.97	$233,006	$243,413	$10,407	450	23
Rental of Video Cassettes and DVDs	$31.37	$7,537,435	$7,874,089	$336,654	450	748
Audio	$100.82	$24,221,856	$25,303,706	$1,081,850	450	2,404
Food at Home	$3,343.12	$803,141,894	$839,013,606	$35,871,712	450	79,715
Food Away from Home	$2,381.53	$572,131,493	$597,685,304	$25,553,811	650	39,314
Alcoholic Beverages	$397.39	$95,468,333	$99,732,352	$4,264,019	450	9,476
Nonalcoholic Beverages at Home	$330.38	$79,369,333	$82,914,303	$3,544,970	350	10,128
Health						
Nonprescription Drugs	$76.80	$18,451,088	$19,275,192	$824,104	350	2,355
Prescription Drugs	$343.10	$82,425,752	$86,107,235	$3,681,483	350	10,519
Eyeglasses and Contact Lenses	$53.11	$12,759,223	$13,329,104	$569,881	350	1,628
Personal Care Products	$311.46	$74,824,692	$78,166,679	$3,341,987	350	9,549
School Books and Supplies (19)	$78.59	$18,880,703	$19,723,995	$843,292	350	2,409
Smoking Products	$290.44	$69,775,545	$72,892,016	$3,116,471	350	8,904

Source: ESRI BIS and Urban Advisors Ltd

RETAIL FUNDAMENTALS

Estimated Change in Retail Spending in El Paso 2010- 2015						
	Household Spending	2010 Total	2015 Estimate	Change 2010-2015	Sales/ SF	Change in SF
Household Furnishings and Equipment						
Household Textiles	$94.41	$22,681,631	$23,694,689	$1,013,058	350	2,894
Maintenance and Remodeling Materials	$249.56	$59,953,612	$62,631,394	$2,677,782	350	7,651
Furniture	$438.82	$105,420,781	$110,129,319	$4,708,538	350	13,453
Floor Coverings	$47.58	$11,430,208	$11,940,729	$510,521	350	1,459
Major Appliances	$214.59	$51,551,838	$53,854,361	$2,302,523	350	6,579
Housewares	$56.47	$13,566,307	$14,172,236	$605,929	350	1,731
Small Appliances	$23.12	$5,555,191	$5,803,309	$248,118	350	709
Luggage	$6.21	$1,491,016	$1,557,611	$66,595	350	190
Telephones and Accessories	$22.56	$5,418,914	$5,660,946	$242,032	350	692
Lawn and Garden	$277.75	$66,726,867	$69,707,171	$2,980,304	350	8,515
Housekeeping Supplies	$525.53	$126,252,870	$131,891,857	$5,638,987	350	16,111
Personal Care Products	$311.46	$74,824,692	$78,166,679	$3,341,987	350	9,549
School Books and Supplies (19)	$78.59	$18,880,703	$19,723,995	$843,292	350	2,409
Smoking Products	$290.44	$69,775,545	$72,892,016	$3,116,471	350	8,904

Source: ESRI BIS and Urban Advisors Ltd

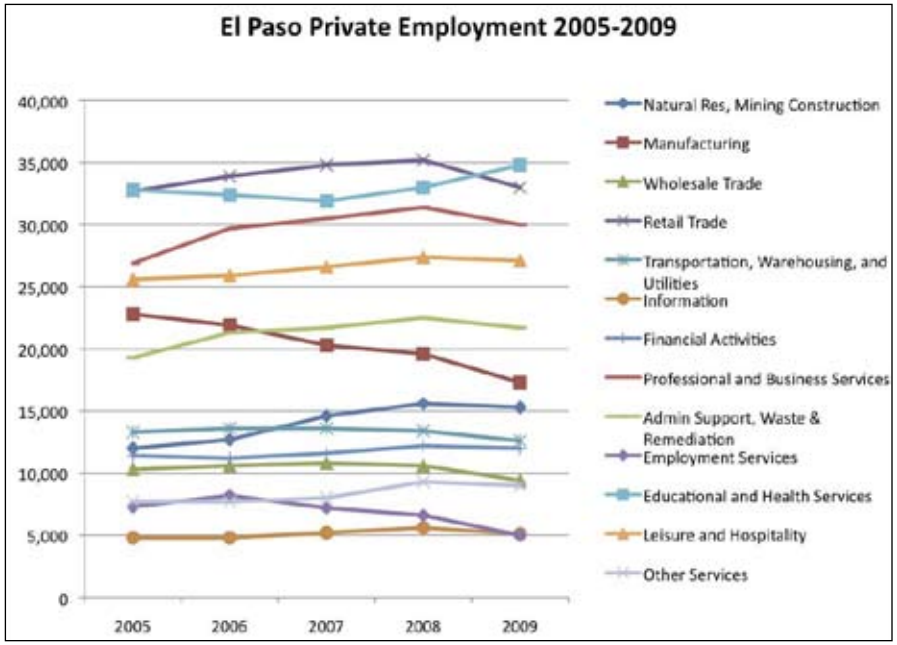
METROPOLITAN AREA EMPLOYMENT TRENDS

Metro area employment is shown in the following table and chart. The current economy is in flux and there are arguments that we will have a "double dip" recession, one where we recover a bit and then slide back into higher unemployment. Other economists argue that we will have a lost decade of stagnant wage and job growth, as did Japan after its banking collapse. Nevertheless, since this study is accommodating trends to 2025, at some point the national economy will recover. When it does, El Paso employment will also rebound. According to Texas Workforce Area projections from 2006 to 2016, employment in Region 10 will increase by 56,650 jobs. As of 2006, a review of BLS data showed that the El Paso MSA had approximately 88 percent of workforce area jobs. By 2016 this proportion would equate to approximately 50,000 new jobs created from 2006 to 2016. This change is sufficient to support as much as 6.7 million square feet of occupied space, with office space accounting for as much as 3.2 million square feet[1]. According to the BLS, 7,100 jobs were added to the El Paso MSA between 2006 and the end of 2009. If the Texas WFA projections are still valid, this would indicate that, upon recovery, one might expect six years of growth to add as many as 43,000 jobs. Much of this demand would go into existing structures but some amount would be placed in new space. The implication of this for downtown and the study areas is that planning for renovation of space is important in order to meet demand when the markets recover, so that demand can add to core area revitalization. For ASARCO, it means that planning for employment space is a viable and necessary option.

1 This estimate does not include Retail for which space is determine by sales, Construction and Natural Resources employment that are minor users of office space, Leisure and Hospitality for which space is determined by sales, or Manufacturing.

El Paso Employment by Sector 2005-2009					
	2005	2006	2007	2008	2009
Natural Res, Mining Construction	12,000	12,700	14,600	15,600	15,300
Manufacturing	22,800	21,900	20,300	19,600	17,300
Wholesale Trade	10,300	10,600	10,800	10,600	9,400
Retail Trade	32,700	33,900	34,800	35,200	33,000
Transportation, Warehousing, and Utilities	13,300	13,600	13,600	13,400	12,600
Information	4,800	4,800	5,200	5,600	5,100
Financial Activities	11,400	11,200	11,600	12,200	12,000
Professional and Business Services	26,900	29,700	30,500	31,400	30,000
Admin Support, Waste & Remediation	19,300	21,300	21,700	22,500	21,700
Employment Services	7,300	8,200	7,200	6,600	5,000
Educational and Health Services	32,800	32,400	31,900	33,000	34,800
Leisure and Hospitality	25,600	25,900	26,600	27,400	27,100
Other Services	7,700	7,700	8,000	9,300	9,000
Federal Government	9,300	9,700	10,200	10,800	11,600
State Government	8,600	8,100	9,100	9,200	9,400
Local Government	42,600	43,000	44,500	44,900	45,400
Total Government	60,500	60,800	63,800	64,900	66,400

Source: Department of Labor Statisics



Source: Department of Labor Statisics

TRENDS IN THE STUDY AREAS

The following sections show trends for the individual study areas. Because the conditions and planning goals at each site are different, the tables do not use the same drive times or radii in looking at demographics. ASARCO, for instance, has no housing within walking distance, so the typical drive time to evaluate retail (5 minutes) was used.

In general, the following tables illustrate existing conditions and the likelihood of change in the study areas in the absence of revitalization efforts. Individual area projections can only tell us what to expect if nothing changes. Projections cannot take into account the impact of new plans for infill and new development that make an area more attractive regionally. Based upon regional projections there can be a market for new housing in the study areas if the urban framework proposed in the plan is implemented to help provide the conditions necessary for infill and new development.

Oregon Corridor

Five Points

Remcon Circle

ASARCO

OREGON CORRIDOR AREA TRENDS

BASE DEMOGRAPHICS

To understand the Oregon Corridor conditions, the area within walking distance (the pedestrian shed) of the corridor and its Bus Rapid Transit route was analyzed, shown in the accompanying map. While this area has been losing population, it has not lost any households and it has been gaining employment as shown in the employment data in this section. The change in the corridor is due to shrinking household size, which is below the El Paso average of 3.12 persons, and a shift from family to non-family households and renter households.

Within this pedestrian shed are areas of very high quality housing. This suggests that if the character of the corridor could be changed, there may be potential to integrate the characteristics of the higher income areas. Improvements to the corridor itself could increase the feasibility of retail, increase the number of households and balance the demographics of household income.

Demographic Change for the Oregon Corridor Pedestrian Shed

	2000	2010	2015	Change 2010-2015
Population	9,931	9,681	9,580	(101)
Households	3,708	3,762	3,763	1
Families	2,136	2,058	2,012	(46)
Non-Family Households	1,572	1,704	1,751	47
Percent Non-Family	42%	45%	47%	47%
Average Household Size	2.57	2.47	2.44	NA
Owner Occupied HUs	1,104	1,145	1,129	(16)
Renter Occupied HUs	2,604	2,617	2,634	17
Percent Renter HU's	70%	70%	70%	70%
Median Age	33.2	34.2	34.3	0.10
Median Household Income	$21,774	$27,297	$31,910	4,613
Average Household Income	$36,182	$43,002	$48,662	5,660

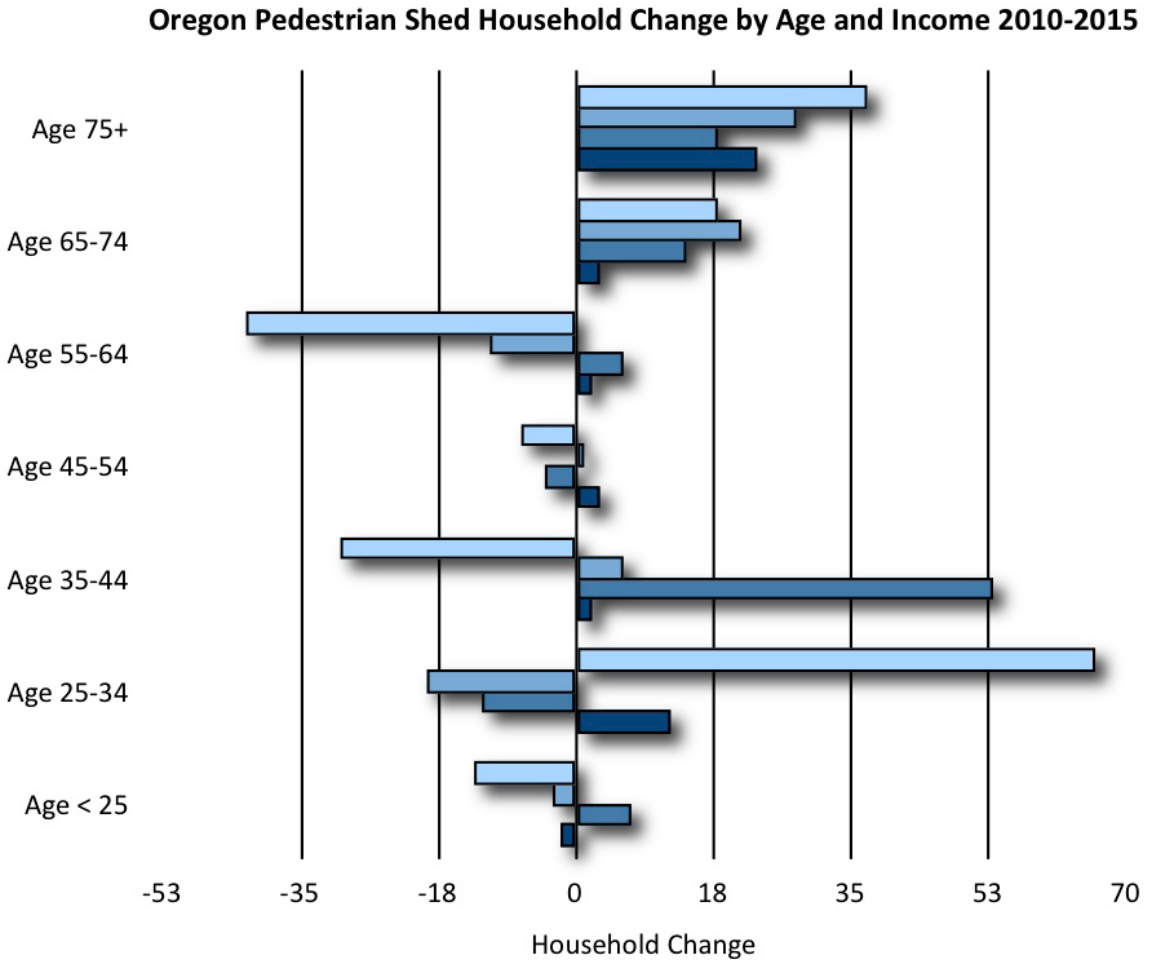
Source: ESRI BIS

Oregon Street Five-minute walk pedestrian shed *Source: ESRI BIS*

OREGON CORRIDOR AREA TRENDS

AGE AND INCOME

The Oregon Corridor area shows net growth in households between 25 and 44 years of age, and ages 65 and up, and a loss of households between 45 and 54 years of age. Since the years between 45 and 64 are those when families with children will downsize, and the years between 25 and 44 are when families add children, it is possible that this trend highlights a need for a greater diversity of housing units to address downsizing. The surge of 35 to 44 year old households with incomes between $50,000 and $99,999 per year indicates that those with upper incomes see the area as desirable now; improving the urban framework of the Oregon Corridor will reinforce this trend. The implication is that housing in the area can be proposed at a diversity of income ranges including upper income units.



Source: ESRI BIS

OREGON CORRIDOR AREA TRENDS

EMPLOYMENT

The local employment data for the Oregon Corridor highlights its vitality as an employment center extending from Downtown to UTEP. While jobs with wages below $3,333 per month declined, jobs paying more than that per month increased, offsetting the losses. In a time of downturn it gained in employment and increased in family wage employment. In planning for the area, this may indicate a possibility for the creation of more urban housing for those who wish to live, work and shop in the area without commuting.

The number of employees in this area indicates that the Oregon Corridor has one of the highest daytime populations in El Paso, indicating potential for intensification of the corridor. Daytime employed populations support restaurants, business services, and a wide range of retail and service categories from apparel, drugstores and personal care products to financial services and dry cleaning. This support adds to the amenities needed for the viability of residential growth. In addition, the shift to higher income enhances the potential for new retail and services since these employees will have more disposable income than lower-wage workers.

Change by Age and Wage Level	Employment		Change
Oregon Corridor Pedestrian Shed	**2004**	**2008**	**2004-2008**
Age 30 or younger	4,755	5,062	307
Age 31 to 54	10,809	10,734	-75
Age 55 or older	2,326	2,974	648
$1,250 per month or less	5,497	5,420	-77
$1,251 to $3,333 per month	7,136	6,632	-504
More than $3,333 per month	5,257	6,718	1,461

Source: Local Employment Dynamics, US Census

Oregon Corridor					
Ped Shed for Corridor	**2004**	**2008**	**Change 2004 to 2008**	**Change by Sector**	**Percent of Total Change**
Total Area Employment	**17,890**	**18,770**	**880**	**4.9%**	**100%**
Agriculture, Forestry, Fishing and Hunting	10	12	2	20.0%	0.2%
Mining, Quarrying, and Oil and Gas Extraction	0	2	2		0.2%
Utilities	672	580	-92	-13.7%	-10.5%
Construction	96	297	201	209.4%	22.8%
Manufacturing	82	59	-23	-28.0%	-2.6%
Wholesale Trade	264	137	-127	-48.1%	-14.4%
Retail Trade	359	409	50	13.9%	5.7%
Transportation and Warehousing	888	829	-59	-6.6%	-6.7%
Information	487	490	3	0.6%	0.3%
Finance and Insurance	1,453	1,594	141	9.7%	16.0%
Real Estate and Rental and Leasing	153	129	-24	-15.7%	-2.7%
Professional, Scientific, and Technical Services	923	955	32	3.5%	3.6%
Management of Companies and Enterprises	22	10	-12	-54.5%	-1.4%
Administration, Waste Mgmt, Remediation	666	1,165	499	74.9%	56.7%
Educational Services	3,825	4,751	926	24.2%	105.2%
Health Care and Social Assistance	5,092	4,407	-685	-13.5%	-77.8%
Arts, Entertainment, and Recreation	601	571	-30	-5.0%	-3.4%
Accommodation and Food Services	1,191	1,264	73	6.1%	8.3%
Other Services (exc. Public Administration)	330	307	-23	-7.0%	-2.6%
Public Administration	776	802	26	3.4%	3.0%

Source: Department of Labor Statisics, US Census

OREGON CORRIDOR AREA TRENDS

ASSESSED VALUES

The mapping of the Oregon Corridor shows the potential for redevelopment, rehabilitation and adaptive re-use in the area. Assessed values for the more valuable properties are very high because of the institutional uses in the area including the University of Texas and the hospitals and clinics adjoining the university.

In the Oregon Corridor, the sites at less than $9 per square foot will be immediate opportunities if the planned infrastructure changes are made. Vacant commercial land that is provided with services is listed for sale in El Paso from $4 per square foot to $8 per square foot currently, with vacant pads at existing retail sites listing for as much as $14 per square foot. Sites between $10 and $15 per square foot will become viable opportunities over time as the market appreciates. There are also opportunities for institutions to reinforce the character of the corridor by adopting and using the planned code changes for their new projects.

Oregon Corridor Assessed Values			
	Area SF	Acres	Appraised Value
$0 to $9 per SF	557,673	12.8	$2,140,417
$10 to $15	1,009,914	23.2	$13,006,773
Over $15	5,659,174	129.9	$327,217,651
Totals	7,226,762	165.9	$342,364,841

Oregon Corridor Assessed Value Per Square Foot *Source: City of El Paso GIS*

FIVE POINTS AREA TRENDS

BASE DEMOGRAPHICS

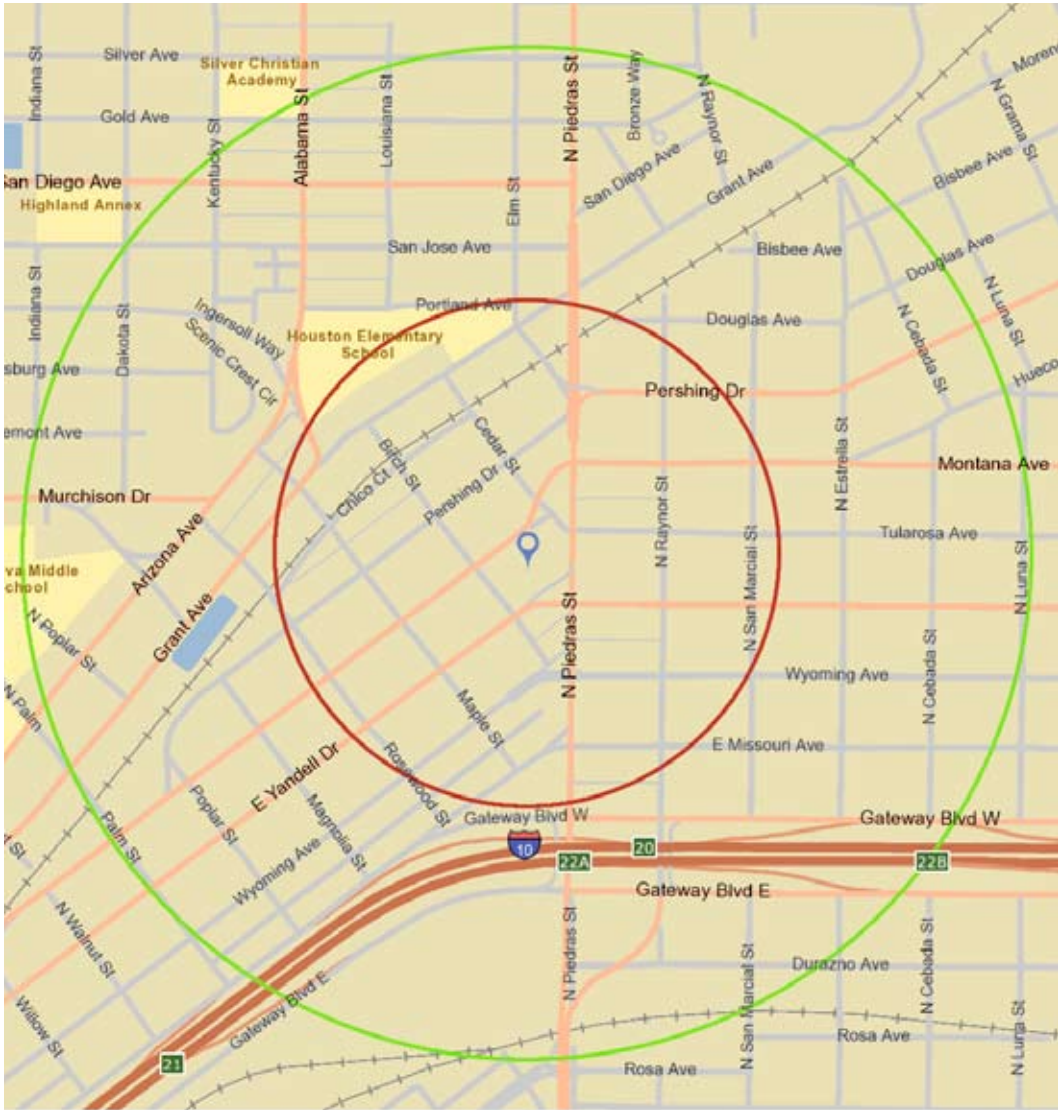
Two different areas were used to understand the conditions in the Five Points Transfer Center area. The first table shows demographic change in a walking (0.25 mile) radius from the Five Points Transfer Center, while the second uses a standard five-minute driving time (see maps).

Five-Minute Walk Pedestrian Shed

The immediate walking area at the Five Points Transfer Center needs growth to support new retail. The gross housing density of the quarter-mile radius is only 2.9 units per acre. A walkable neighborhood that can support a full range of retail and services is typically in the range of 8 to 16 units per acre and up. To make the area truly viable as a walkable center, the plan adds higher density housing along the corridors and as infill within the half-mile radius from the Transfer Center. A reasonable goal for the area would be the addition of a thousand units. If this can be accomplished, approximately 66,000 square feet of retail could be supported, based upon the average spending for main street retail discussed in the consumer spending section.

Demographic Change for Five Points Transfer Center Pedestrian Shed (1/4 mile radius)				
	2000	2010	2015	2010-2015 Change
Population	1,016	1,014	1,014	-
Households	352	366	370	4
Families	237	236	234	(2)
Non-Family Households	115	130	136	6
Percent Non-Family	33%	36%	37%	37%
Average Household Size	2.89	2.77	2.74	-0.03
Owner Occupied HUs	141	137	136	-1
Renter Occupied HUs	211	228	234	6
Percent Renter HU's	60%	62%	63%	63%
Median Age	33.9	33.5	33.2	-0.3
Median Household Income	$18,846	$23,119	$24,405	$1,286
Average Household Income	$25,644	$31,238	$35,333	$4,095

Source: ESRI BIS



Five-minute (red circle) and ten-minute (green circle) walk pedestrian shed around the Five Points Transfer Center *Source: ESRI BIS*

FIVE POINTS AREA TRENDS

BASE DEMOGRAPHICS

Five-Minute Drive Time

The five-minute drive time, shown in green on the map, is an area that includes much of Central El Paso. While projected to have a slight loss in population, the access and centrality of this area and the supporting surrounding population suggest that this area, as it was in the past, should be a location for a concentration of retail and services. The plan addresses this locational importance by creating a node of density and a walkable environment at the Five Points Transfer Center area and along the Montana corridor. With many more local households, and a location central to such a high population, revitalization can take place in the Five Points area.

Demographic Change for Five Points Transfer Center 5-minute Drive Time

	2000	2010	2015	Change 2010-2015
Population	66,226	63,564	62,683	(881)
Households	22,197	22,010	21,888	(122)
Families	15,460	14,832	14,523	(309)
Non-Family Households	6,737	7,178	7,365	187
Percent Non-Family	30%	33%	34%	34%
Average Household Size	2.95	2.77	2.74	-0.03
Owner Occupied HUs	10,084	9,533	9,388	-145.00
Renter Occupied HUs	12,113	12,477	12,500	23.00
Percent Renter HU's	55%	57%	57%	57%
Median Age	33.8	35.0	35.5	0.50
Median Household Income	$19,862	$24,385	$27,522	$3,137
Average Household Income	$29,999	$34,229	$38,374	$4,145

Source: ESRI BIS

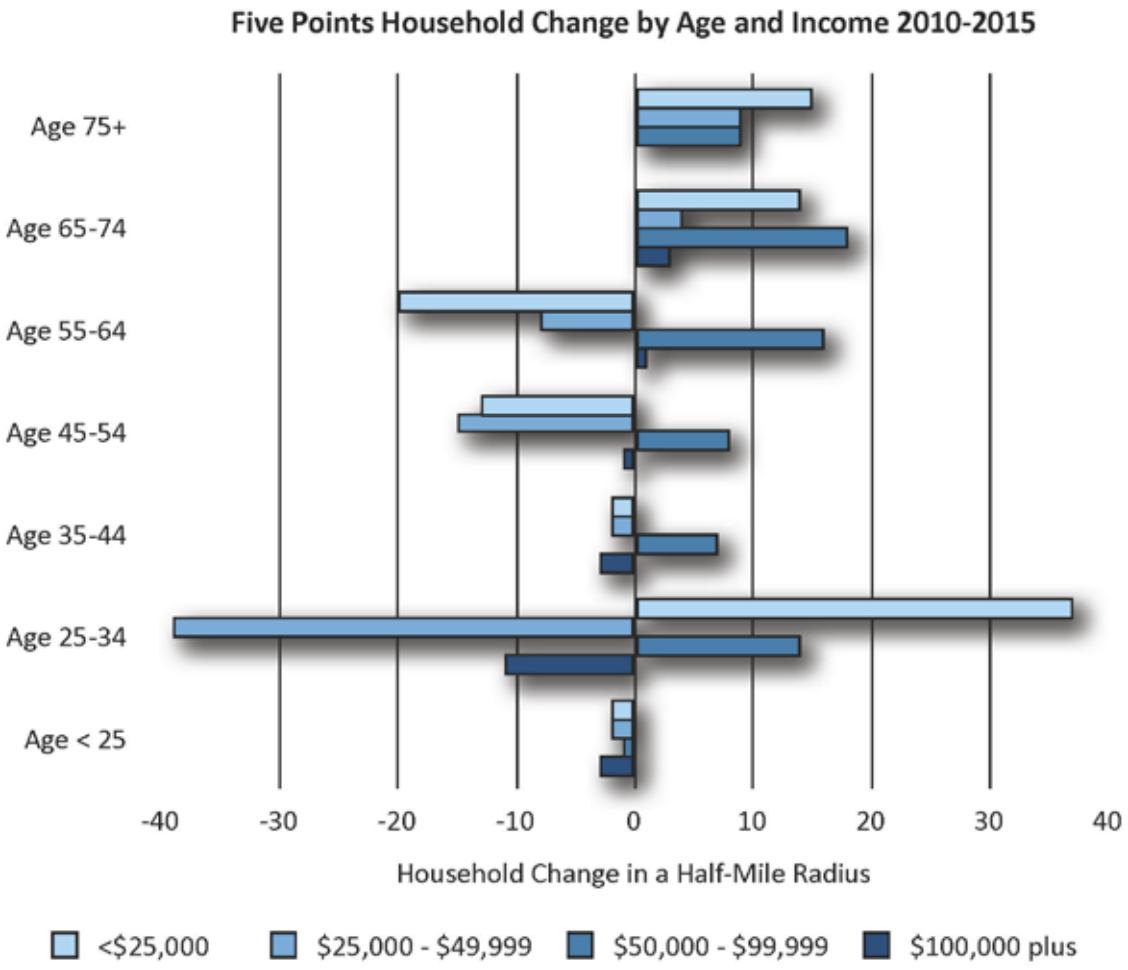
Three-minute (red), five-minute (green), and ten-minute (gray) drive times around the Five Points Transfer Center *Source: ESRI BIS*

FIVE POINTS AREA TRENDS

AGE AND INCOME

The distribution of household change by age and income within a half mile of the Five Points Transfer Center reveals interesting trends with implications for future development. While there are losses within some subgroups shown in the chart, there is significant positive growth. Households between 35 and 64 years of age with annual incomes of $50,000 to $99,999 are growing. Households between ages 25 to 34 in the under $25,000 income category and the $50,000 to $99,999 income category are also growing.

The presence of the upper income groups is interesting in comparison to averages for the area as whole and seems to indicate that there is currently housing and neighborhood character that appeals to those with upper incomes. Part of this is due to the inclusion of part of the Memorial Park neighborhood within the half-mile radius, but there are also scattered parcels in the Five Points West are that show higher value (see map of values in this section). The plan proposes urban design changes in the area near the BRT that will add to the attractiveness of this area and can help to spur redevelopment and re-use that would appeal to these demographic groups.



Source: ESRI BIS

FIVE POINTS AREA TRENDS

EMPLOYMENT

The following charts show local employment by place of work for a half-mile radius from the BRT. There is a significant daytime population of employees that exceeds the local residential population. Area employment increased between 2004 and 2008, and jobs with wages over $3,300 per month increased while jobs with wages under $1,250 per month declined. If the urban framework is restructured according to the plan, this area may become desirable for those who work in the area but currently live elsewhere.

