

EL PASO INTERNATIONAL AIRPORT

TITLE 21 APPLICATION

El Paso, Texas

April 2011

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CONTEXT

This SmartCode Rezoning Application was developed in conjunction with a collaborative on-site workshop with the El Paso International Airport to design a detailed regulatory plan for implementation through the City's SmartCode, Title 21. The SmartCode enables and incentivizes walkable, mixed use, and compact places as an alternative to conventional automobile-focused, segregated-use suburban zoning standards. The plan builds from the Airport's current master planning efforts, demonstrating a more detailed urban pattern and comprehensive land-use regulation under the SmartCode as a series of special districts.

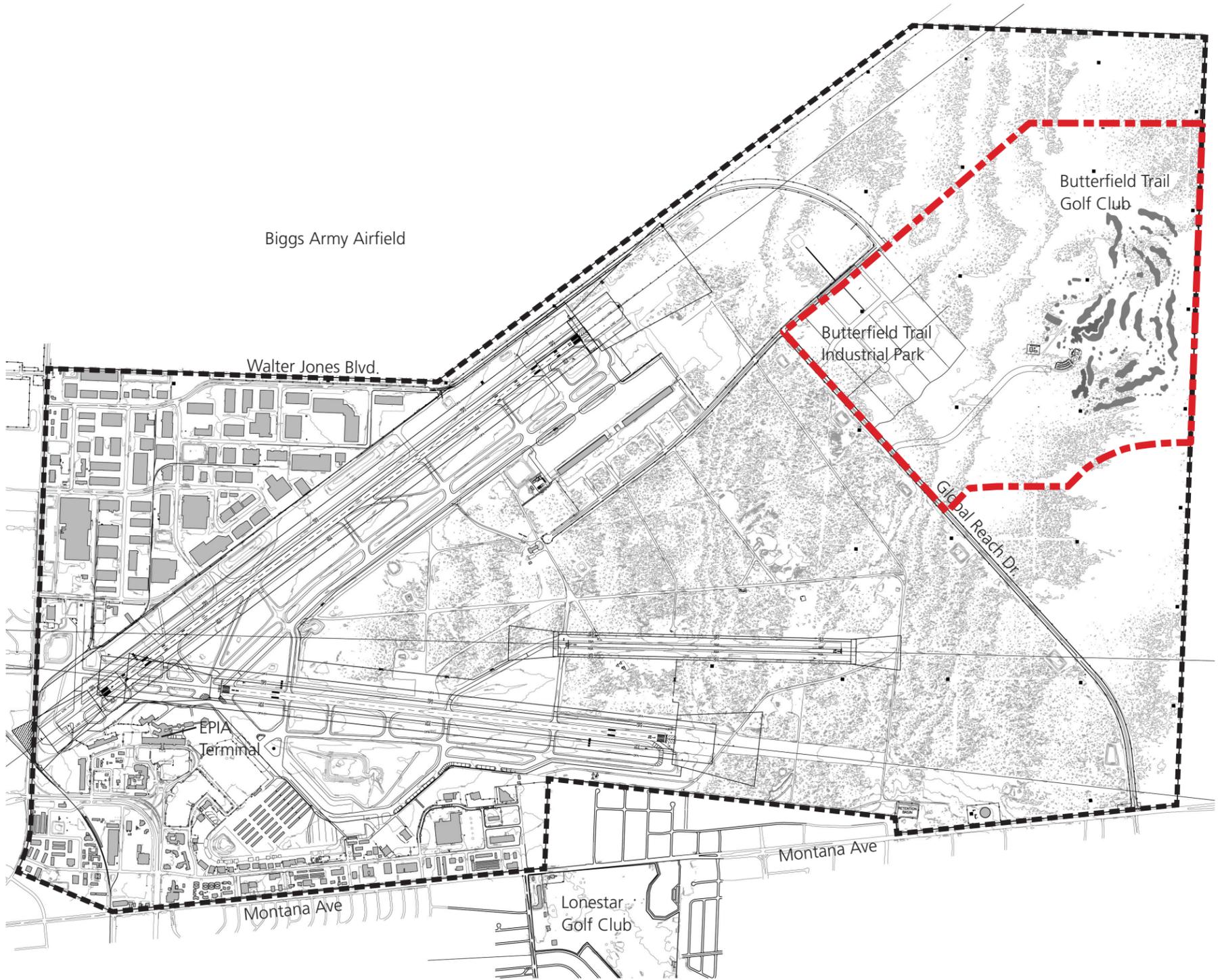
Because of the FAA limitations on use, the application area cannot provide long-term residential. This was the rationale for developing the appropriate sequence of Special Districts that permit a walkable, mixed-use, employment, light industrial and resort development in close proximity to the airport and Fort Bliss. The proposed BRT route along Montana Avenue makes this an ideal location for a major employment zone.

