

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

**DEPARTMENT:** Planning and Inspections Department, Planning Division

**AGENDA DATE:** Introduction: August 7, 2018  
Public Hearing: September 4, 2018

**CONTACT PERSON/PHONE:** Alex Hoffman, (915) 212-1566, hoffmanap@elpasotexas.gov  
Aviation, Monica Lombraña, (915) 212-7301, LombranaMX@elpasotexas.gov

**DISTRICT(S) AFFECTED:** 2, 3

**SUBJECT:**

An Ordinance amending the Southern Industrial Park Master Plan, a study area plan incorporated within "Plan El Paso," to show a modification in the area under SmartCode and proposal to remove properties within the existing SmartCode zoning district. (District 2 & 3)

**BACKGROUND / DISCUSSION:**

The proposed amendment modifies the master plan to remove certain properties from the plan. In light of the unanticipated change in infrastructure or present land use, this will align these properties with development standards that can facilitate growth or redevelopment in this area.

**PRIOR COUNCIL ACTION:**

There is no prior City Council action on this proposed master plan amendment.

**AMOUNT AND SOURCE OF FUNDING:**

N/A

**BOARD / COMMISSION ACTION:**

City Plan Commission (CPC) – Approval Recommendation (6-0).

\*\*\*\*\*REQUIRED AUTHORIZATION\*\*\*\*\*

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

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

**DEPARTMENT HEAD:**

Alex Hoffman  
Planning and Inspection Department

  
\_\_\_\_\_

**APPROVED FOR AGENDA:**

**CITY MANAGER:** \_\_\_\_\_

**DATE:** \_\_\_\_\_

ORDINANCE NO. \_\_\_\_\_

**AN ORDINANCE AMENDING THE SOUTHERN INDUSTRIAL PARK MASTER PLAN, A STUDY AREA PLAN INCORPORATED WITHIN "PLAN EL PASO," TO MODIFY THE BOUNDARIES OF THE MASTER PLAN AREA TO REMOVE ALL AIRPORT PROPERTIES EAST OF SIKORSKY STREET FROM THE MASTER PLAN AREA.**

**WHEREAS**, *Plan El Paso*, as subsequently amended, was initially adopted by the El Paso City Council on March 6, 2012 pursuant to provisions of the Texas Local Government Code as the comprehensive plan for the City; and

**WHEREAS**, the Plan El Paso provides a basis for the City's regulations and policies that direct its physical and economic development; and

**WHEREAS**, *Plan El Paso*, upon adoption, incorporated all existing study area plans into the plan; and

**WHEREAS**, the *Southern Industrial Park Master Plan* is one of the study area plans that was incorporated into Plan El Paso; and

**WHEREAS**, Policy 1.3.3 of *Plan El Paso* states that study area plans will remain in effect, except for any provisions that may conflict with the Comprehensive Plan, until such time as any of these study area plans are amended or repealed by the City Council; and

**WHEREAS**, the *Southern Industrial Park Master Plan* provides policy recommendations guiding the future development of the study area, which is bounded by Convair Road to the north, Airport Road to the west, Montana Avenue to the south, and Hawkins Boulevard to the east; and

**WHEREAS**, the proposed amendment modifies the master plan to remove certain properties from the plan. In light of the unanticipated change in infrastructure or present land use, this amendment will align these properties with development standards that can facilitate growth or redevelopment in this area; and

**WHEREAS**, after conducting a public hearing, the proposed amendment brings the *Southern Industrial Park* into alignment with present and expected land uses and will assist the El Paso Airport in generating commercial and aviation-serving businesses.

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

1. That the *Southern Industrial Park Master Plan* is amended in its entirety as shown in **Exhibit "A"** attached and incorporated herein.
2. Except as herein amended, the *Southern Industrial Park Master Plan* and Plan El Paso remain in full force and effect.

ORDINANCE NO. \_\_\_\_\_

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

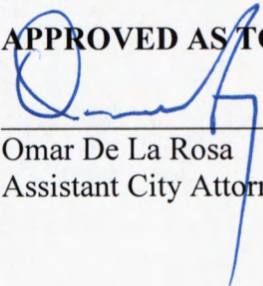
**THE CITY OF EL PASO**

**ATTEST:**

\_\_\_\_\_  
Dee Margo  
Mayor

\_\_\_\_\_  
Laura D. Prine  
City Clerk

**APPROVED AS TO FORM:**

  
\_\_\_\_\_  
Omar De La Rosa  
Assistant City Attorney

**APPROVED AS TO CONTENT:**

\_\_\_\_\_  
Alex Hoffman  
Planning & Inspections

**(Exhibit "A" on the following page)**

**ORDINANCE NO.** \_\_\_\_\_

18-1007-2207 | 793131  
EPIA Master Plan Amendment  
KMN

# Exhibit A



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S O U T H E R N I N D U S T R I A L P A R K M A S T E R P L A N  
A S M A R T C O D E D E V E L O P M E N T S T U D Y F O R A M I X E D U S E A I R P O R T C E N T E R

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EL PASO INTERNATIONAL AIRPORT  
AUGUST 2012  
ADJUSTMENTS – NOVEMBER 2013, MAY 2018

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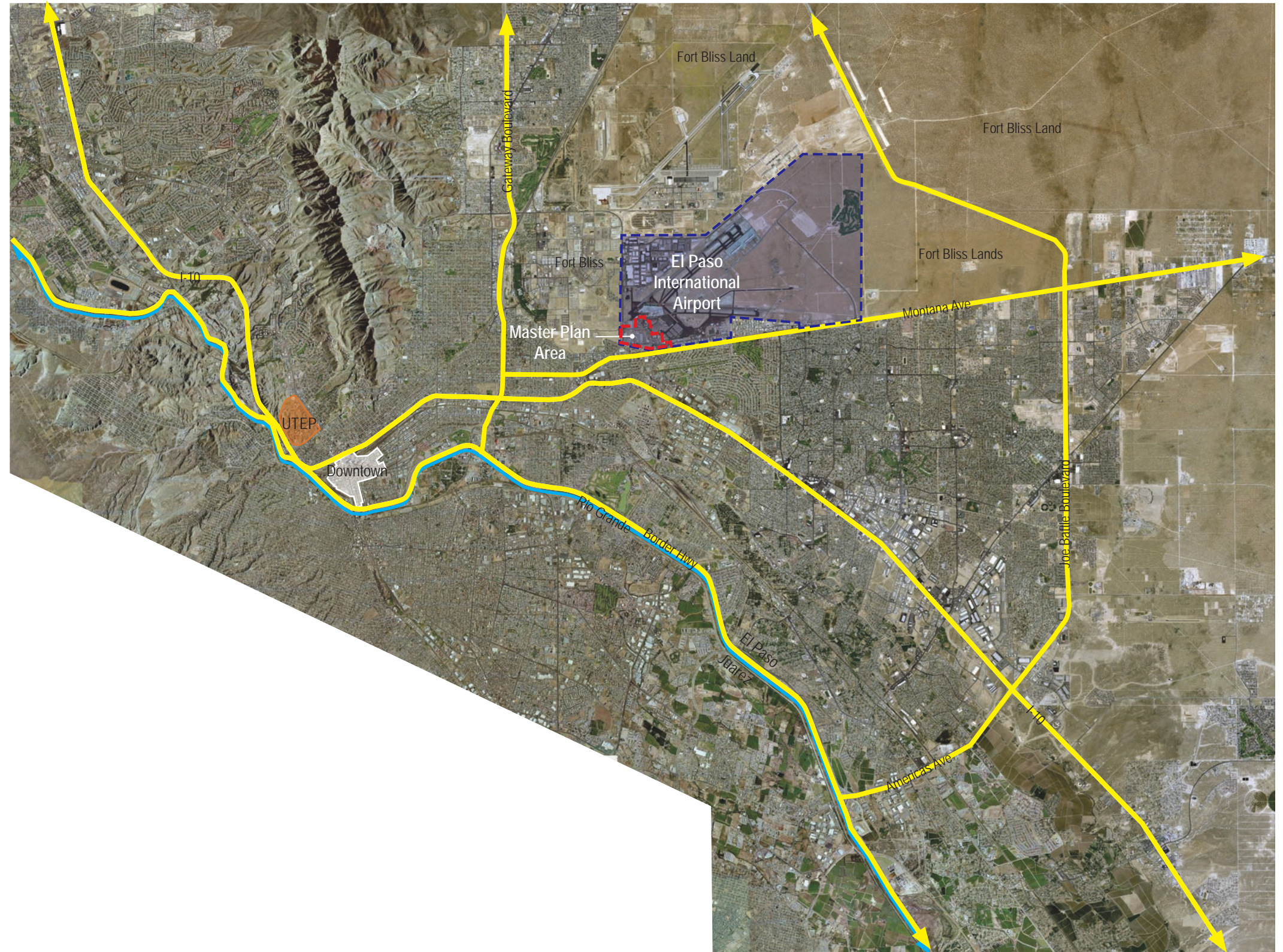
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## Background

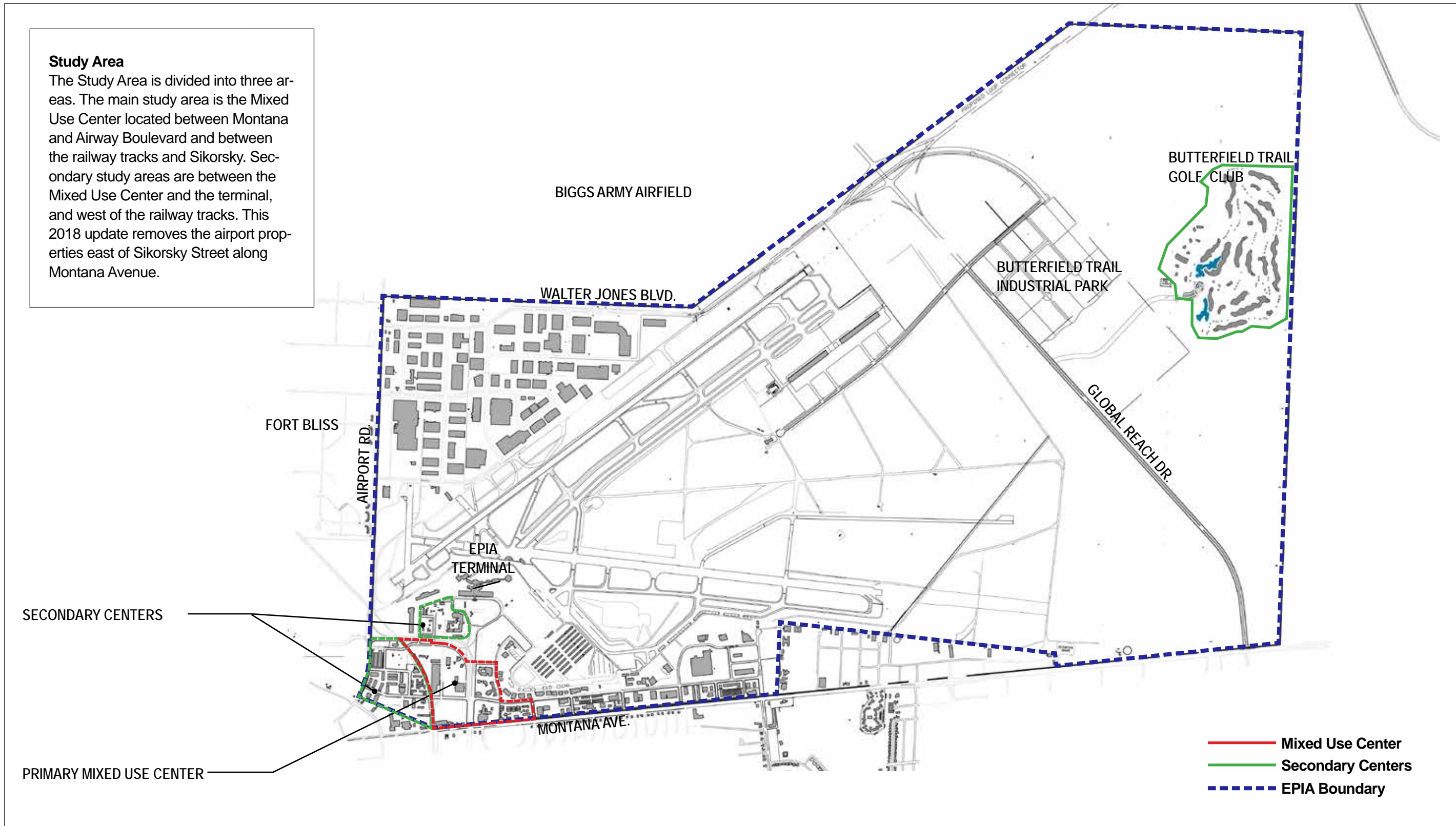
The Southern Industrial Park (SIP) Master Plan was developed in conjunction with a collaborative on-site workshop conducted during May 2011, led by PlaceMakers, LLC who worked with the El Paso International Airport to develop a detailed regulating plan that could be implemented through the City's adopted SmartCode. The SmartCode enables and provides incentives for walkable, mixed use, and compact places as an alternative to conventional automobile-focused, segregated-use suburban zoning standards. This plan builds from the June 2008 Southern Industrial Park Land Use Plan, demonstrating a more detailed urban pattern and comprehensive land-use regulation under the SmartCode as a combination of special districts. This document presents background and supplementary information to accompany the Title 21 application.

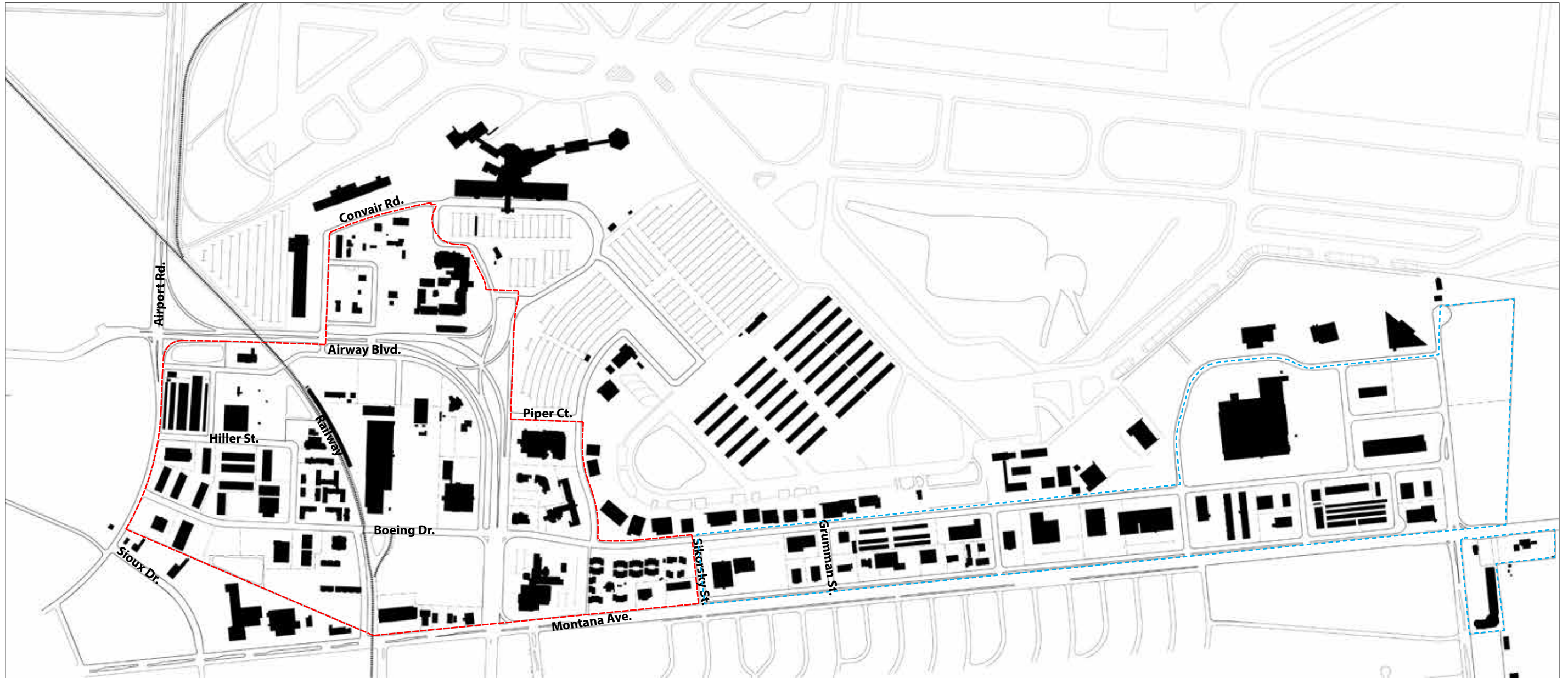
This 2018 Southern Industrial Park Master Plan Update in May of 2018 is intended to be more responsive to the vehicular environment of Montana Avenue. Until Montana is reconstructed to prioritize the pedestrian and cyclist along with the automobile, the environment does not support urban development patterns. Since reconstruction is a major investment that is not on the capital improvement horizon, this update requests the properties along Montana to be removed from the SmartCode planning area until such time as the street is reconstructed to support urban development.