Change by Age and Wage Level	2004	2008	Change
Five Points Half Mile Radius	Employment	Employment	2004-2008
Age 30 or younger	885	1,014	129
Age 31 to 54	2,812	2,997	185
Age 55 or older	493	719	226
$1,250 per month or less	1,062	1,010	-52
$1,251 to $3,333 per month	2,155	2,211	56
More than $3,333 per month	973	1,509	536

Source: Local Employment Dynamics, US Census

Five Points Employment					
Half Mile Radius	2004	2008	Change 2004 to 2008	Change by Sector	Percent of Total Change
Total Area Employment	**4,190**	**4,730**	**540**	**12.9%**	**100%**
Agriculture, Forestry, Fishing and Hunting	0	0	0	0.0%	0.0%
Mining, Quarrying, and Oil and Gas Extraction	1	0	-1	-100.0%	-0.2%
Utilities	0	0	0	0.0%	0.0%
Construction	247	765	518	209.7%	95.9%
Manufacturing	266	260	-6	-2.3%	-1.1%
Wholesale Trade	86	82	-4	-4.7%	-0.7%
Retail Trade	316	323	7	2.2%	1.3%
Transportation and Warehousing	37	12	-25	-67.6%	-4.6%
Information	19	35	16	84.2%	3.0%
Finance and Insurance	144	166	22	15.3%	4.1%
Real Estate and Rental and Leasing	24	21	-3	-12.5%	-0.6%
Professional, Scientific, and Technical Services	185	207	22	11.9%	4.1%
Management of Companies and Enterprises	0	0	0	0.0%	0.0%
Administration, Waste Mgmt, Remediation	199	161	-38	-19.1%	-7.0%
Educational Services	93	94	1	1.1%	0.2%
Health Care and Social Assistance	209	225	16	7.7%	3.0%
Arts, Entertainment, and Recreation	0	9	9		1.7%
Accommodation and Food Services	271	237	-34	-12.5%	-6.3%
Other Services (exc. Public Administration)	189	228	39	20.6%	7.2%
Public Administration	1,904	1,905	1	0.1%	0.2%

Source: Department of Labor Statisics, US Census

FIVE POINTS AREA TRENDS

ASSESSED VALUES

The fabric of the Five Points area is mostly residential, ranging in assessed values per square foot from under $4 to over $70 per square foot. Since many of these dwellings are historic, it will be necessary to evaluate dwellings of low value to assess whether they are in a condition to be repaired. There are also low-value buildings that may be eligible for rehabilitation tax credits because of their age. There are 930 properties within the half-mile radius listed as built before 1936. If they are in a commercial land use category including as a residential rental, they would be eligible for a rehabilitation tax credit of ten percent of eligible costs. If designated as historic, the credit would be twenty percent.

To think about immediate redevelopment opportunities near the BRT area without parcel assembly, 10,000 square feet is a reasonable minimum to allow a scale of development that can justify the effort. Within a walking radius of Five Points and the BRT there are a number of sites greater than 10,000 square feet. The most immediate opportunities are sites with values under $8 per square foot. There are approximately 10.7 acres of such sites in the area. Longer term opportunities for sites with relatively low value are sites over 10,000 square feet with values at or under $10 per square foot. There are approximately 17.5 acres of these sites within the BRT area in the map. Finally, there is an inventory of land listed as vacant belonging to the city. Not all of this land may be available for development, but the very low cost of acquisition and city control over development could make a demonstration project possible in this area.

Five Points Redevelopment Opportunities

	Area	Acres	Total Value	Value per SF
Private Sites > 10,000 Sq Ft, No Imp. Value	119,753	2.75	$128,482	$1.07
Sites >10,000SF, under $4 per SF	50,991	1.17	150,640	$2.95
Sites > 10,000 SF, $4 to $8 per SF	296,092	6.80	1,663,923	$5.62
Sites > 10,000 SF, $10 or Less per SF	321,070	7.37	$2,914,184	$9.08
City of El Paso Land, No Imp. Value	763,953	17.54	$233,261	$0.31
Totals	1,551,859	35.63	$5,090,490	$3.28

REMCON CIRCLE AREA TRENDS

BASE DEMOGRAPHICS

There is no housing within a quarter mile radius of the West Side Transfer Center. A three-minute drive time was used to understand the local area demographics. Near Remcon Circle, household incomes are higher than the median and average for El Paso County.

Because of the relative income levels in the area and the presence of the BRT and land to develop, the prospects for change in this area are good. There is already a development proposal for vacant land near Remcon Circle that will include housing and restaurant development near the Transfer Center. Higher incomes in this area makes financing possible for new construction based upon comparables and the demographics.

Demographic Change:	Remcon Circle			
Drive Time: 3 Minutes	**2000**	**2010**	**2015**	**10-15 Change**
Population	934	993	1,015	22
Households	341	370	381	11
Families	261	276	281	5
Non-Family Households	80	94	100	6
Percent Non-Family	23%	25%	26%	26%
Average Household Size	2.71	2.66	2.64	2.00
Owner Occupied HUs	213	220	224	4
Renter Occupied HUs	128	150	158	8
Percent Renter HU's	38%	41%	41%	41%
Median Age	34.1	34.6	34.9	0.3
Median Household Income	$41,808	$50,704	$55,482	$4,778
Average Household Income	$52,675	$57,960	$62,560	$4,600

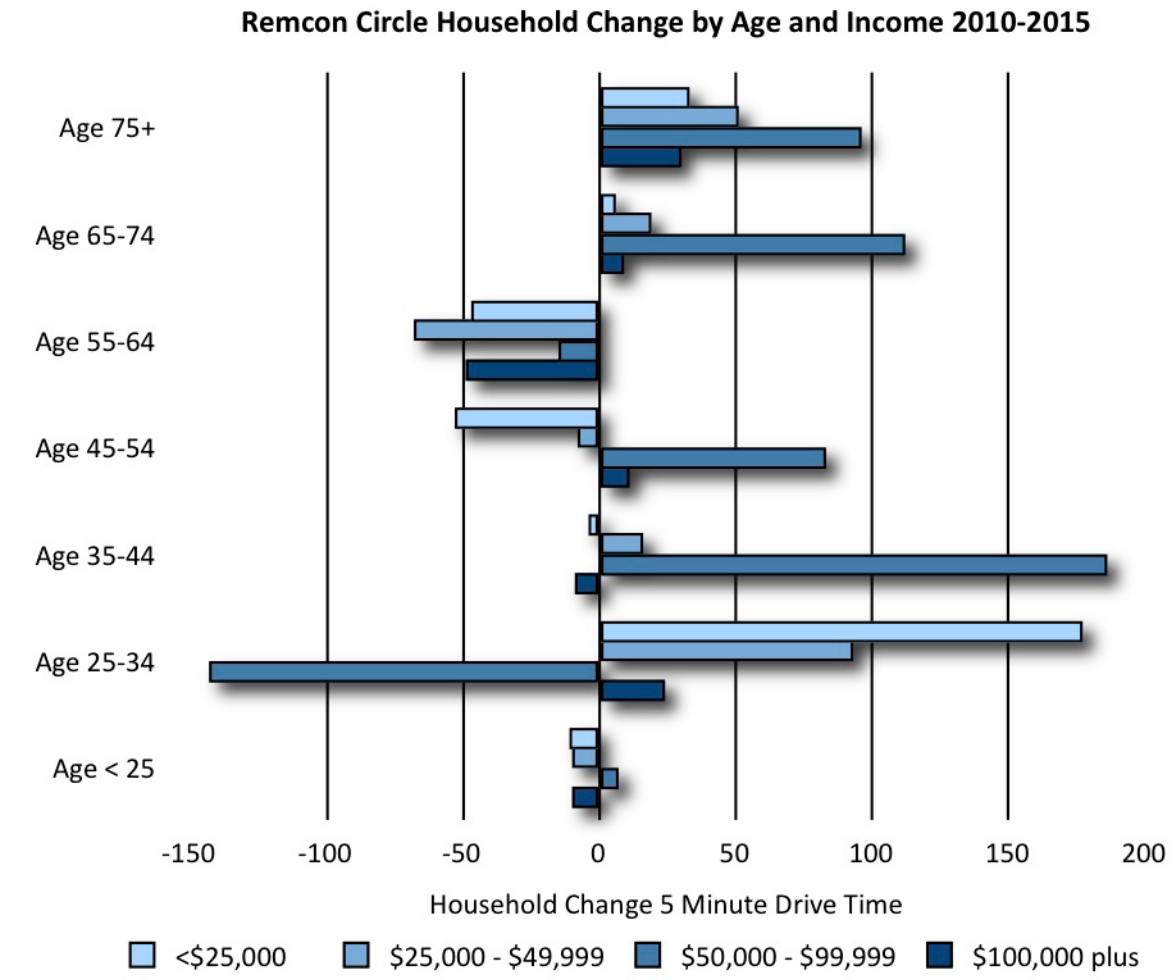
Source: ESRI BIS

One-minute (red), three-minute (green), and five-minute (gray) drive times around the West Side Transfer Center *Source: ESRI BIS*

REMCON CIRCLE AREA TRENDS

AGE AND INCOME

The greatest growth in this area is in the 25 to 34 age group at lower incomes, followed by the significant growth in higher income households between 35 and 54. Households between 55 and 64 are declining. The households over 65 appear to be aging in place with the majority of household growth at incomes of over $50,000 per year. The plan proposes a boulevard for North Mesa Street that would make it a pedestrian-friendly corridor and improve its appearance sufficiently to allow urban housing facing the street. Given the preference for urban housing types discussed in the section on housing trends, there is a market for such housing if the boulevard urban framework can be created to set the stage, and if the owners of the adjoining commercial take the opportunity to recapture land value by intensifying their land use. Housing opportunities include units for downsizing empty nester, young people starting households and seniors housing.



Source: ESRI BIS

REMCON CIRCLE AREA TRENDS

EMPLOYMENT

The most significant changes in the Remcon Circle area are the increases in office occupations and Accommodations and Food Services. Retail trade will rebound with consumer confidence as the economy recovers, but intensifying use here can also enhance the retail by increasing the local population and increasing employment space to gain more daytime population. There is an opportunity to reinforce this area as a place for office users like Finance and insurance, Real Estate, and Professional and Technical Services. This sector is already growing and the corridor plan for North Mesa may make development of new space for this sector reasonable.

The trends in age of employment and wages indicate that while jobs with wages below $1,250 per month are decreasing, employees of all ages are increasing. Employment in the immediate area is greater than the resident population. These trends indicate potential for housing for employees to live near work and to allow more households a lifecycle range of housing from more modest homes for younger families to homes for the upwardly mobile.

Change by Age and Wage Level	2004	2008	Change
Remcon Circle Half Mile Radius	Employment	Employment	2004-2008
Age 30 or younger	2,407	2,609	202
Age 31 to 54	3,354	3,418	64
Age 55 or older	673	874	201
$1,250 per month or less	3,332	2,686	-646
$1,251 to $3,333 per month	2,499	3,264	765
More than $3,333 per month	603	951	348

Source: Local Employment Dynamics, US Census

Remcon Circle Transfer Center Area					
Half Mile Radius	2004	2008	Change 2004 to 2008	Change by Sector	Percent of Total Change
Total Area Employment	**6,434**	**6,901**	**467**	**7.3%**	**100%**
Agriculture, Forestry, Fishing and Hunting	2	0	-2	-100%	-0.4%
Mining, Quarrying, and Oil and Gas Extraction	1	0	-1	-100%	-0.2%
Utilities	3	13	10	333.3%	2.1%
Construction	861	987	126	14.6%	27.0%
Manufacturing	134	158	24	17.9%	5.1%
Wholesale Trade	81	101	20	24.7%	4.3%
Retail Trade	1,956	1,836	-120	-6.1%	-25.7%
Transportation and Warehousing	13	18	5	38.5%	1.1%
Information	230	206	-24	-10.4%	-5.1%
Finance and Insurance	84	198	114	135.7%	24.4%
Real Estate and Rental and Leasing	16	77	61	381.3%	13.1%
Professional, Scientific, and Technical Services	163	206	43	26.4%	9.2%
Management of Companies and Enterprises	8	4	-4	-50.0%	-0.9%
Administration, Waste Mgmt, Remediation	912	562	-350	-38.4%	-74.9%
Educational Services	171	185	14	8.2%	3.0%
Health Care and Social Assistance	140	221	81	57.9%	17.3%
Arts, Entertainment, and Recreation	6	2	-4	-66.7%	-0.9%
Accommodation and Food Services	1,417	1,900	483	34.1%	103.4%
Other Services (exc. Public Administration)	181	174	-7	-3.9%	-1.5%
Public Administration	55	53	-2	-3.6%	-0.4%

Source: Department of Labor Statisics, US Census

ASARCO AREA TRENDS

DEMOGRAPHIC CHANGE

The five minute drive time is used as a typical measure of support for local serving retail and services. It was chosen for ASARCO because there are no households within walking distance of the ASARCO site, so the only mode of arrival is the automobile. In estimating the capacity for retail and services, the 2,301 estimated households in the local drive time are too few to support a typical neighborhood center, but this will change if the ASARCO East site is developed and connected to the main site. Otherwise, retail at the ASARCO main site will need to be based either upon a different market model such as a regional auto-oriented facility, or limited retail and services for a daytime employment population on the site. The combination of daytime population and new housing on adjacent sites will still result in some demand for local retail, but because the site is located on the border; its natural trade area is cut in half reducing local area demand (see map).

Demographic Change for ASARCO: Five-Minute Drive Time

	2000	2010	2015	Change 2010-2015
Population	2,432	2,301	2,263	(38)
Households	754	736	730	(6)
Families	446	416	403	(13)
Non-Family Households	308	320	327	7
Percent Non-Family	41%	43%	45%	45%
Average Household Size	2.99	2.88	2.85	NA
Owner Occupied HUs	220	208	202	-6
Renter Occupied HUs	534	528	527	-1
Percent Renter HU's	71%	72%	72%	72%
Median Age	31.9	32.6	32.6	-
Median Household Income	$18,511	$23,116	$26,302	$3,186
Average Household Income	$29,913	$32,986	$37,739	$4,753

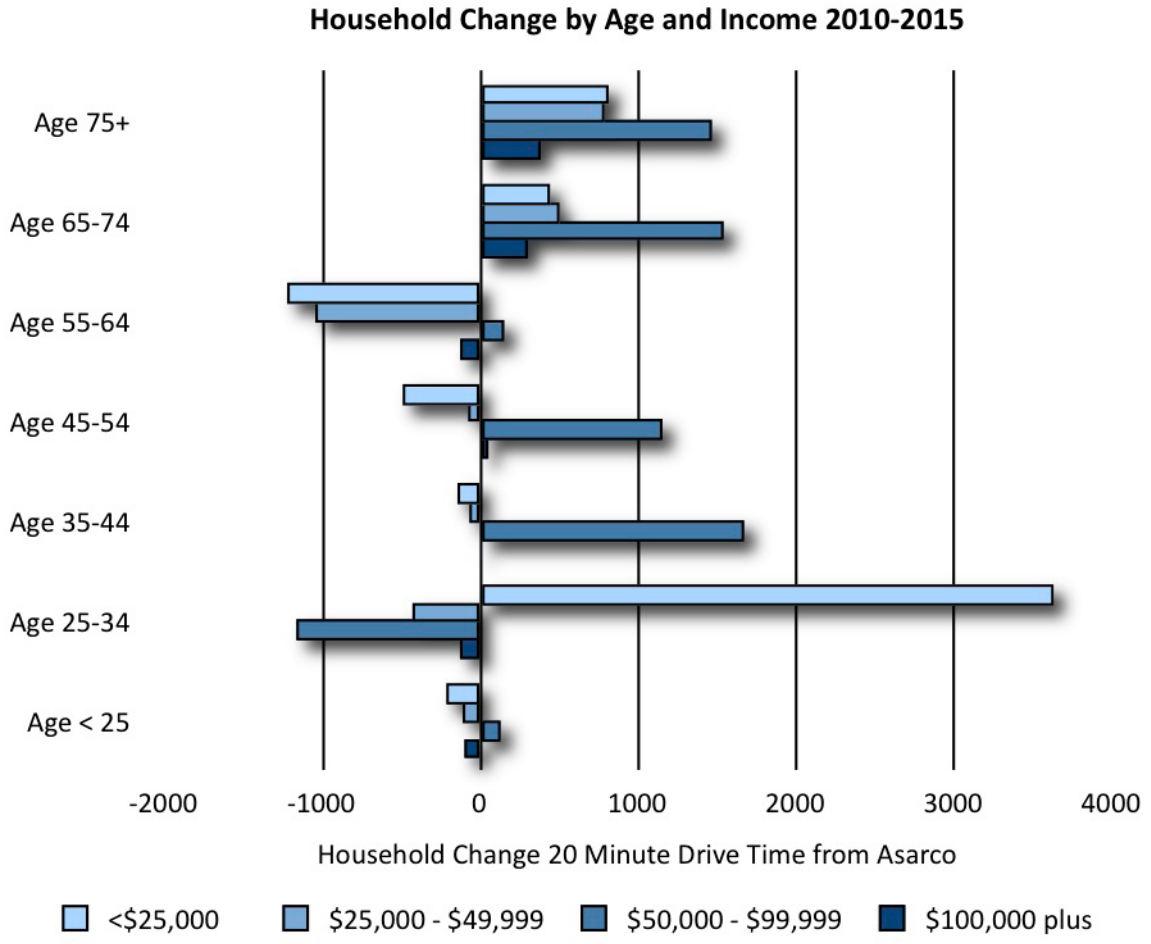
Source: ESRI BIS

Five-minute (red), ten-minute (green), and twenty-minute (gray) drive times around ASARCO site. *Source: ESRI BIS*

ASARCO AREA TRENDS

AGE AND INCOME

Household growth in the ASARCO commute shed is in households of 25 to 54 years of age and households of 65 years of age and older. Growth by income is split between households making under $25,000 in annual income and those making between $50,000 and 99,000 annually. Other groups are projected to decline over the next five years. Under 25-year old households are also declining.



Source: ESRI BIS

ASARCO WEST REDEVELOPMENT FEASIBILITY EVALUATION

Comment by the public during the Charrette process indicated a desire for ASARCO to be made a special place. Land uses suggested included an arena, entertainment and restaurants, general retail use, an amusement park, wind, solar, industrial and office, a museum, and a memorial. As part of understanding the best use for the ASARCO site, each suggested land use was evaluated. Note that all redevelopment scenarios are dependant upon the site's redevelopment constraints and environmental restrictive covenants.

WIND POWER GENERATION

El Paso has viable sites that justify installation of wind turbines, but not at ASARCO. The sites have been identified by the National Renewable Energy Laboratory (in the map below, gray areas are those with little potential, while those that are brown to yellow to purple show potential from lowest to highest) and are at elevations on ridges above and east of the ASARCO site.

ASARCO West, indicated by the red circle above, has not been identified as a promising location for wind power generation.

WIND MANUFACTURING

There are only two manufacturers of wind generation equipment in Texas, one with a contract for a German company and the other a branch of a company from Portugal. Nevertheless, the Texas Economic Development office was instrumental in gaining the Portuguese producer and is clearly interested in making Texas competitive in such efforts. Manufacturing of wind turbines and control systems is concentrating in the center of the country where the highest potential exists for the use of such technology, but El Paso may have a competitive advantage because it has direct transport to areas that are relatively close with high wind potential.

SOLAR POWER GENERATION & MANUFACTURING

The site can be suitable for solar power generation, and the installation of solar units is not negatively affected by the presence of the asphalt site cap. Combined with other uses such as research, manufacturing, and design of alternative energy products and systems, as well as site features such as an ASARCO manufacturing museum, the site could become a kind of showcase for industries of the future. The western United States, including El Paso, is the region in which solar technology and systems development is growing rapidly, making this use an attractive site use.

ARENAS

Recent work by economists indicates that arenas that are not located in central locations do not act as initiators of redevelopment and may actually lower the per capita income regionally because of the diversion of public funds from uses that produce higher public benefits.[1] Arenas embedded in existing neighborhoods can have a slight positive effect (up to seven and a half percent) on surrounding land values, but may have little effect on regional economic activity due to what is called the substitution effect, meaning that entertainment money is diverted from other entertainment spending to the arena. In addition, many cities lose money on arenas when they are not managed effectively to secure more than 80 full days of occupancy annually. The site plan as envisioned can encompass an arena, but the decision to place an arena at the ASARCO site should be considered as fulfillment of a public desire, and the costs evaluated carefully against the benefits, rather than as an economic development initiative.

RESEARCH & DEVELOPMENT

Research and development fits into the ideas suggested about manufacturing for technology and alternative energy. If the site can acquire a core of anchor businesses, this is a cluster that may be attracted to the site. There are no conflicts with this use and the other employment land uses or with the conditions of the site remediation.

1 The Stadium Gambit and Local Economic Development, Coates and Humphreys, Regulation Vol. 23 Number 2
Impact of Sports Arenas on Land Values, Ahlfeldt and Maennig, AIES Working Paper 07-03

ASARCO WEST REDEVELOPMENT FEASIBILITY EVALUATION

ENTERTAINMENT/RESTAURANT

Entertainment could happen at the ASARCO site, but is typically located in more tightly knitted districts such as Downtown. Entertainment districts include clubs, theaters, restaurants, art galleries, large venues such as the convention centers, hotels and sometimes shopping in a cohesive walkable environment. The natural place for such a district is Downtown where it is already starting to form, with its restaurants, existing hotels and convention center. It may be more effective to invest in improvements to the existing Downtown than to try to make an entirely new district elsewhere.

If ASARCO develops as an employment center with some additional land uses, there will be a need for restaurants or coffee shops to serve the employment population and visitors. With over one hundred acres, this property, fully developed could accommodate over five thousand jobs, providing a favorable market for restaurants and business services.

MEMORIAL & MUSEUM

A memorial and museum offer something unique for El Paso that very few areas in the United States have, a publicly accessible window into the past to remember and understand the lives of our predecessors and the conditions in which they labored to build our current prosperity as a nation. These uses at the ASARCO site may be available without great cost to the City. According to Project Navigator, the Custodial Trustee for ASARCO, the National Park Service is interested in the site because of its historic significance.

AMUSEMENT PARK

The ASARCO property could easily fit an amusement park while still having room for other uses. A local amusement park takes around 15 to 20 acres of land including parking. The outlook for such parks, however, is not reassuring. According to an amusement industry consulting firm,[1] spending on local out of home entertainment is declining. Spending is rising for out-of-home entertainment while on vacation and venues catering to this experience are coupled with resort areas and may be as large as 500 acres.

1 The Future of Out-of-Home Entertainment, White Hutchinson Leisure & Learning Group, July 2010

ASARCO West has the potential to be redeveloped for a number of complimentary uses that could enhance the cultural and economic prosperity of El Paso.

ISSUES FOR NEW DEVELOPMENT AND REDEVELOPMENT

One factor that contributes to long-term neighborhood viability is having housing stock that addresses the lifecycle of neighborhood residents. This lifecycle starts with household formation as a single person or young couple needing an apartment or small house. As a family grows, the need for space becomes more important, so the neighborhood needs housing with more bedrooms or perhaps a detached unit with a yard for children. As households grow in income they may want housing with more amenities, and the neighborhood should be able to provide that. As households age, there may be a desire to move to a smaller unit but still stay in the neighborhood near friends and family. Finally, there may be a need for the elderly to find units within their neighborhood that can accommodate their needs within walking distance of shopping and services and near transit for trips to the doctor. A good neighborhood serves a mix of incomes and offers a range of appropriate housing types. The presence of middle and high-income households ensures that retail and services are also available to those of lower income. When designed well, the mix of unit types need not conflict or have adverse effects on property values if the main difference in cost is size and interior quality of finishes. This is true of the historic neighborhoods in El Paso where attractive large houses and small houses inhabit the same blocks and the difference in cost is based upon unit size and condition.

Achieving a varied mix of housing and services is critical for neighborhood survival in the long term. Current policy and economics pose difficulties for growth in the core areas in which the study areas are located. The economics of land cost and City assistance with suburban projects favor growth at the edges of the City. The demographic center of the City is shifting as a result and this encourages and enables outlying retail locations at the expense of retail in the core areas of the City. Building at the edges also promotes auto orientation because of the style of development, and City policy mandates street widths in suburban development that are not based upon a walkable design paradigm.

A serious effort to revitalize the central core of El Paso will require a policy decision about the future of where growth occurs in the City. Even over the time period from now until 2025, there is only a limited demand for housing and retail and employment uses and while some of that demand will go into development done in the current auto-oriented model, policy and partnering by the City can help to channel enough of that demand to revitalize the study areas. At the same time, demographic research shows that there is demand for better quality urban housing if it can be created in an environment that supports it. The goal of the plans proposed is to create the conditions that will make housing opportunities in the study areas attractive to those market segments and thus make it attractive for developers willing to undertake a model differing from the current auto-oriented development on the edge.

A major initiative for Five Points and the Oregon Corridor study areas is infill and adaptive re-use of buildings, and one of the barriers to this is parking. Parking presents a chicken and egg problem for developers in that parking will be less important as a walkable neighborhood develops, but before all of the amenities and population are there, higher parking ratios may still be necessary. Phasing is important in order to address developer risk and mitigate the cost of parking. In the plan, a full-block development built now might require construction of expensive parking that could push costs above the level needed to gain a reasonable return on leases. Phasing allows developers to respond to the market and to mitigate risk. In a first phase of full block development, for instance, the most important side of the block would be developed and surface parking would be built behind the building. This would allow a first phase to be built at the same cost as competing development, while still producing a good street frontage. As time went by the other block faces could be developed as the market allowed. To finish the project a simple parking structure could be built over the asphalt parking and the block could be finished. Phasing of this sort would need to be planned before the first phase, but would allow a long-term exit strategy to the developer.

Acceptance of a different model of development requires confidence that it will produce results. Many developers are justifiably wary when they see plans for which the required infrastructure does not yet exist, and may perceive infill development as more difficult than similar projects on open land. There are several ways to address these concerns. First, public investment in infrastructure can convince local tenants, owners and developers that the City is serious about revitalization. Second, if the City has an available parcel and can partner with a local developer to build a demonstration project, the success of that project will spur interest by others. An example becomes a comparable; the sales or leasing history is there, the demographics and business tenant profiles are there. This is information that can be distributed to title companies and used by the next developer to support financing. Third, development of neighborhood parking strategies, and possibly strategic parking locations, initiated by the City as part of its infrastructure program would ensure that higher projects at higher intensity could gain financing during the transition period between auto-oriented and walkable places.

CONVENTIONAL DEVELOPMENT AND SMARTCODE DEVELOPMENT COMPARED

CEA Group and Dover Kohl & Partners assembled comparison site development scenarios that enumerated site size, open space, ponds and street infrastructure and development area. For the conventional development examples acreage of land uses were included for housing retail and employment space.

To evaluate the programs, costs were obtained from CEA Engineers for site costs, construction costs for housing, concrete and asphalt costs, and a range of expected non-construction costs. Costs for retail space and employment space are from the RS Means Cost Works data site.

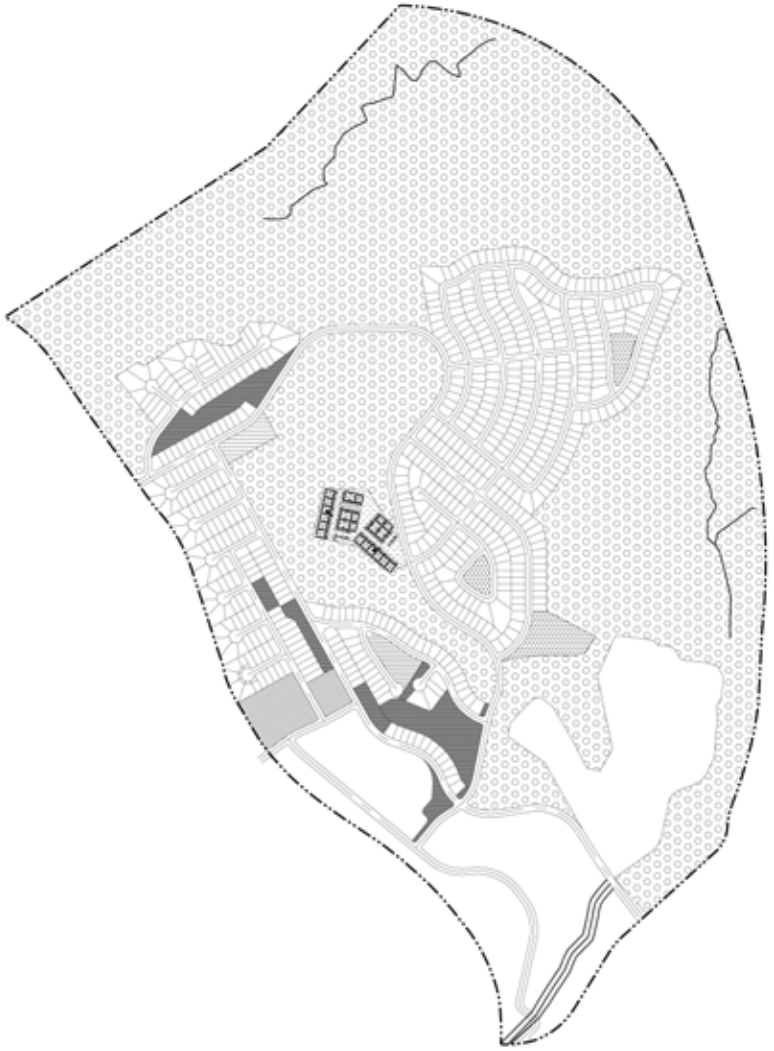
To make the programs comparable, only mixed use exceeds two floors—it consists of two floors of residential above one floor of retail. Parking in the conventional development programs is all surface parking. In the SmartCode development examples, parking is both surface parking and surface parking with a single concrete deck above. This form of parking was chosen for sites where more intensity is desired, in order to allow intensity without the prohibitive cost of a multilevel concrete parking structure, and to allow phasing of the parking over time. A successful built example of this phasing and parking is seen in downtown Walnut Creek, California.

In programming the SmartCode development site example for Cemex, retail square footage was based upon the number of households that would live within the developed site. Employment space was provided for those who may be able to live and work in the same location. Housing was provided at a range of income levels and sizes to address a lifecycle of housing needs.

The results of the programming and cost analysis show that it is possible to build at higher intensity without using radically different building types than the ones familiar to the construction industry in El Paso. There is no mid-rise or high-rise construction that would require Type I costs and expensive vertical access systems. This type of construction is not required in SmartCode development, and is not necessary to achieve good urban neighborhoods with a reasonable intensity of use and amenities. The object of this analysis is to let landowners know that the urban form is what is making the difference rather than expensive treatments or building types.