Section 21.10.040 requires the Title 25 Application includes:

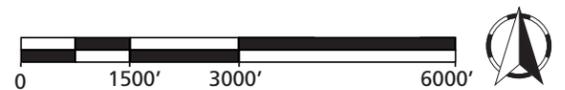
1. Site Plan in black and white with boundary for rezoning, adjacent street names, north arrow, and legal description: **Page 4**
2. Zoning Map outlining in red the change of zoning: **Page 5**
3. Proposed Transect zone map: **Not applicable**
4. Proposed Special Districts: **Page 8**
5. Proposed Thorough network with block layout: **Page 10**

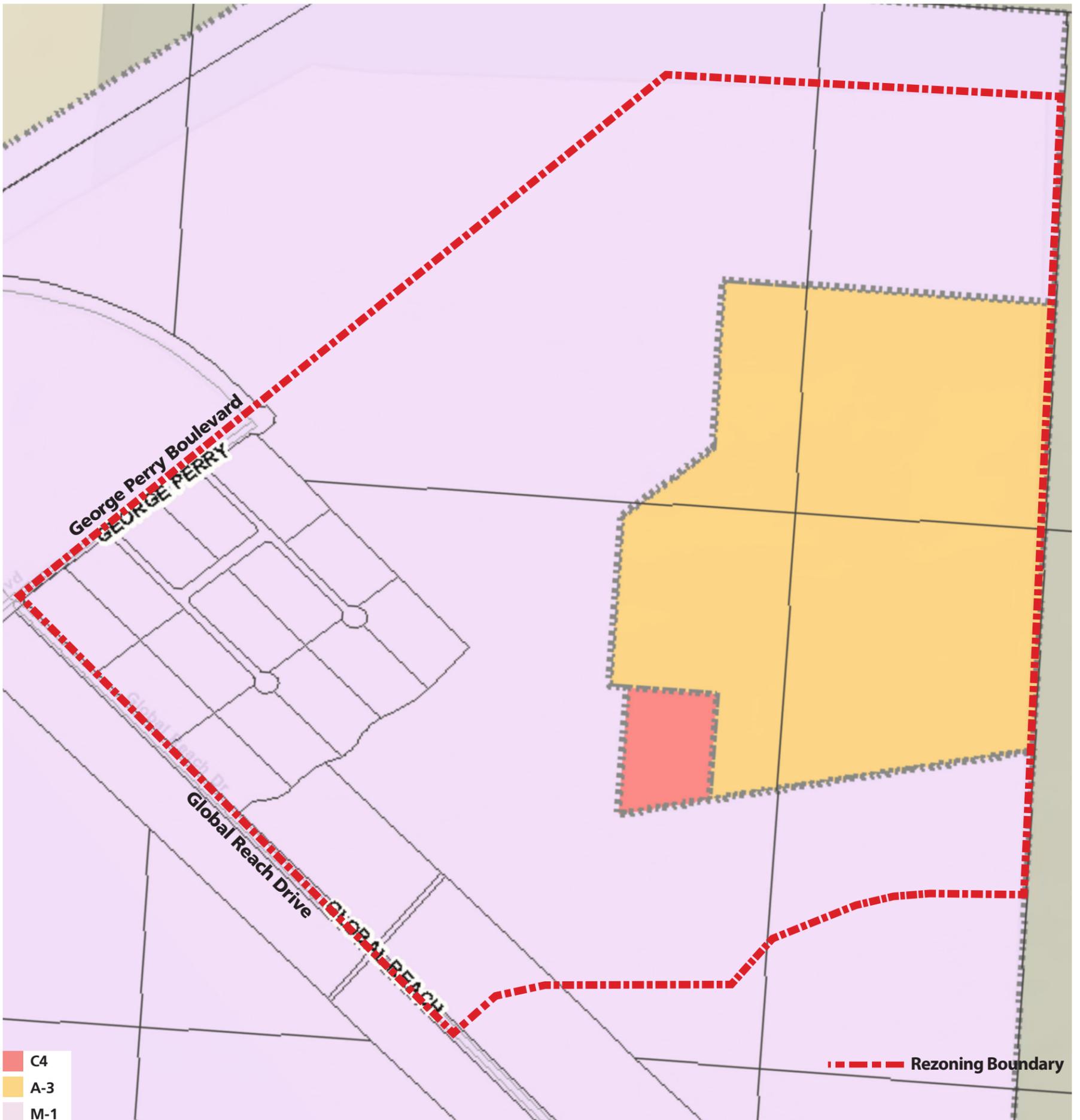


Total area for rezoning: 1,036.95 acres

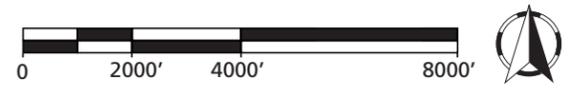
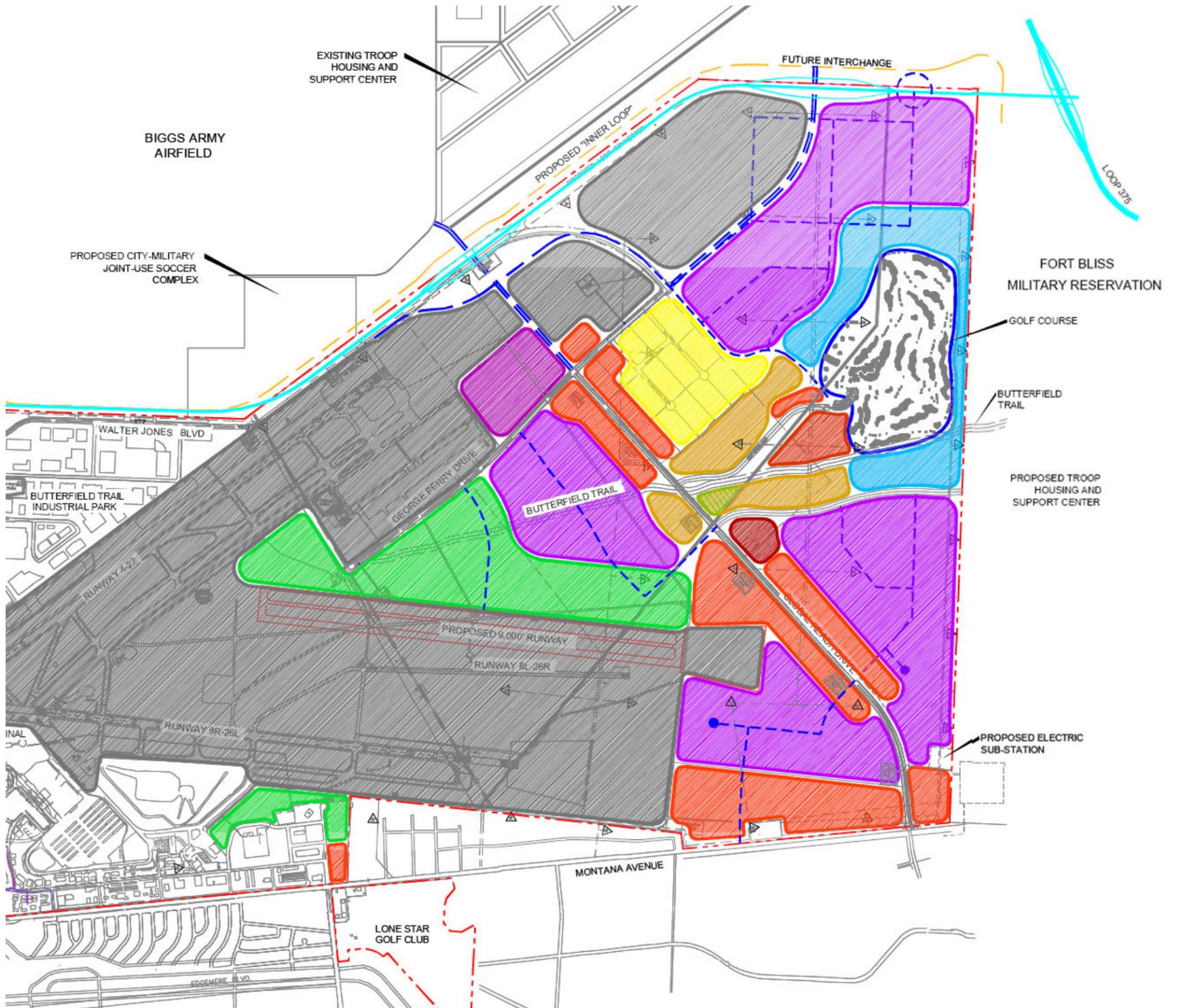