**Study Area**

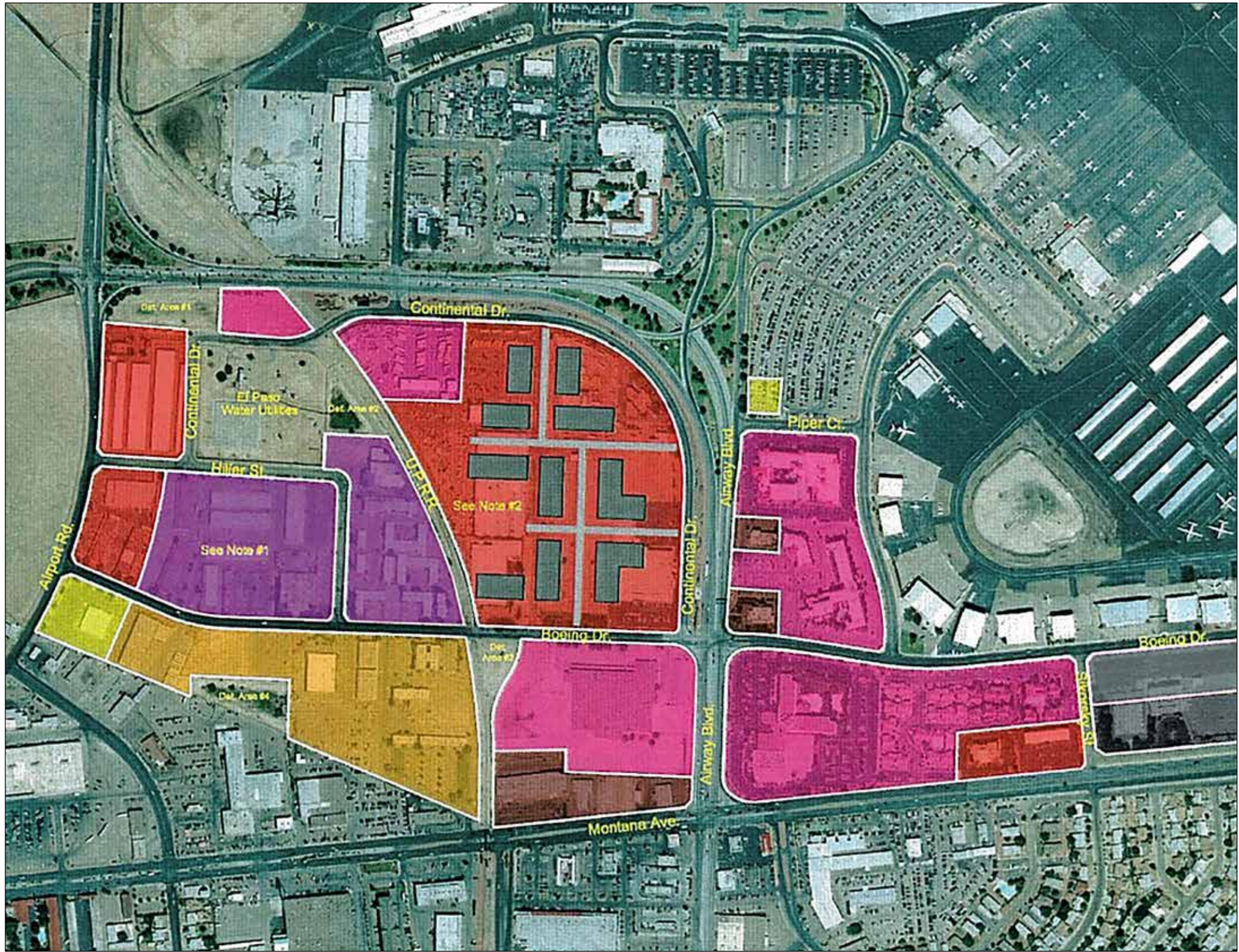
The Study Area is divided into three areas. The main study area is the Mixed Use Center located between Montana and Airway Boulevard and between the railway tracks and Sikorsky. Secondary study areas are between the Mixed Use Center and the terminal, and west of the railway tracks. This 2018 update removes the airport properties east of Sikorsky Street along Montana Avenue.





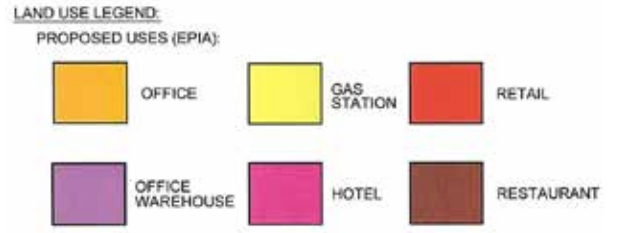
**Master Plan Area Change**  
This update removes the airport properties east of Sikorsky Street from the Southern Industrial Park Master Plan since they will no longer be regulated by the SmartCode. The area removed is shown in blue. -----





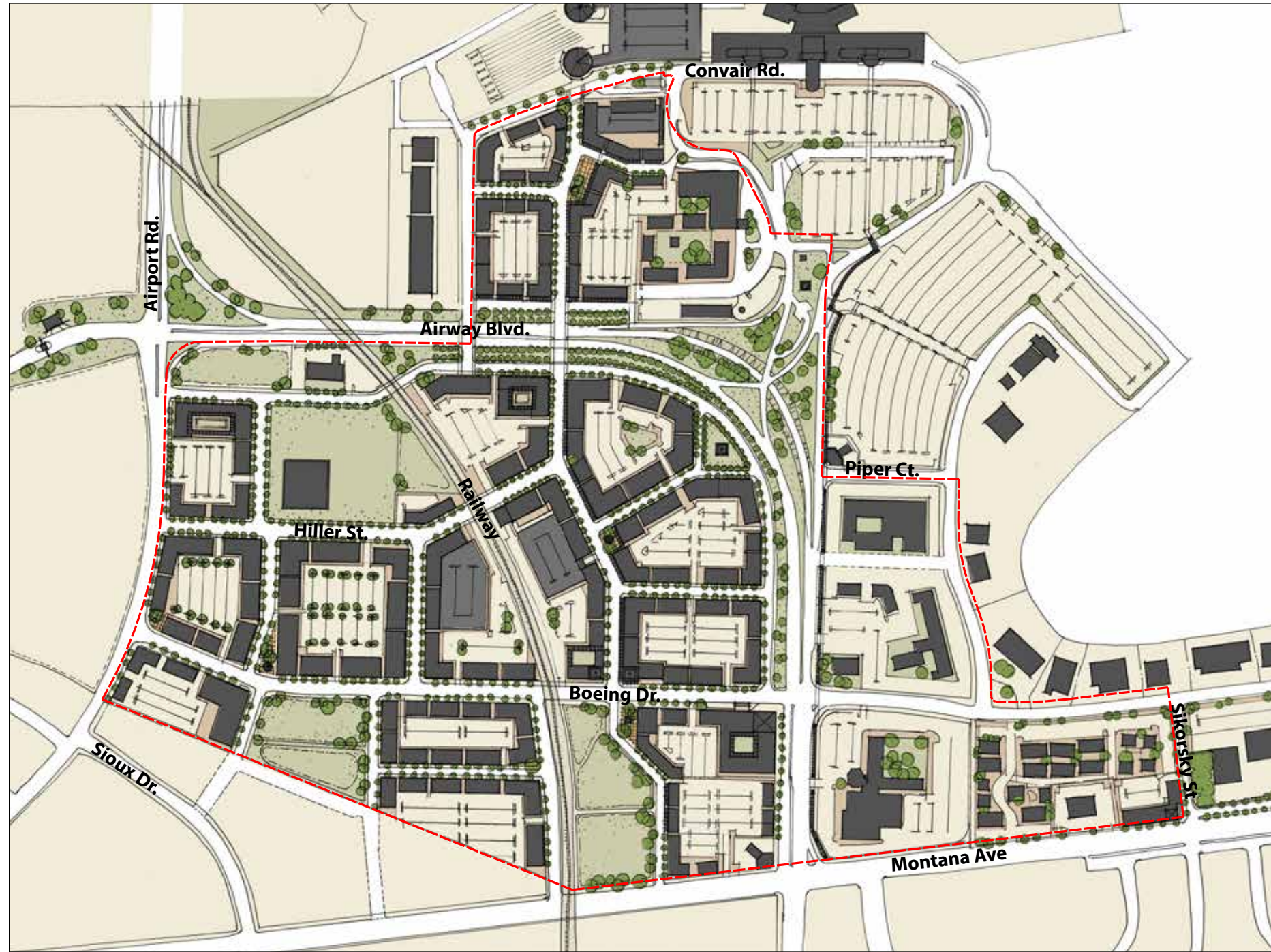
**2008 Land Use Plan**

This plan indicates the preferred land use scenario as presented in the June 2008 "Southern Industrial Park Land Use Plan". The 2012 Master Plan built from and refined the general land use plan depicted here. It is important to note that the SmartCode regulations allow a wider variety of uses within each district than those illustrated here. At a more refined level of planning, the master plan builds in flexibility of use while defining a cohesive vision for redevelopment. As a departure from this plan, many land uses such as office, hotel, restaurant, and retail may be located beyond the areas shown here. This allows numerous mixed use environments suitable to a variety of users. All subsequent updates have maintained this flexibility.





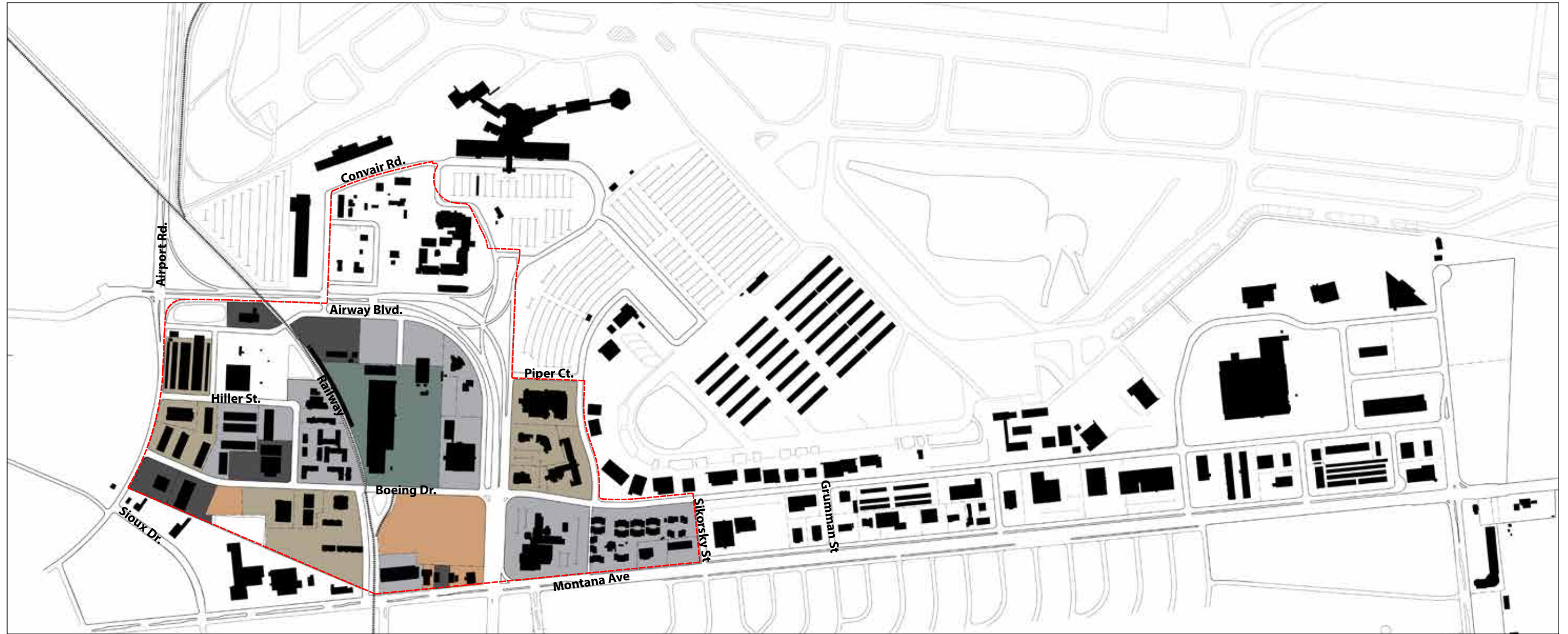
**Existing Conditions**  
 The Master Plan is based on the location of existing street rights of way, existing users and buildings, and the timing of leases.



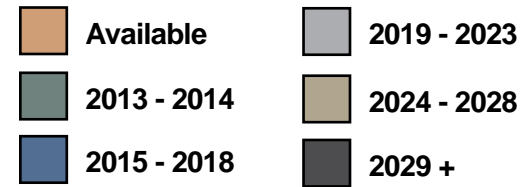
**Illustrative Plan**

As redeveloped under the SmartCode, the illustrative plan demonstrates one possible scenario for redevelopment. While the area west of the railway and north of Airway will likely remain light industry, warehousing and terminal support services in the near term, there is an opportunity to redevelop over time in a more urban format.