The benefit of more intense land use for landowners is that the SmartCode development program creates more value per acre developed. As El Paso grows, the assumptions about intensity seen in these programs may come to appear timid, but the SmartCode is flexible enough to allow greater intensity than what is shown.

CEMEX URBAN DESIGN COMPARISON



The Conventional Development Scenario for the CEMEX site includes pods of single-use development on cul-de-sacs.

The SmartCode Development Scenario for the CEMEX site includes a network of streets, small blocks, and a mix of uses.

CEMEX DEVELOPMENT PRO-FORMA COMPARISON

CEMEX Conventional Development Scenario Pro-forma			
	Cost/SF or Unit	CEMEX Site	
Land Acquisition		$12,501,720	
Construction Cost			
Retail Site Costs	$2.50	$619,641	
Demolition	$0.50	$2,500,344	
Open Space/Parks	$0.75	$9,691,065	
One Story Retail Shell	$75	$7,435,692	
Tenant Imp	$40	$9,914,256	
Apartments*	$90,000	$4,919,587	
Town Homes*	$100	$-	
Single Family Low*	$80	$43,570,062	
Single Family Standard*	$90	$117,639,166	
Single Family High*	$100	$23,877,546	
Parking Deck Over Asphalt**	$20	$-	
Surface Parking for Retail	$4	$148,714	
Commercial and Site Soft Costs	30%	$9,048,300	
		$241,866,093	
*Housing Unit Cost is Inclusive Per Unit Cost **Average Cost/SF of concrete Deck and asphalt ground floor			

CEMEX SmartCode Development Scenario Pro-Forma			
	Cost per SF or Unit	CEMEX Site	
Land Acquisition		$6,250,860	
Construction Cost			
Commercial Site Costs	$2.50	$1,006,388	
Demolition	$0.50	$2,500,344	
Open Space	$1.50	$19,382,131	
Ret/Com'l Shell	$100	$26,932,000	
Tenant Imp	$40	$10,772,800	
Fire Separation	$12	$2,585,472	
MU Housing*	$105,000	$53,046,753	
Vanilla Apartments*	$72,000	$83,808,732	
Apartments/Lofts*	$90,000	$104,760,915	
Town Homes*	$100	$32,026,323	
Single Family Low*	$80	$59,672,030	
Single Family Standard*	$90	$76,800,067	
Single Family High*	$100	$60,883,597	
Parking Deck Over Asphalt**	$20	$8,575,000	
Surface Parking	$4	$2,940,000	
Commercial and Site Soft Costs	30%	$22,408,241	
		$574,351,654	
*Housing Unit Cost is inclusive but land cost has been subtracted from subtotal **Average Cost/SF of concrete deck ($36) and asphalt ground floor ($4)			

CEMEX DEVELOPMENT PRO-FORMA COMPARISON

CEMEX Conventional Development Scenario Pro-forma			
		Rent/Sale Value	Value
Com'l NNN Rent for 10% Return on Cost		$17.89	$22,173,881
Apartments 10% ROC	1 BR 650 sf	$405	$2,542,195
Apartments 10% ROC	2 BR 900 sf	$552	$3,463,023
Single Family Low 25% ROC	1,200	$120,000	$54,462,577
Single Family Medium 25% ROC	1,600	$180,000	$147,048,958
Single Family High Large 25% ROC	2,000	$260,000	$31,040,810
Total Value			$260,731,444
Value Created /Acre Acquired	574	$454,236	
Value Created/Acre Developed	218	$1,196,208	

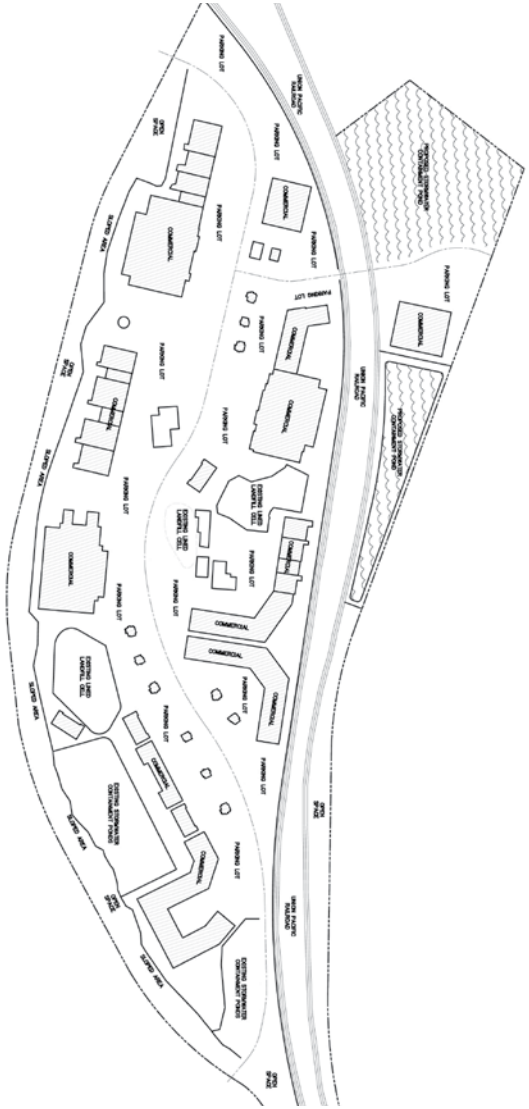
CEMEX SmartCode Development Scenario Pro-Forma			
		Rent/Sale Value	Value
Com'l NNN SF Rent for 10% Return on Cost		$14.78	$54,342,800
MU Housing Rent/Unit for 10% ROC	1 BR 650 sf	$848	$30,531,000
MU Housing Rent/Unit for 10% ROC	2 BR 800 sf	$1,063	$38,281,500
Apartments 10% ROC	1 BR 550 sf	$516	$42,799,200
Apartments 10% ROC	2 BR 850 sf	$773	$64,125,600
Class A Apartments 10% ROC	1 BR 650 sf	$674	$55,870,200
Class A Apartments 10% ROC	2 BR 900 sf	$867	$71,922,300
Town Homes	1,400	$175,000	35,525,000
Single Family Low	1,200	$120,000	57,000,000
Single Family Medium	1,600	$180,000	97,560,000
Single Family High Cottage	800	$104,000	10,296,000
Single Family High Small	1,000	$130,000	12,870,000
Single Family High Medium	1,500	$195,000	19,305,000
Single Family High Large	2,000	$260,000	25,740,000
Value Created per Acre Acquired	574	$1,073,464	$616,168,600
Value Created per Acre Developed	155	$3,975,281	

CEMEX DEVELOPMENT PROGRAM COMPARISON

CEMEX Conventional Development Scenario Program				
			CEMEX Site	
Site Area Square Feet			25,003,440	
Site Area Acres			574	
New Circulation Acres	10%		57	
Open Space Acres	52%		297	
Ponds	0.3%		2	
Development Area Acres			218	
Dev Area SF			9,495,000	
Site Value	$0.50		$12,501,720	
Cost per Acre			$21,780	
Mix of Uses		**Flrs**		**Space**
Retail Footprint	2.6%	1.0	247,856	99,143
Office	0.0%	2.0	-	-
Mixed Use Residential	NA	2.0	-	-
Multi-FamilyResidential	24%	NA	2,278,800	88,000
Self Parking Residential	73%	NA	6,968,344	2,090,503
Parking Deck	0%		-	
Totals without Parking			9,495,000	2,277,646
Housing Units Created			1,478	

CEMEX SmartCode Development Scenario Program				
			CEMEX Site	
Site Area Square Feet			25,003,440	
Site Area Acres			574	
New Circulation Acres	15%		89	
Open Space Acres	52%		297	
Existing Infrastructure	6%		34	
Development Area Acres			155	
Dev Area SF			6,733,000	
Site Value	$0.25		$6,250,860	
Cost per Acre			$10,890	
Mix of Uses		**Flrs**		**Space**
Retail Footprint	4.0%	1.0	269,320	269,320
Office	0.6%	2.0	40,398	80,796
Mixed Use Residential	NA	2.0	215,456	430,912
Multi-Family Residential	15%	2.0	1,009,950	2,019,900
Self Parking Residential	63.1%	NA	4,248,523	2,549,114
Parking Footprint (surface/deck)	17.3%		1,163,750	
Totals Land Use			6,731,941	5,350,042
Housing Units Created			4,426	

ASARCO WEST URBAN DESIGN COMPARISON



The Conventional Development Scenario for ASARCO West includes commercial and industrial buildings located in large parking lots.

The SmartCode Development Scenario for ASARCO West includes a network of streets, small blocks, and mixed-use, multi-story buildings.

ASARCO WEST DEVELOPMENT PRO-FORMA COMPARISON

ASARCO West Conventional Development Scenario Proforma			
	Cost per SF or Unit	**ASARCO West**	
Acquisition Cost		$4,528,062	
Construction Cost			
Site Costs	0.5	$2,910,679	
Demolition		$-	
Open Space	0.8	$991,535	
Ind/Flex No TIs	70	$101,873,772	
One Story Retail/Office	75	$3,750,000	
Office/Ret Tenant Imp	35	$1,750,000	
Surface Parking/Loading	2	$8,632,038	
Soft Costs	20%	$23,981,605	
Total		$148,417,690	
			Value
Ind/Flex Rent No TI's 10% ROC		$10.20	$156,763,832
Retail NNN for 10% Return on Cost		$15.43	$9,162,802
Value Created per Acre Acquired	207.9	$798,108	$165,926,633
Value Created per Acre Developed	133.6	$1,241,594	

ASARCO West SmartCode Development Scenario Pro-Forma			
	Cost per SF or Unit	**ASARCO West**	
Acquisition Cost		$4,883,294	
Construction Cost			
Site Costs	0.5	$4,883,294	
Demolition		$-	
Open Space	0.8	$3,661,514	
Ind/Flex No TI's	70	$41,090,000	
Office/Retail Shell	100	$132,800,000	
Office/Ret Tenant Imp	35	$23,240,000	
Parking Deck Over Asphalt**	20	$7,350,000	
Surface Parking	2	$2,940,000	
Soft Costs	20%	$43,192,962	
Subtotal		$264,041,063	
**Average Cost/SF of concrete Deck and asphalt ground floor			
Ind/Flex NNN Rent for 10% Retrun on cost		$9.64	$59,736,985
Com'l NNN Rent for 10% Return on Cost		$15.25	$213,818,438
Value Created per Acre Acquired	224.2	$1,220,086	$273,555,423
Value Created per Acre Developed	70.9	$3,857,892	

ASARCO WEST DEVELOPMENT PROGRAM COMPARISON

ASARCO West Conventional Development Scenario Program				
			ASARCO West	
Site Area Square Feet			9,056,124	
Site Area Acres			207.9	
New Circulation Acres	5%		11.2	
Open Space Acres	15%		30.4	
Ponds	16%		32.7	
Development Area Acres			133.6	
Dev Area SF			5,821,358	
Site Value	0.5		$4,528,062	
Cost per Acre			$21,780	
Mix of Uses		**Flrs**		**Space**
Office/Flex	25%	1	1,455,340	1,455,340
Retail	0.9%	1	50,000	50,000
Parking/Loading	74%	NA	4,316,019	
Totals Space Created				1,505,340
Employees	500		3,011	

ASARCO West SmartCode Development Scenario Program				
ASARCO Areas			**ASARCO West**	
Site Area Square Feet			9,766,588	
Site Area Acres			224.2	
New Circulation Acres	22%		48.2	
Open Space Acres	29%		105.1	
Ponds (Included in Open Space)	NA			
Development Area Acres			70.91	
Dev Area SF			3,089,000	
Site Value	0.5		$4,883,294	
Cost per Acre			$21,780	
Mix of Uses		**Flrs**		**Space**
IndFlex Footprint	19%	1	587,000	587,000
Office/Retail/ Services	22%	2	664,000	1,328,000
Parking Footprint (surface/deck)	59%	NA	1,837,500	
Totals without Parking				1,915,000
Employees			5,601	

7 IMPLEMENTATION

"This Council has been very clear about wanting to build better neighborhoods that are more walkable, and that incorporate smart-growth concepts of live, work, play."

- City Council member Steve Ortega
on El Paso using fee waivers
to promote Smart Code

POLICY RECOMMENDATIONS & REGULATORY CHANGES

1. Adopt the Plan.
The City Plan Commission and City Council should adopt the Connecting El Paso Plan as a first phase of the update to the Comprehensive Plan. The Connecting El Paso Plan will then be incorporated into the official Comprehensive Plan update in 2011. The adoption of the Plan will send an important message to property owners and residents that the City and the community support the Plan and that the City intends to implement its principles. By adopting the Plan, City staff and members of the City Plan Commission will have a clear direction to instruct applicants to meet the goals of the Plan.

2. Prioritize redevelopment and infill, starting with the Downtown; remove barriers for redevelopment.
Within its municipal boundaries, El Paso currently regulates and funds arterial street construction for outlying development as well as other public infrastructure that enables development in outlying areas. Typically, the developer builds the roadways and the City pays for overwidth or other additional construction costs as needed. It is suggested that priorities in capital spending be centered on improving core area infrastructure to enable smart growth and infill first before supplying new infrastructure for new areas of development on the edges. The City is already trending this way with the new policy for impact fees.

a) Assistance with fire code compliance
One of the barriers to adaptive re-use is a fire code that demands sprinklers and altered interior circulation in old buildings. Use of the International Existing Building Code (IEBC), described in Strategy 6, can lower the requirements for access and circulation changes legally and safely, thus allowing a lower cost of rehabilitation. Much of the cost of sprinkler systems is in the provision of water to the building—a new hydrant and the infrastructure leading to the building. If there is a way for the city to partner with property owners on supplying the connections, this would help to enable adaptive re-use.

b) Differential tax assessment
One of the possibilities for encouraging infill development in the core areas is to offer a tax assessment for infill that starts low and rises to the normal rate over time. In the Oregon Corridor, for instance, the average total appraised value per square foot of land is around $43. There are many sites, however, with values below a commercial vacant land cost of $15 per square foot. If such a property were developed to a value of $60 per foot, an initial assessment of 20% of redeveloped value would add directly to the net income of the property while maintaining the current tax collected. For the developer, the value of the difference would get capitalized into the initial value and increase the ability to finance the building. At a capitalization rate of 8%, each dollar of tax reduction added to net income would raise the project value for financing by $12.50. For the period of the lower assessment, the city would be no worse off than if it had no redevelopment. This would be far more effective than offering subsidies, and in this example, at the expiration of the differential tax period, the city would receive five times the revenue and a more vital neighborhood.

c) Ability to phase in higher density
One of the best things the SmartCode can offer is the ability to gradually phase into higher density. For a vacant block of infill, the first stage might be a building on one street face with surface parking. As the market and the economy improve, a deck can be placed over the surface parking and the sides of the block can be filled in. Finally, as the neighborhood gains enough walkable services and transit, the last block side can be filled in with no addition in parking.

It is important that the code allow this so that feasible development can occur as soon as possible. The ability to phase cannot be underestimated in its usefulness to developers who may not have the capacity or the desire to take on the risk of density that requires parking decks. The plans for the study areas allow for this kind of phasing by proposing site development forms that address the street and place parking behind the building.

d) Right-sizing streets
Subdivision standards currently call for interior streets that are adequate for travel at 30 miles per hour and collectors and arterials that are based upon maximum automobile flow without regard to pedestrian safety or access. Reducing the sizes of these streets will reduce development cost and make developments under the SmartCode more attractive financially. Reducing street sizes will also make more walkable neighborhoods.

The City's 2008 Subdivision Ordinance rewrite and later amendments began to address the reduction of roadway widths. The City should continue to initiate regulation changes that continue this trend.

POLICY RECOMMENDATIONS & REGULATORY CHANGES

e) District-wide parking
In the Oregon Corridor and Five Points, creating district wide parking will enable the complete use of infill sites. When all parking must be solved by on-site facilities, the transition to higher density for commercial property is burdened with the high cost of parking structures and becomes infeasible until the market changes so much that structured parking is supported by high land values and leasing rates. To avoid this chicken and egg situation, the City might consider assistance for these neighborhoods in the form of carefully placed parking that can allow individual commercial properties to develop without on-site parking. A typical self-parking development can only afford a one story structure that covers only a quarter of the site. For areas where intensification is desirable, well placed district parking can allow eight to twelve times the leasable area, making this a very attractive incentive for development.

3. Promote use of the SmartCode.
a) Encourage use of the SmartCode in new development by use of streamlined permitting, the waiver of fees and joint public/private partnerships.
With the adoption of the SmartCode in July of 2008 the City Council approved optional regulations that had the potential to deter urban sprawl by allowing denser development, while at the same time creating neighborhoods with the same design elements as the City's most revered historic neighborhoods. Since adoption, however, thousands of projects have been permitted in El Paso and none have utilized the SmartCode.

Though many members of the development industry are interested in SmartCode principles and have begun incorporating them into their designs piecemeal, the Smartcode ultimately requires an integrated approach to building homes, workplaces, commercial areas and public spaces. This new approach may require some retooling of the El Paso construction industry's methods, which is considered by many developers and builders to be cost prohibitive.

In response, the City of El Paso has initiated a program to streamline permitting with the creation of City-commissioned SmartCode Plans and City-sponsored rezonings and/or zoning overlays to the SmartCode. Plans developed by designers versed in SmartCode become a by-right option for developers and cut months to years off of the time it takes for a rezoning. The City should continue this policy as well its policy of working with the development industry to find fees that can be waived in the interest of walkable and potentially multimodal neighborhoods. Many specific potential development plans have also been described in this report that the City may consider for a possible public/private partnership where there is sufficient public interest. In other communities where the SmartCode or a form-based code has been approved it has taken a built project which members of the development industry could experience themselves, or a first project with a successful sales history before SmartCode development is considered feasible and eventually commonplace.

b) Continue coordination with Public Service Board (PSB) to require SmartCode development on public land that is for sale.
As development reaches the fringes of El Paso, the PSB and the City should work together to craft covenants and development agreements that require use of the SmartCode. This is a first step towards establishing developer expectations early in the process and accomplishing public land use goals. The SmartCode lays the framework for development that is dense enough to support future public transit, prevents future traffic congestion, reduces infrastructure costs (which eventually become a public expense), preserves environmentally sensitive lands (which maintains large-scale ecosystem integrity while protecting the local water supply), has a mix of uses to eliminate unnecessary car trips, and is of a character that helps define El Paso as a choiceworthy place to live and invest.

c) Train City staff and educate the development industry on the use of the SmartCode with public training sessions.
Every change in regulation and policy requires an educational process for all parties involved to insure success. This education should be commensurate with the scope of the new policies and regulations. City Staff must understand the intention of the SmartCode and the process for facilitating new development applications. The development community should be made aware of the profit inherent in building more densely, under rules that keep compact places high-functioning, pleasant and acceptable to the surrounding community. This training can involve in-house educational seminars for City staff, smart growth and form-based code conferences and outreach to local associations of realtors, chambers of commerce, building associations and all other groups involved in the development of the City.

4. Use the International Existing Building Code.
The City uses the International Building Code (IBC) for reviewing and ensuring the safety of new structures. It is suggested that the City designate, where appropri-

POLICY RECOMMENDATIONS & REGULATORY CHANGES

ate, the use of the International Existing Building Code (IEBC) for older structures in the center of the city.

The International Existing Building Code (IEBC) will solve many difficulties faced by owners of older properties who wish to renovate for adaptive re-use. Imposing current code standards on old buildings can present difficulties that require fundamental redesign of older structures, and often results in a loss of historic quality as well as producing costs that make renovation infeasible. The IEBC has different standards for access, building circulation (halls and stairwells, etc.), occupancy requirements that trigger changes, necessary improvements for fire code compliance, etc. Adaptive re-use is more achievable with the IEBC as is the renovation of historic structures.

The IEBC resolves many of these issues without compromising public safety. At the same time, the IEBC continues to shield the City from liability, in the same way as the IBC, as it is an international standard that is accepted widely. The City should use the International Existing Building Code as part of its building code.

5. Allow Accessory Dwelling Units (ADUs) to increase infill development and increase the mix of household types in neighborhoods.

With growth in aging populations, the changing family structure and affordable housing issues in many communities, Accessory Dwelling Units (ADUs) offer many advantages. Simply put, an ADU is a second subordinate dwelling unit with independent cooking, living, sanitation, and sleeping for a second small household that has been added to, created within or detached but on the same lot as a single-family dwelling.

ADUs provide an affordable housing choice for those who might otherwise find it financially difficult to live within the City. Typically they are less expensive to construct because the land cost is not part of the equation. ADUs can provide places for elderly parents or those living alone to be cared for. They can provide a place where people can move through various stages of life without having to move out of their neighborhood. ADUs can provide additional income, through rental of the ADU or the main home, to help with property maintenance and mortgage payments. Companionship and security can be an unanticipated benefit. Older homeowners may offer housing in exchange for various services, such as yard maintenance or provision of security.

Allowing ADUs in existing single family neighborhoods can enhance the feeling of "community" by encouraging a mix of ages and lifestyle choices, all of which increase the sustainability and vitality of the neighborhood. The City's zoning regulations should be amended to allow for these types of units in existing single family districts.

The City of El Paso's development regulations currently define 'Accessory Building" and "Accessory Use" but should incorporate a definition of an Accessory Dwelling Unit and associated regulations for these types of dwelling units. There are several considerations when developing these regulations. The definition should be simple yet complete so that it is clear what an accessory dwelling is and what it is not. Standards should address size limits of the unit and whether it can be attached and/or detached from the principal dwelling. To be "accessory" to the main home it should be smaller in size; some communities limit the maximum to a percentage of the main structure. Design features that address compatibility with surrounding homes in existing neighborhoods should be incorporated. Incompatibility is one of the most common reasons for neighborhood opposition to accessory units. Regulations should address how much parking is necessary and the number of accessory units allowed per lot and per neighborhood. The number of bedrooms allowed and any use restrictions should be clear. Because ADUs can provide additional income to the homeowner, it is important that they are permitted to be rented. However, the code should specify that either the main structure or the ADU should be owner occupied. This is important for neighborhood stability.

The process whereby units are allowed should be straight forward and relatively simple. The requirement for a public hearing should be decided; whether to allow these units by right or to require neighborhood input. Allowing them by right encourages their use and as long as well-developed standards are in place, compatibility issues should be minimal.

6. Adjust parks requirements in new neighborhoods to allow pocket parks and playgrounds of less than one acre.

It is recommended that the City revise its parkland dedication ordinance to allow for acceptance, at the City's discretion, of park lands less than one acre in size. Items to consider in any ordinance amendment include acceptable locations for these pocket parks, maintenance responsibilities, desirable park features, and user needs.

The City should determine where these types of parks are best suited. Maintenance is an issue for many local

POLICY RECOMMENDATIONS & REGULATORY CHANGES

parks departments because of the scattered nature of these mini parks. It is best to locate them in dense urban mixed-use areas where they will have the greatest economic development and social impact. In urban areas, parks provide open space for rest and relaxation, lunch breaks for downtown workers, play areas for children of urban dwellers and locations to gather outdoors. They are typically spread throughout a community, often because acquisition is opportunistic. A vacant lot or abandoned parking area may become available for use as a park. It is important that the City incorporate some standards for design while maintaining flexibility to address specific user needs.

These small parks may be acquired through various methods. Acreage may satisfy a dedication requirement and community groups may identify spaces for consideration. Public-private partnerships may be formed to enable acquisition, provide development and address maintenance. In the Downtown, the City may consider allowing an increase in density or offer some other incentive for contribution to a pocket park fund. It is important that the City determine whether a specific location or area can best be served by a pocket park without overburdening City budgets.

7. Introduce LEED-ND as a tool for rating new projects in the City.

LEED for Neighborhood Development (LEED-ND) is a natural extension of USGBC's sustainable development rating system. LEED-ND integrates the principles of smart growth, new urbanism, and green building into the first national standard for neighborhood design. Given El Paso's desire to promote smart growth and sustainable development, LEED-ND would seem to be a natural fit. The City of El Paso should partner with the Chihuahuan Desert Chapter of the USGBC on LEED-ND outreach, offering classes and training sessions for staff and building professionals in the City. LEED-ND can be used as a tool for rating new development projects in the City and for prioritizing grant allocation, permitting, and infrastructure investments. The federal government's Sustainable Communities partnership between HUD, DOT, and the EPA has recently announced that LEED-ND will be used as the rating system to judge applications for federal grant allocation to local communities. El Paso should promote LEED-ND projects in order to compete with other municipalities for these federal grants.

8. Increase incentives to dedicate arroyos as open space.

There are provisions in the parkland dedication ordinance that allow dedication of arroyos to count toward required parkland at a rate of 1 acre of arroyo = ½ acre required parkland. Given the parkland requirement of 1 acre per 100 units, very small amounts of the arroyo are dedicated. These provisions should be adjusted to require 2 acres of arroyo to be dedicated per 100 units (or some other reasonable proportion) where arroyos or floodplains are present. Exactions for all or a portion of the arroyo could be required through the subdivision regulations. However, each property must be examined on a case-by-case basis to ensure that the exaction is proportionate to the development proposed.

Preserving El Paso's natural landscape is an essential step in promoting the City's unique location and character.

Accessory dwelling units in Sunset Heights such as this "granny flat" above a detached garage allow additional housing opportunities.

PLANNING STRATEGIES

1. Incorporate urban design priorities into transit planning and goals.
Land uses and development standards for properties near existing and future transit corridors should enhance the performance of the corridor. The City should consider encouraging higher-intensity development along all transit corridors through minimum density requirements. Higher densities and better utilization of land along transit corridors maximizes the public's investment in transit facilities.

Properties within close proximity to transit corridors should have alternative development standards because they function differently than auto-oriented properties. Accessibility to transit provides the opportunity for more pedestrian activities and a reduced demand for vehicular trips and surface parking. Urban development standards are more appropriate near transit areas that address the walkability of the project, the relationship of the property to the various transit options and the function of the project at a pedestrian scale.

2. Continue to undertake and promote neighborhood redevelopment plans for areas throughout the City.
The Comprehensive Plan for El Paso outlines the overall planning strategies and physical development of the community. However, the City-wide Plan is not a substitute for smaller, neighborhood redevelopment plans. The Comprehensive Plan should be utilized as a starting point for more detailed neighborhood plans to identify opportunities for strategic improvements. El Paso should continue the long range planning program responsible for such successful neighborhood plans as the Rim University Neighborhood and Medical Center of the Americas Master Plans. In order to focus planning efforts, a prioritized work plan for future targeted areas should be developed in concert with the City Plan Commission. For example, neighborhoods facing specific redevelopment issues could be targeted including those impacted by recent school closings.

3. Encourage the designation of additional neighborhoods as Historic Districts.
The abundant historic and architectural resources of El Paso are important to its unique character. Preservation and economic use of these resources are key to the future of the City, particularly its Downtown and in-town neighborhoods. These historic structures, particularly concentrations of them, are attractions for tourists and residents, demonstrating the positive economic benefits of historic preservation. The age, quality, and character of the architecture of these distinct buildings and neighborhoods are of real value; these historic properties and areas can be guaranteed and preserved for generations to come through historic district designation. For this reason, additional neighborhoods and districts should be considered for designation as historic districts, such as South El Paso Street, Segundo Barrio, the Chamizal, Kern, and Union Plaza. In particular, properties and neighborhoods that are currently listed on the National Register of Historic Places such as the Rio Grande Avenue Historic District and the Montana Avenue Historic District should be recognized as locally-designated Historic Districts. The designation process is initiated by the neighborhoods, so the City should examine incentives that would encourage property owners to pursue historic district status.

Investment in the downtown will make a great impact in the current businesses, while bringing in more opportunities to the adjacent neighborhoods.


El Paso has a valuable stock of historic buildings that add economic and cultural value to the City.

PLANNING STRATEGIES

4. Encourage adaptive reuse of historic structures Downtown and in the historic neighborhoods.

Successful urban revitalization will be led by knowledgeable investors, connoisseurs of historic art and architecture, and well-trained members of the building trades, engaged in friendly competition on both large and small scale developments. These skills and interests can eventually translate into better results on new buildings (not just old ones) and multiply into an elevated, more sophisticated group of community activists who will speak up for their neighborhoods and support high-quality streetscapes, transit, parks, and other elements of the public realm surrounding their investments. ***Therefore the City should actively nurture the buildup of local skills and interest in historic preservation and revive flagging interest in adaptive reuse.*** This can be done by financially sponsoring demonstration projects; hosting skill-building and promotional events; conducting tours; and working with the local colleges and other institutions to cosponsor Owner-Builder training and/or incubating certificate programs in historic preservation, craftsmanship, restoration and development finance. The sale of development rights of historic properties should be allowed under any TDR program, and parking requirements should be drastically reduced or eliminated for historic preservation circumstances.

At the same time, the City should redouble its efforts to enforce regulations protecting historic properties, enact a robust prohibition against "demolition by neglect," and continue to lead by example with good stewardship of municipally owned historic sites and in public/private partnerships.

5. Create a comprehensive parking strategy for urban areas.

In order to create successful dense urban areas that are attractive for both commercial and residential development, parking must be addressed. The typical minimum "space per square foot" and layout standards of suburban parking ordinances do nothing more than discourage development. Residential and non-residential development alike often cannot support increased costs for a project where land values are already at a premium. In addition, surface lots are incompatible with walkability and they "eat up" valuable space that could be used for tax-generating development.

In urban areas where pedestrian activity is desired, parking should exist in the form of on-street parallel parking. It provides a buffer between the pedestrian and the roadway and also offers more immediate access to businesses. Parking can also exist as structured parking although this alternative is expensive, normally too expensive for one party to carry. Structured parking is preferable to surface parking lots in Downtown areas where land costs are typically high and dense development is the goal. The City should investigate partnerships whereby structured parking may be shared by more than one use or business, such as 8-5 office uses sharing with residential, restaurant or entertainment uses where hours of use would not likely conflict. This shared parking can reduce costs for all participants.
Shared parking opportunities and guidelines for use should be discussed with all owners and tenants together, both business and residential users. The City should identify locations where shared parking makes most sense. Shared parking, on-street parking and eliminating or lower parking requirements provide the

With its rich history, the city of El Paso has the potential to develop a strong heritage tourism program.

PLANNING STRATEGIES

flexibility for development to best determine individual needs and where the greatest chance of success can occur. More and more communities across the country are examining and reducing parking requirements, particularly in downtown areas or areas where urban development is desired.