--- Rezoning Boundary
--- EPIA Boundary





- Proposed General Aviation Uses
- Proposed Commercial / Retail Uses
- Proposed Resort Hotel Uses
- Defense Industrial Uses
- Proposed Industrial Uses
- Proposed Office Uses
- Proposed Mixed Use
- Public Park Reserve



ILLUSTRATIVE DETAIL PLAN

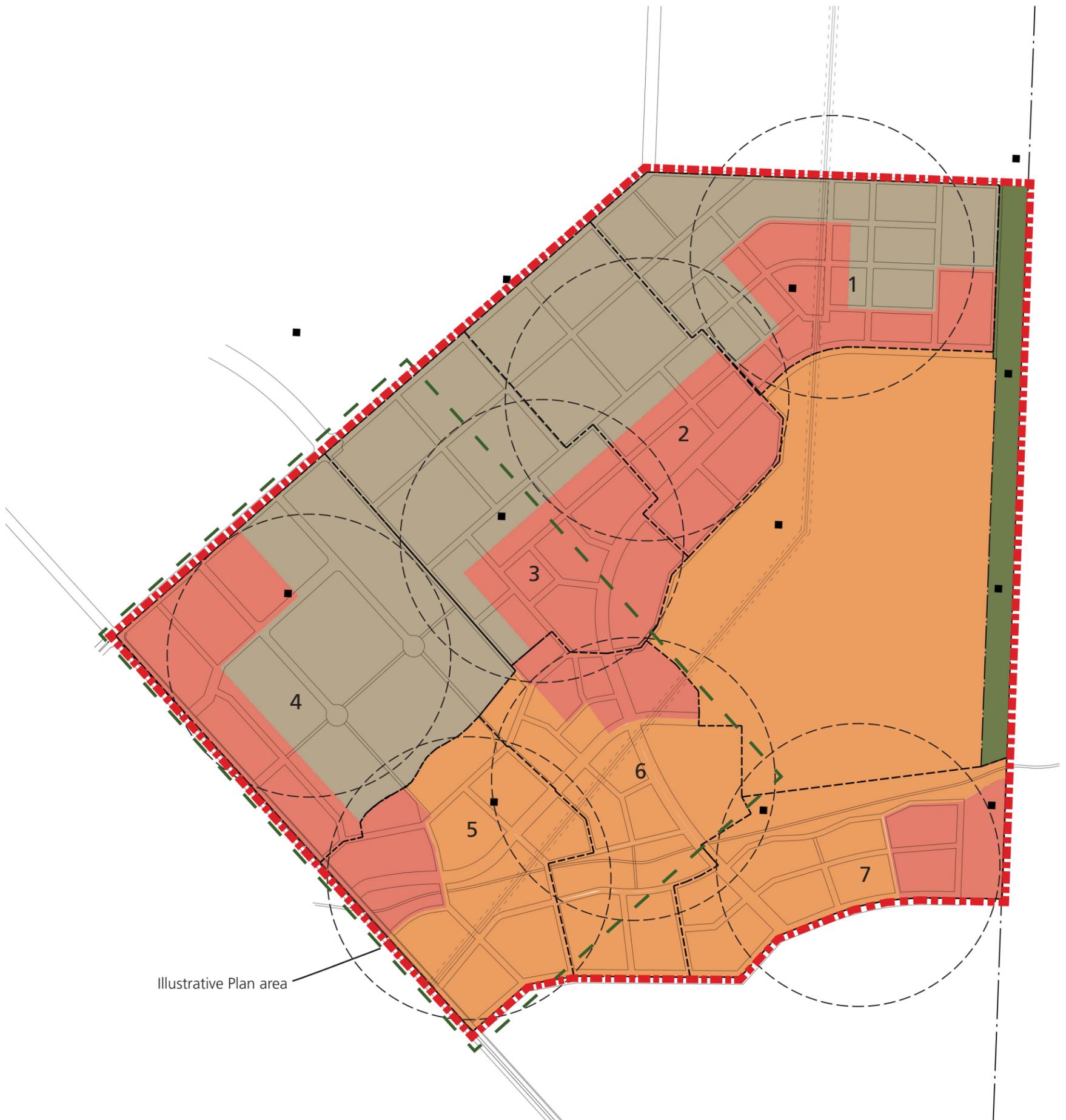
The greenway along Butterfield Trail and the mixed use at the corner of Global Reach Dr and George Perry Blvd were designed to illustrate how to urbanize the large parcels and heavy truck traffic required by light industry. Additional solutions were developed for the integration of the existing block structure and methods of providing pedestrian access to the existing cul-de-sacs. A possible resort was designed adjacent to the golf course. Global Reach could be augmented on the east with an access lane with slower traffic and on-street parking to make it more attractive as a pedestrian environment.