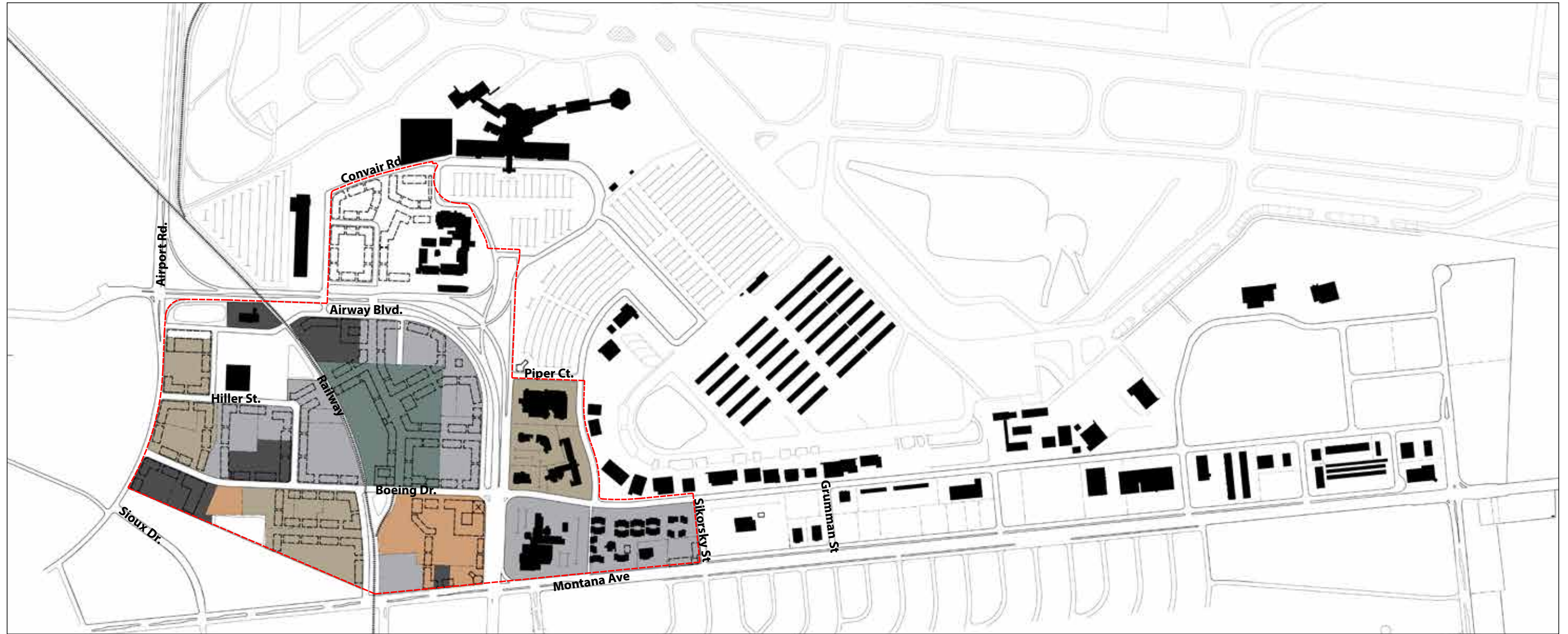


**2012 Lease Expiration Dates**

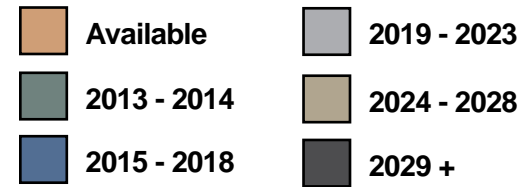


**Lease Plan Overlay**  
 This plan shows 2012 lease timing with an overlay of existing buildings. This was the basis for the 2012 Master Plan due to land availability and was maintained in this update to inform timing of redevelopment.





**2012 Lease Expiration Dates**

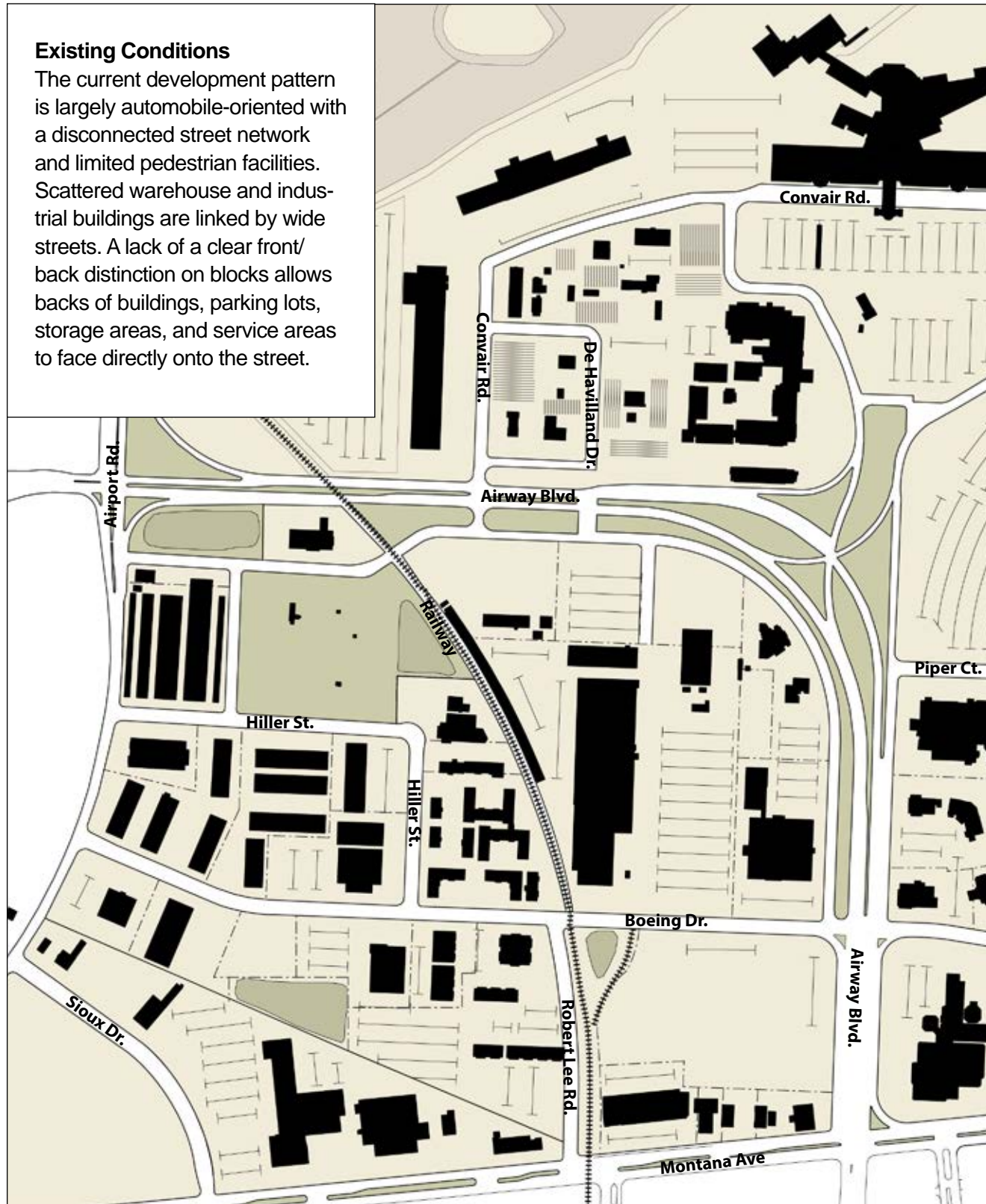


**Lease Plan Overlay: Future Buildings**  
 This plan shows 2012 lease timing with an overlay of both existing and future buildings. This plan shows the relationship of expirations to phasing of new construction in the 2012 master plan.



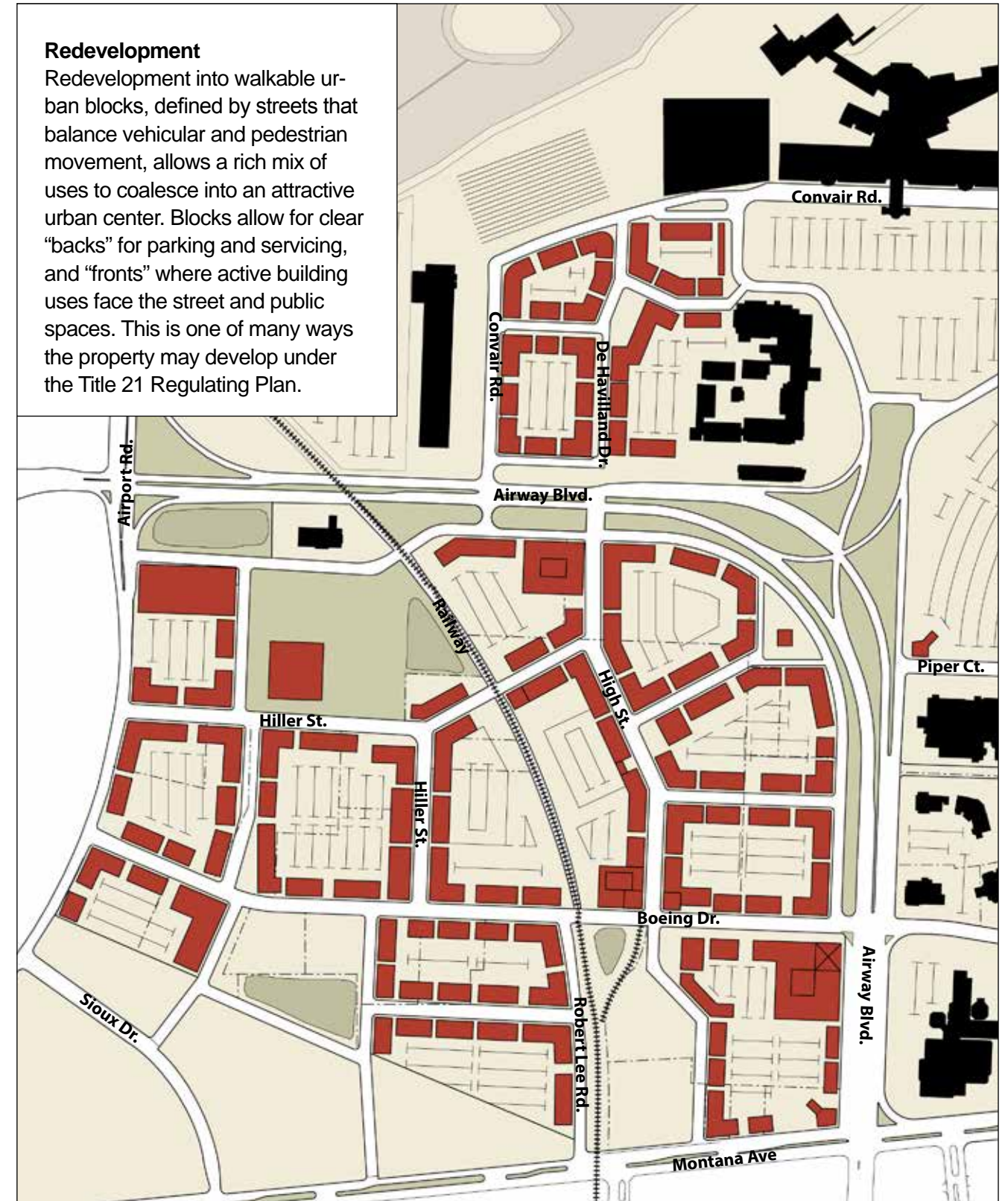
### Existing Conditions

The current development pattern is largely automobile-oriented with a disconnected street network and limited pedestrian facilities. Scattered warehouse and industrial buildings are linked by wide streets. A lack of a clear front/back distinction on blocks allows backs of buildings, parking lots, storage areas, and service areas to face directly onto the street.

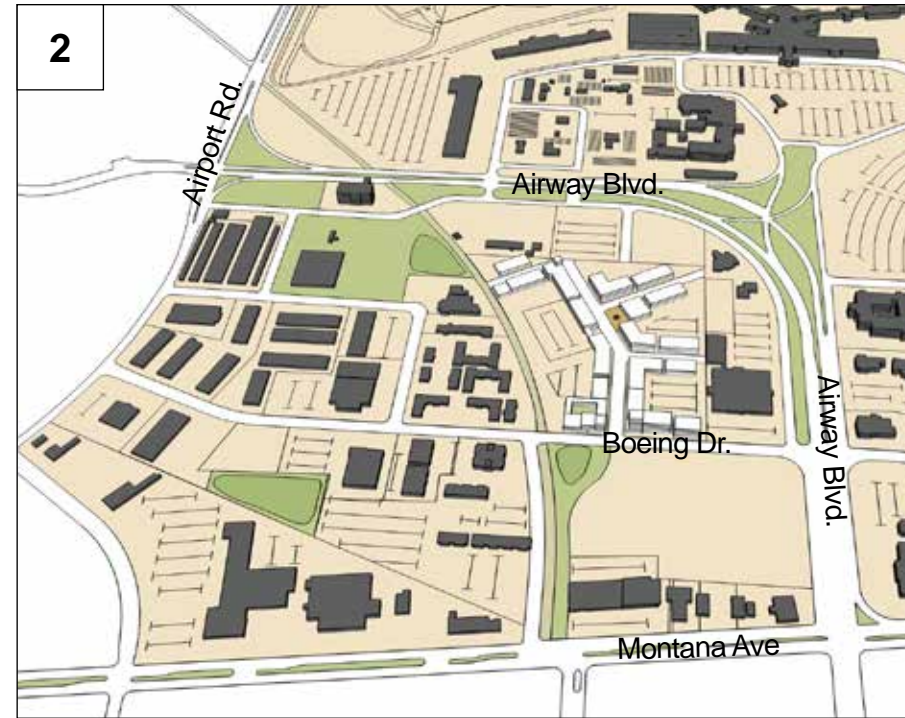
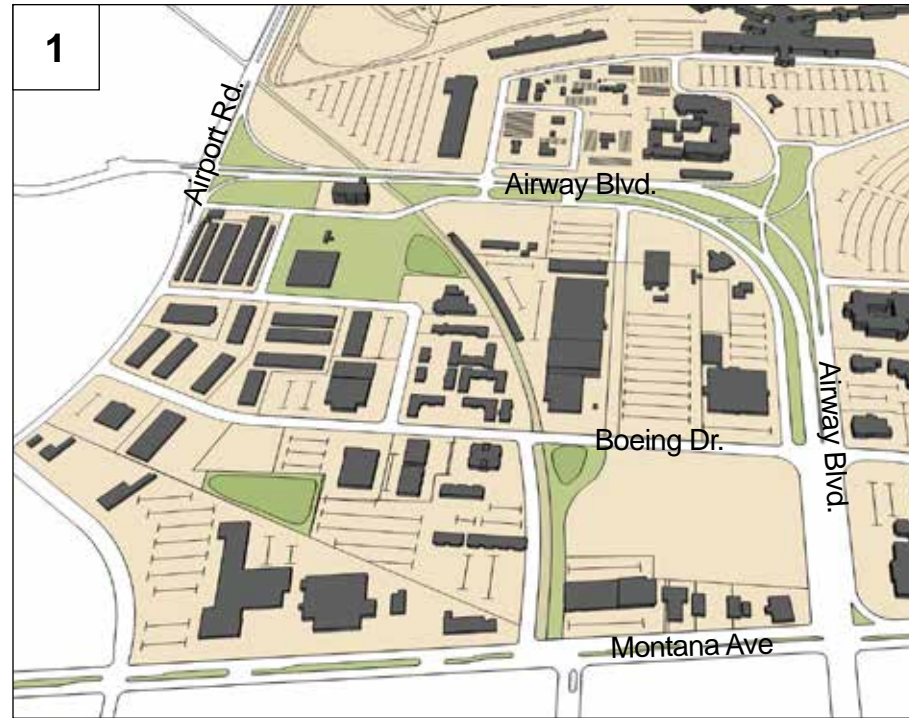


### Redevelopment

Redevelopment into walkable urban blocks, defined by streets that balance vehicular and pedestrian movement, allows a rich mix of uses to coalesce into an attractive urban center. Blocks allow for clear "backs" for parking and servicing, and "fronts" where active building uses face the street and public spaces. This is one of many ways the property may develop under the Title 21 Regulating Plan.