Working hand-in-hand with reduced parking and shared parking, the City must provide for locations where bicyclists and transit users can easily access residential and non-residential locations within the urban area. These locations must provide storage space for bikes, feel safe for those awaiting transportation and be within easy access for users. Cyclists must have safe routes to and from storage areas and destinations. Design is extremely important in making these elements usable.

The newly-completed West Side Transfer Center at Remcon Circle is a first step towards creating a comfortable, fast and reliable connection to Downtown.

6. Encourage the rehabilitation and construction of transit-supportive multi-family housing. The adaptive reuse and rehabilitation of existing structures should be encouraged and incentivized throughout El Paso with special attention given to Downtown and identified transit-oriented neighborhoods. In addition, new multi-family housing should be encouraged in these areas through strategic infill development. Not only will new units be added to the market that may utilize the transit system, but underutilized properties will be converted into community assets. Design standards that are responsive to urban environments and walkable neighborhoods should be by-right. For example, bulk standards such as setbacks, parking and permitted land uses should be adapted for urban contexts. The City of El Paso and the PSB should consider monetary incentives for properties utilizing existing infrastructure and not requiring the construction and future maintenance expenses of new infrastructure. If a developer is adding living units in strategic areas, credit may be given towards the cost of providing additional service such as new water meters, tap fees, street bores and other utility construction costs.

A strategy should also be developed to target vacant and under-utilized properties that are appropriate for multi-family land uses. Existing buildings and vacant land could provide opportunities for redevelopment and change, especially in Downtown and along identified transit corridors. In order to promote the rehabilitation and development of specific properties, it is necessary to inventory and map the locations through the city's existing GIS system. The City can then target new users and promote the inventoried opportunities to new investors.

7. Incorporate "smart school" concepts in master development and subdivision planning. Schools should be a major asset and the heart of a sustainable neighborhood by being prominently located and complimenting the walkability of the area. In contrast, many newly-constructed schools are physically inaccessible to pedestrians through the use of fencing and gates, large detention areas, topography changes and isolated site planning.

The City should communicate its new vision for complete neighborhood-building with the EPISD, collaborate with the EPISD to educate constituents on why school planning must be integrated with this vision, and advocate for specific reforms of school district policy to better meet Smart Growth school planning criteria. The Smart Growth school planning criteria outlined below were developed by the non-profit organization Smart Growth Schools. More information on these criteria can be found in the "Smart Growth for Smart Schools" document at www.smartgrowthschools.org.

a) Full cost analysis

The restoration cost of old schools should be compared with the replacement costs of closing the school and building a new facility. This type of analysis is critical to the City of El Paso given the current financial context and the recently failed school bond election. As the school district is contemplating the closure of multiple schools, decision makers must examine the impact upon the community as a whole.

b) Holistic planning

School planning should be done in conjunction with land planning and transportation planning. Land use

PLANNING STRATEGIES

and thoroughfare planning around the school should be thoughtful and compliment the neighborhood context. For example, pedestrian linkages should be strategically located via sidewalks, bikeways, arroyos and other common areas to provide internal and external neighborhood circulation.

c) Community buy-in
The school planning process should be conducted in a way to secure meaningful community input prior to key decisions being made. Meaningful input by the community provides benefits to the entire community including better decisions and long-term support by the citizens.

d) Elimination of impediments to small schools
Schools should be designed with the site and needs of the community in mind. Many school districts have minimum acreage requirements, minimum square footage requirements, and other design standards that preclude more context-sensitive design alternatives.

e) Neighborhood school
Schools should be embedded into walkable neighborhoods so that most students can reach them safely without the necessity of a car or bus. Residents and students should be encouraged to walk to and from the school campus in a safe environment.

f) Prominent site
Schools should be sited in a prominent location so that they communicate the importance the school has in the culture of the community. Neighborhood schools should be located within the heart of the neighborhood instead of the periphery.

g) Shared use
Schools should be sited or designed so that they can share uses with the community. Joint-use facilities should be encouraged to maximize the public's investment including the sharing of recreational facilities to reduce campus size. Neighborhood parks should be located next to schools to maximize recreational areas and the opportunities of joint use facilities.

h) Flexibility
Schools should be designed so that they can grow or contract in size and services as the neighborhood grows or contracts so that they remain useful over a longer period of time. Thoughtful site planning provides major long-term benefits including a more sustainable school campus.

i) Connected learning environment
School should connect to effective distance learning opportunities, as well as interaction with local businesses and community service programs.

j) Community pride in design
Schools should be designed so that they generate community pride as measured by a Visual Preference Survey. El Paso High School on East Schuster Avenue is a great example of community pride in design.

k) High performance green building certification
Construction and renovation of schools should follow best practices regarding energy efficiency, water efficiency, indoor air quality, daylighting, light pollution and earth-friendly construction techniques as set out in the LEED for Schools or similar high-performance building certification program.

8. Target empty lots in urban areas for tot lots and playgrounds.
Vacant and under-utilized properties should be targeted for additional recreational space within the more urban areas of El Paso. In order to capitalize on future opportunities for tot lots and playgrounds, it is necessary to inventory and map potential properties through the existing GIS system. El Paso should begin acquiring targeted properties through dedication as well as purchase through the existing parkland dedication ordinance and other funding mechanisms. Existing areas not adequately served by recreation areas within a 10 minute walk should be prioritized.

9. Incentivize the use of LEED building standards in all new construction in the City.
The United States Green Building Council (USGBC) offers sustainable design and construction standards

A mix of large and small businesses is necessary for an economically resilient neighborhood.

PLANNING STRATEGIES

known as LEED. LEED stands for Leadership in Energy and Environmental Design and it promotes a holistic approach to sustainability by recognizing performance in five key areas of human and environmental health: 1. sustainable site development, 2. water savings, 3. energy efficiency, 4. materials selection, and 5. indoor environmental quality. Building owners and occupants benefit from lowered operating costs of their buildings and improved quality of life, and developers benefit from the market demand for green construction.

The City of El Paso has shown a strong commitment to sustainable building practices through its Green Building Grant Program and through its adoption of LEED building practices in City buildings, including the newly-constructed Cielo Vista Branch Library, affordable housing, and the in-progress Transfer Centers. The City should continue to promote LEED and green building practices through education, expedited permitting incentives, and additional use of LEED standards in new municipal construction.

10. Use renewable and locally-generated energy. As nonrenewable fossil fuels become depleted, they tend to become more expensive. Each neighborhood can do its part in reducing greenhouse gas emissions by using renewable energy, especially renewable energy generated on-site. Solar water heaters, rooftop photo-voltaic panels, and solar-array "brightfields" are some of the many ways that residents and business owners can harness the sun's power.

11. Slow and capture rainwater.
A wide range of devices and landscapes should be installed throughout the City of El Paso in order to slow and capture precious rainwater. Rain barrels and cisterns can be added to buildings, providing a source of irrigation water during the dry season. Reduce impervious surfaces by replacing conventional asphalt in driveways and parking lots with surfaces such as pervious pavement or bricks.

12. Plant and maintain adapted street trees and evolve a system of district-scale stormwater retention for irrigating and maintaining street trees during their early years.
During the charrette process, the participants stressed the need for more street trees to provide shade from the harsh sun. Streets should be reclaimed as walkable places and a street tree campaign should be started to increase the planting of street trees and to support consistent maintenance. Downtown and the four Connecting El Paso Plan study areas should be priorities for a comprehensive street tree inventory. Appropriate urban shade trees should be planted on streets to form a lush tree canopy. Pedestrian-scaled lighting, sidewalk improvements, street furniture, and other streetscape improvements should be funded as well. Beginning immediately, every year there should be a sustained investment in the City's annual budget to restoring and maintaining the City's tree canopy.

13. Use native landscaping.
Encourage the use of native plants in all City-sponsored landscapes and educate property owners on the use of native plants for irrigation reduction, hardiness, and improved ecosystems.

14. Bury Utilities Underground
The City's Subdivision Ordinance currently requires that all utilities be underground in new residential areas. Continue to encourage underground utilities in new development, including in alleys as well as in commercial and mixed-use areas. This allows for clear streetscapes and better use of street trees.

The use of native landscape not only uses water wisely, but adds to the character of the city.

PROMOTION TOOLS

1. Continue to promote the Connecting El Paso Plan.
Continuing to spread the word about the Connecting El Paso Plan and successful initial projects is vital for long-term implementation. A variety of media should be used: newspaper articles, brochures, the Internet, social media, and television broadcasting are some common methods. The City should take the lead in these efforts, working with local businesses, the community and civic leaders to build consensus and ensure the plan's long-term success. Achieving local community buy-in should be a primary goal so that local residents will take ownership and advocate for the Plan. In this way the Plan will start to take on a life of its own and continue to benefit El Paso for years to come.

2. Complete Streets Events.
Understanding change over time is difficult, even for the most seasoned city planners. Some changes to urban space can take many decades to come to fruition, but some need not take as long. Street improvements such as active frontage, on-street parking, and street trees take time to plan and are costly, but are some of the most important factors in reclaiming the street. A planning tool called a Complete Streets Event can help overcome the barriers of cost and time to show a community how these long term projects can revitalize urban areas. The event entails a group of civic and business leaders coming together to implement temporary street improvements in a one to two block area of a city. Following a carefully crafted plan, temporary shopfronts are set up, trees in planters are laid out, and on-street parking is allowed in an effort to recreate a complete street with temporary improvements. The short-term physical improvements and the broader conversations they inspire not only help the community realize what is possible, but actually kick-start the long process of creating permanent change. In areas such as Five Points, Downtown, and the Oregon Corridor, a complete streets event could help generate community buy-in and advocacy for street improvements. More information on "Complete Streets" events and other community-building events is provided in the Case Study on the following page.

3. Continue the El Paso Ciclovia program.
One of the overall goals of this planning effort has been to reemphasize that the street is a shared civic space whose value extends beyond moving cars. The City of El Paso recognized this in 2007 when they took a leading role in launching a local 'Open Streets' initiative called Scenic Sundays. Following the example of neighboring Juarez and other countries in Latin America, the City's Parks and Recreation department helped El Paso become a leading American Open Streets city, closing important city streets to car traffic on event days, and converting them into bike and pedestrian zones. The City is encouraged to continue this program, and to expand its use it as a revitalization tool into Smartcode designated areas.

4. Develop a community feedback loop.
It is important for El Pasoans to have an on-going role in the planning of their City. Typical community involvement measures such as newspaper articles and informational meetings often leave out those who have other time commitments or those who feel disenfranchised. For this reason, it is suggested that feedback loops should be created based on existing community institutions and the use of new media. Regular updates should be given to community leaders and discussion groups could be created at local community centers. Informational web sites, Facebook pages, and Twitter accounts can also be created and publicized to stakeholders to encourage and facilitate communication. Regular updates should be given to neighborhood associations, service organizations, and business groups by email, web update, Facebook, or other social media. Continued conversations with neighbors, local leaders, business owners, and others will help to guide City actions and will help spread the commitment to revitalization through direct participation.

Murals and other public art initiatives add character and express the culture of an area.

CASE STUDY: OYSTER BAY 48x48x48

Change in the built environment does not need to wait for heavy investment. Positive change can start now by taking action. 48x48x48, an innovative program developed by the hands-on urban planning collaborative DoTank:Brooklyn, is a replicable, community building process targeting opportunity areas at three scales of time: hours, weeks, and years. Inspired by the need to show community residents how street improvements can change neighborhoods, 48x48x48 emphasizes immediate action through cooperative community participation. The 48x48x48 process starts with an intense 48-hour intervention at the scale of the city block. During the first 48 hours, temporary improvements are rapidly installed and open strategic planning sessions are hosted within on-site 'laboratories.' The short-term physical improvements and the broader conversations they inspire not only help the community realize what's possible, but actually kick-start the long process of creating permanent change.

Thus, in 48 hours there is a call to arms to implement, no matter how temporary the improvements are. In 48 weeks, strategies for achieving short-term benefits and long-term development goals can be implemented. In 48 years, an ambitious long-term vision can be achieved.

In Oyster Bay, New York, the 48x48x48 process was used to create a collaborative downtown demonstration project, transforming the lifeless Audrey Avenue into a vibrant, active, pedestrian-oriented place. The project highlighted four specific areas of opportunity: Local Food & Commerce, Transportation, Social & Civic, and Public Space. During the 48-hour intervention the project team created two "pop-up" stores in vacant spaces, organized local workshops and classes held by local businesses and organizations, attracted mobile food vendors and a farmers market, and took steps towards creating permanent regional attractions, such as the Oyster Bay Railroad Museum. The intervention concluded with a wrap-up session with community leaders — many of whom had never previously collaborated — committing to action plans for the next 48 weeks to move towards their own 48-year vision for not only the project site, but the entire town.

Audrey Avenue today, as a result of the 48x48x48 program. *Image credit: DoTank:Brooklyn*

The 48-week plan for Audrey Avenue included a multi-prong approach to reactivating Oyster Bay's main street.
Image credit: DoTank:Brooklyn

TRANSPORTATION STRATEGIES

1. Establish "Mode Share / Mode Shift" performance objectives.
An important planning maxim is that what gets measured gets attention. As many other cities have done, El Paso should adopt performance objectives addressing mode share and mode shift. Mode share is concerned with setting targets for and tracking the percentage distribution of travel between various transportation modes, and typically involves targets for non-drive alone travel, such as carpooling, transit, walking, and bicycling. Mode shift is a closely-related concept that is concerned with the strategy of reaching mode share targets and performance objectives through coordinated land use, urban design, and transportation planning.

The City should adopt mode share/mode shift measures as part of its transportation planning, capital programming, project funding, entitlement, and other core functions. Such measures could be applied first within the TOD areas or specific corridors, and expanded over time, though they tend to be most effective applied at a larger geographic scale.

The City should also conduct a travel patterns survey, also known as a trip diary survey, to establish a mode share trip distribution baseline and then conduct a follow-up survey at least every three to five years. Establishing long range mode share targets and the mode shift needed to reach them should balance existing and historic travel patterns, aspirational objectives, planned multi-modal investments, and other factors. The overall objective is to change the context, metrics, and outcomes of transportation planning, design, funding, and programming to match TOD, re-investment, and other Smart Growth goals and policies.

2. Plan for and fund pedestrian and bicycle infrastructure.
A closely-related concept to mode share is person-based mobility, the idea that transportation is about moving people, not just vehicles. In practical terms, it means emphasizing the metric of personal mobility, especially in transit-oriented and SmartCode neighborhoods, in addition to, or even instead of, conventional vehicle-based Level-of-Service (LOS) metrics. This concept is increasingly common across the country in mature urban neighborhoods, TODs, and other areas where the priority is to plan for, fund, design, and implement a balanced transportation network rather than being primarily or exclusively concerned with vehicle throughput or congestion.

This transportation strategy is not anti-car. In fact, street connectivity is one of the most important elements of a balanced transportation network. It elevates planning, requiring, designing, funding, and implementing a transportation network that treats driving, transit, walking, and bicycling as equal travel choices. Downtown El Paso is a good example of this concept in action. Though a regional hub with lots of vehicle traffic, many streets are quite narrow because there are many transit, walking, and bicycling facilities and opportunities.

Person-based mobility is a critically-important concept for El Paso in at least two respects. First, it is the most appropriate way to treat TODs, SmartCode developments, Downtown redevelopment, and urban neighborhoods. Second, it represents a real opportunity for new development to be designed as "transit-ready," even if it is away from the Downtown and is not located along a BRT route or other future transit line. Put another way, land use and transportation outcomes dictate each other. From a transportation perspective, requiring only auto-based transportation planning and design metrics result in auto-dependent, low-density, suburban sprawl. In contrast, requiring person-based mobility promotes well-designed communities of lasting value, places where on-site internal capture (walking, bicycling, and perhaps local transit use) can significantly reduce off-site drive-alone trips and congestion, ultimately saving both the developer and the City time and money in not having to mitigate as much regional congestion.

3. Promote street connectivity.
Just as LEED (Leadership in Energy and Environmental Design) has become the de-facto standard around the country for the design, development, and rehabilitation/preservation of individual buildings, LEED for Neighborhood Development (LEED-ND) is becoming the standard for community design and urban form. From a transportation perspective, the most important part of LEED-ND is its requirements for on-site and off-site street network connectivity density, expressed as intersections per square mile.

Street connectivity is a foundational element of sustainable transportation planning. A grid network of connected streets and intersections diffuses traffic, creates multiple route options, facilitates emergency access and evacuation, is safer for all travel modes, and actually provides more vehicle capacity. Smaller blocks and numerous intersections provide shorter pedestrian crossing distances and more frequent opportunities. A connected network is based on a relatively large

TRANSPORTATION STRATEGIES

number of streets and intersections creating a variety of pedestrian/cyclist/motorist route options, and reducing the demand placed on any one intersection, while providing a high level of route directness, which facilitates a great transit system. Most importantly, as discussed further below, a well-connected street network reduces or eliminates the need for overly-wide streets.

The City should adopt or at least incentivize LEED-ND connectivity and intersection density requirements, especially in TOD and SmartCode neighborhoods. Another widely-accepted approach around the country is to adopt a street connectivity ordinance.

4. Implement road diets and skinny streets.
A connected street network results in slower, "skinny" streets because traffic is diffused across multiple streets and intersections. These skinny streets are typically two lanes and no more than four lanes, whose function and design are in scale with, and an asset to, adjacent properties and neighborhoods. Traffic speeds are usually no more than 25 mph, the upper threshold that maximizes safety for all travel modes (especially pedestrians) while yielding high per-lane vehicle capacity. Other benefits of skinny streets include reduced infrastructure costs, increased taxable land area, reduced impervious surface area and stormwater runoff, and increased property values and quality of life through attractive, well-landscaped street design.[1]

(1) Daisa, James M., P.E. and John B. Peers, P.E. "Narrow Residential Streets: Do They Really Slow Down Speeds?" *ITE 6th Annual Meeting Compendium of Technical Papers*, 1997.
(2) Aarts, L. and I. van Schagen. 2006. "Driving speed and the risk of road crashes: A review." *Accident Analysis and Prevention* 38: 215-24.
(3) Elvik, R. 2005. "Speed and road safety: synthesis of evidence from evaluation studies." *Transportation Research Record* 908:59-69.
(4) Dumbaugh, Eric. 2005. "Safe Streets, Livable Streets." *Journal of the American Planning Association* 71:3, pp. 283-298.
(5) Leaf, W.A. and D.F. Preusser. *Literature Review on Vehicle Travel Speeds and Pedestrian Injuries.* (1999) Washington, DC: US Department of Transportation. (Publication no. DOT HS 809 021).
(6) Kulash, Walter. "Traditional Neighborhood Development: Will the Traffic Work?" *11th Annual Pedestrian Conference*. Bellevue, WA.

The companion concept to skinny streets are road diets – retrofitting a street that is overly-wide in proportion to its vehicle traffic volume. Like many cities, El Paso has many streets that are too wide given their traffic volume. This is an exciting opportunity to redesign these streets to be more in scale with, and attractive to, their surroundings, and to incorporate transit, walking, bicycling, and landscaping in their re-design.
The City should continue to expand and strengthen its SmartCode's capabilities and authority to guide new street design and existing street retrofits, particularly in areas of existing or future high connectivity, transit investment, and mixed-use.

5. Promote training in and use of the "Designing Walkable Urban Thoroughfares: A Context Sensitive Approach" manual and complete streets.
This ITE-CNU best practices document has been officially adopted by TXDOT (the first state DOT to do so) and other public sector agencies around the country. It integrates with the City's SmartCode to provide guidance on street design, scale, and function that is context-sensitive with adjacent community character in terms of land use and urban design.

One of the Manual's primary foundations is "complete streets" – the concept that streets should be designed to include all major travel modes and users of various abilities and ages. Rather than "traffic sewers" – wide, unsafe, and poorly-designed streets intended only to carry as many vehicles as fast as possible, complete streets enhance their surroundings in a way that optimizes personal travel choices, such as driving, transit, walking, or bicycling.

The City should adopt a Complete Streets ordinance and use the ITE/CNU Manual to expand its SmartCode and apply both action steps to future new streets and retrofits of existing streets and highways. As has already started through this project, training and awareness should continue for City staff as well as the County, TXDOT, MPO, and other transportation stakeholders.

6. Implement context-sensitive streets.
One of the most important elements of a Transect- and TOD-based approach to transportation planning is that context-sensitive street design is critical. That observation prompts the question of how to implement changes to street design over time. There are two major elements the City should consider. The first is to apply a consistent menu of street sections over time as local opportunities and context allow. Most people tend to think of streets as a necessary evil – unattractive, noisy, smelly, and dangerous, but necessary to travel. In contrast, context-sensitive and well-landscaped streets with consistent design are assets to surrounding communities in terms of property value and community character, and become destinations in themselves as great streets.

Even so, it is important to note that street design needs to be flexible enough to adapt to local conditions and context that may vary at a small scale, such as at the block level. These could include right-of-way width,

TRANSPORTATION STRATEGIES

intersection geometry, topography, and other elements that may constrain uniformly-consistent design. Such uniformity is not the ultimate objective; rather it is recommended to determine the ideal design along the entire street or corridor and implement it as consistently as possible.

The second element is more programmatic but no less important. Just as land uses change and evolve over time, so do streets. The Street Atlases included in the SmartCode maps for each study area recommend the ideal or "ultimate" street design for a given facility; the question is how to get there, especially in terms of prioritizing funding and implementation.

The highest priority is to begin with the end in mind and decide how a street should ultimately look and function. Important considerations include the number of lanes it will need, the necessary right-of-way, the presence of transit, and the pedestrian facility requirements. Through these and other questions, the objective is to know where to ultimately set the curb line so that it does not have to be moved over time. In this way, the design can be flexible by "changing the paint" but is anchored within the proper curb-to-curb distance and dimensions.

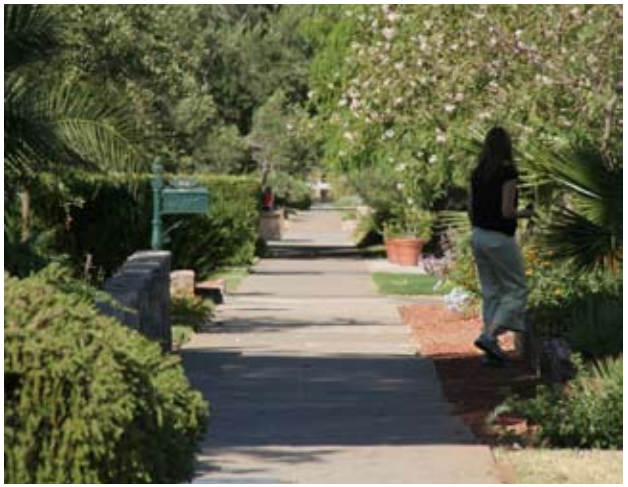
The second priority is to plan for the pedestrian realm. Especially in transit-oriented neighborhoods, SmartCode-compliant areas, and other similar places, the pedestrian realm is paramount to excellent transit service (which should be thought of as a temporary platform for pedestrians) and an active street life that supports local commerce and development. From a street design perspective, this typically means wide sidewalks, shade trees, buffering from street traffic, and pedestrian amenities such as benches, trashcans, and streetlights.

The third priority is on-street parking where available right-of-way allows. On-street parking acts to calm traffic, buffer pedestrians, encourage commerce, signify important destinations, and is otherwise an important element in transit-oriented and mixed-use placemaking. Focusing on these three elements first sets the proper template for these other details to fall into place most appropriately.

7. Coordinate Bus Rapid Transit (BRT) & streetcar systems.
The City is committed to and proceeding rapidly with implementing a City-wide BRT system with Downtown and satellite regional Transfer Centers and should continue to do so. Concurrently, the City is also exploring the feasibility of a Downtown streetcar system. While separate analysis is currently underway regarding streetcar feasibility, alignment, cost, and timing, it should holistically be characterized as an economic development and revitalization-based mobility investment. It has the opportunity to strengthen Downtown as a regional hub and destination, which in turn strengthens the BRT system. Streetcars are also an important opportunity for pedestrian-oriented placemaking and person-based mobility, key elements of transportation implementation for the TOD sites, ASARCO, and throughout the city over time.

8. Adopt Transportation Demand Management (TDM) strategies.
TDM strategies are those that reduce the need for

The addition of bike lanes, here shown in the Sunset Heights neighborhood, provides more transportation options to El Pasoans.



The generous sidewalk with shade and a wide planting strip makes this street a comfortable environment for pedestrians.

TRANSPORTATION STRATEGIES

drive-alone travel, particularly for work commuting. They include a variety of specific activities, such as carpooling, transit passes, ride-sharing and ride-matching, flex-time, guaranteed ride home programs, and many others. The objective is to incentivize other means of travel (and sometimes at different times of day) besides typical drive-alone work commuting. This umbrella of strategies should also include such items as "dump the pump" (ride the bus to work days), walk/bike to work days, bicycle sharing, transportation allowances (employees decide whether to purchase parking, carpooling, or bus passes with a given "allowance"), and other creative measures.

TDM strategies can be officially adopted or practiced by the City (and public sector employees are a great market), administrated through a regional planning agency such as the MPO, and/or incentivized locally through private employers and non-profit Transportation Management Organizations (TMOs) in specific areas.

9. Create Light Imprint Streets.
Low-Impact Design (LID) describes an approach to infrastructure design that improves stormwater management by reducing off-site flows and the impact of stormwater on surface water body quality. LID techniques include preserving and re-creating the appearance and function of natural landscape features, minimizing the amount of impervious surface area to increase the amount of natural infiltration, and various retention techniques designed to slow and reduce stormwater flow into drainage systems.

El Paso should consider such specific techniques as porous pavements on low-volume roadways, surface drainage systems like bio-swales, wide planting strips between streets and sidewalks, inlet drains to medians and planting strips, and other similar techniques. These strategies should work in tandem with arroyo preservation to address summer monsoon rains and other stormwater events. And, though snow storage and melt are not significant issues in El Paso, these techniques can also store and infiltrate snow when it occurs.

A number of cities across the country are undertaking streetcar programs in an effort to provide increased transportation options and spur economic development.

FUNDING MECHANISMS

1. State Funding Programs

a) Industry Development Loan Program

The Texas Industry Development (TID) Loan Program provides capital to Texas communities at favorable market rates. The main objective of TID is to support projects that will stimulate the creation of jobs. TID loans can be used for a variety of purposes including community infrastructure development. TID financing is available for loans above $5,000,000.

b) Texas Product Business Fund

The Texas Product/Business Fund provides asset-backed financing to companies currently doing business in the state. Financing is done in the form of direct asset-based loans with a variable interest rate tied to London Interbank Offered Rate (LIBOR). Loans can be amortized up to the life of the asset. Texas companies or out-of-state/international companies doing business in the state are eligible to apply.

c) Industrial Revenue Bond Program

The State of Texas Industrial Revenue Bond Program (IRB) provides tax-exempt or taxable financing for eligible industrial or manufacturing projects. The Development Corporation Act of 1979 enables cities, counties, conservation and reclamation districts to form non-profit industrial development corporations (IDCs) to provide bonds for projects within their jurisdictions. Bond debt service is paid by the business under the terms of a lease, sale or loan agreement.

2. Federal Planning Grants

As part of providing planning for sustainable communities, the federal departments of Housing and Urban Development, the Environmental Protection Administration and the Department of Transportation have joined together to form the two programs listed below:

a) HUD's Community Challenge Planning Grants
b) DOT's TIGER II Planning Grants

The purpose of these planning grants is help cities formulate plans that integrate land use, environmental sustainablility, and transportation improvements in order to lower vehicle miles travelled, increase pedestrian use and make a healthier community, and increase community livability. El Paso could use this funding when it is ready to make more specific development plans for all of the subareas under its comprehensive plan.

3. Federal Tax Credits

a) Historic Preservation Rehabilitation Credit

The rehabilitation credit can be received for any commercial structure built in 1930 or earlier without historic designation, or for any commercial structure that has been placed on the National Historic Register. The credit for an undesignated structure is 10 percent and 20 percent for a registered structure.

b) Low Income Housing Tax Credits

Projects that include low-income housing are eligible for either a four percent or an eight percent tax credit. The four percent credit applies to senior housing and the eight percent credit applies to housing for households at or below 55 percent of median income. These tax credits are typically sold to investors and the proceeds used to pay for construction of housing.

c) New Market Tax Credits

New Market Tax Credits are available for commercial projects that benefit low-income areas. These credits could help fund new commercial market rate projects in areas such as the Oregon Corridor or the Five Points-Piedras corridor. As an example, a $25 million adaptive re-use project in San Antonio was funded by Enterprise Community Investment with New Market funding, and converted the Alamo National Bank into a new hotel.

4. Public Improvement District (PID)

The Public Improvement District Assessment Act (Chapter 372 of the Local Government Code) allows any city to levy and collect special assessments on property that is within the city or within the city's Extraterritorial Jurisdiction (ETJ). A Public Improvement District (PID) may be formed to perform any public improvement project. To use a PID, a operation and finance plan must be instituted by an advisory group. The advisory group ensures that the PID is approved by the community which will pay for the proposed improvements.

For the purposes of this plan, a PID could be used for acquiring derelict properties for renovation, for street improvements, for drainage such as arroyo acquisition, and virtually any infrastructure needed for development or redevelopment.

5. Tax Increment Funding

Texas has a variety of options for tax-increment financing including the use of both property tax and sales tax. To implement TIF, the city must create reinvestment plans for areas in which it desires to apply funding. Tax increment funding can be used to pay for costs associated with transit including land assembly, but the basic criteria for the establishment of a reinvestment zone outlined in the Texas Code Section 311.005 must be

FUNDING MECHANISMS

satisfied first. The Consolidated Plan of El Paso (the document that justifies the need and uses for Community Development Block Grant Funding) outlines conditions in the core areas of the city that we believe are sufficient to meet the criteria for reinvestment zones.

6. Reinvestment Zone tax revenue funds
Use reinvestment zone tax revenue funds on the Oregon Corridor to provide financial support for the completion of select projects outlined in the Comprehensive Mobility Plan and to provide other necessary plan elements such as parking.

A Tax Increment district on the Oregon Corridor could provide enough revenue to fund perhaps $15.6 million dollars of bonds for implementing change in the area.

7. HUD Resources
The HUD grants and programs table contains a list of available HUD grants and programs, including mortgage guarantee programs, that could assist in implementing this plan**.**

In addition to what is listed, Community Development Block Grant (CDBG) funding has been used for neighborhood investment funds with grants ranging from $5,000 to $100,000 depending upon the program formed by the municipality. CDBG has also been used in many cities for façade improvement programs that typically combine a grant, a subsidized loan, and some amount of owner funding participation.