Although the FAA restricts the use of residential to lodging, the area can still be developed with good block structure and a full mix of other commercial functions shielding the larger scale industrial from walkable thoroughfares.



- T1 - Natural
- SD3 - Airport T5.1
- SD4 - Airport T5.2
- SD5 - Airport Science & Technology

- Rezoning Area
- Existing Wells
- Pedestrian Sheds
- Network Pedestrian Sheds



Illustrative Plan area

Scale: 1" = 250'

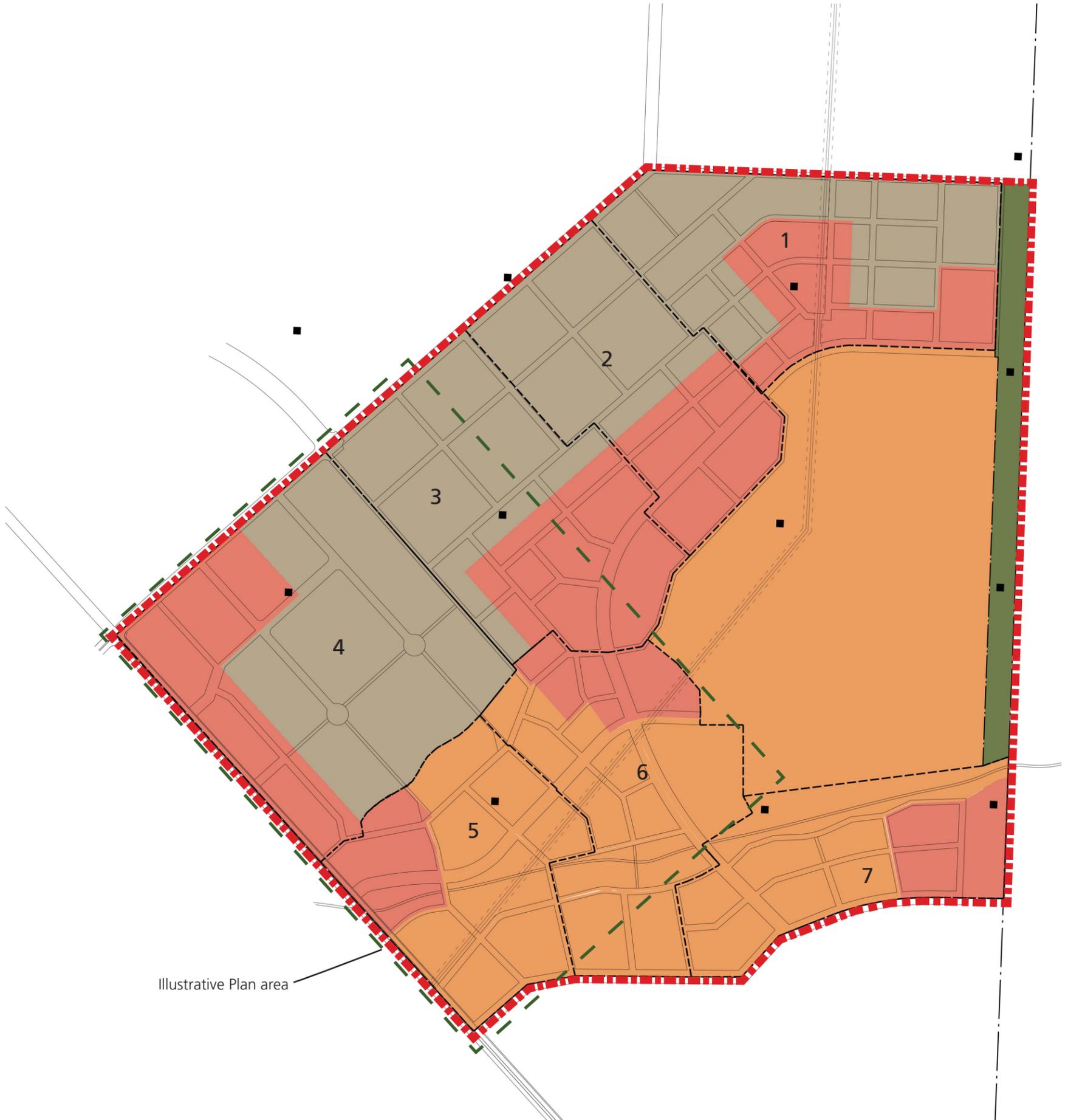


Community Type	SD3 Airport T5.1		SD4 Airport T5.2		SD5 Airport ST		T1	Total Acres
	Acres	% of Total	Acres	% of Total	Acres	% of Total		
AED REQUIRED				50% max.		80% max.		40 - 180
1: AED			44.62	35.91%	79.65	64.09%		124.27
2: AED			38.31	39.57%	58.5	60.43%		96.81
3: AED			53.34	24.05%	73.18	73.51%		126.52
4: AED			53.18	32.65%	109.7	67.35%		162.88
ARD REQUIRED		80% max.		50% max.				40 - 160
5: ARD	71.2	77.35%	20.85	22.65%				92.05
6: ARD	67.65	64.03%	21.58	20.42%				105.66
7: ARD	61.52	73.43%	22.26	26.57%				83.78