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



**High Street:** The Master Plan is centred on a north-south “High Street” leading from the new Rental Car Garage and extending south to Montana. Most of the street occurs within existing street right-of-way, but bends to create visual interest and a sense of an outdoor room. High street is a pedestrian friendly street with parallel parking that serves abutting shops, offices, and hotels. The street winds through a variety of public spaces and allows a rich mix of uses. The proposed name “High Street” invokes both aviation and the commercial character of traditional high streets.

**High Street Shops, Entertainment, and Restaurants:** In the heart of the plan, supported by nearby office, hotel, convention centre, and other uses, High Street is designed as an entertainment and shopping destination. Ground floor retail and restaurant uses are shown with a red line (see page 11).

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

**Mixed Office Opportunities:** The area west of the railway could redevelop in a mix of street oriented office, warehouse, and light industrial. Employees would park within the block with visitor parking on-street.

**Tower Icons:** defined as attractive tower elements, these two building form a gateway to High Street and a visual attraction from Montana Avenue.




**The Northern Link:** This area serves as an important pedestrian and vehicular link between the Terminal and the main project area. With High Street as its spine, the area is re-designed as pedestrian friendly urban blocks serving office, light industrial, and airport services.

**Convention Center and Square:** These blocks have been identified as a location for a possible convention center. Several configurations are possible as illustrated on page 15. A triangular public space creates an interface both visually as it faces Airway Boulevard and the terminal, and for vehicular access. (See page 15)

**Sidewalk Arcades:** Exposed, discontinuous sidewalks makes the journey from the hotels along Airway Boulevard to the terminal difficult. Inspired by the arcaded sidewalks near the terminal building, sidewalk arcades create a comfortable walking linkage to the airport, enhance the Airport identity, and mask off-street parking lots.

**Hotels:** Hotels are an ideal airport-adjacent building type as demonstrated by many of the existing hotels in the area. Incorporated in an urban block, a clear front and back is established with parking and servicing internal to the blocks and public (retail/lobby/restaurant) uses facing the street. Rooms may face a courtyard, the street, or the internal block. With a street orientation, hotels guests are a short, comfortable walk to High Street amenities, the convention center, transit, and the airport terminal.

SCALE: 1" = 500' 

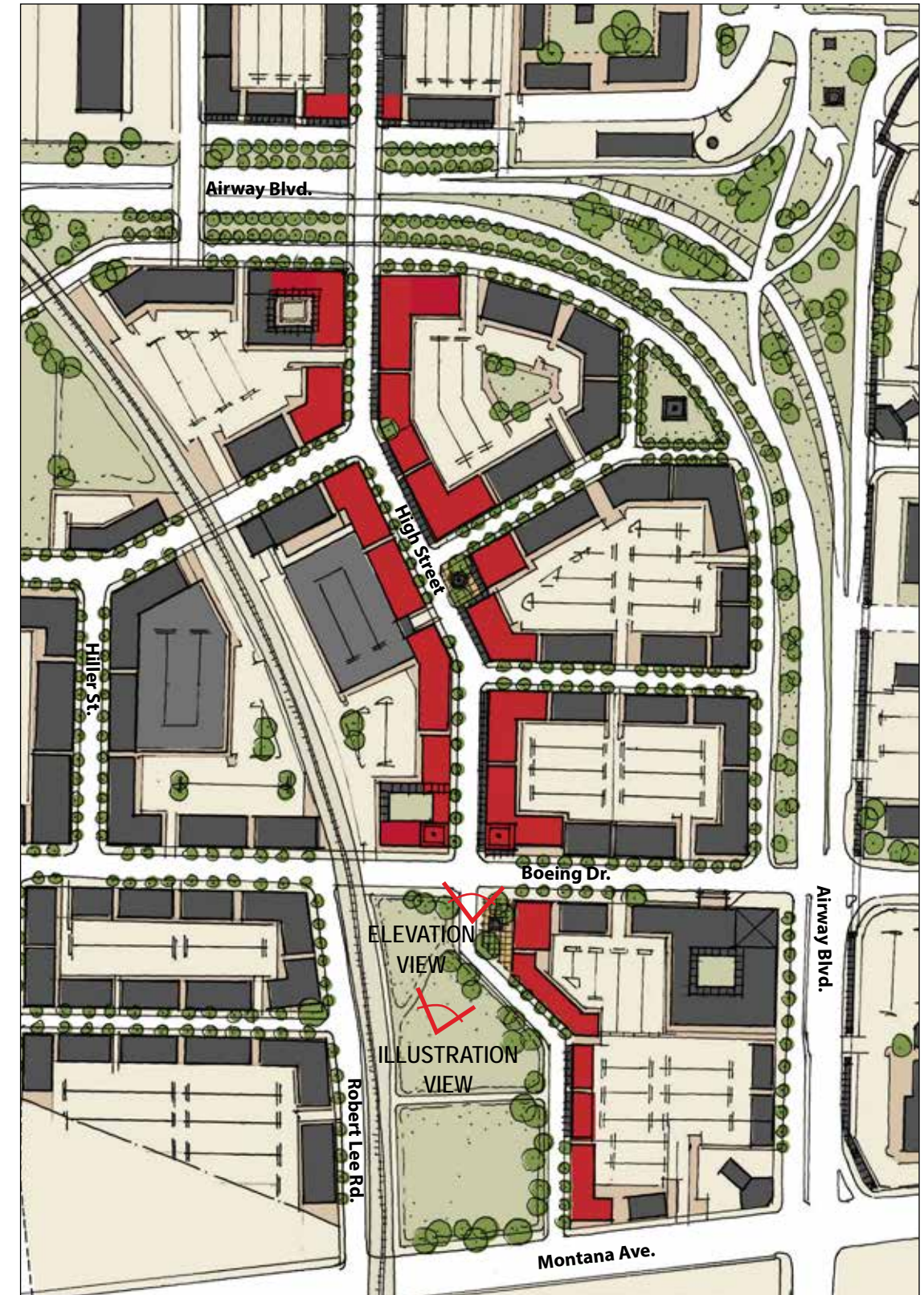




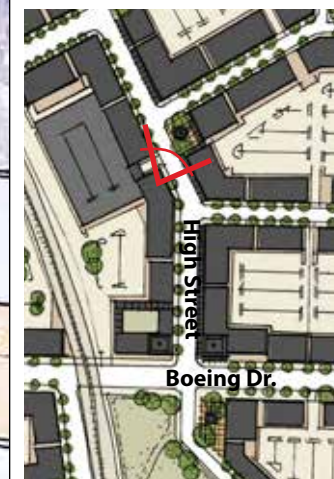
### Gateway to High Street

“High Street”, shown in red at right, is proposed as a lively entertainment, shopping and conference destination. While the entire length stretches almost 2000 feet, the blocks between Boeing and Airway measure about a quarter of a mile- roughly 1,300 feet- which would be a 10 minute walk from one end to the other, and back. This could accommodate as much as 100,000 - 200,000 sf of commercial uses at ground level. While it is ideally located as a more intimate, pedestrian oriented counterpart to Airport Boulevard, one challenge of the proposed location is to create enough drive-by traffic and visibility for commercial success. A number of strategies deal with this:

1. Build iconic corner buildings- tower elements that can attract attention from nearby thoroughfares. Shown above are conceptual elevations for the two tower elements on the south end of High Street.
2. A mix of uses including office, accommodations, and destination retail will create more pedestrian traffic for the retail trade.
3. Lastly, there should be an effort to direct some of the traffic to and from the airport, adjacent uses, and transit through the high street to increase visibility and activity.

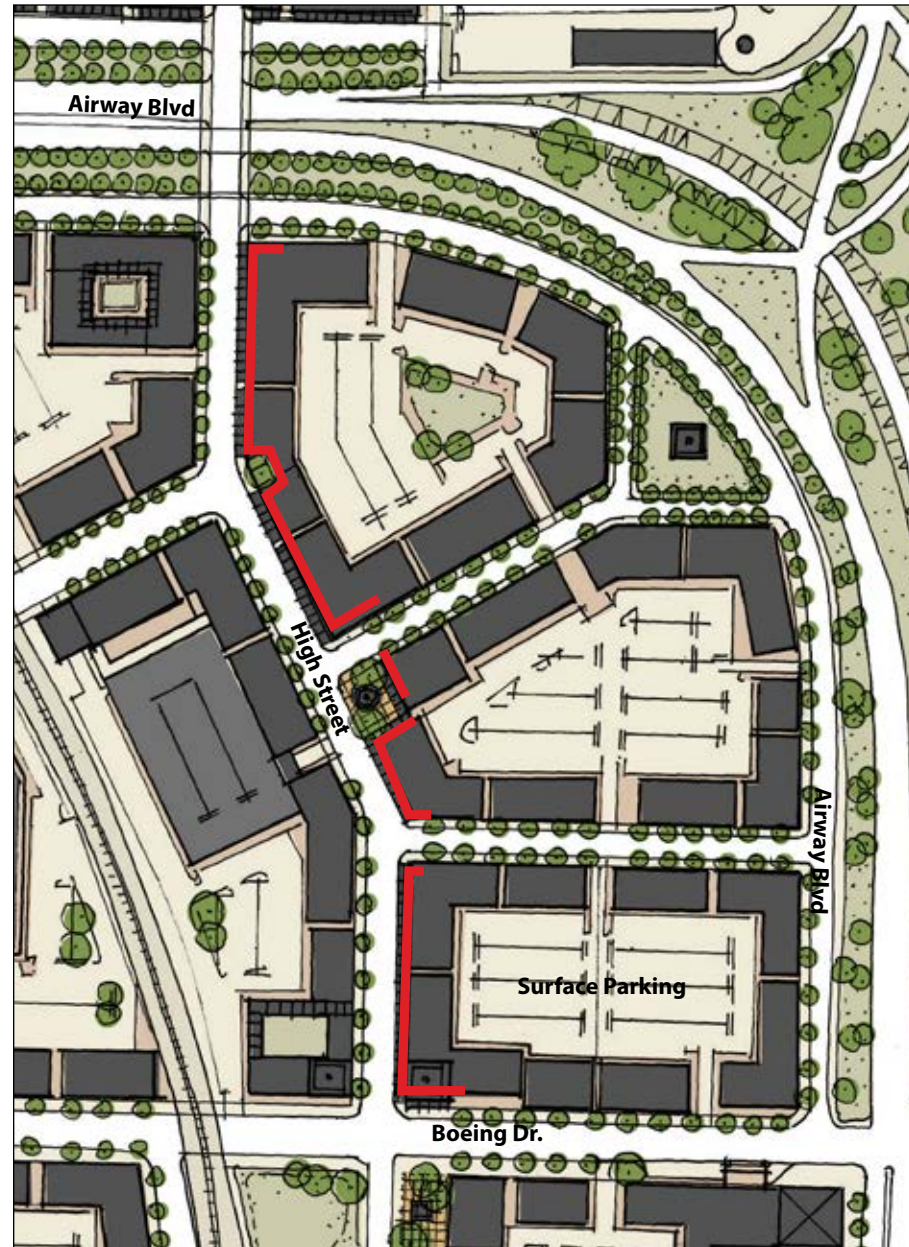




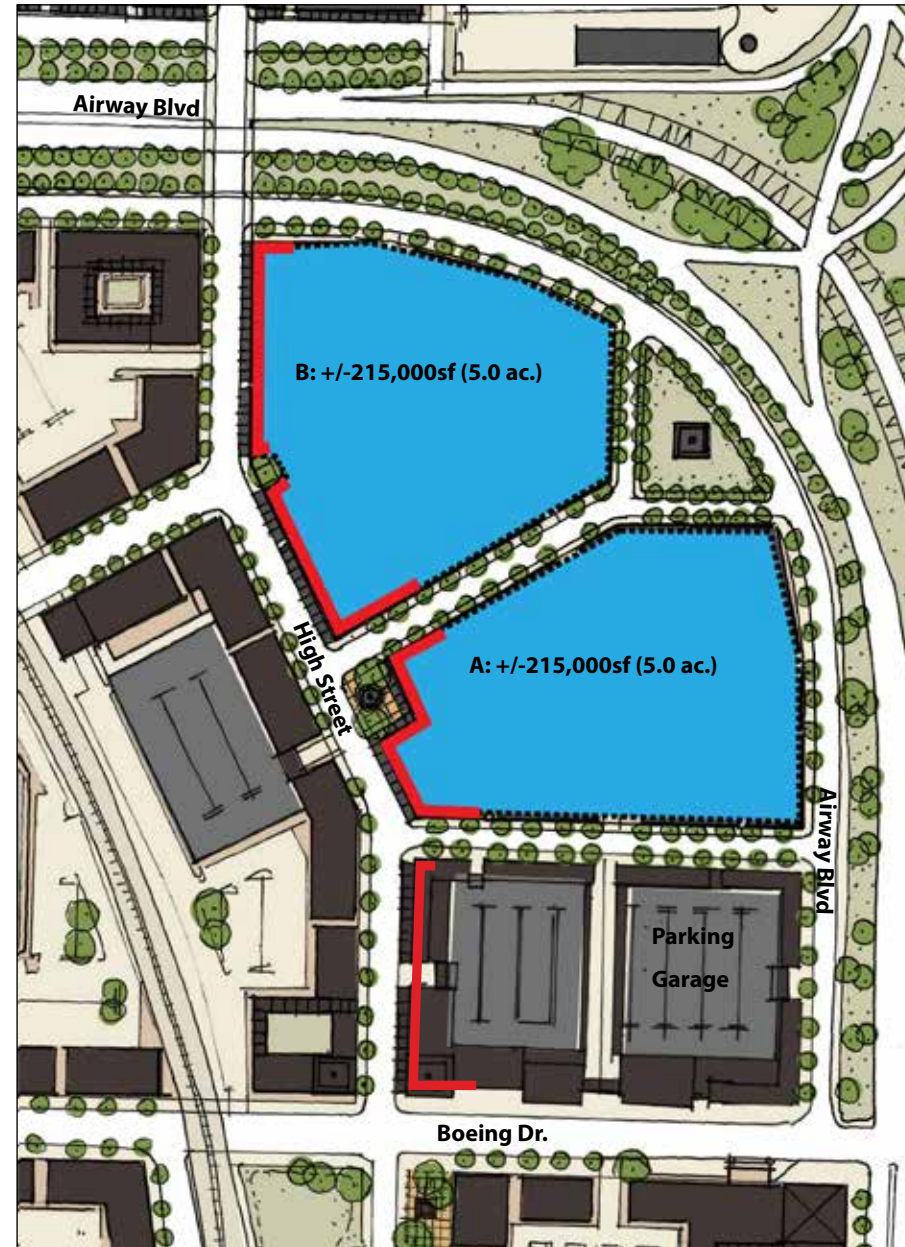


**Plaza on High Street**  
 There are two plazas identified along the proposed “High Street”. This is a view to the northwest of the plaza in the heart of the retail/restaurant/entertainment area. The plaza can be programmed for events or can serve outdoor dining. Upper story uses may be office or accommodations.