8. Federal Small Business Administration (SBA) Programs

a) Small Business Loan Program 7(a)
The 7(a) Loan Program is SBA's primary program for helping start-up and existing small businesses, with financing guaranteed for a variety of general business purposes. SBA does not make loans itself, but rather guarantees loans made by participating lending institutions. In this way, taxpayer funds are only used in the event of borrower default. This reduces the risk to the lender but not to the borrower, who remains obligated for the full debt, even in the event of default.

b) Small Business Investment Companies Program.
SBA provides venture capital through the Small Business Investment Company (SBIC) Program, a unique public-private investment partnership. SBA itself does not make direct investments. It works with SBICs, which are privately owned and managed investment firms licensed by SBA to provide financing to small businesses with private capital they raise and with funds borrowed at favorable rates through SBA. Capital required to form an SBC is $5 million, and is matched by SBA funding at a two-to-one ratio.

c) Small Business Administration Surety Bond Program
A surety bond is a three-party instrument between a surety (someone who agrees to be responsible for the debt or obligation of another), a contractor and a project owner. The agreement binds the contractor to comply with the terms and conditions of a contract. If the contractor is unable to successfully perform the contract, the surety assumes the contractor's responsibilities and ensures that the project is completed. SBA does not issue surety bonds; rather, it provides and manages surety bond guarantees for qualified small and emerging businesses through the Surety Bond Guarantee (SBG) Program. SBA reimburses a participating surety (within specified limits) for the losses incurred as a result of a contractor's default on a bond. The SBG Program is administered through the Office of Surety Guarantees (OSG) in a public-private partnership with surety companies and their agents, utilizing the most efficient and effective operational policies and procedures. The SBG Program was developed to help small and minority contractors who cannot obtain surety bonds through regular commercial channels. Through the program, SBA makes an agreement with a surety guaranteeing that SBA will assume a predetermined percentage of loss in the event the contractor should breach the terms of the contract. SBA's guarantee gives sureties an incentive to provide bonding for eligible contractors, thereby strengthening a contractor's ability to obtain bonding and greater access to contracting opportunities.

d) SBA Business Development Program
The mission of the 8(a) Business Development (BD) Program is to provide participating businesses with managerial, technical, and procurement assistance to assist them in achieving their full competitive potential. The 8(a) BD Program provides a logical, systematic approach to federal market access and enterprise growth to businesses owned and controlled by socially and economically disadvantaged individuals. The program promotes business development over a nine-year period. The participant's progress is monitored and measured, and developmental needs are determined by reviewing business plans annually. The program assists firms by facilitating the award of sole-source and

HUD Grants and Programs

14.218	Community Development Block Grants/Entitlement Grants	A - Formula Grants
14.239	Home Investment Partnerships Program	A - Formula Grants
14.872	Public Housing Capital Fund	A - Formula Grants
14.246	Community Development Block Grants/Brownfields Economic Development Initiative	B - Project Grants
14.247	Self-Help Homeownership Opportunity Program	B - Project Grants
14.249	Section 8 Moderate Rehabilitation Single Room Occupancy	B - Project Grants
14.251	Economic Development Initiative-Special Project, Neighborhood Initiative and Miscellaneous Grants	B - Project Grants
14.252	Section 4 Capacity Building for Community Development and Affordable Housing	B - Project Grants
14.314	Assisted Living Conversion for Eligible Multifamily Housing Projects	B - Project Grants
14.315	Emergency Capital Repair Grants for Multifamily Housing Projects Designated for Occupancy	B - Project Grants
14.316	Housing Counseling Training Program	B - Project Grants
14.514	Hispanic-Serving Institutions Assisting Communities	B - Project Grants
14.877	Public Housing Family Self-Sufficiency under Resident Opportunity and Supportive Services	B - Project Grants
14.878	Affordable Housing Development in Main Street Rejuvenation Projects	B - Project Grants
14.884	Public Housing Capital Fund Competitive (Recovery Act Funded)	B - Project Grants
14.889	Choice Neighborhoods	B - Project Grants
14.900	Lead-Based Paint Hazard Control in Privately-Owned Housing	B - Project Grants
14.905	Lead Hazard Reduction Demonstration Grant Program	B - Project Grants
14.913	Healthy Homes Implementation Grant Program	B - Project Grants
14.318	Assisted Housing Stability and Energy and Green Retrofit Investments Program (Recovery Act Funded)	B - Project Grants (Special)
14.235	Supportive Housing Program	B - Project Grants, C - Direct Payments For A Specified Use
14.149	Rent Supplements_Rental Housing for Lower Income Families	C - Direct Payments For A Specified Use
14.157	Supportive Housing for the Elderly	C - Direct Payments For A Specified Use
14.181	Supportive Housing for Persons with Disabilities	C - Direct Payments For A Specified Use
14.195	Section 8 Housing Assistance Payments Program	C - Direct Payments For A Specified Use
14.197	Multifamily Assisted Housing Reform and Affordability Act	C - Direct Payments For A Specified Use
14.850	Public and Indian Housing	C - Direct Payments For A Specified Use
14.856	Lower Income Housing Assistance Program_Section 8 Moderate Rehabilitation	C - Direct Payments For A Specified Use
14.871	Section 8 Housing Choice Vouchers	C - Direct Payments For A Specified Use
14.879	Mainstream Vouchers	C - Direct Payments For A Specified Use
14.103	Interest Reduction Payments_Rental and Cooperative Housing for Lower Income Families	C - Direct Payments For A Specified Use, F - Guaranteed/Insured Loans
14.317	Section 8 Housing Assistance Payments Program Special Allocations (Recovery Act Funded)	C - Direct Payments For Specified Use
14.108	Rehabilitation Mortgage Insurance	F - Guaranteed/Insured Loans
14.112	Mortgage Insurance for Construction or Substantial Rehabilitation of Condominium Projects	F - Guaranteed/Insured Loans
14.117	Mortgage Insurance_Homes	F - Guaranteed/Insured Loans
14.122	Mortgage Insurance_Homes in Urban Renewal Areas	F - Guaranteed/Insured Loans
14.123	Mortgage Insurance_Housing in Older, Declining Areas	F - Guaranteed/Insured Loans

HUD Grants and Programs

14.126	Mortgage Insurance_Cooperative Projects	F - Guaranteed/Insured Loans
14.129	Mortgage Insurance_Nursing Homes, Intermediate Care Facilities, Board and Care Homes and Assisted Living Facilities	F - Guaranteed/Insured Loans
14.133	Mortgage Insurance_Purchase of Units in Condominiums	F - Guaranteed/Insured Loans
14.134	Mortgage Insurance_Rental Housing	F - Guaranteed/Insured Loans
14.135	Mortgage Insurance_Rental and Cooperative Housing for Moderate Income Families and Elderly, Market Interest Rate	F - Guaranteed/Insured Loans
14.138	Mortgage Insurance_Rental Housing for the Elderly	F - Guaranteed/Insured Loans
14.139	Mortgage Insurance_Rental Housing in Urban Renewal Areas	F - Guaranteed/Insured Loans
14.142	Property Improvement Loan Insurance for Improving All Existing Structures and Building of New Nonresidential Structures	F - Guaranteed/Insured Loans
14.151	Supplemental Loan Insurance_Multifamily Rental Housing	F - Guaranteed/Insured Loans
14.159	Section 245 Graduated Payment Mortgage Program	F - Guaranteed/Insured Loans
14.163	Mortgage Insurance_Single Family Cooperative Housing	F - Guaranteed/Insured Loans
14.167	Mortgage Insurance_Two Year Operating Loss Loans, Section 223(d)	F - Guaranteed/Insured Loans
14.183	Home Equity Conversion Mortgages	F - Guaranteed/Insured Loans
14.188	Housing Finance Agencies (HFA) Risk Sharing	F - Guaranteed/Insured Loans
14.189	Qualified Participating Entities (QPE) Risk Sharing	F - Guaranteed/Insured Loans
14.248	Community Development Block Grants_Section 108 Loan Guarantees	F - Guaranteed/Insured Loans

limited-competition contracts and by providing business development assistance. The intent of the above assistance is to enable firms to compete successfully in the open market.

The program provides the following management and technical assistance to program participants in support of their business plans: specialized training, individual counseling assistance, and high-level executive development support.

Assistance is provided to program participants by SBA's Headquarters staffs, leveraged by resource partners including, but not limited to, Small Business Development Centers (SBDCs), the SCORE, national trade and professional associations, and state and local service providers.

9. Funds for Energy Efficiency and Renewable Energy.

a) Energy Efficiency

Improved energy efficiency is the cheapest, cleanest, fastest form of energy progress to deploy and the most cost-effective way to reduce greenhouse gas emissions. The Recovery Act provides for unprecedented investments in the weatherization of homes of low-income Americans, state and local energy efficiency programs, ENERGY STAR appliance rebates, and buildings and industrial efficiency. Ultimately, the Recovery Act will allow for execution of the largest weatherization program in United States history and lay the foundation for an expansion of the program in the future. Reducing electricity demand can also postpone the need to invest in new generation capacity, a cost that is ultimately passed on to ratepayers.

FUNDING MECHANISMS

b) Renewable Electricity Generation

While the U.S. has installed the most wind energy of any country in the world over the past four years, wind still only supplies less than 2 percent of U.S. electricity generation. With Recovery Act funds, the United States Department of Energy *Energy Efficiency and Renewable Energy* (EERE) program will make strategic investments in renewable electricity, including geothermal, wind, and solar, which will increase energy security and diversify our energy supply. Because it has little to no emissions, renewable energy's use leads to cleaner air and water and reduced greenhouse gas emissions. The renewable electricity sector has great potential to provide green jobs for both manufacturing and installation, in addition to a variety of support services.

It should be noted that there are tax credits available in addition to funding from both Federal and State sources.

10. American Recovery and Reinvestment Act

Under the *Supplemental Discretionary Grants for a National Surface Transportation System* program, grants are awarded for transportation projects, including highway, transit, rail and ports, that will contribute to near-term economic recovery and job creation, maximization of long-term economic benefits and impacts for the nation, a region, or a metropolitan area, and assistance for those most affected by the current economic downturn. The Department of Transportation (DOT) will determine how to allocate funds among projects and across modes based on the selection criteria described in the solicitation. While the deadline for the 2009 application has passed, funds for the 2011-2012 fiscal year have not been allocated.

Criteria for selection include the following project impacts: improved condition of existing transportation facilities and systems; long-term growth in employment, production or other high-value economic activity; improved livability of communities; improved energy efficiency, reduced dependence on oil and reduced greenhouse gas emissions; reduced adverse impacts of transportation on the natural environment; reduced number, rate and consequences of surface transportation-related crashes, injuries and fatalities; greater use of innovative technology and innovative approaches; greater collaboration among traditional and non-traditional stakeholders; or greater integration of transportation decision-making with decision-making by other public agencies.

Careful consideration of topography and street layout in this neighborhood affords long views across the City.

Successful retail on walkable streets attracts pedestrians.

A SMARTCODE

"Perhaps the worst sin of zoning is that it violates an essential social characteristic of neighborhood planning, namely, that each unit must be balanced – it is the city writ small. Each unit, accordingly, must have a place for the industrial, political, educational, and domestic facilities which pertain to its special purposes. Thus the residential neighborhood must contain more than a collection of houses, in the fashion of a segregated residential zone; it must also have, as an integral part of the plan, a place for retail stores, for garages, for small workshops serving the immediate needs of the inhabitants; in short, it should be a representative human community, expressing the variety and cooperation of the larger whole of which it is part."

Lewis Mumford,
The Ideal Form of the Modern City

THE EL PASO SMARTCODE

In July of 2008 the El Paso City Council approved by a large majority an ordinance creating Title 21, the SmartCode Ordinance. The SmartCode Ordinance is optional and serves as a parallel code to Titles 19 (Subdivisions) and 20 (Zoning) of the El Paso Municipal Code. The SmartCode is a form-based code which allows greater flexibility of land use and prescribes a desired form.

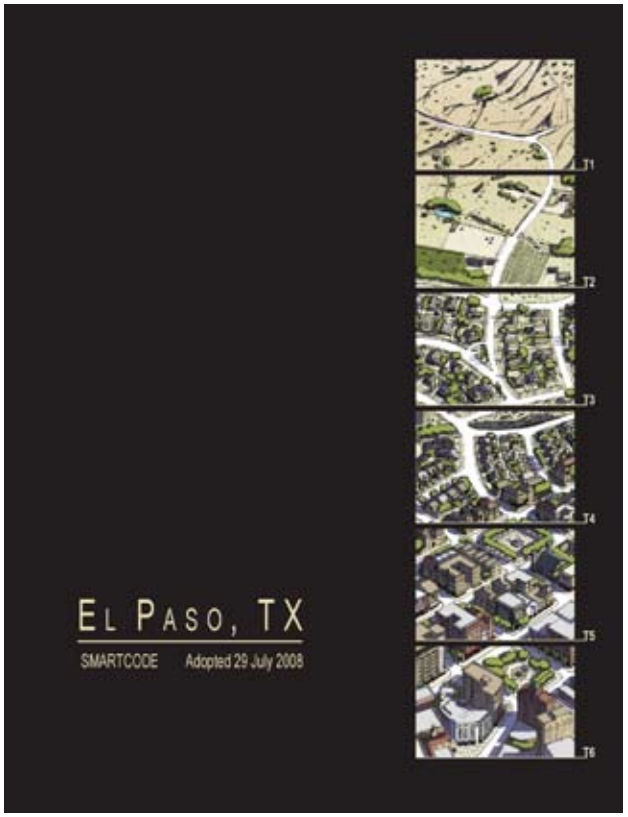
The creation of walkable neighborhoods and complete communities is facilitated by the code. Under the SmartCode homes are allowed to be within walking distance of workplaces and retail like corner stores, farmer's markets and restaurants. The owner of a shop or office can live above their place of work. Children can walk to their school. The SmartCode allows the gradual mix of uses from the center of communities outward, from urban core to natural area.

It is also a central tenet of the SmartCode that new development should accommodate pedestrians as well as automobiles. Recommended street sections within the SmartCode are streets that are safe, comfortable and interesting to the pedestrian.

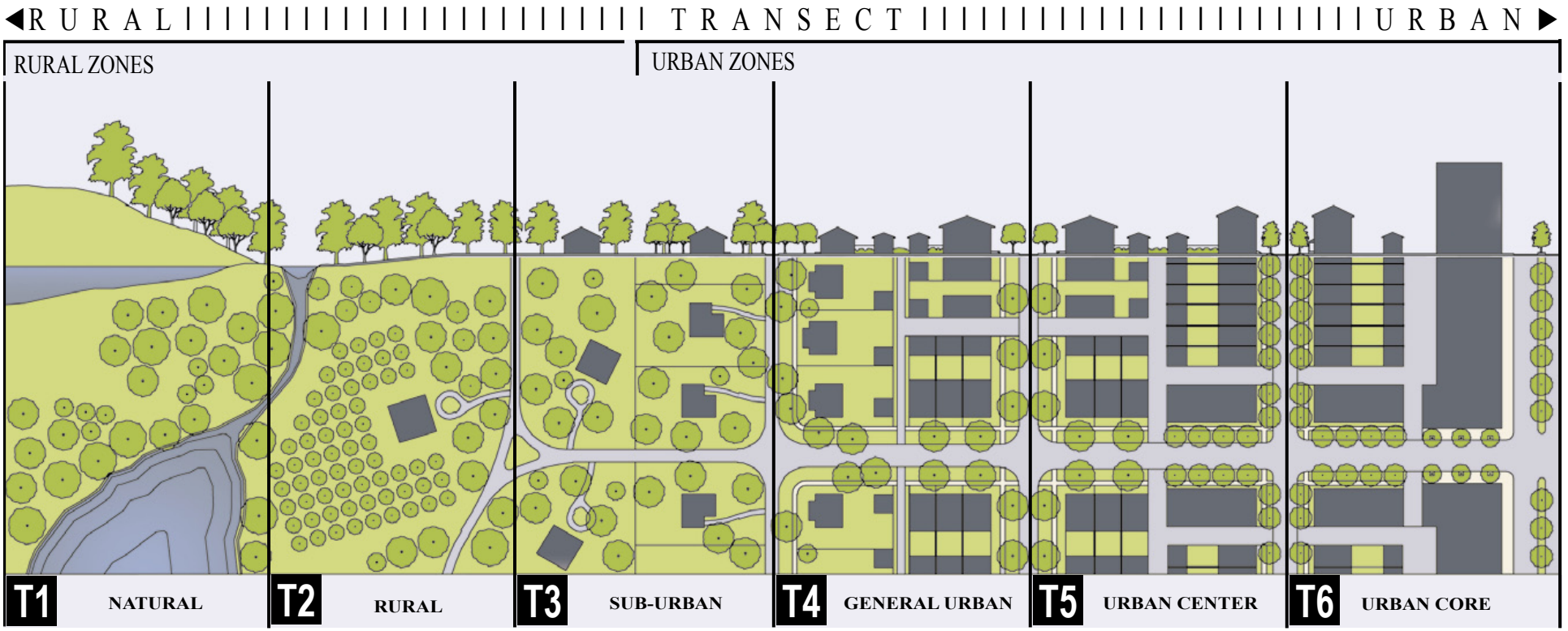
The Transect Map is the regulating plan for the application of the SmartCode. Transect maps were created for areas planned in this report. Previously undeveloped sites like the ASARCO property were codified in accordance with the illustrative plans. In infill areas such as Five Points blocks were examined, the main qualities of each block were assessed, the location of each block within the larger City context was considered, and the appropriate Transect Zone was assigned to balance the existing conditions and the preferred physical form. The maps included in this section are initial drafts.

By one estimate there are currently over 320 form-based codes either adopted or in development in the U.S. and Canada. The SmartCode form-based code is used in a wide diversity of municipalities throughout the country. If median home sales prices are used to compare cities, then many economically comparable cities utilize the SmartCode with reported successes in cities such as San Antonio, Texas; Montgomery, Alabama and Miami, Florida.

The SmartCode is one of the main mechanisms for implementing the Connecting El Paso Plan. This appendix contains a discussion of the El Paso SmartCode and sample transect maps, special requirement plans, street atlases, and thoroughfare assemblies for areas identified by this plan. All of the illustrations contained herein are meant for general guidance only and are subject to more in depth analysis prior to adoption under the SmartCode.



The City of El Paso has a SmartCode which is used as a parallel code to the subdivision and zoning code for the City. The SmartCode was created as a legal platform for implementing walkable, mixed use development throughout the City.


◀RURAL TRANSECT URBAN▶
RURAL ZONES
URBAN ZONES
T1 NATURAL
T2 RURAL
T3 SUB-URBAN
T4 GENERAL URBAN
T5 URBAN CENTER
T6 URBAN CORE

DOWNTOWN TRANSFER CENTER

DRAFT TRANSECT PLAN

The Transect Map is the regulating plan for the application of the SmartCode in the study areas described in this report. The study areas were examined, the main qualities of each block were assessed, the location of each block within the larger City context was considered, and the appropriate Transect Zone was assigned to balance the existing conditions and the preferred physical form. The maps included are initial drafts.

Transect Legend

- T4
- T5
- T6
- Special District
- Boundary

DOWNTOWN TRANSFER CENTER

DRAFT SPECIAL REQUIREMENTS PLAN

Infill Plan Legend

- A Streets
- B Streets
- Required Shopfront, Gallery or Arcade Frontage
- Recommended Shopfront, Gallery or Arcade Frontage
- Recommended Terminated Vista
- Potential Civic Space Reserves

DOWNTOWN TRANSFER CENTER

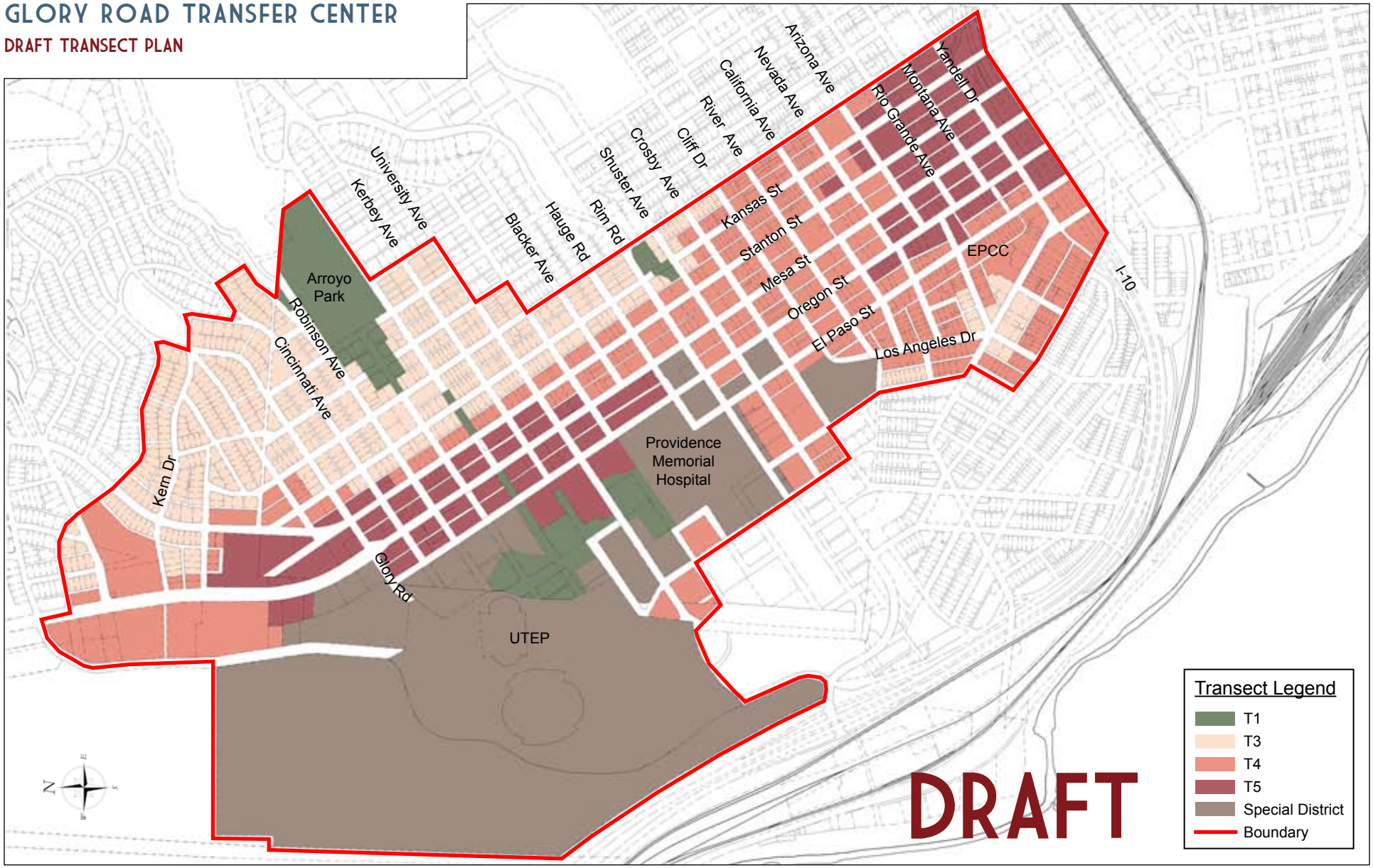
DRAFT STREET ATLAS

Street Atlas Legend

- AV 90-56
- AV 72-40 (new)
- BRT 70-44 dedicated (new)
- CS 66-36 (new)
- CS 60-34
- CS 50-28 (new)
- CS 42-18 (new)
- ST 60-34
- ST 50-30
- ST 25-20 (new)
- RL 24-12
- RA 15-15 (new)
- Pedestrian Plaza
- Not Classified

GLORY ROAD TRANSFER CENTER

DRAFT TRANSECT PLAN

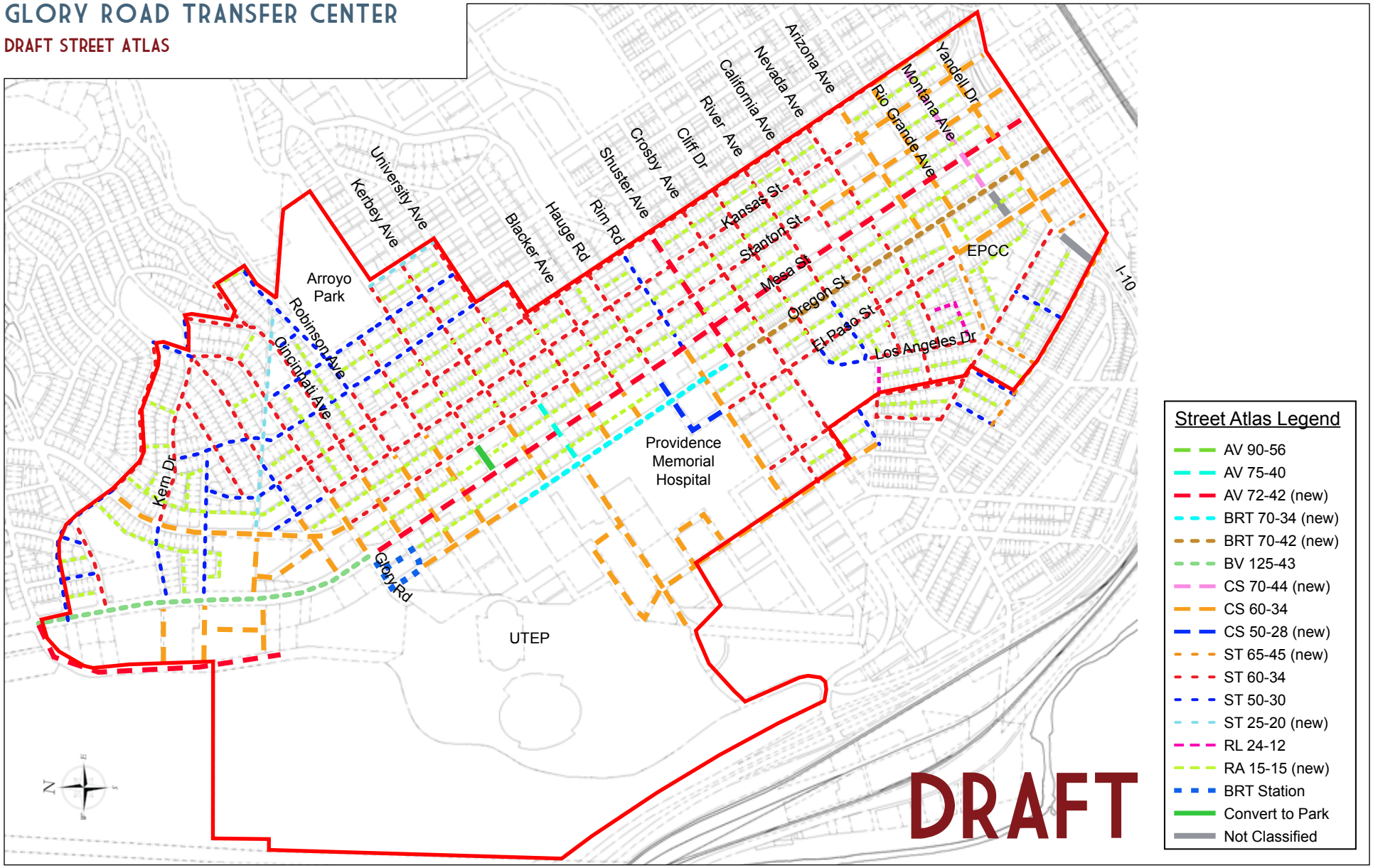


GLORY ROAD TRANSFER CENTER

DRAFT SPECIAL REQUIREMENTS PLAN

GLORY ROAD TRANSFER CENTER

DRAFT STREET ATLAS



FIVE POINTS TRANSFER CENTER

DRAFT TRANSECT PLAN

Transect Legend

- T3
- T4
- T5
- Special District
- Boundary

FIVE POINTS TRANSFER CENTER

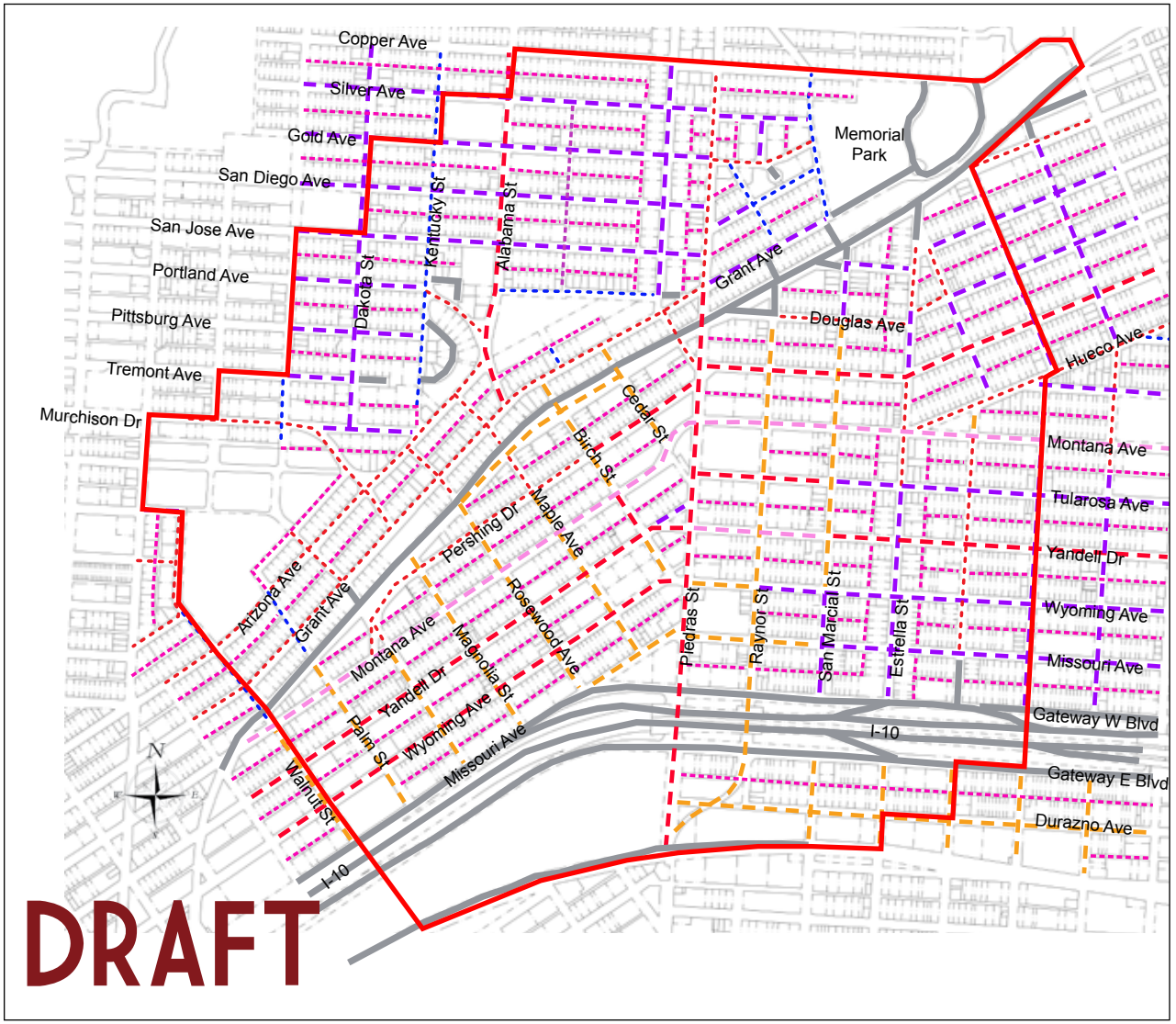
DRAFT SPECIAL REQUIREMENTS PLAN

Infill Plan Legend

- A Streets
- B Streets
- Required Shopfront, Gallery or Arcade Frontage
- Recommended Shopfront, Gallery or Arcade Frontage
- Recommended Terminated Vista
- Potential Civic Space Reserves