Total Acres: 1,017.14

Net Site Area: 697.4 acres

The Marjority of the existing Butterfield Trail Golf Course is not included in a Pedestrian Shed since it functions as a Civic District for the City.



Illustrative Plan area

Scale: 1" = 250'



CIVIC SPACE	TYPE	AREA	PERMITTED AREA
1.1	SQUARE	4.74 AC	.5 - 5 ACRES
GC	EXISTING GOLF COURSE	246.21 AC	NA
2.1	GREEN	5.52 AC	.5 - 8 ACRES
3.1	SQUARE	3.56 AC	.5 - 5 ACRES
4.1	PLAZA	1.52	.25 - 2 ACRES
4.2	GREEN	2.7 AC	.5 - 8 ACRES
4.3	PLAZA	1.79 AC	.25 - 2 ACRES
4.4	SQUARE	2.00	.5 - 5 ACRES
5.1	PARK - HISTORIC TRAIL SPECIAL DISTRICT	18.84 AC	>15 ACRES
5.2	PLAZA	.35 AC	.25 - 2 ACRES
6.1	SQUARE	2.69 AC	.5 - 5 ACRES
6.2	PARK - HISTORIC TRAIL	13.7 AC	8 - 15 ACRES
7.1	PLAZA	.29 AC	.25 - 2 ACRES
7.2	PARK - HISTORIC TRAIL SPECIAL DISTRICT	48.7 AC	>15 ACRES

PEDESTRIAN SHED	TOTAL ACRES	CIVIC ACRES	PERCENTAGE	REQUIRED
1	124.27	4.74	3.8%	2.5%
2	96.81	5.52	5.7%	2.5%
3	126.52	3.56	2.8%	2.5%
4	162.88	8.02	4.9%	2.5%
5	92.05	19.19	20.8%	5.0%
6	105.66	16.39	15.5%	5.0%
7	83.78	17.2	29.4%	5.0%