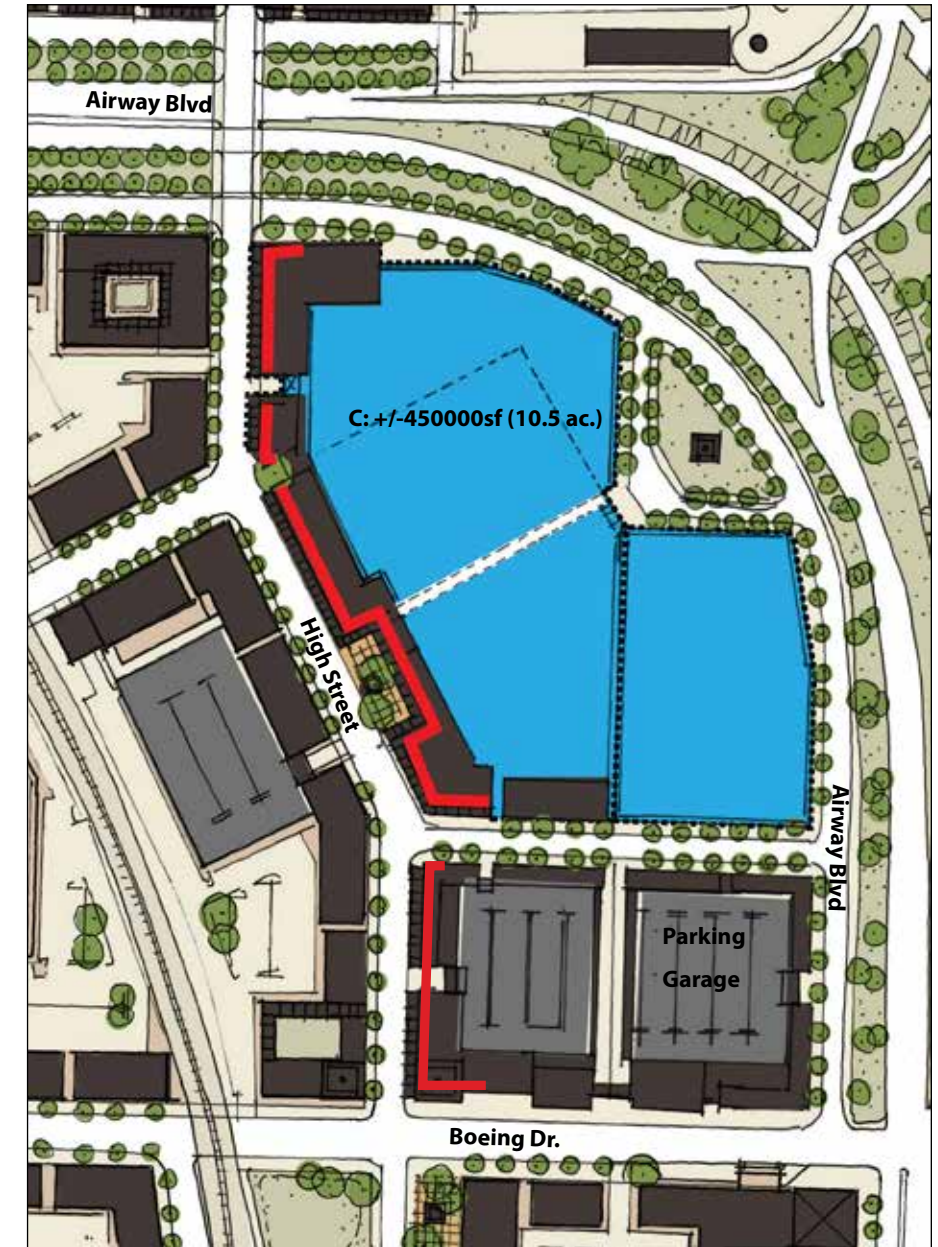
**Convention Center Options:** There are several options for locating a convention center on the property. Each will depend on existing leases, the specific needs of the facility, and phasing opportunities. The blue area shows the potential areas, the red lines show where a retail ground story is required. All block faces will require an active interface with the adjacent street.



**Block Structure:** SmartCode provides flexibility in use while ensuring a walkable, street-oriented pedestrian interface. A flexible block structure is defined by walkable streets and street-oriented buildings. Parking is provided on-street with additional lots concealed within the blocks. Within this block structure, three convention center options are proposed. As building uses intensify, surface lots can become garages wrapped with buildings.



**Options A & B:** The block-sized convention center parcel, with approximately 215,000 sf footprint, has good visibility from the north across the green and from Airport Blvd. Block 'A' has proximity to a possible parking structure within the block to the south, concealed by street oriented buildings. It can utilize the plaza along High Street for the convention center interface. The Block 'A' option is illustrated on the following page.



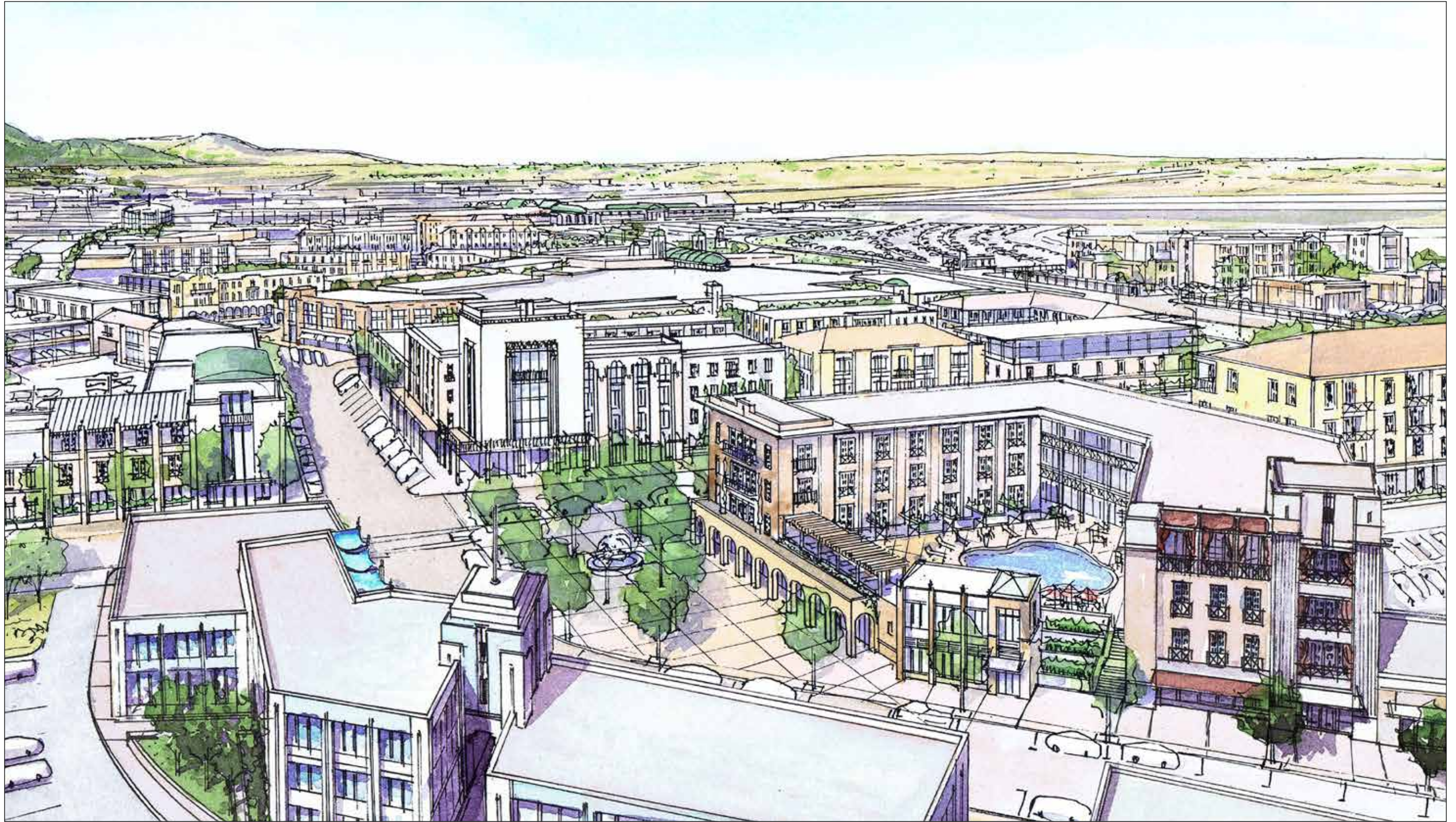
**Option C:** Consolidates two blocks to form a single 450,000 sf block for a large convention center. The challenge is that it reduces walkability through and creates several hundred feet of block faces that must have an active use facing the street. This option demonstrates the most ambitious option, but would require exceptions within the SmartCode. The block to the south has a wrapped parking deck to provide parking.





**Convention Center on the Green**

This illustration of convention center option 'A' shows the north face of the block from the green. The two tower elements enhance visibility. The bronze domes of the tower and the arched ceiling of the main foyer relate to the tarnished bronze domes of the airport terminal.



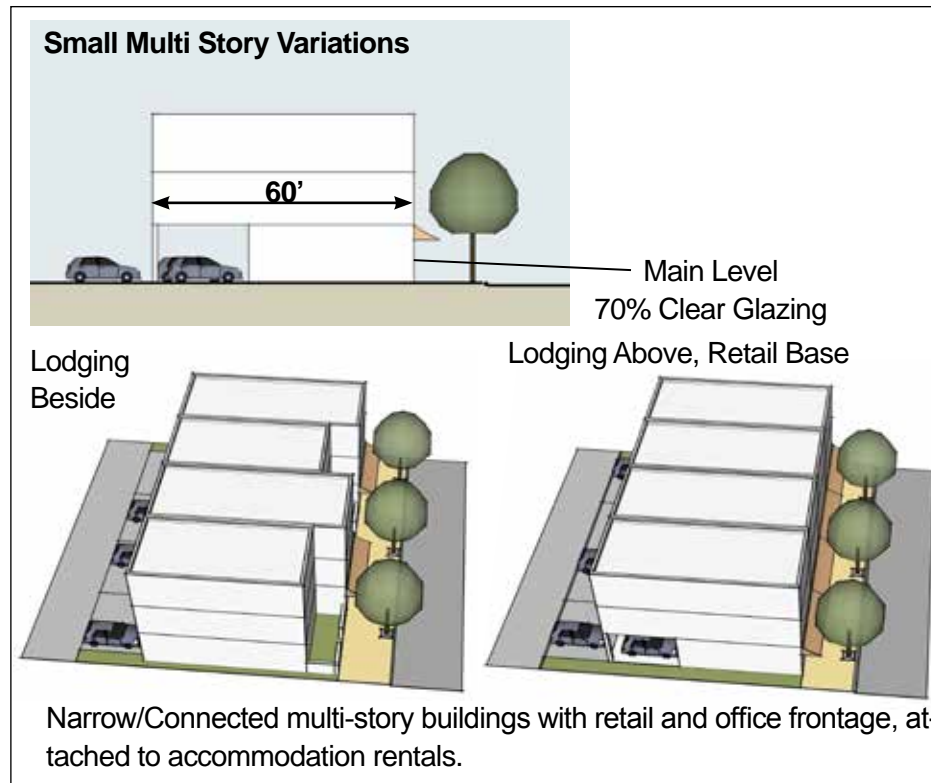
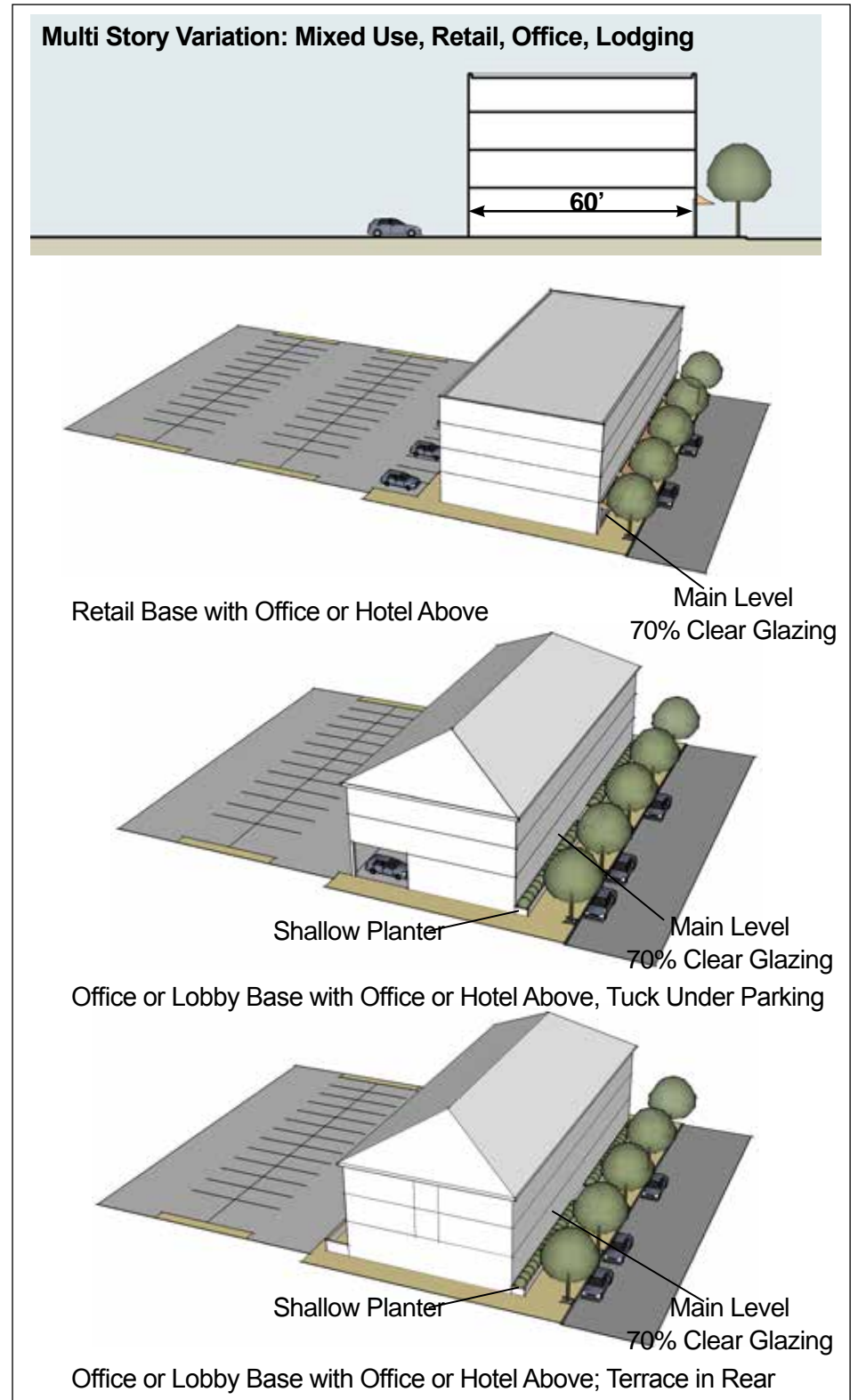
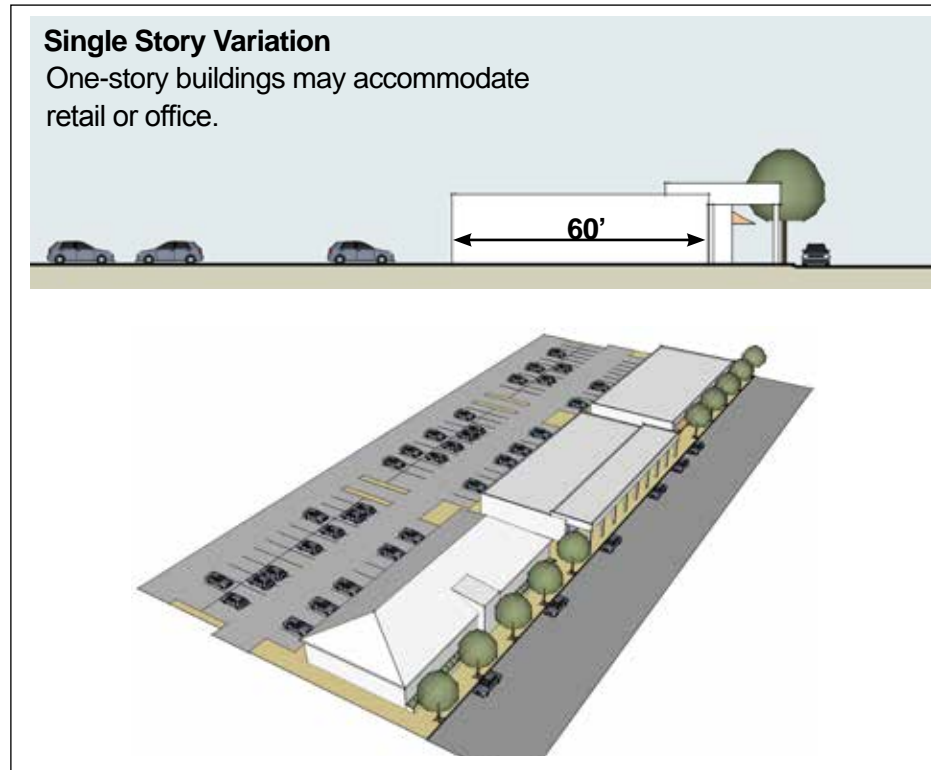
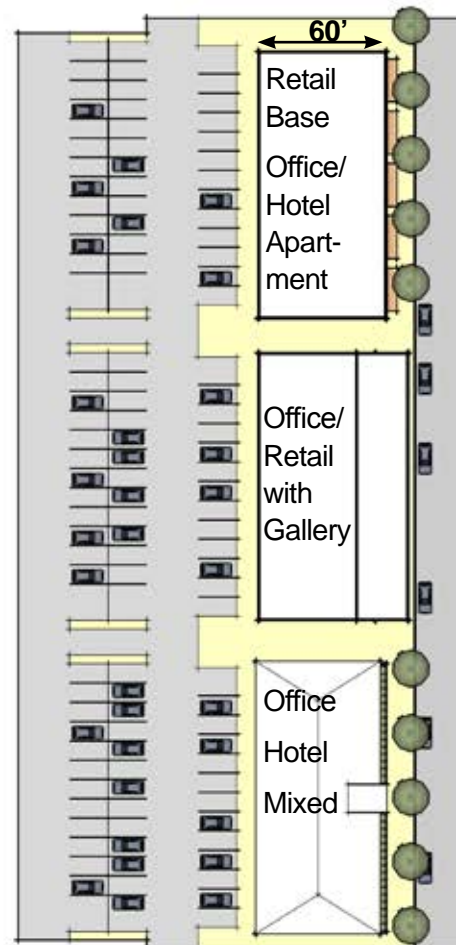
**A: MULTI-USE BUILDING WITH SHARED PARKING**