FIVE POINTS TRANSFER CENTER

DRAFT STREET ATLAS

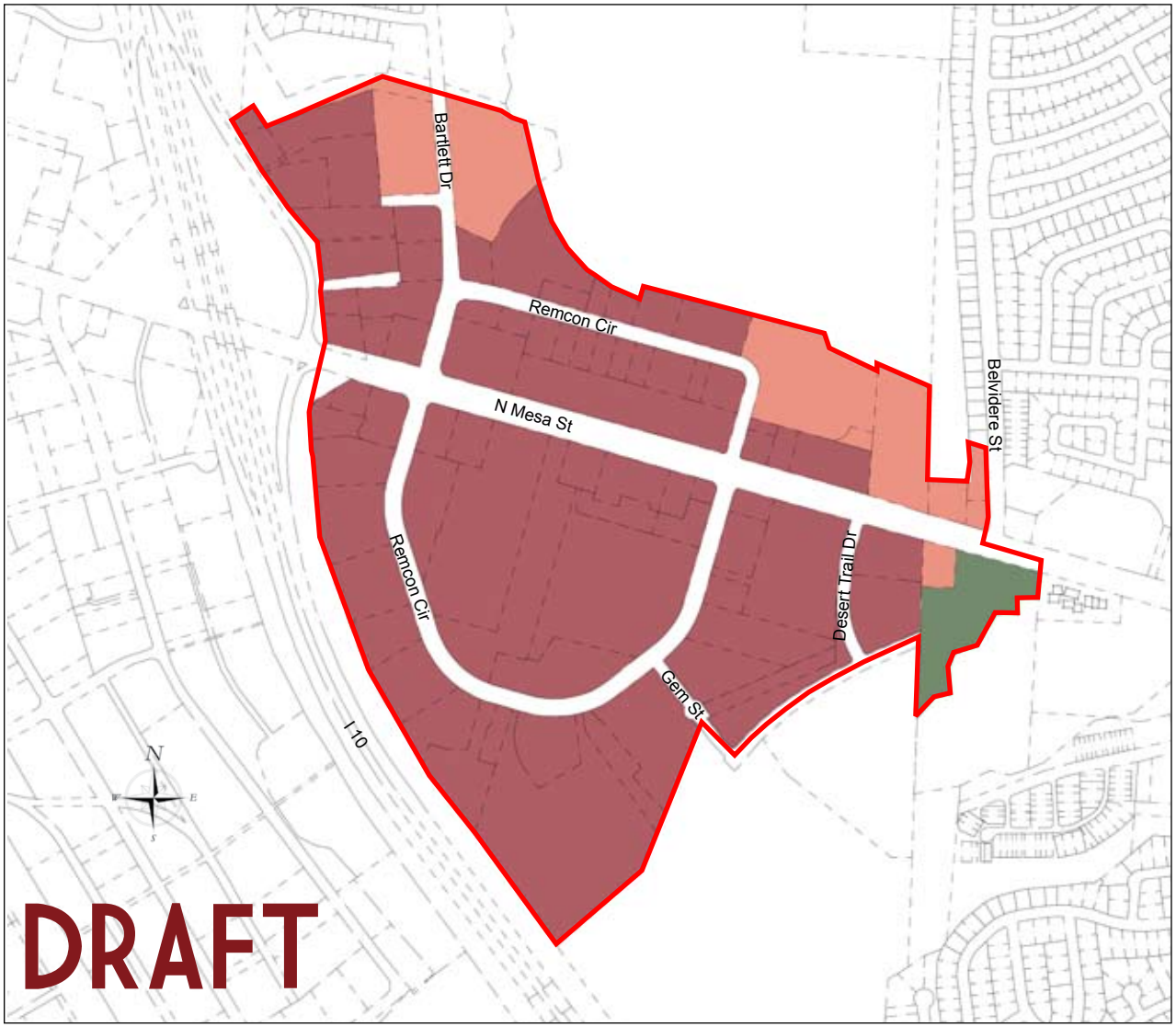


Street Atlas Legend

- AV 72-42 (new)
- CS 70-44 (new)
- CS 60-34
- ST 70-36 (new)
- ST 60-34
- ST 50-28
- RA 24-24
- RL 24-12
- Not Classified

REMCON CIRCLE TRANSFER CENTER

DRAFT TRANSECT PLAN



Transect Legend

- T1
- T4
- T5
- Boundary

REMCON CIRCLE TRANSFER CENTER

DRAFT RECOMMENDED BLOCK AND STREET NETWORK

Transect Legend

- T1
- T4
- T5
- Boundary

REMCON CIRCLE TRANSFER CENTER

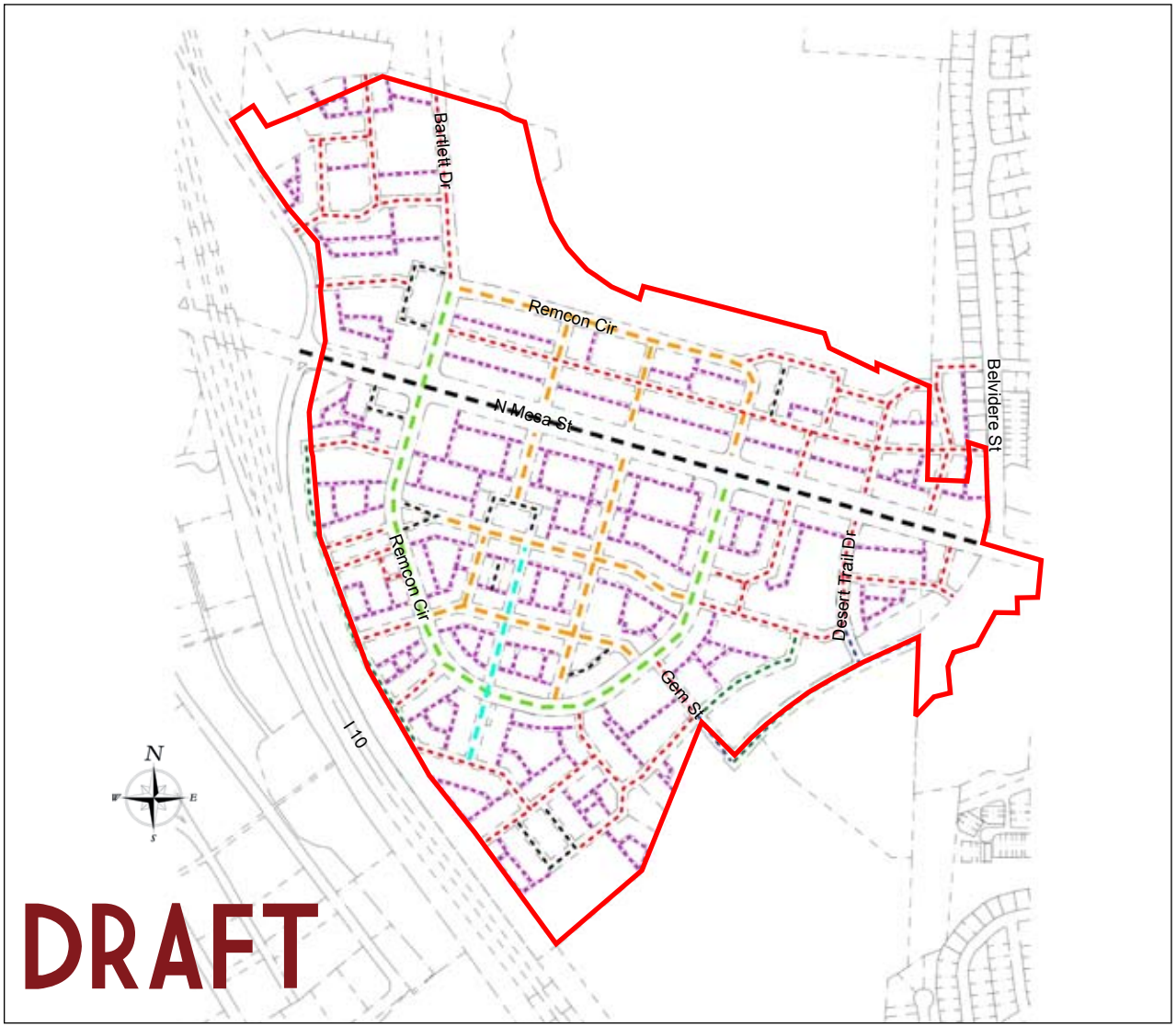
DRAFT SPECIAL REQUIREMENTS PLAN

Infill Plan Legend

- A Streets
- B Streets
- Required Shopfront, Gallery or Arcade Frontage
- Recommended Shopfront, Gallery or Arcade Frontage
- Recommended Terminated Vista
- Potential Civic Space Reserves

REMCON CIRCLE TRANSFER CENTER

DRAFT STREET ATLAS



Street Atlas Legend

- BV 150-64 (new)
- AV 90-56
- AV 75-40
- CS 60-34
- CS 42-22 (new)
- DR 60-34
- RD 50-24
- ST 60-34
- RA 24-24

ASARCO WEST

DRAFT TRANSECT PLAN

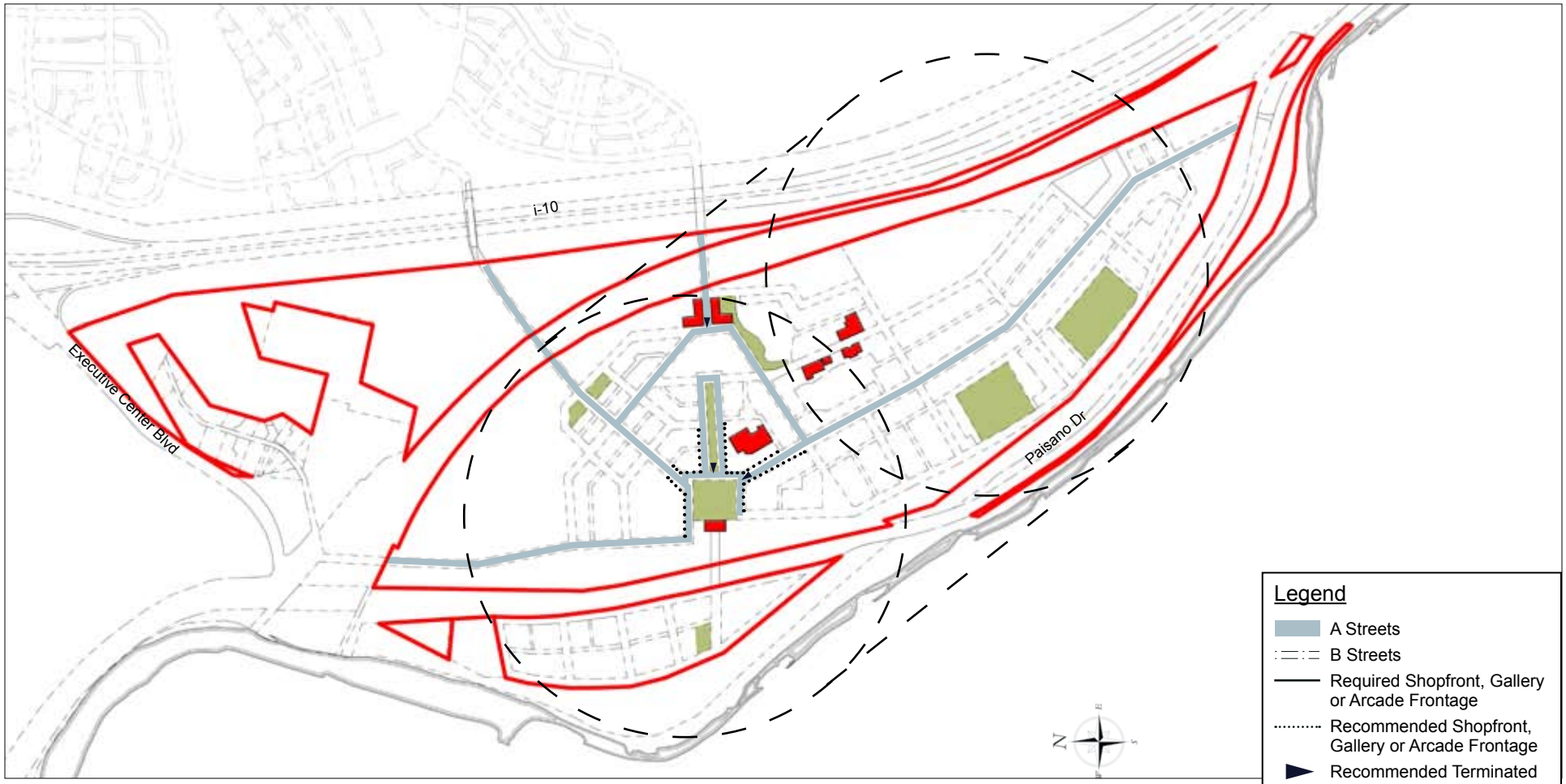
DRAFT

TRANSECT ZONE ALLOCATION TABLE									
	SD Special District		T1 Natural	T4 General Urban		T5 Urban Center		Total	
	Area (Acres)	% Net Site Area	Area (Acres)	Area (Acres)	% Net Site Area	Area (Acres)	% Net Site Area	Net Site Area (Acres)	Total Site Area (Acres)
	no minimum		no minimum	30%-60%*		10%-30%*			
Total	15.6	12.2%	108.3	69.7	55%	36.9	29%	127.2	230.5

* Percentages of net site area. Net site area includes thoroughfares, but excludes T1 and civic space.
** T1 areas within the pedestrian shed boundaries can be used to make up the 5% civic space.

ASARCO WEST

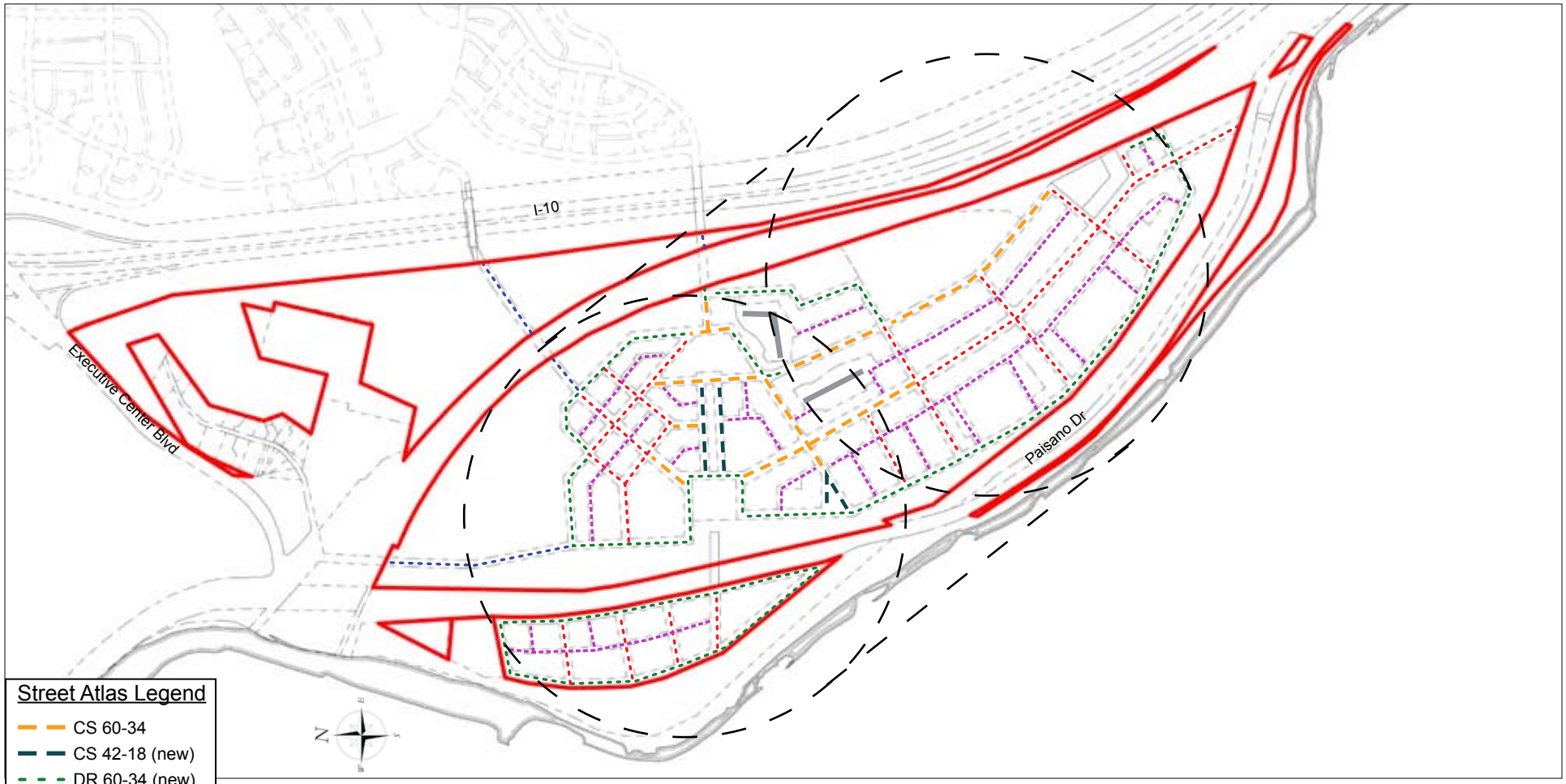
DRAFT SPECIAL REQUIREMENTS PLAN



DRAFT

ASARCO WEST

DRAFT STREET ATLAS



DRAFT

ASARCO EAST

DRAFT TRANSECT PLAN

Transect Legend

- T1
- T3
- T4
- T5
- Boundary

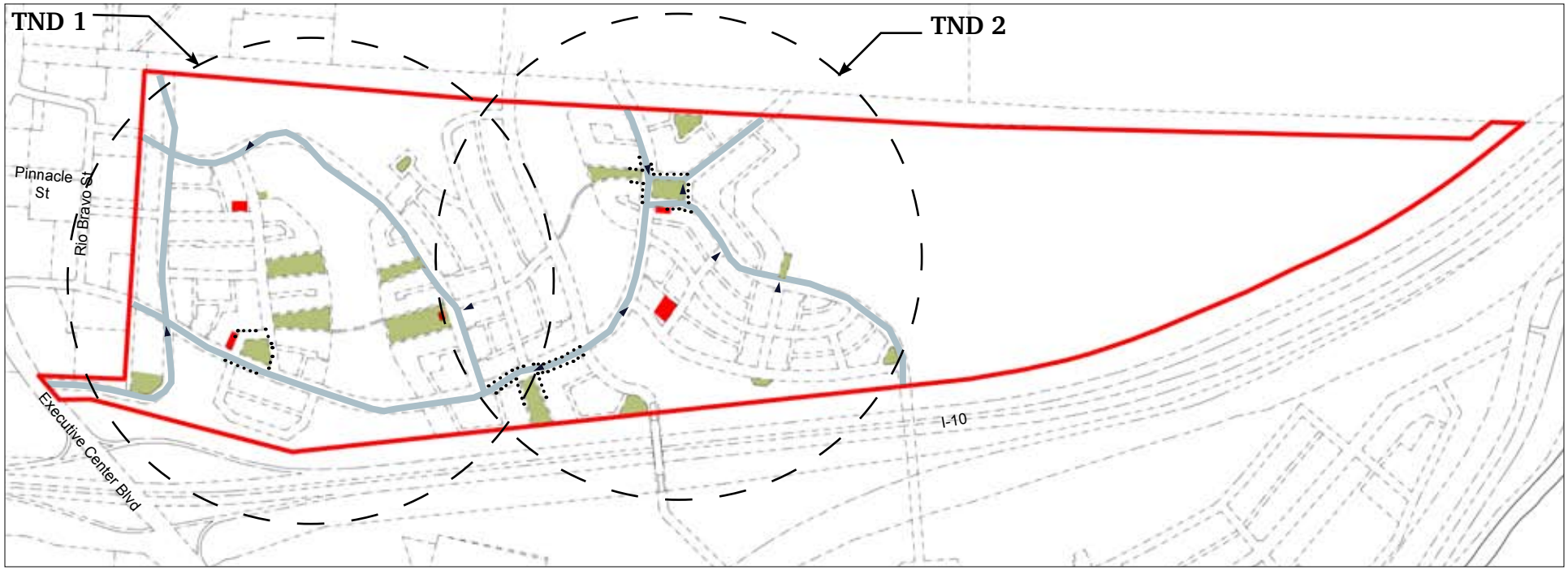
DRAFT

TRANSECT ZONE ALLOCATION TABLE									
	T1 Natural	T3 Sub-Urban		T4 General Urban		T5 Urban Center		Total	
	Area (Acres)	Area (Acres)	% Net Site Area	Area (Acres)	% Net Site Area	Area (Acres)	% Net Site Area	Net TND Site Area (Acres)	Total TND Site Area (Acres)
	no minimum	no minimum		30%-60%*		10%-30%*			
TND 1	38.1	10.3	18.5%	31.5	56.6%	13.9	24.9%	55.7	93.8
TND 2	36.2	11.1	20.1%	27.9	50.8%	16.0	29.1%	54.9	91.2
Overlap	0.8	2.8	-	7.9	-	6.1	-	16.8	17.8

* Percentages of net site area. Net site area includes thoroughfares, but excludes T1 and civic space.
** Adding the additional 66.6 acres of T1 outside of the pedestrian sheds equals the 233.8 total site area

ASARCO EAST

DRAFT SPECIAL REQUIREMENTS PLAN



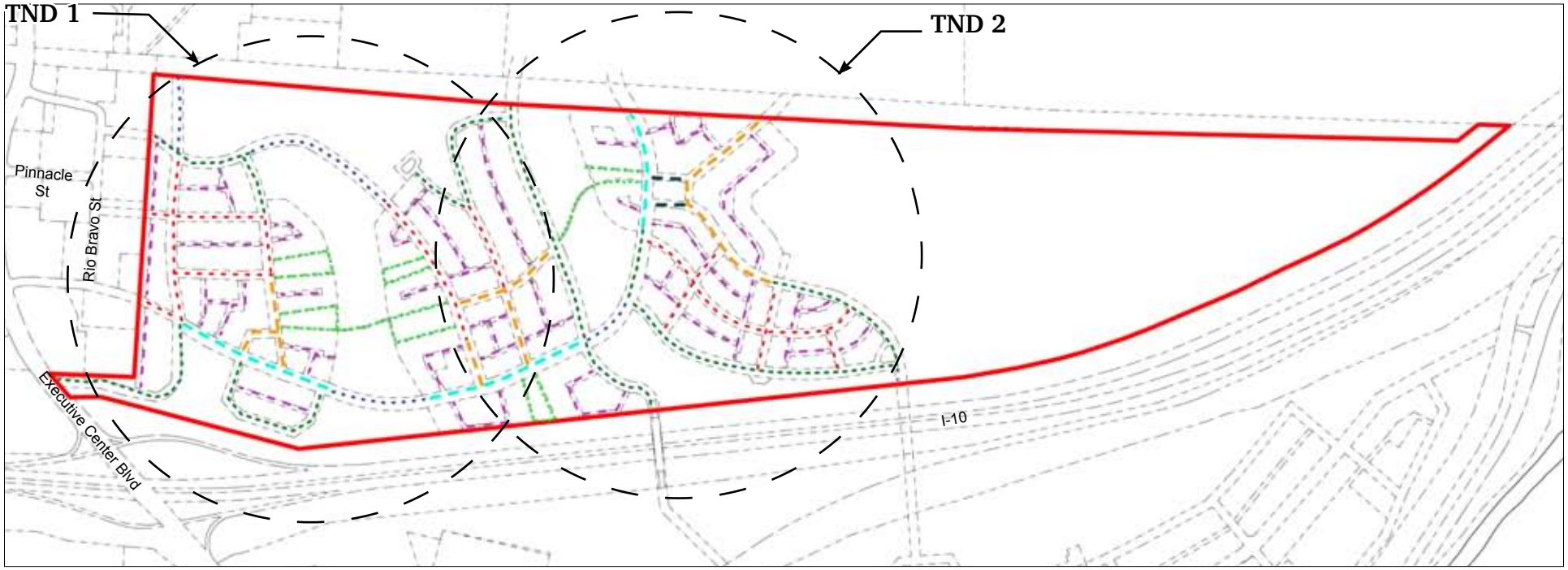
Legend

- A Streets
- B Streets
- Required Shopfront, Gallery or Arcade Frontage
- Recommended Shopfront, Gallery or Arcade Frontage
- Recommended Terminated Vista
- Recommended Civic Space Reserves
- Recommended Civic Building Location

DRAFT

ASARCO EAST

DRAFT STREET ATLAS



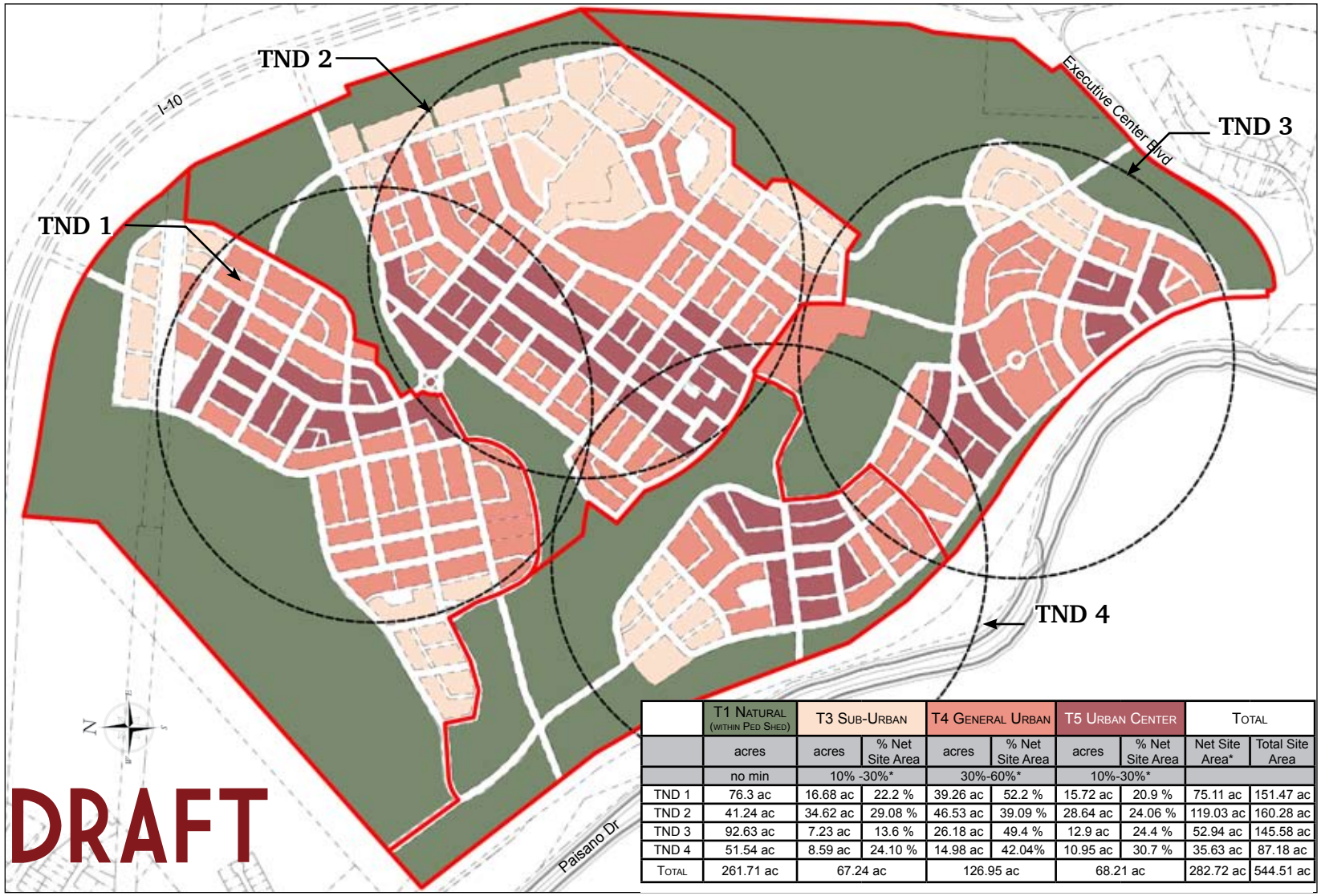
Street Atlas Legend

- AV 75-40
- CS 60-34
- CS 42-18 (new)
- DR 60-34 (new)
- RD 50-24
- ST 60-34
- RA 24-24
- PED 8-8