21.30.050 E.4. Compliant with AED civic space 2.5% minimums per pedestrian shed.

21.30.050 E.5. Compliant with ARD civic space 5% minimums per pedestrian shed.



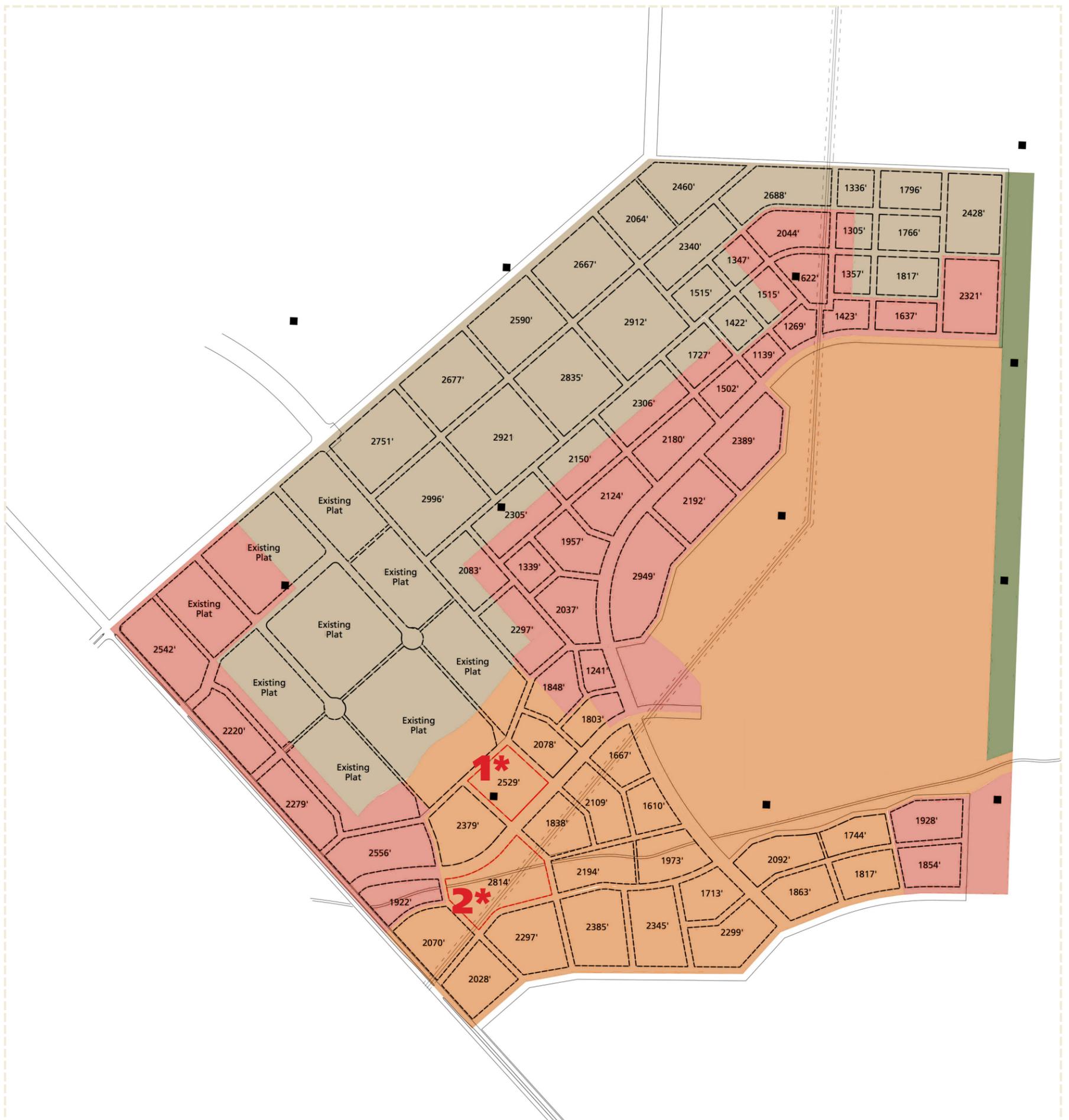
Airport Civic
 Main Civic Space

Scale: 1" = 250'

21.80.220 Table 16.c. Compliant with Block Size for Airport Special Districts.

Warrant requested for 2 blocks in ARD 5: Perimeters exceed 2,400' due to constraints of existing well, preservation of Butterfield Trail, and location of existing access road to Golf Club. These are essentially edge conditions as discussed in 21.30.070.A.5. "Block perimeter at the edge of the development parcel shall be subject to approval by warrant, if the deviation allowed by the warrant is no more than twenty percent from the standard specified in... Table 16c."