**Description:** The SmartCode allows a wide variety of land uses while maintaining basic regulations for building form. Typically, buildings must be built close to the sidewalk, with the primary entry facing the sidewalk and parking lots located in the rear.

The mixed-use building demonstrates the wide variety of uses possible on a generic 60' depth building floorplate within the SD3 Airport T5.1 & SD4 Airport T5.2 transect zones. Buildings are 1-6 stories and typically share parking within the block, allowing for customer and guest parking on-street. Parking garages may also be located within blocks.

**Transect Zones:** SD3 Airport T5.1, SD4 Airport T5.2

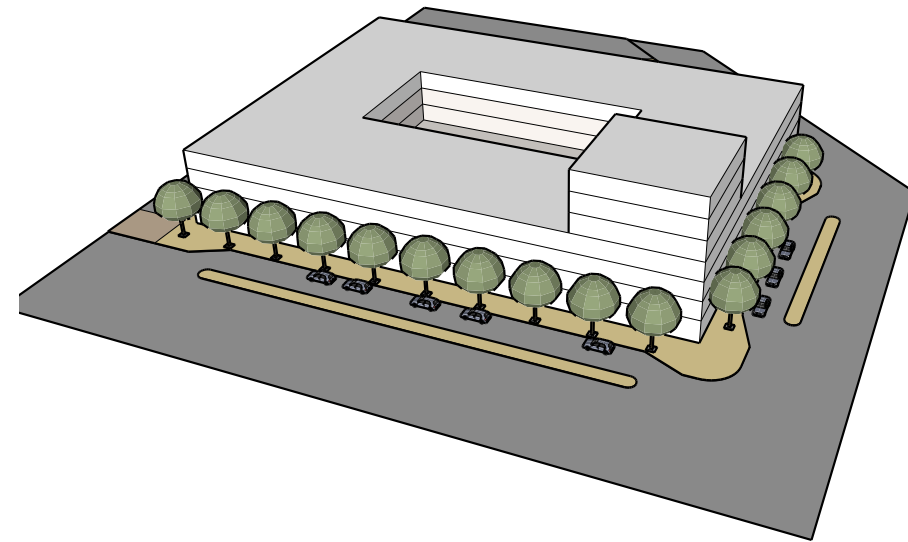


**B: CLASS 'A' OFFICE**



**Description:** Class 'A' office space is intended to attract large corporate tenants seeking 20,000 sf plus floorplate office space. Buildings may be located in prominent places for high visibility but are always street-oriented. Buildings may be 1-6 stories, and typically have a common grand entry. Guest parking is generally provided on-street with employee parking in structures or within blocks.

**Transect Zones:** SD3 Airport T5.1, SD4 Airport T5.2

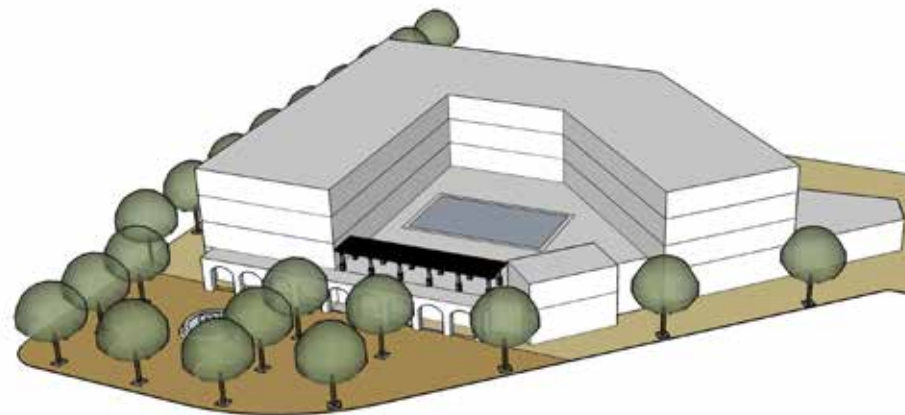


**C: COURTYARD HOTEL**



**Description:** While the multi-use building can accommodate many hotels, the larger courtyard hotel model has great applicability within the plan. Unlike Current examples with a central building set at the center of the lot surrounded by parking stalls, the urban courtyard hotel, as regulated by the SmartCode must form the edge of the block with guest parking in the center of the block, and other buildings at the block edge. The hotel is built up to the street with the port cochere defined as a "forecourt" frontage and on-street parking for commercial uses.

**Transect Zones:** SD3 Airport T5.1, SD4 Airport T5.2



**D: INDUSTRIAL/ AIRPORT USES**



**Description:** Typical industrial buildings along "B" streets with an emphasis on industrial traffic and access. Large floorplates may interface with office and showrooms along "A" streets. Office and showrooms may also be integrated with SD3 Airport T5.1 and SD4 Airport T5.2 zones.

**Transect Zones:** SD4 Airport T5.2, SD5 ST

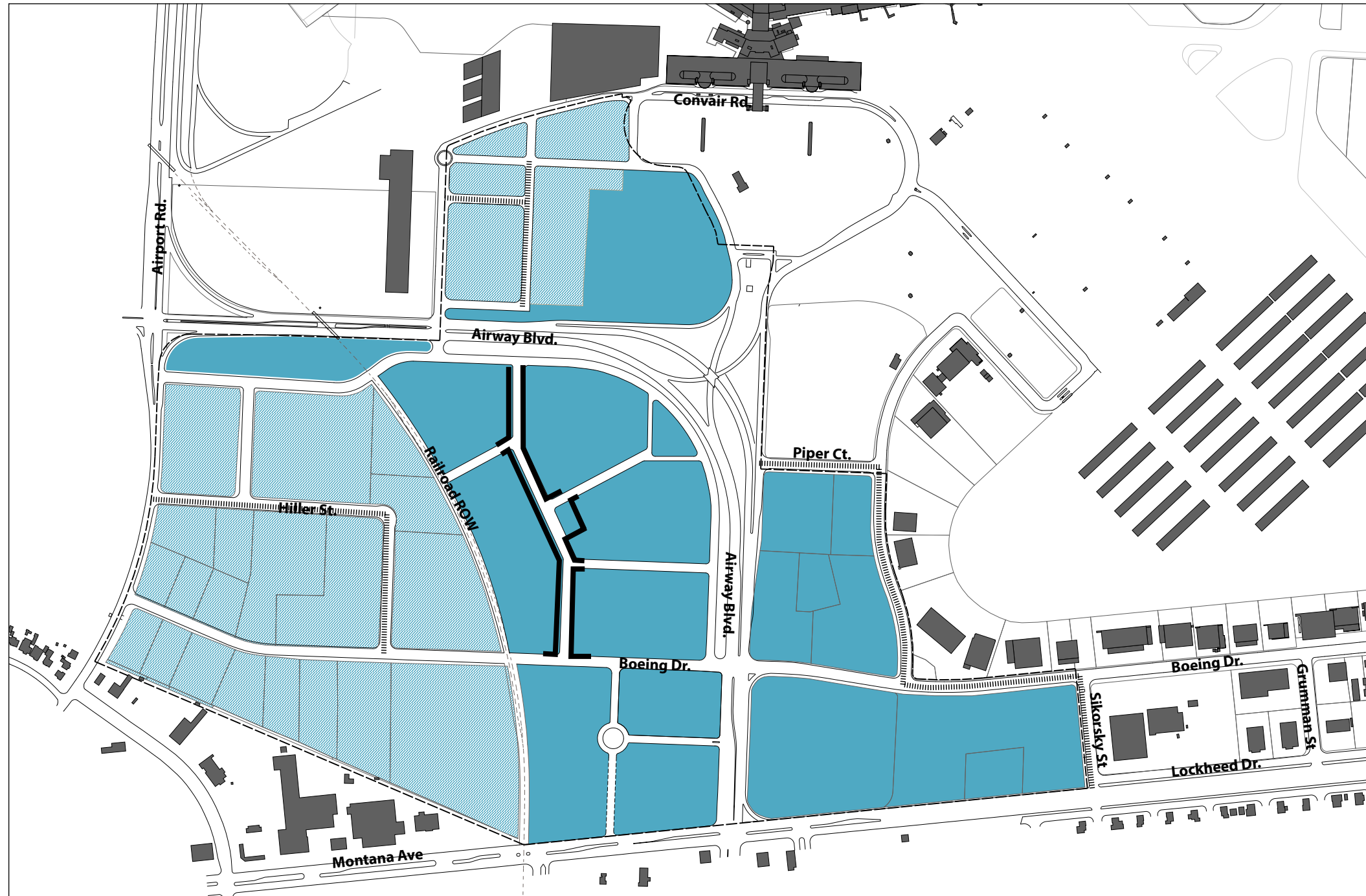
**E: CIVIC BUILDINGS**



**Description:** Public oriented civic and institutional buildings are possible throughout the plan and should be located at prominent, highly visible sites, preferably anchoring a public space such as a square or a plaza.

**Transect Zones:** SD3 - SD5



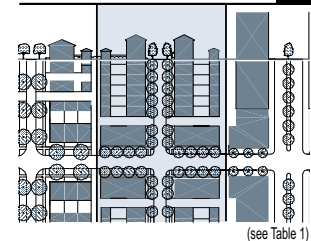


- SD3 AIRPORT T5.1
- SD4 AIRPORT T5.2
- ADJUSTED PEDESTRIAN SHED
- REQUIRED SHOPFRONT
- B-GRID

**Regulating Plan**  
 The SmartCode regulating plan establishes zoning entitlements for the parcels. A summary of the special districts is included in this plan, however it is only for reference. Entitlements and standards are regulated by the Title 21 application and are included in the Master Plan for reference only.

T5

TABLE 15D. FORM-BASED CODE GRAPHICS - T5



**BUILDING FUNCTION** (see Table 10 & Table 12)

|                |          |
|----------------|----------|
| a. Residential | open use |
| b. Lodging     | open use |
| c. Office      | open use |
| d. Retail      | open use |

**BUILDING CONFIGURATION** (see Table 8)

|                       |                       |
|-----------------------|-----------------------|
| a. Principal Building | 5 stories max, 2 min. |
| b. Outbuilding        | 2 stories max.        |

**LOT OCCUPATION**

|                 |                         |
|-----------------|-------------------------|
| a. Lot Width    | 18 ft. min 180 ft. max. |
| b. Lot Coverage | 90% max.                |

**BUILDING DISPOSITION** (see Table 9)

|              |               |
|--------------|---------------|
| a. Edgeyard  | not permitted |
| b. Sideyard  | permitted     |
| c. Rearyard  | permitted     |
| d. Courtyard | permitted     |

**SETBACKS - PRINCIPAL BUILDING**

|                      |                        |
|----------------------|------------------------|
| a. Front Setback (P) | 0 ft. min. 12 ft. max. |
| b. Front Setback (S) | 0 ft. min. 12 ft. max. |
| c. Side Setback      | 0 ft. min. 24 ft. max. |
| d. Rear Setback      | 0 ft. min.*            |

Frontage Buildout 80% min. at setback

**SETBACKS - OUTBUILDING**

|                  |                             |
|------------------|-----------------------------|
| a. Front Setback | 40 ft. max. from rear prop. |
| b. Side Setback  | 0 ft.                       |
| c. Rear Setback  | 3 ft. max.                  |

**PRIVATE FRONTAGES** (see Table 7)

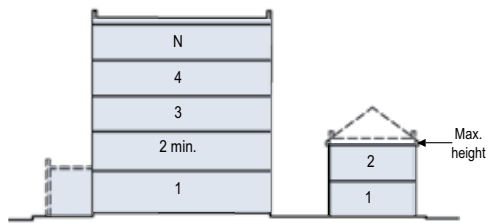
|                       |               |
|-----------------------|---------------|
| a. Common Law         | not permitted |
| b. Porch & Fence      | not permitted |
| c. Terrace or L.C.    | not permitted |
| d. Forecourt          | permitted     |
| e. Sloop              | permitted     |
| f. Shopfront & Awning | permitted     |
| g. Gallery            | permitted     |
| h. Arcade             | permitted     |

Refer to Summary Table 14  
**PARKING REQUIREMENTS**  
See Table 10 & Table 11

\* or 15 ft. from center line of alley  
Graphics are illustrative only. Refer to metrics for Setback and height information.  
"N" stands for any Stories above those shown, up to the maximum. Refer to metrics for exact minimums and maximums.