DRAFT

CEMEX

DRAFT TRANSECT PLAN



Transect Legend

- T1
- T3
- T4
- T5
- Boundary

	T1 Natural (within Ped Shed)	T3 Sub-Urban		T4 General Urban		T5 Urban Center		Total	
	acres	acres	% Net Site Area	acres	% Net Site Area	acres	% Net Site Area	Net Site Area*	Total Site Area
	no min	10% -30%*		30%-60%*		10%-30%*			
TND 1	76.3 ac	16.68 ac	22.2 %	39.26 ac	52.2 %	15.72 ac	20.9 %	75.11 ac	151.47 ac
TND 2	41.24 ac	34.62 ac	29.08 %	46.53 ac	39.09 %	28.64 ac	24.06 %	119.03 ac	160.28 ac
TND 3	92.63 ac	7.23 ac	13.6 %	26.18 ac	49.4 %	12.9 ac	24.4 %	52.94 ac	145.58 ac
TND 4	51.54 ac	8.59 ac	24.10 %	14.98 ac	42.04%	10.95 ac	30.7 %	35.63 ac	87.18 ac
Total	261.71 ac	67.24 ac		126.95 ac		68.21 ac		282.72 ac	544.51 ac

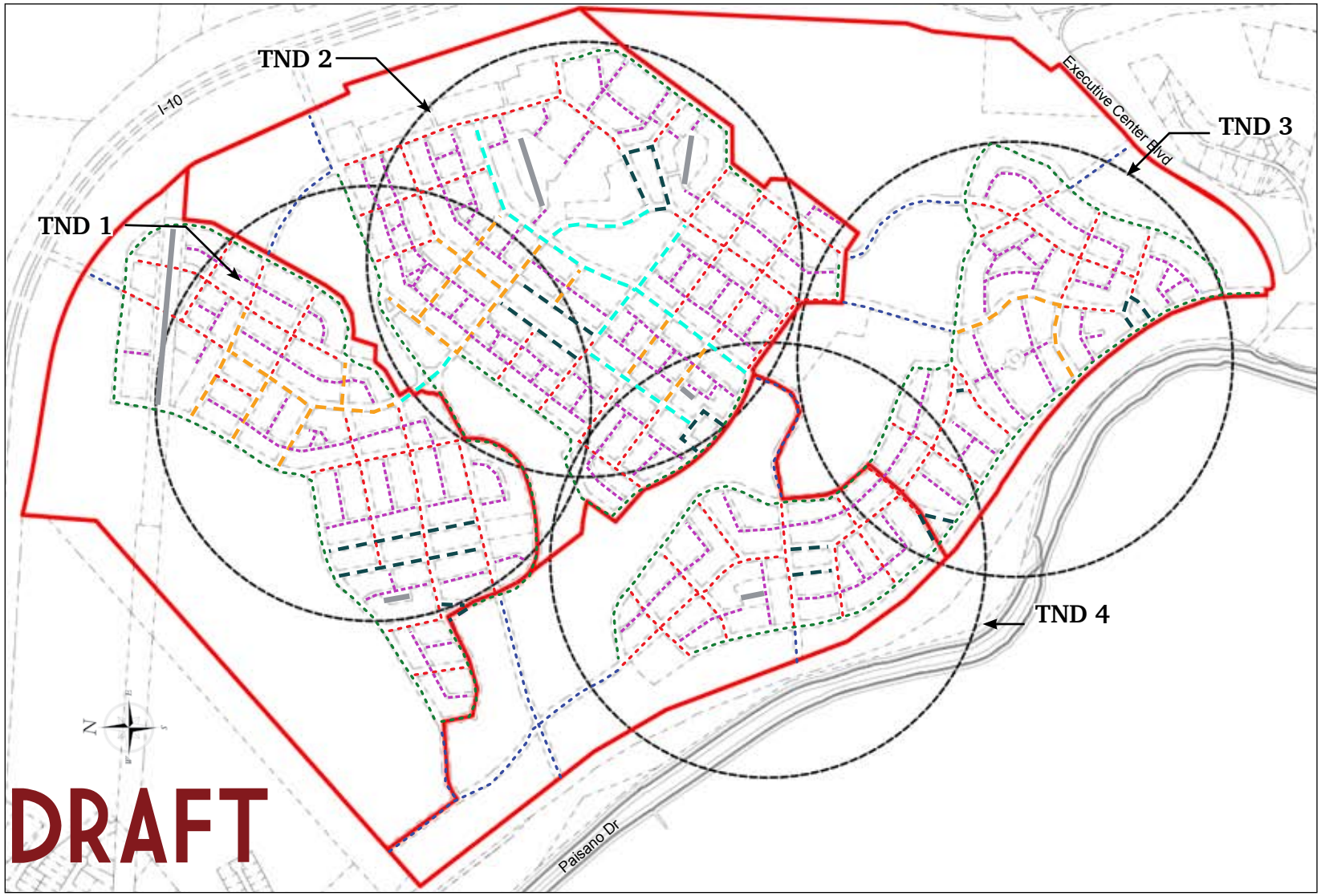
* Percentages of Net Site Area. Net Site Area includes thoroughfares, but excludes T1 and Civic Spaces.

CEMEX

DRAFT SPECIAL REQUIREMENTS PLAN

CEMEX

DRAFT STREET ATLAS



Street Atlas Legend

- AV 75-40
- CS 60-34
- CS 42-18 (new)
- DR 60-34 (new)
- RD 50-24
- ST 60-34
- RA 24-24
- Not Classified

DRAFT NEW THOROUGHFARE TYPES

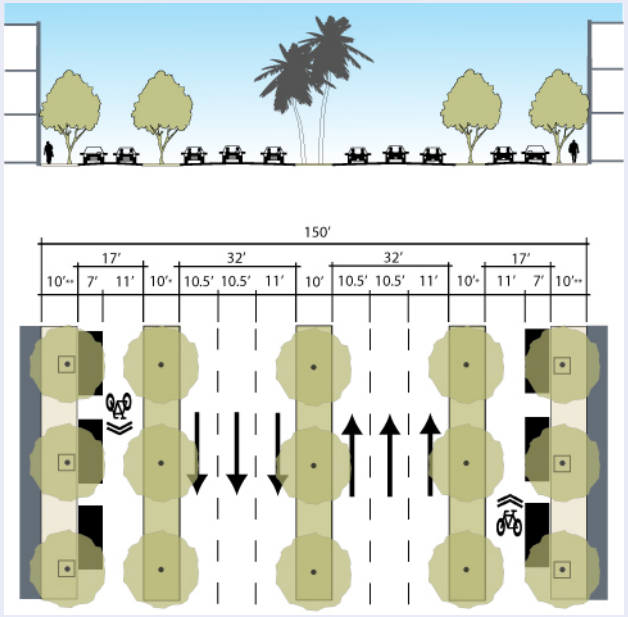
Key: **ST-57-20-BL**

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

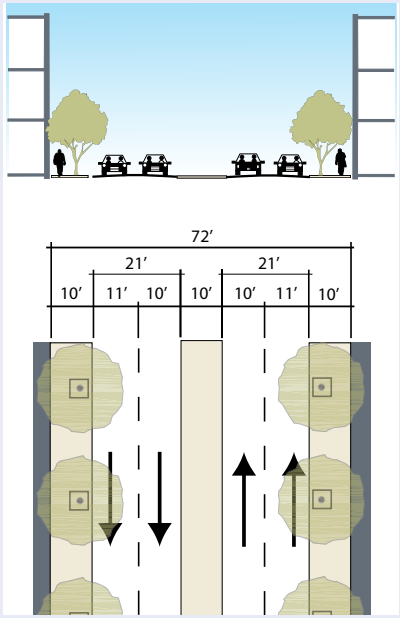
THOROUGHFARE TYPES

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

BV-150-64



AV-72-42*



	BV-150-64	AV-72-42*
Thoroughfare Type	Boulevard	Avenue
Transect Zone	T3, T4, T5, T6	T3, T4, T5, T6
Right-of-Way Width	150 feet	72 feet
*Pavement Width	17 feet - 33 feet - 33 feet - 17 feet	21 feet - 21 feet
Movement	Free Movement (inner lanes) / Slow Movement (slip lanes)	Slow Movement
Vehicular Design Speed	35 MPH	25 MPH
Pedestrian Crossing Time	5 Seconds - 9.4 Seconds - 9.4 Seconds - 5 Seconds	6.1 seconds - 6.1 seconds
Traffic Lanes	6 lanes and two one-way slip roads	4 lanes
Parking Lanes	7 feet	None
Curb Radius	10 feet	10 feet
Public Frontage Type	Varies by Transect	Varies by Transect
Walkway Type	9 foot sidewalk	10 foot sidewalk
Planter Type	4 foot by 6 foot Tree Wells	4 foot by 6 foot Tree Wells
Curb Type	Curb	Curb
Landscape Type	Trees at 30 feet o.c. Average	Trees at 30 feet o.c. Avg
Transportation Provision	BR, TR	

DRAFT

* *Street type appropriate for retrofitting existing roadways in Infill Plans only - not for use in New Community Plans*

DRAFT NEW THOROUGHFARE TYPES

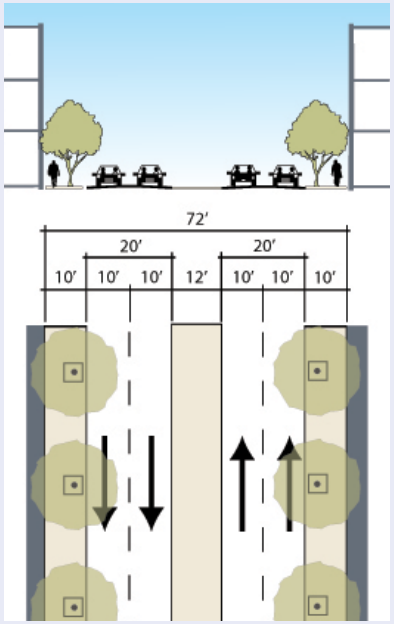
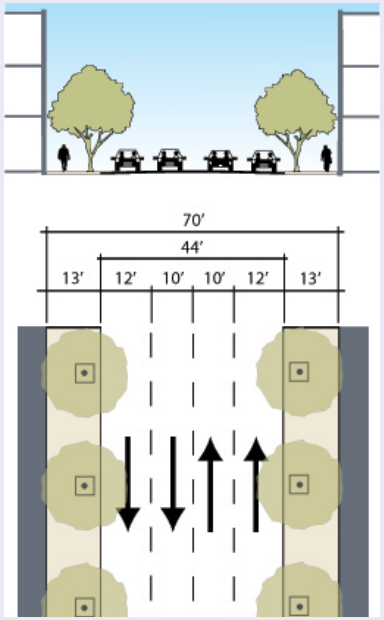
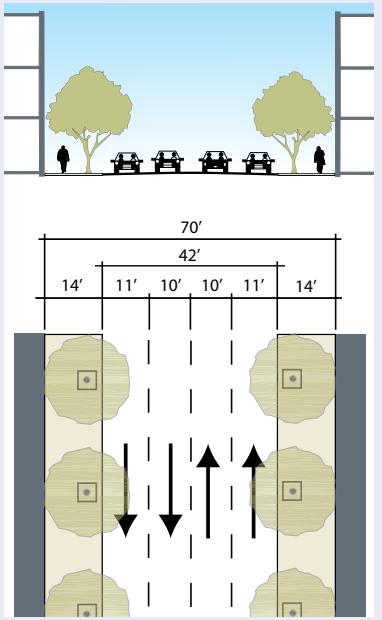
Key: **ST-57-20-BL**

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

THOROUGHFARE TYPES

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

DRAFT

	AV 72-40*	BRT 70-44*	BRT 70-42*
			
Thoroughfare Type	Avenue	Commercial Street for BRT	Commercial Street for BRT
Transect Zone	T3, T4, T5, T6	T5, T6	T5, T6
Right-of-Way Width	72 feet	70 feet	70 feet
Pavement Width	20 feet - 20 feet	44 feet	42 feet
Movement	Slow Movement	Slow Movement	Slow Movement
Vehicular Design Speed	25 MPH	25 MPH	25 MPH
Pedestrian Crossing Time	5.8 Seconds - 5.8 Seconds	12.8 seconds	12.3 seconds
Traffic Lanes	4 lanes	2 traffic lanes; 2 dedicated bus lanes	2 traffic lanes; 2 dedicated bus lanes
Parking Lanes	None	None	None
Curb Radius	10 feet	10 feet	10 feet
Public Frontage Type	Varies by Transect	Varies by Transect	Varies by Transect
Walkway Type	10 foot sidewalk	13 foot sidewalk	14 foot sidewalk
Planter Type	4 foot by 6 foot Tree Wells	5 foot by 5 foot Tree Wells	5 foot by 5 foot Tree Wells
Curb Type	Curb	Curb	Curb
Landscape Type	Trees at 30 feet o.c. Average	Trees at 30 feet o.c. Avg	Trees at 30 feet o.c. Avg
Transportation Provision		TR	TR

* *Street type appropriate for retrofitting existing roadways in Infill Plans only - not for use in New Community Plans*

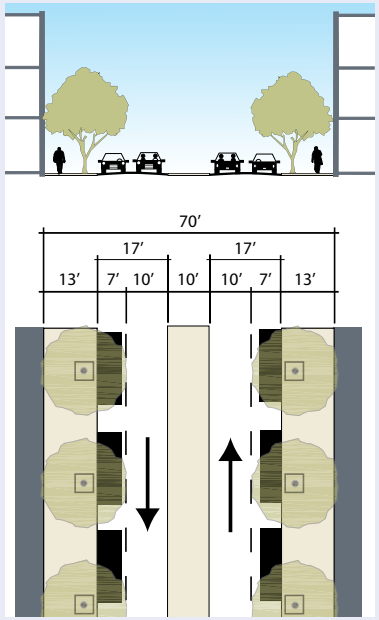
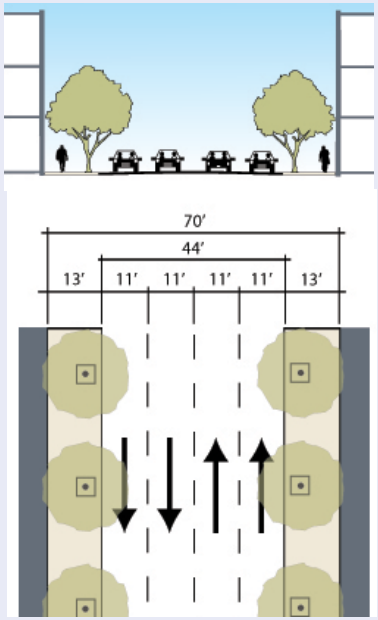
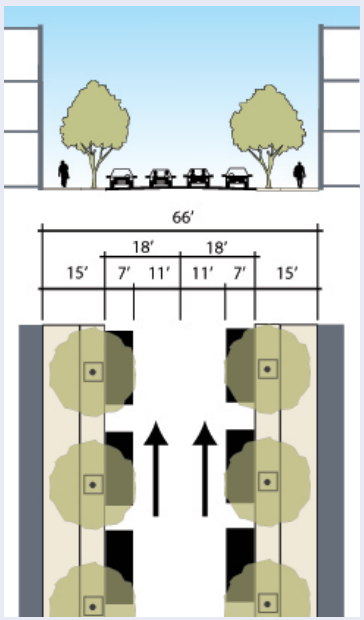
DRAFT NEW THOROUGHFARE TYPES

Key: **ST-57-20-BL**

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

THOROUGHFARE TYPES

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

	BRT 70-34*	CS 70-44*	CS 66-36
			
Thoroughfare Type	Commercial Street for BRT	Commercial Street	Commercial Street
Transect Zone	T5, T6	T5, T6	T5, T6
Right-of-Way Width	70 feet	70 feet	66 feet
*Pavement Width	34 feet	44 feet	36 feet
Movement	Slow Movement	Slow Movement	Slow Movement
Vehicular Design Speed	25 MPH	25 MPH	25 MPH
Pedestrian Crossing Time	12.8 seconds	12.8 seconds	10.5 seconds
Traffic Lanes	2 mixed traffic/bus lanes	4 lanes	2 lanes
Parking Lanes	7 feet	None	7 feet
Curb Radius	10 feet	10 feet	10 feet
Public Frontage Type	Varies by Transect	Varies by Transect	Varies by Transect
Walkway Type	13 foot sidewalk	13 foot sidewalk	15 foot sidewalk
Planter Type	5 foot by 5 foot Tree Wells	5 foot by 5 foot Tree Wells	5 foot by 5 foot Tree Wells
Curb Type	Curb	Curb	Curb
Landscape Type	Trees at 30 feet o.c. Avg	Trees at 30 feet o.c. Avg	Trees at 30 feet o.c. Avg
Transportation Provision	TR		

DRAFT

* *Street type appropriate for retrofitting existing roadways in Infill Plans only - not for use in New Community Plans*

DRAFT NEW THOROUGHFARE TYPES

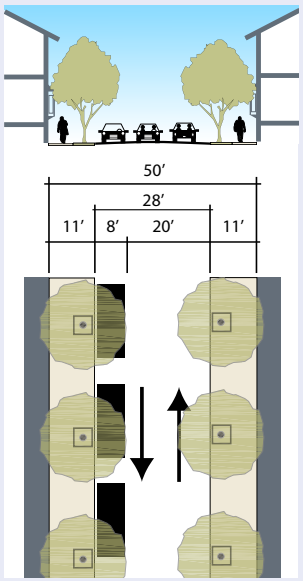
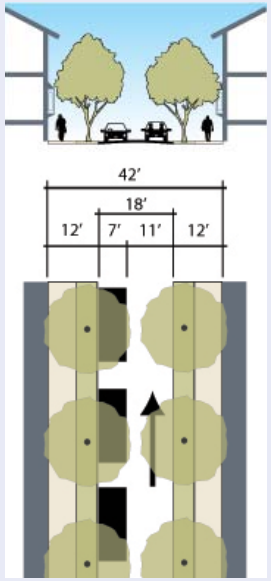
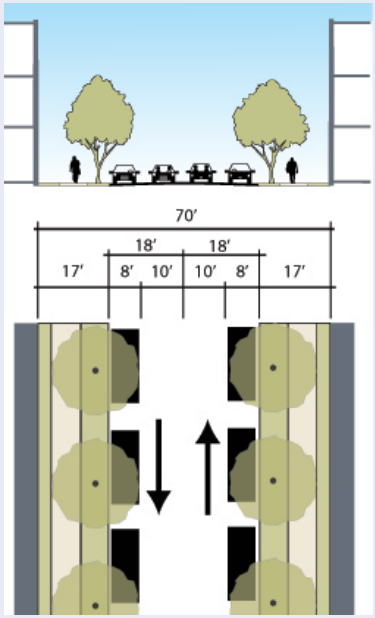
Key: **ST-57-20-BL**

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

THOROUGHFARE TYPES

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

DRAFT

	CS 50-28	CS 42-18	ST 70-36
			
Thoroughfare Type	Commercial Street	Commercial Street	Street
Transect Zone	T5, T6	T5, T6	T3, T4, T5
Right-of-Way Width	50 feet	42 feet	70 feet
Pavement Width	28 feet	18 feet	36 feet
Movement	Slow Movement	One-Way Movement	Slow Movement
Vehicular Design Speed	20 MPH	20 MPH	25 MPH
Pedestrian Crossing Time	8.2 seconds	5.3 Seconds	10.5 Seconds
Traffic Lanes	2 lanes	1 lane	2 lanes
Parking Lanes	8 feet (one side)	7 feet (one side)	8 feet (both sides)
Curb Radius	10 feet	15 feet	10 feet
Public Frontage Type	Varies by Transect	Varies by Transect	Varies by Transect
Walkway Type	11 foot sidewalk	12 foot sidewalk	7 foot sidewalk
Planter Type	5 foot by 5 foot Tree Wells	5 foot Continuous Planter	7 foot and 3 foot Continuous Planters
Curb Type	Curb	Curb	Curb
Landscape Type	Trees at 30 feet o.c. Avg	Trees at 30 feet o.c. Average	Trees at 30 feet o.c. Average
Transportation Provision			

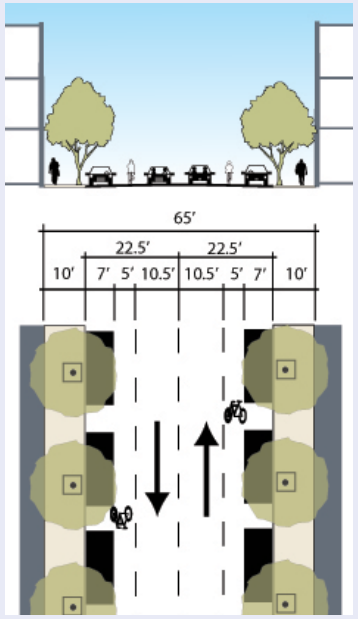
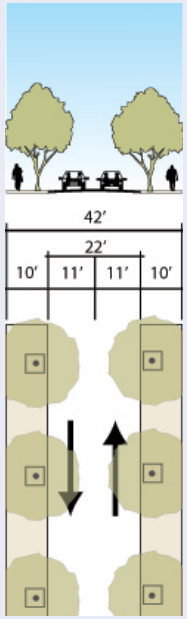
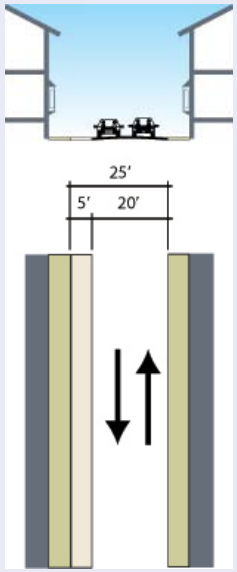
DRAFT NEW THOROUGHFARE TYPES

Key: **ST-57-20-BL**

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

THOROUGHFARE TYPES

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

	ST 65-45	ST 42-22 *	ST 25-20
			
Thoroughfare Type	Street	Street	Street
Transect Zone	T3, T4, T5	T3, T4, T5	T3, T4, T5
Right-of-Way Width	65 feet	42 feet	25 feet
*Pavement Width	45 feet	22 feet	20 feet
Movement	Slow Movement	Slow Movement	Slow Movement
Vehicular Design Speed	25 MPH	20 MPH	20 MPH
Pedestrian Crossing Time	13.1 Seconds	6.4 Seconds	5.8 Seconds
Traffic Lanes	2 lanes	2 lanes	2 lanes
Parking Lanes	7 feet (both sides)	None	None
Curb Radius	10 feet	10 feet	15 feet
Public Frontage Type	Varies by Transect	Varies by Transect	Varies by Transect
Walkway Type	10 foot sidewalk	10 foot sidewalk (one side)	5 foot sidewalk (one side)
Planter Type	4 foot by 6 foot Tree Wells	4 foot by 6 foot Tree Wells	None
Curb Type	Curb	Curb	Curb
Landscape Type	Trees at 30 feet o.c. Average	Trees at 30 feet o.c. Average	Trees at 30 feet o.c. Average
Transportation Provision	BR		

DRAFT

* *Street type appropriate for retrofitting existing roadways in Infill Plans only - not for use in New Community Plans*

DRAFT NEW THOROUGHFARE TYPES

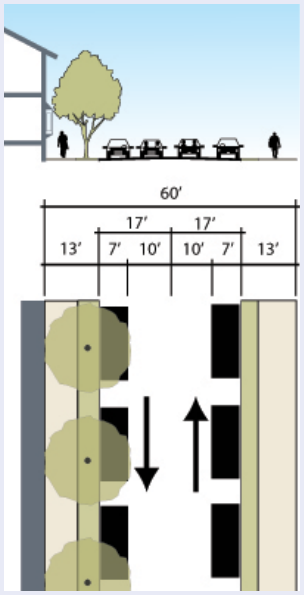
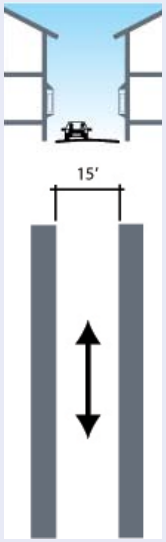
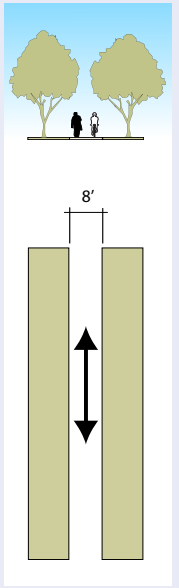
Key: **ST-57-20-BL**

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

THOROUGHFARE TYPES

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

DRAFT

	DR 60-34	RA 15-15	PED 8-8
			
Thoroughfare Type	Drive	Rear Alley	Pedestrian
Transect Zone	T3, T4, T5, T6	T3, T4, T5, T6	T2, T3, T4, T5
Right-of-Way Width	60 feet	15 feet	8 feet
Pavement Width	34 feet	15 feet	5 feet minimum
Movement	Slow Movement	Yield Movement	Pedestrian Movement
Vehicular Design Speed	25 MPH	10 MPH	NA
Pedestrian Crossing Time	9.9 Seconds	4.4 Seconds	NA
Traffic Lanes	2 lanes	NA	NA
Parking Lanes	7 feet (both sides)	None	None
Curb Radius	15 feet	Taper	NA
Public Frontage Type	Varies by Transect	Varies by Transect	Varies by Transect
Walkway Type	8 foot sidewalk, 10 foot multi-use path	None	5 feet minimum
Planter Type	5 foot Continuous Planter, 3 foot Planter	None	None
Curb Type	Curb	Inverted Crown	None
Landscape Type	Trees at 30 feet o.c. Average	None	Varies
Transportation Provision			

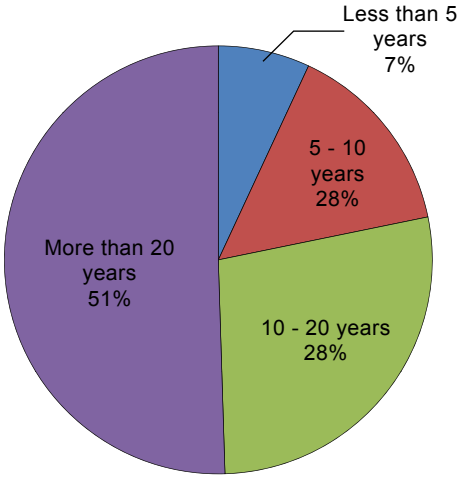
B PUBLIC INPUT

"The fact that the public component [is] such an important part of this study is innovative but necessary because of the magnitude of this project."

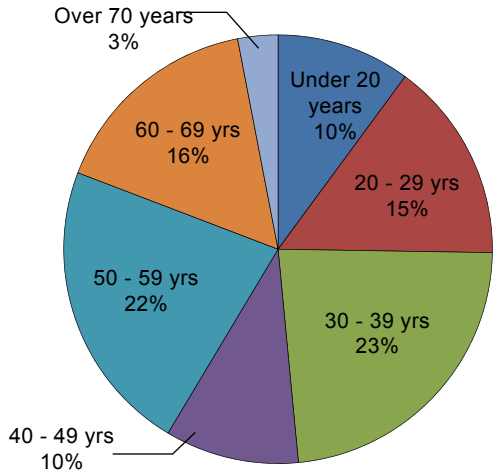
Carlos Gallinar, Comprehensive Plan Manager, City of El Paso

KICK-OFF MEETING KEYPAD POLLING RESULTS: JUNE 17, 2010

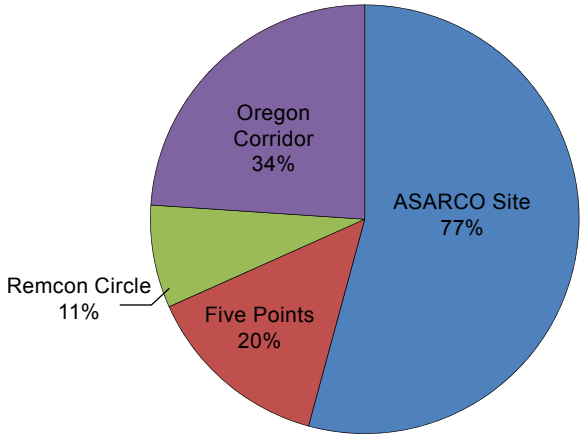
How long have you lived/worked in El Paso?



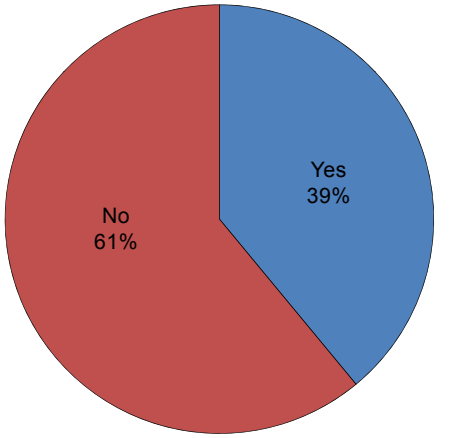
What is your age?



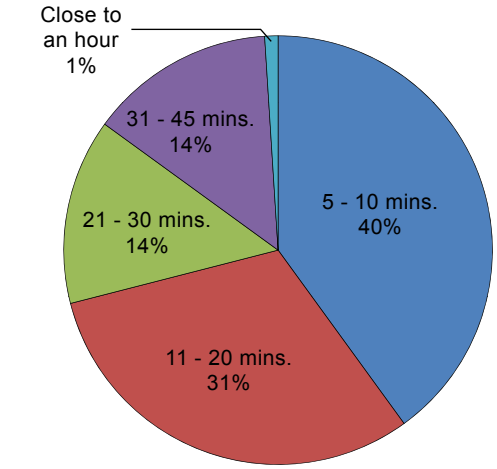
Which two study areas are you most interested in?



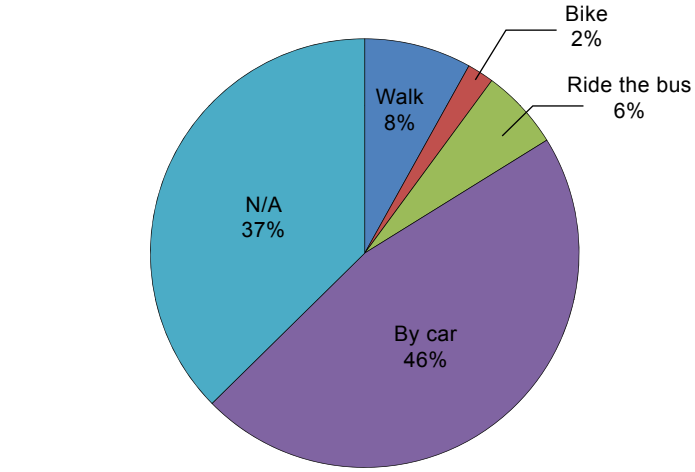
Did you or someone you know work at ASARCO?