SD ZONE	MAXIMUM BLOCK PERIMETER PERMITTED	WARRANT #1	WARRANT #2
SD3	2,400 FEET	2,529 FEET OR 5.38%	2,814 FEET OR 17.25%
SD4	3,000 FEET		
SD5	4,000 FEET		



Scale: 1" = 250'

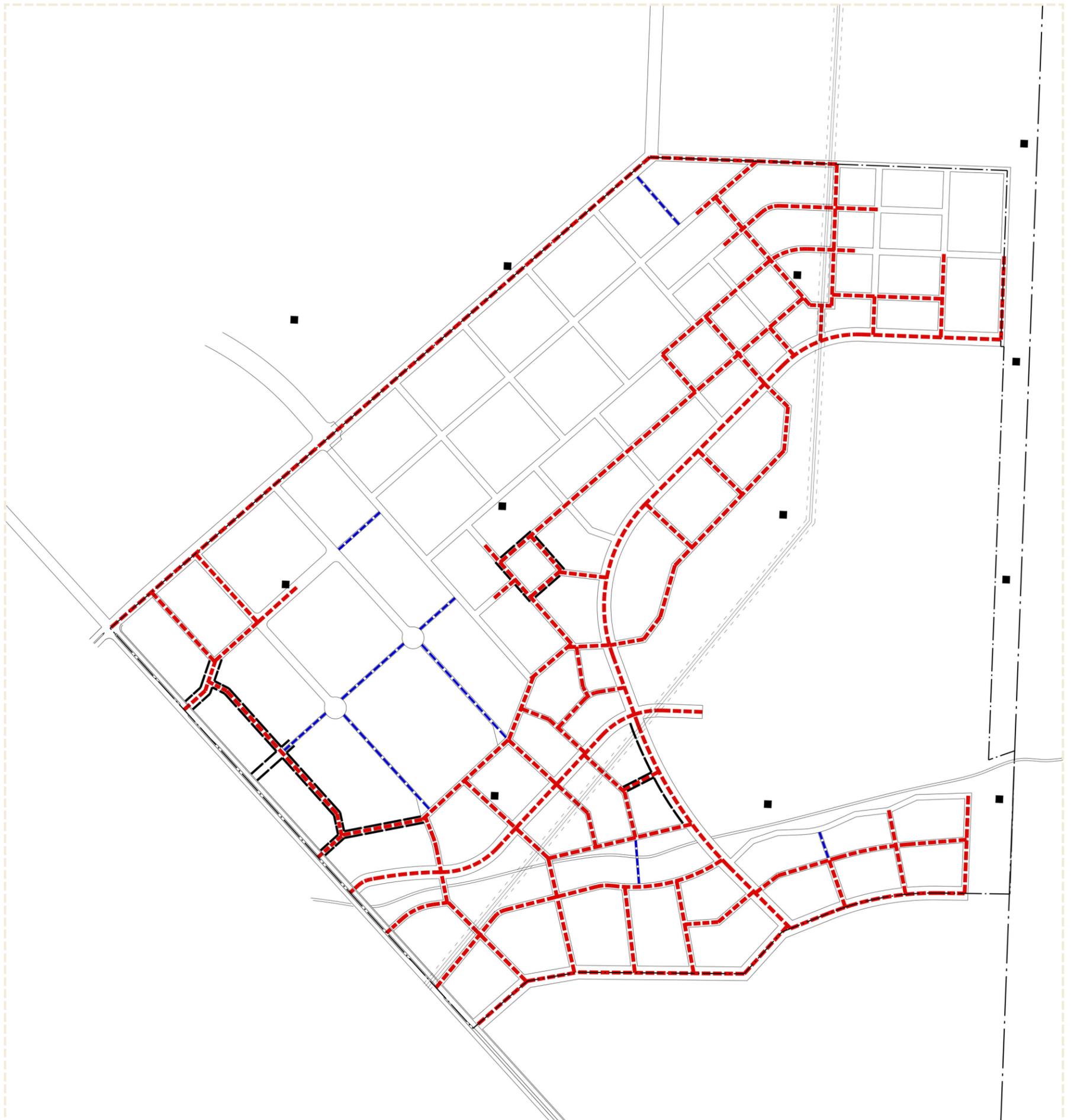


SPECIAL REQUIREMENTS

21.30.090 A.1. Compliant with B-Grid limitation of 30% per pedestrian shed. There are no limitations on amount of B-Grid in SD5.

21.30.090 A.2. Utilizing Mandatory Retail Frontage.

21.30.090 A.7. Utilizing Mandatory Cross Block Passages for block perimeter reduction. Permitted under **21.80.220 ***.



— Mandatory Retail Frontage

— A-Grid

— Mandatory Cross Block Passage

Scale: 1" = 250'