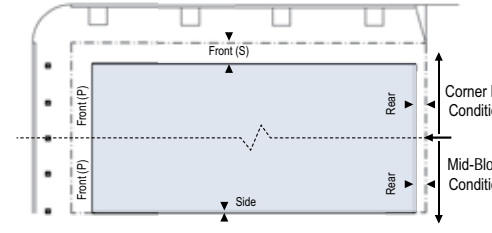
**BUILDING CONFIGURATION**

1. Building height shall be measured in number of Stories, excluding Attics and raised basements.
2. Stories may not exceed 14 feet in height from finished floor to finished ceiling, except for a first floor Commercial function which must be a minimum of 11 ft with no maximum.
3. Height shall be measured to the eave or roof deck as specified on Table 8.
4. Expression Lines shall be as shown on Table 8.



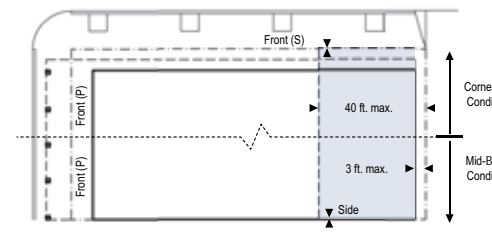
**SETBACKS - PRINCIPAL BLDG.**

1. The Facades and Elevations of Principal Buildings shall be distanced from the Lot lines as shown.
2. Facades shall be built along the Principal Frontage to the minimum specified width in the table.



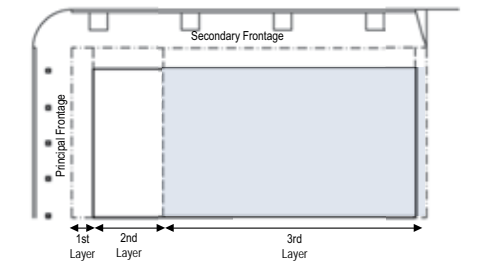
**SETBACKS - OUTBUILDING**

1. The Elevation of the Outbuilding shall be distanced from the Lot lines as shown.



**PARKING PLACEMENT**

1. Uncovered parking spaces may be provided within the 2nd and 3rd Layer as shown in the diagram (see Table 17d).
2. Covered parking shall be provided within the 3rd Layer as shown in the diagram (see Table 17d).
3. Trash containers shall be stored within the 3rd Layer.



SC73

TABLE 16: SPECIAL DISTRICT STANDARDS

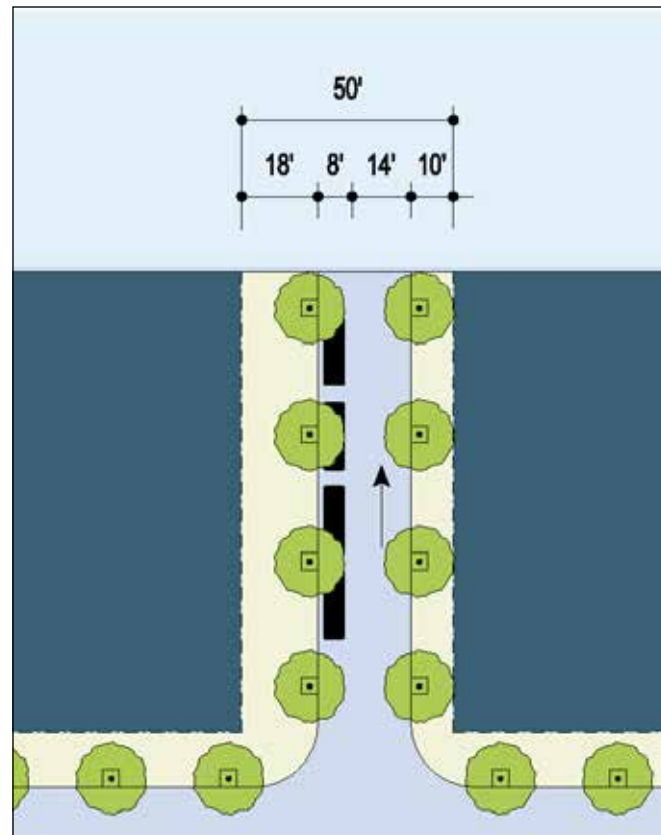
The metrics for each column of this table (SD1, SD2, etc.) are to be filled in for each Special District as they currently exist, or as they are permitted. More pages can be added. Special Districts that do not have provisions within this Code shall be governed by the standards of the pre-existing zoning.

|   | SD1 UTEP               | SD2 Hospital           | SD3 Airport T5.1       | SD4 Airport T5.2       | SD5 Airport ST              | SD6 MCA                  | SD7                   |
|---|------------------------|------------------------|------------------------|------------------------|-----------------------------|--------------------------|-----------------------|
| <b>3. ALLOCATION OF ZONES</b>           |                        |                        |                        |                        |                             |                          |                       |
| CLO                                     | NA                     | NA                     | NA                     | NA                     | NA                          | NA                       | NA                    |
| TND                                     | NA                     | NA                     | NA                     | NA                     | NA                          | NA                       | NA                    |
| TOD                                     | NA                     | NA                     | NA                     | NA                     | NA                          | NA                       | NA                    |
| ARD                                     | NA                     | NA                     | 80% max.               | 50% max.               | NA                          | NA                       | NA                    |
| ADD                                     | NA                     | NA                     | NA                     | 60% max.               | 60% max.                    | NA                       | NA                    |
| <b>3. BASE RESIDENTIAL DENSITY</b>      |                        |                        |                        |                        |                             |                          |                       |
| By Right                                | 24                     | 24                     | NA                     | NA                     | NA                          | 18                       | NA                    |
| Other Functions                         | 30-70%                 | 30-70%                 | NA                     | NA                     | NA                          | NA                       | NA                    |
| <b>3. BLOCK SIZE</b>                    |                        |                        |                        |                        |                             |                          |                       |
| Block Perimeter                         | 3000 ft. max.*         | 3000 ft. max.*         | 3400 ft. max.*         | 3000 ft. max.*         | 4000 ft. max.*              | 3000 ft. max.*           | NA                    |
| <b>4. THROUGHFARES</b>                  |                        |                        |                        |                        |                             |                          |                       |
| HW                                      | not permitted          | not permitted          | not permitted          | not permitted          | not permitted               | not permitted            | not permitted         |
| BV                                      | permitted              | not permitted          | permitted              | permitted              | permitted                   | permitted                | permitted             |
| AV                                      | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| CS                                      | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| DR                                      | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| ST                                      | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| RD                                      | not permitted          | not permitted          | not permitted          | not permitted          | not permitted               | not permitted            | not permitted         |
| Rear Lane                               | not permitted          | not permitted          | not permitted          | not permitted          | not permitted               | not permitted            | not permitted         |
| Rear Alley                              | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| Path                                    | permitted              | permitted              | not permitted          | not permitted          | not permitted               | permitted                | permitted             |
| Passage                                 | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| Bicycle Trail                           | permitted              | not permitted          | not permitted          | not permitted          | not permitted               | not permitted            | not permitted         |
| Bicycle Lane                            | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| Bicycle Route                           | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| <b>4. CIVIC SPACES</b>                  |                        |                        |                        |                        |                             |                          |                       |
| Park                                    | permitted              | permitted              | permitted              | permitted              | permitted                   | not permitted            | permitted             |
| Green                                   | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| Square                                  | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| Plaza                                   | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| Playground                              | permitted              | permitted              | NA                     | NA                     | NA                          | permitted                | permitted             |
| <b>5. LOT OCCUPATION</b>                |                        |                        |                        |                        |                             |                          |                       |
| Lot Width                               | NA                     | NA                     | NA                     | NA                     | NA                          | 18 ft. min. 700 ft. max. | NA                    |
| Lot Coverage                            | NA                     | NA                     | 80% max.               | 90% max.               | 90% max.                    | 90% max.                 | NA                    |
| <b>5. SETBACKS - PRINCIPAL BUILDING</b> |                        |                        |                        |                        |                             |                          |                       |
| Front Setback                           | 0 ft. min. 30 ft. max. | 0 ft. min. 30 ft. max. | 0 ft. min. 12 ft. max. | 0 ft. min. 12 ft. max. | 0 ft. min. or 25 ft. max.** | 0 ft. min. 8 ft. max.    | 0 ft. min. 8 ft. max. |
| Side Setback                            | 0 ft. min.             | 0 ft. min.             | 0 ft. min. 24 ft. max. | 0 ft. min. 24 ft. max. | 0 ft. min. or 15 ft. max.** | 0 ft. min. 0             | 0 ft. min. 0          |
| Rear Setback                            | 0 ft. min.             | 0 ft. min.             | 0 ft. min.             | 0 ft. min.             | 0 ft. min. or 20 ft. min.** | 0 ft. min.               | 0 ft. min.            |
| <b>5. BUILDING DISPOSITION</b>          |                        |                        |                        |                        |                             |                          |                       |
| Edgeyard                                | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| Sidyard                                 | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| Rearyard                                | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| <b>6. PRIVATE FRONTAGES</b>             |                        |                        |                        |                        |                             |                          |                       |
| Common Yard                             | permitted              | not permitted          | permitted              | not permitted          | permitted                   | permitted                | permitted             |
| Porch & Fence                           | not permitted          | not permitted          | permitted              | not permitted          | not permitted               | not permitted            | not permitted         |
| Terrace or L.C.                         | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| Forecourt                               | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| Sloop                                   | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| Shopfront                               | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| Gallery                                 | permitted              | permitted              | permitted              | permitted              | permitted                   | permitted                | permitted             |
| Arcade                                  | permitted              | permitted              | permitted              | permitted              | not permitted               | permitted                | permitted             |
| Parking Lot                             | permitted              | permitted              | not permitted          | not permitted          | permitted                   | not permitted            | not permitted         |
| <b>6. BUILDING CONFIGURATION</b>        |                        |                        |                        |                        |                             |                          |                       |
| Principal Building                      | 5 Stories max.         | 5 Stories max.         | 5 Stories max.**       | 5 Stories max.**       | 3 Stories max.**            | NA                       | NA                    |
| Outbuilding                             | NA                     | NA                     | 3 Stories max.**       | 3 Stories max.**       | 2 Stories max.**            | NA                       | NA                    |
| <b>6. BUILDING FUNCTION</b>             |                        |                        |                        |                        |                             |                          |                       |
| Residential                             | open use               | open use               | not applicable         | not applicable         | not applicable              | open use                 | open use              |
| Lodging                                 | open use               | open use               | open use****           | not applicable         | not applicable              | open use                 | open use              |
| Office                                  | open use               | open use               | open use               | open use               | open use                    | open use                 | open use              |
| Retail                                  | open use               | open use               | open use               | open use               | open use                    | open use                 | open use              |
| Industrial                              | not applicable         | not applicable         | not applicable         | open use               | open use                    | open use                 | open use              |

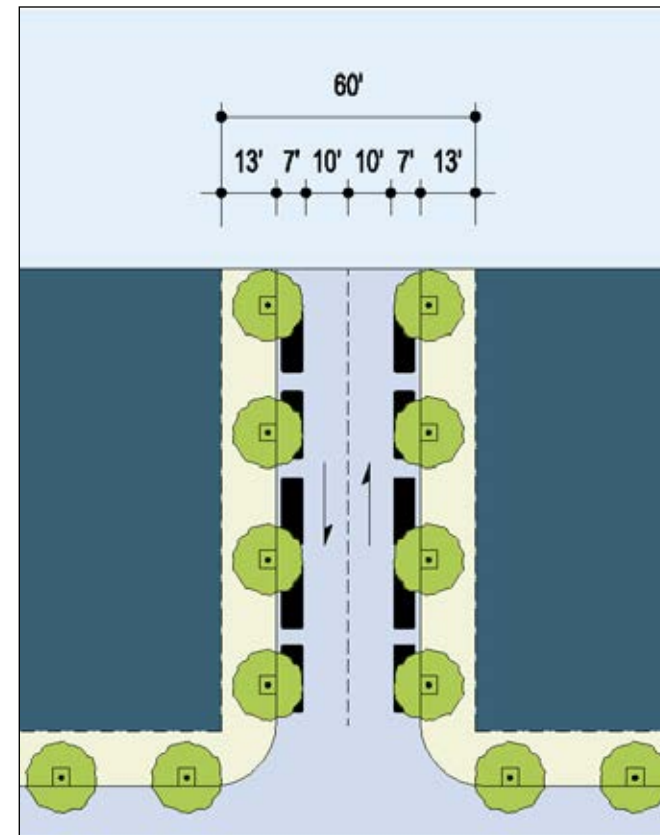
\* A Path or Passage may be used to determine Block size.  
\*\* The 5 ft. and 3 ft. setbacks are for A Streets and the larger setbacks are for B Streets.  
\*\*\* Building heights shall be limited to the height requirements established in Federal Aviation Regulations Part 77 or successor regulations for the Airport. Exclusions to this rule may be permitted by the Department of Aviation. SD6 shall be limited to 75 ft.  
\*\*\*\* Lodging in SD Airport T5.1 shall be limited to areas indicated on the Airport Master Plan.

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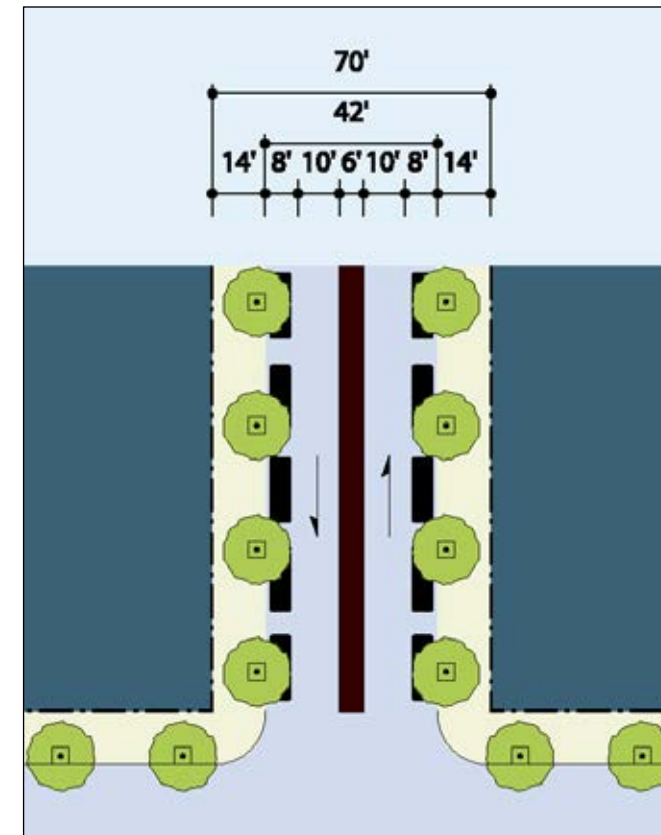
\* For Reference Only: Please Consult Title 21 for Complete Regulations.