How long does it take you to drive to work?

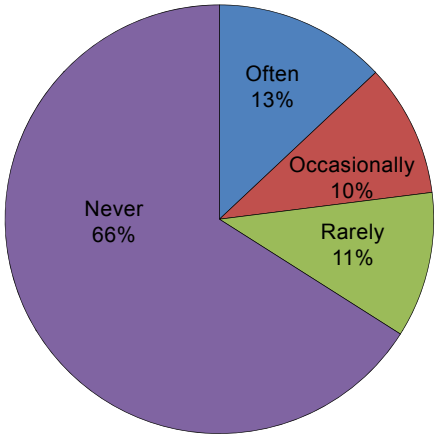


How do you children get to school?

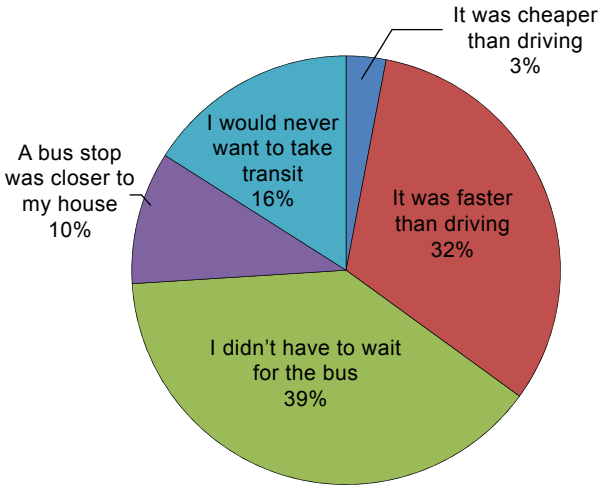


KICK-OFF MEETING KEYPAD POLLING RESULTS: JUNE 17, 2010

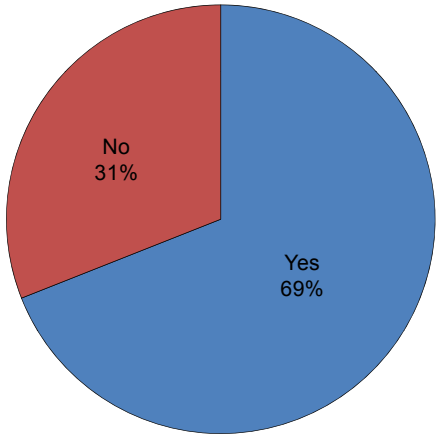
How often do you walk, bike or ride transit to work or school?



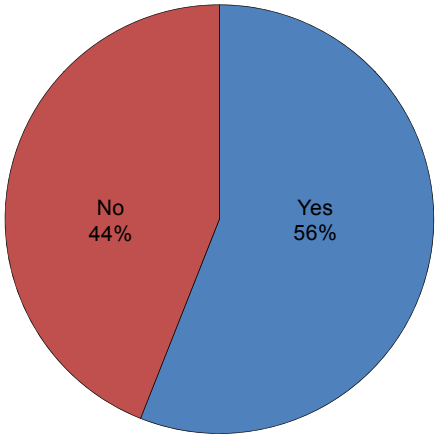
I would take transit to work if:



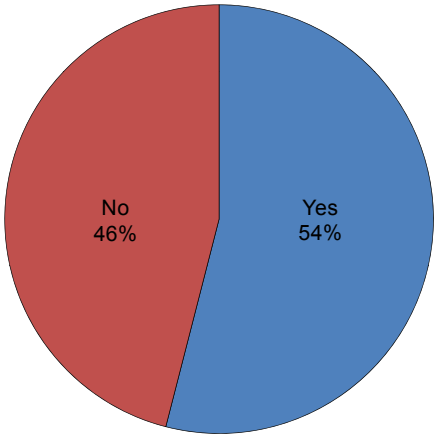
Does your neighborhood have a park that you can bike or walk to?



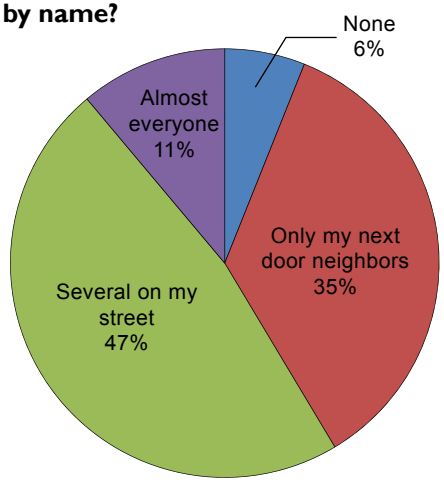
Does your neighborhood have a meeting place that you can bike or walk to?



Does your neighborhood have a grocery or pharmacy that you can bike or walk to?

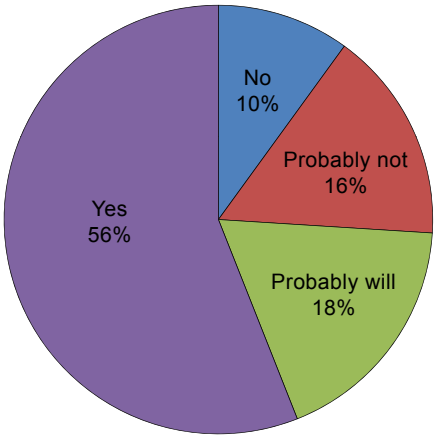


How many neighbors on your street do you know by name?

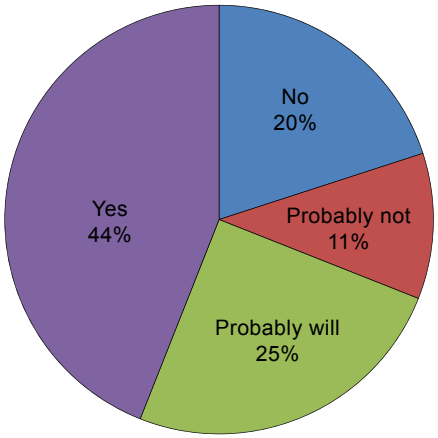


KICK-OFF MEETING KEYPAD POLLING RESULTS: JUNE 17, 2010

Will you attend the ASARCO Hands-on Design Session on Saturday?

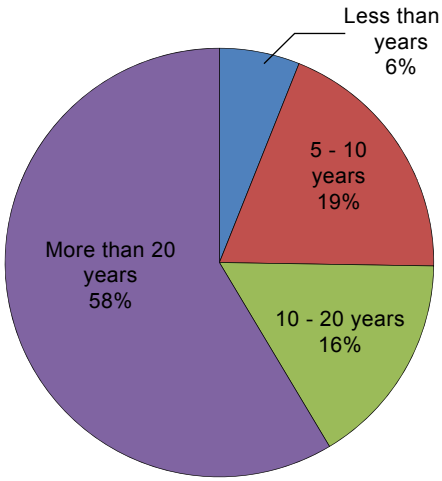


Will you attend Wednesday's TOD Hands-on Design Session?

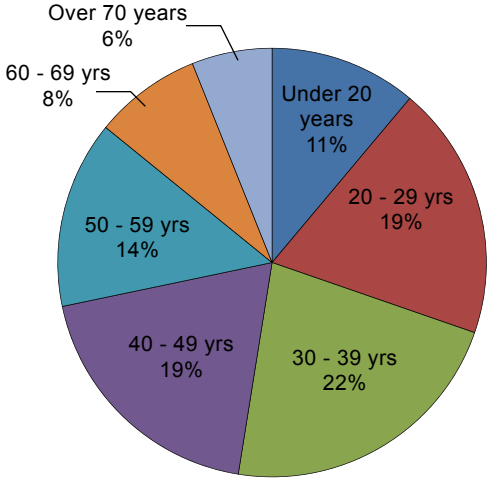


TRANSIT-ORIENTED DEVELOPMENT HANDS-ON KEYPAD POLLING RESULTS: JUNE 23, 2010

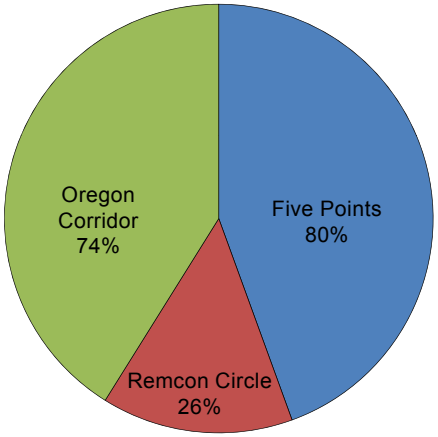
How long have you lived/worked in El Paso?



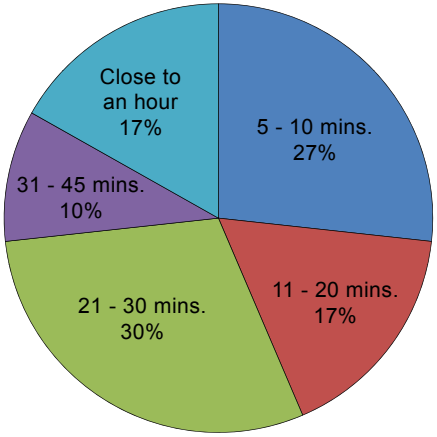
What is your age?



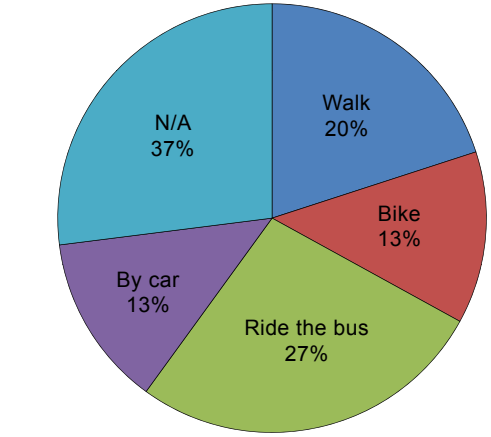
Which two study areas are you most interested in?



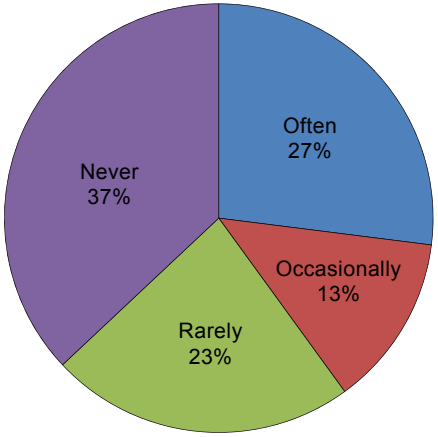
How long does it take you to drive to work?



How do your children get to school?

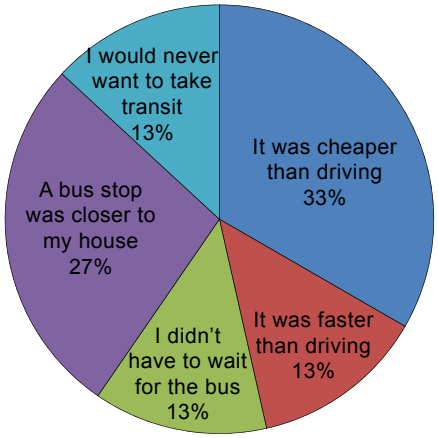


How often do you walk, bike or ride transit to work?

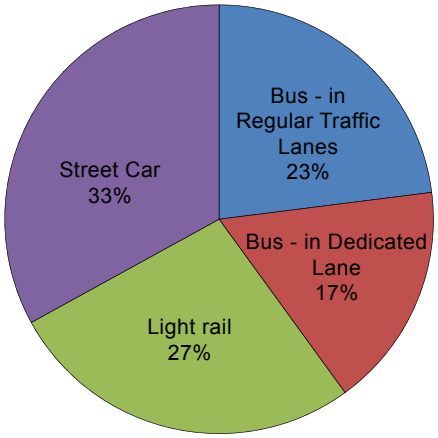


TRANSIT-ORIENTED DEVELOPMENT HANDS-ON KEYPAD POLLING RESULTS: JUNE 23, 2010

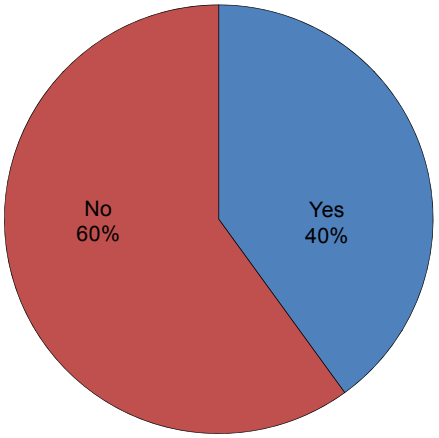
I would take transit to work if:



Which transit option would you prefer?

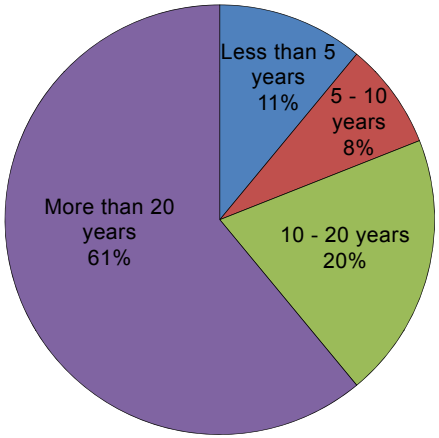


Does your community have a meeting place that you can bike or walk to?

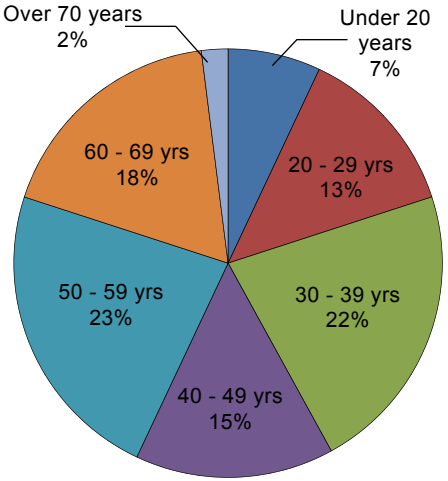


WORK-IN-PROGRESS MEETING KEYPAD POLLING RESULTS: JUNE 30, 2010

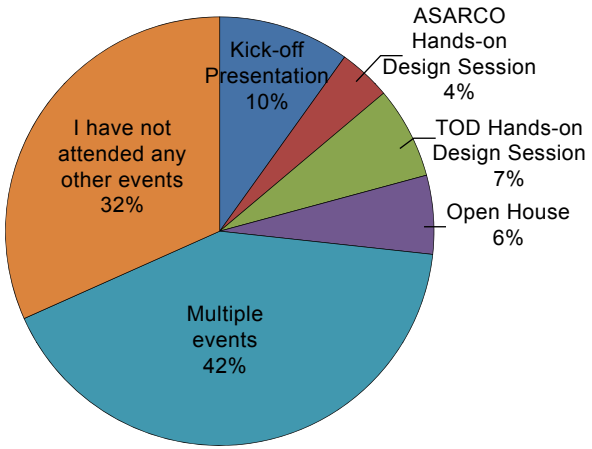
How long have you lived/worked in El Paso?



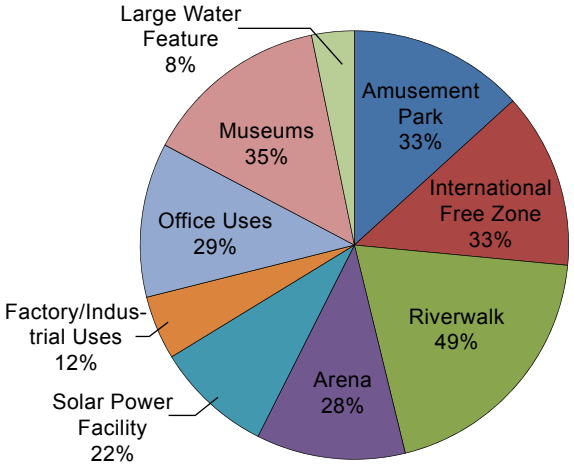
What is your age?



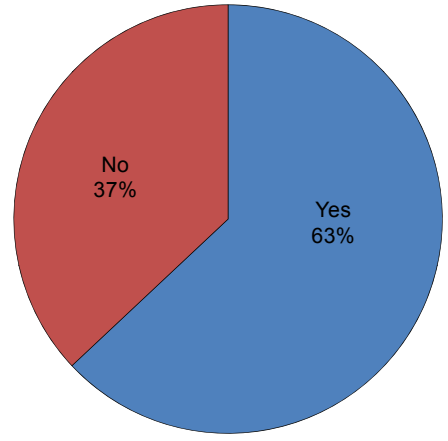
Did you attend any Plan El Paso charrette events to date?



For ASARCO which should be encouraged by the City (pick 3)?

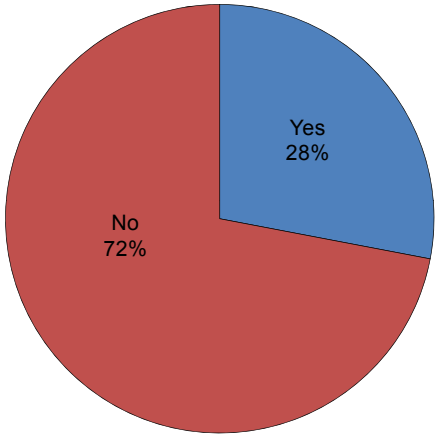


Should the smokestack be preserved?



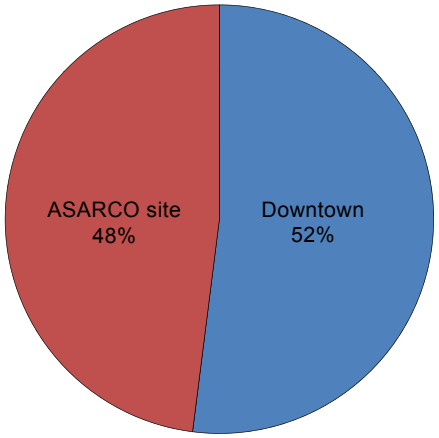
Should the smokestack be preserved...

Even if it costs $5 to $10m to make it structurally sound;
Tens of millions more to bring it to the minimum seismic standards; Tens of thousands per year to maintain, and; Taxpayers would be responsible for the cost, if no private party is interested?

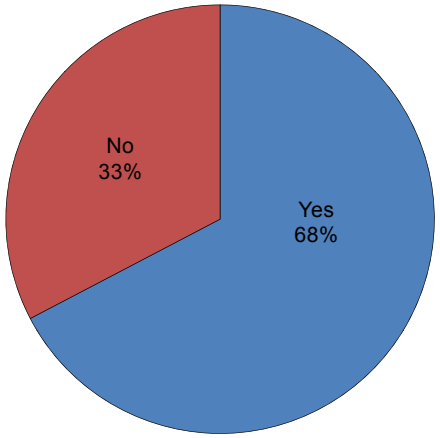


WORK-IN-PROGRESS KEYPAD POLLING RESULTS: JUNE 30, 2010

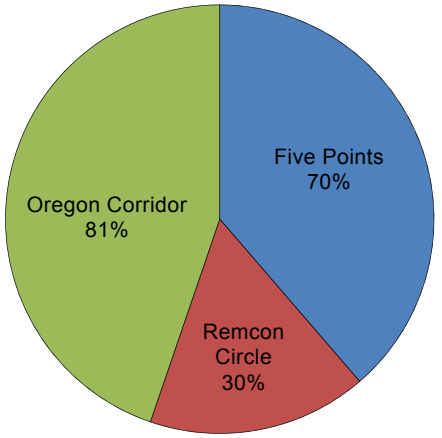
What is the best location for an arena?



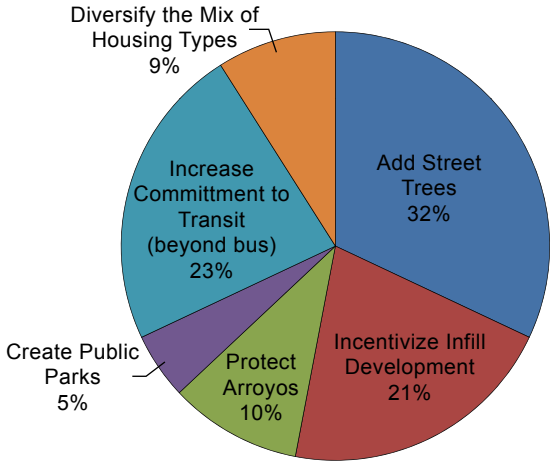
Should the City investigate purchasing portions of the ASARCO site?



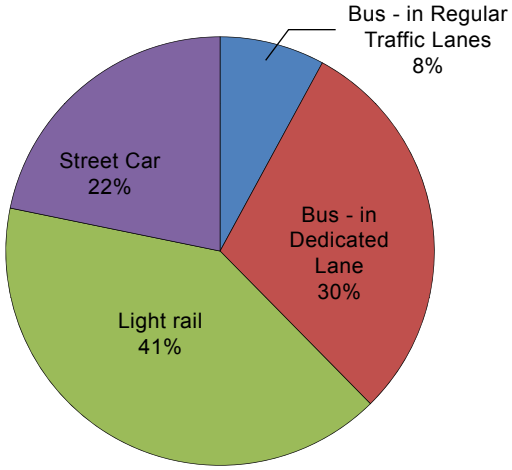
Of the three TOD sites, which areas should be given first priority (pick 2)?



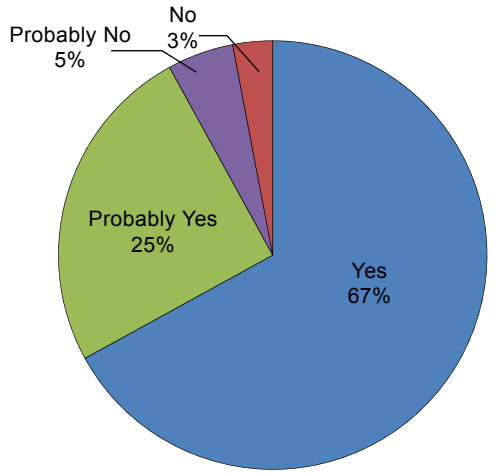
What would be your first design priority for the TOD sites?



Which transit option seems most promising to you?



Do you feel the plans are generally on the right track?



Dedicated to Outstanding Customer Service for a Better Community

SERVICE SOLUTIONS SUCCESS

M E M O R A N D U M

DATE: January 3, 2011

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

FROM: Mathew McElroy, AICP, CNU-A

SUBJECT: "Plan El Paso 2010: Connecting El Paso: Building Transit-Oriented Neighborhoods at Remcon Circle, Oregon Corridor, and Five Points and Redeveloping ASARCO"

The City Plan Commission (CPC) on November 11, 2010 voted **7 - 0** to recommended **APPROVAL** of incorporating the "Plan El Paso 2010: Connecting El Paso: Building Transit-Oriented Neighborhoods at Remcon Circle, Oregon Corridor, and Five Points and Redeveloping ASARCO" into the City's Comprehensive Plan.

The CPC determined that the comprehensive plan amendment protects the best interest, health, safety and welfare of the public in general; and that the study area plan will continue to carry out the purpose and spirit of the policies expressed in The Plan for El Paso.

Furthermore, this plan gets the City closer to establishing effective and efficient Transit-Oriented Development (TOD) projects and corridors. TOD is a compact, mixed-use development type that provides a variety of housing types at higher densities within walking distance of public transportation, a key element of livable and sustainable communities. When coupled with Bus Rapid Transit (BRT) systems, TODs can create economic development opportunities for neighborhoods and regions. The goal of the enclosed plan is to encourage TODs along several of the City's most dynamic and vital corridors by developing the density and critical mass fundamental to the successful implementation of City's BRT.

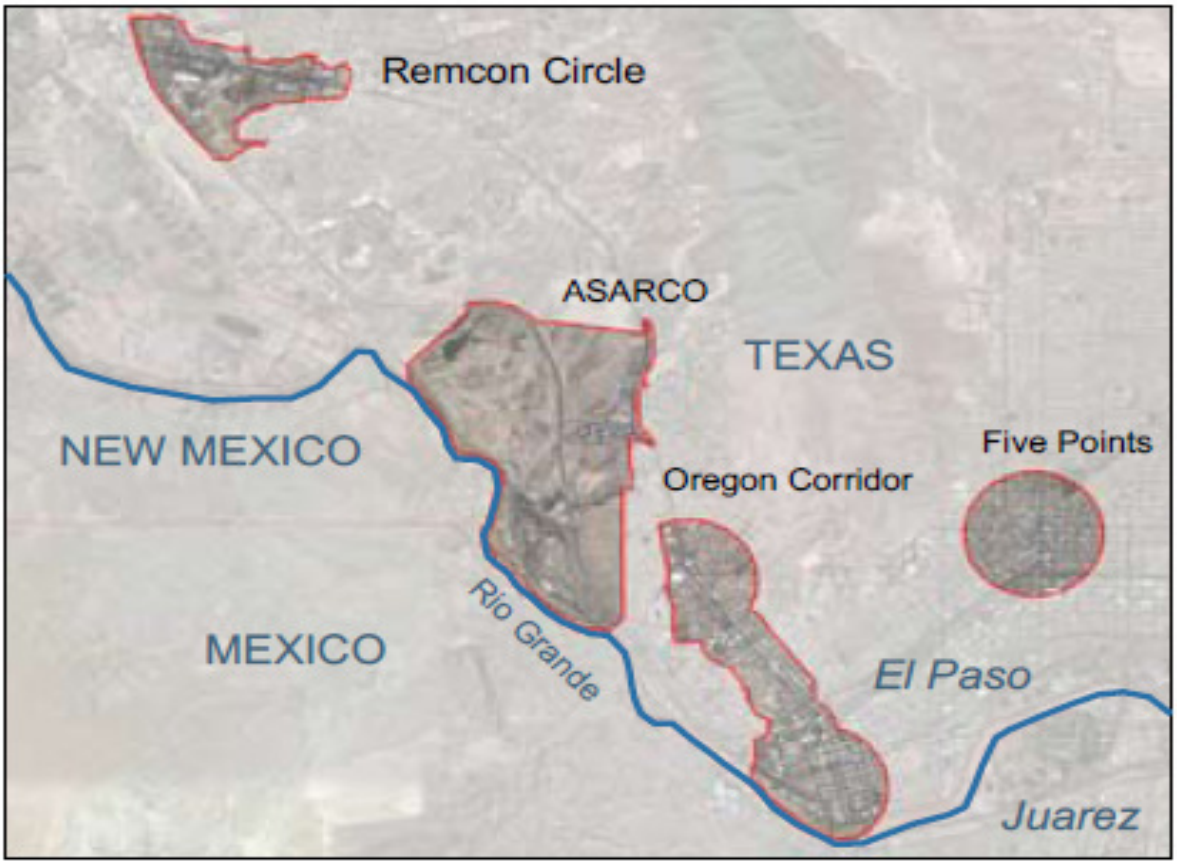
If adopted, the Plan will set the stage for further Council action needed to fully implement the policies necessary to facilitate walkable and mixed-use development along the Oregon, Five Points, and Remcon Corridors and at the former ASARCO properties.

City of El Paso – City Plan Commission Staff Report

Case No: CPA10-0001
Application Type: Comprehensive Plan Amendment
CPC Hearing Date: November 11, 2010

Location: Remcon Circle, Oregon Corridor, Five Points, and ASARCO area
Rep District: 1, 2, and 8
Request: Amend The Plan for El Paso by incorporating the "Plan El Paso 2010: Connecting El Paso: Building Transit-Oriented Neighborhoods at Remcon Circle, Oregon Corridor, and Five Points and Redeveloping ASARCO" into the City's Comprehensive Plan

Applicant: City of El Paso
Representative: City of El Paso



The Connecting El Paso Plan's four study areas: Remcon Circle, ASARCO, Oregon Corridor, and Five Points

NEIGHBORHOOD ASSOCIATIONS

Public notification was sent to the following Neighborhood Associations:
Chhhuahuita Neighborhood Association, El Paso Central Business Association, Southside Neighborhood Association, The Place at Union Plaza Neighborhood Association, Chamizal Neighborhood Association, El Paso Central Business Association, Five Points Development Association, Manhattan Heights Neighborhood Association, Coronado Neighborhood Association, Houston Park Neighborhood Association, Kern Place Neighborhood Association, Inc., Rim Area Neighborhood Association, Robinson Avenue Neighborhood Association, Save the Valley, Sunset Heights Neighborhood Improvement Association, Upper Mesa Hills Neighborhood Association, Upper Valley Improvement Association

NEIGHBORHOOD INPUT

Community and resident input was solicited during a two-week long public process known as a charrette held from June 17 - 30, 2010. Over 25 meetings with stakeholders and residents and four city-wide community meetings were held during the two weeks. Also, Planning and Economic Development staff made presentations to ten neighborhood and civic organizations during the past six months.

Approximately 1,200 notices were mailed to property owners within each of the planning areas.

APPLICATION DESCRIPTION

The City of El Paso is requesting to amend The Plan for El Paso in order to incorporate "Plan El Paso 2010: Connecting El Paso: Building Transit-Oriented Neighborhoods at Remcon Circle, Oregon Corridor, and Five Points and Redeveloping ASARCO" into the City's Comprehensive Plan. The Plan for El Paso was adopted in 1999 and this amendment updates recommendations for Remcon Circle, Oregon Corridor, Five Points, and ASARCO area based on smart growth principles.

PLANNING DIVISION RECOMMENDATION

The Planning and Economic Department recommends **APPROVAL** of this comprehensive plan amendment request.

DEVELOPMENT COORDINATING COMMITTEE REVIEW

The Development Coordinating Committee recommended **APPROVAL** of this comprehensive plan request.

CITY PLAN COMMISSION OPTIONS

The City Plan Commission may consider the following options and additional options that it identifies when reviewing a comprehensive plan amendment:

1. Recommend approval of the comprehensive plan amendment finding that the amendment protects the best interest, health, safety and welfare of the public in general; and that the study area plan will continue to carry out the purpose and spirit of the policies expressed in The Plan for El Paso and should be incorporated into The Plan for El Paso.
2. Recommend approval of the comprehensive plan amendment with modifications to bring the amendment into conformance with the review criteria in The Plan for El Paso.
3. Deny the comprehensive plan amendment finding that the amendment does not protect the best interest, health, safety and welfare of the public in general; and that the study area plan does not carry out the purpose and spirit of the policies expressed in The Plan for El Paso.