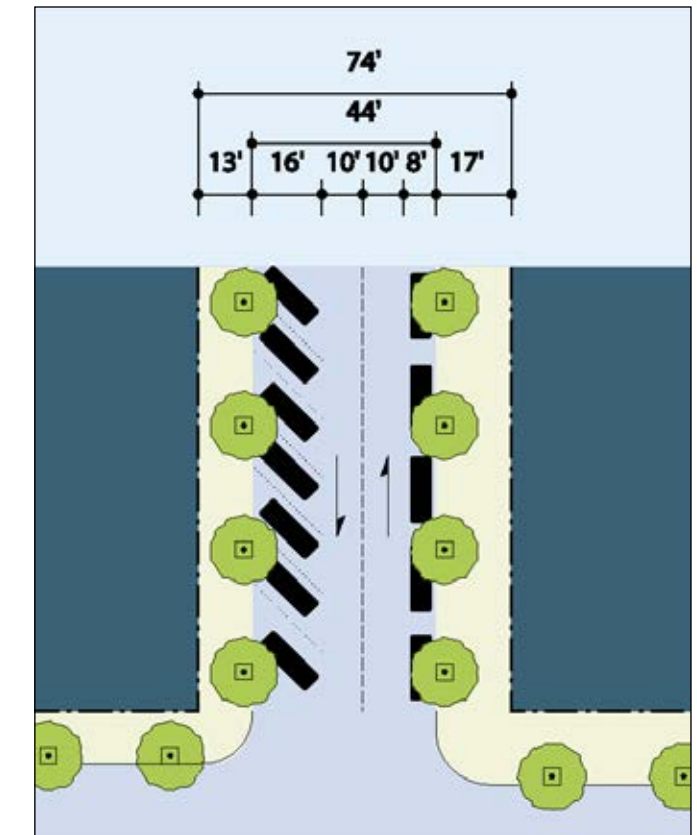
CS-50-22



CS-60-24



CS-70-42



CS-74-44

**Title 21 Thoroughfare Types:**  
 This plan update utilizes pre-approved thoroughfare types from Title 21 Table 4C. Thoroughfare Assemblies, shown above. Entitlements and standards are regulated by the Title 21 application and are included in the Master Plan for reference only.

\* For Reference Only: Please Consult Title 21 for Complete Regulations.

**MEMORANDUM**

**DATE:** June 5, 2018

**TO:** The Honorable Mayor and City Council  
Tommy Gonzalez, City Manager

**FROM:** Harrison Plourde, Senior Planner

**SUBJECT: PLCP18-00003**

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The City Plan Commission (CPC), on May 31, 2018 voted 6-0 to recommend **approval** of the amendment to the Southern Industrial Park Master Plan.

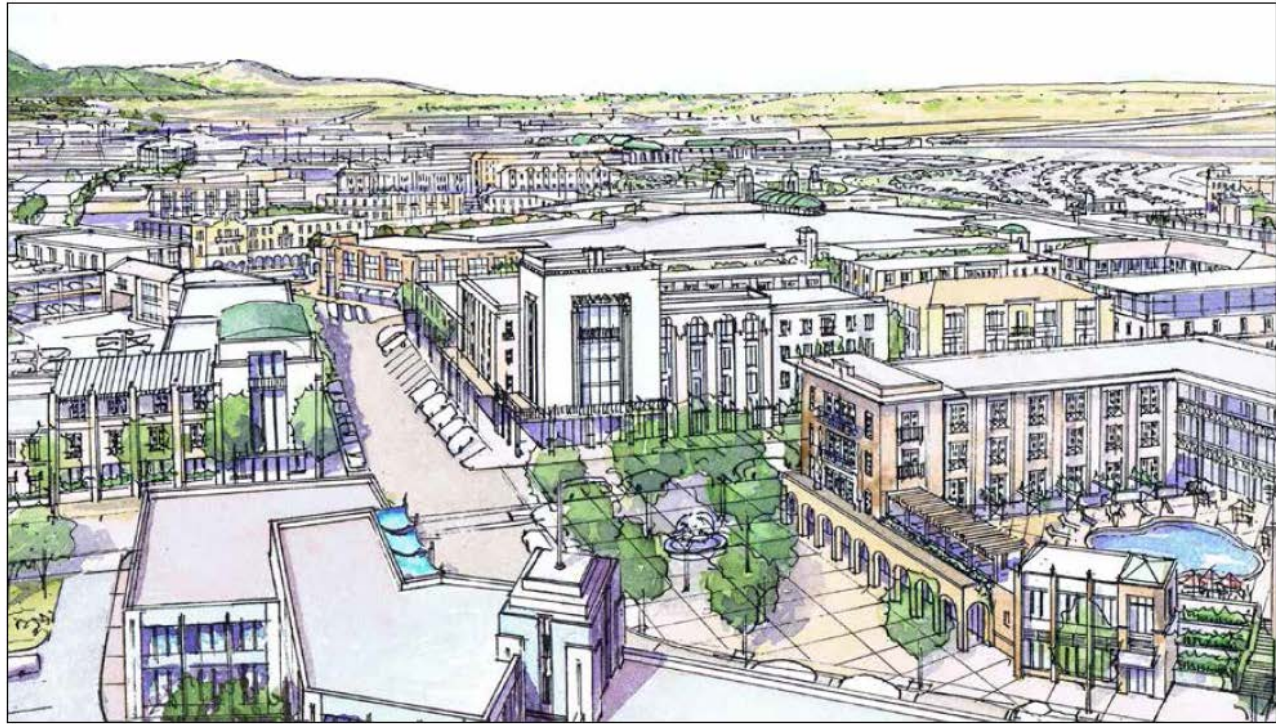
**Applicant:** El Paso International Airport

**Attachment:**  
Proposed Ordinance



**City of El Paso – City Plan Commission  
Ordinance amending the Southern Industrial Park  
Master Plan, a study area plan incorporated within  
“Plan El Paso”, to show a modification in the area  
under SmartCode and proposal to remove properties  
within the existing SmartCode zoning district**

- The Southern Industrial Park Master Plan was originally adopted as part of *Plan El Paso* in 2012, and subsequently incorporated into *Plan El Paso*.
- The Southern Industrial Park Master Plan provides policy recommendations guiding the future development of the study area, which is bounded by Convair Road to the north, Airport Road to the west, Montana Avenue to the south, and Hawkins Boulevard to the east.
- The current plan provides recommendations addressing certain aspects of development no longer projected or programmed for implementation. Foremost to this amendment request, Montana Avenue is envisioned to be transformed into a multi-modal avenue instead of a high capacity arterial. This presumption is not incorporated into any actual project or capital improvement plan out to even the furthest planning horizon. Without this public infrastructure investment, a smart growth-style district is not realistic.
- The proposed amendment modifies the master plan to remove certain properties from the plan. In light of the unanticipated change in infrastructure or present land use, this will align these properties with development standards that can facilitate growth or redevelopment in this area.
- The amendment request retains the existing vision for an airport district adjacent to and in near proximity to the airport terminal.
- The proposed amendment brings the Southern Industrial Park into alignment with present and expected land uses and will assist the Airport in generating commercial and aviation-serving businesses.



S O U T H E R N I N D U S T R I A L P A R K M A S T E R P L A N  
— A S M A R T C O D E D E V E L O P M E N T S T U D Y F O R A M I X E D U S E A I R P O R T C E N T E R —

EL PASO INTERNATIONAL AIRPORT  
AUGUST 2012  
ADJUSTMENTS – NOVEMBER 2013. MAY 2018

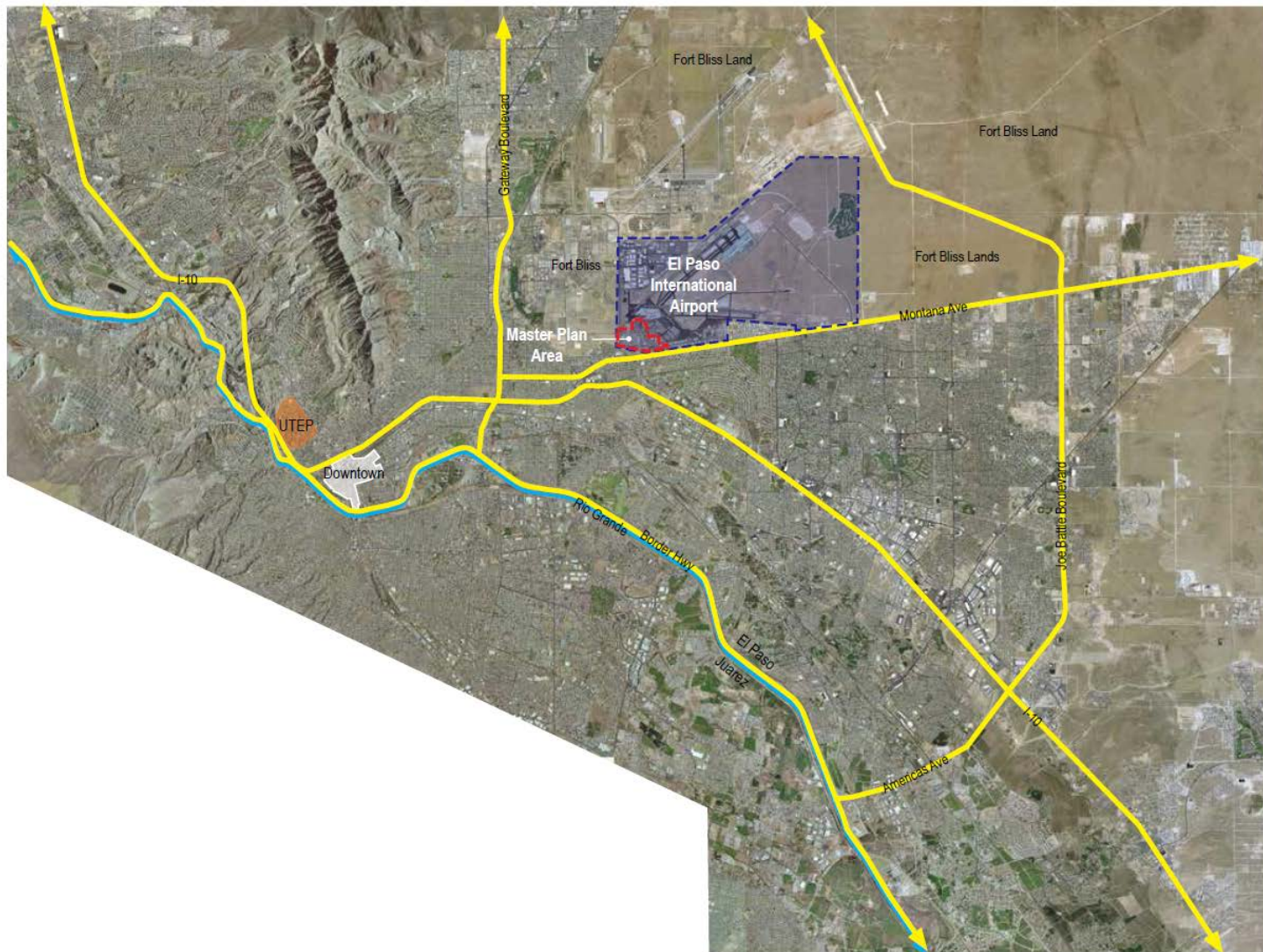


EL PASO  
INTERNATIONAL AIRPORT

*"Delivering Outstanding Services"*

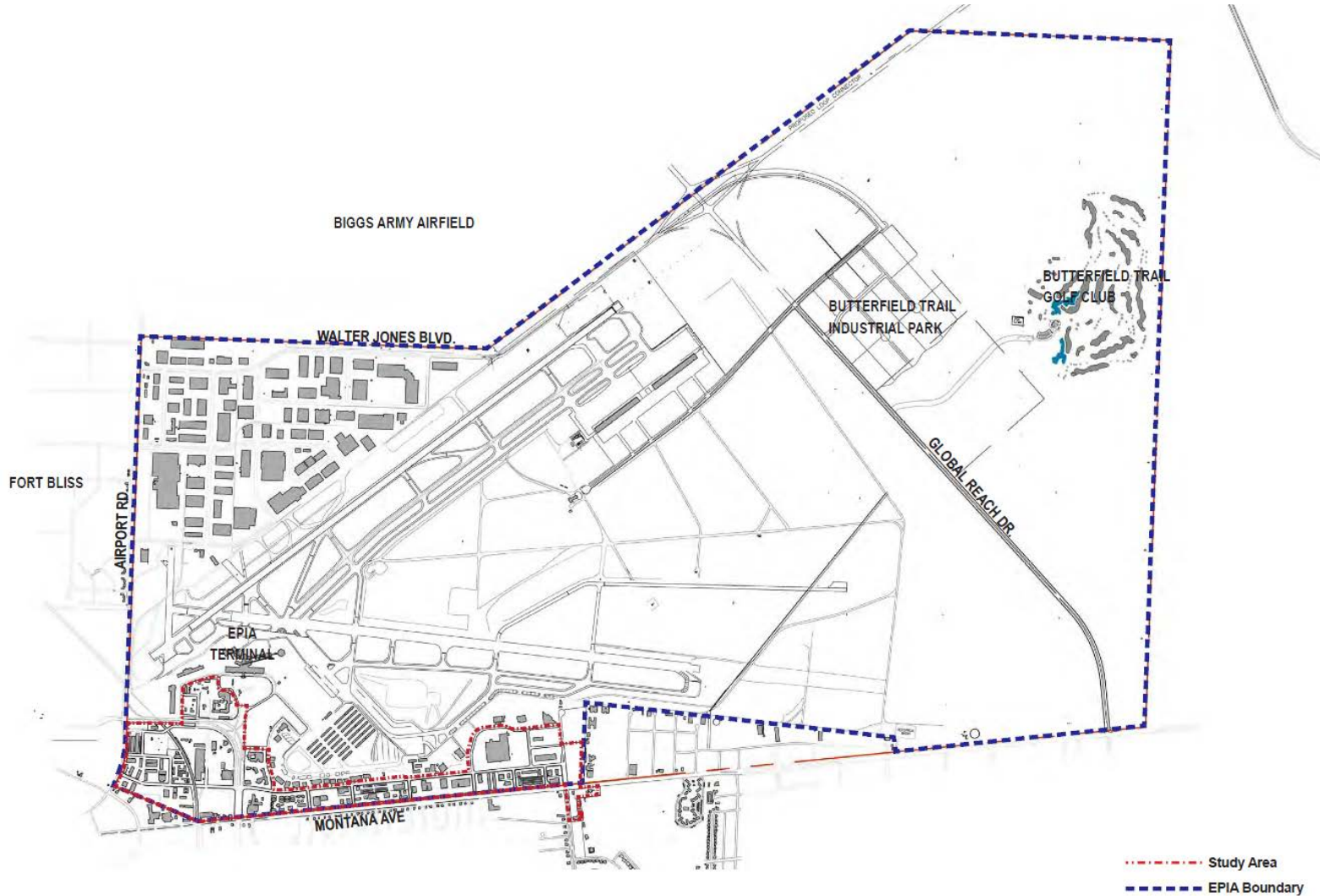


# Regional Context





# Existing Context Plan



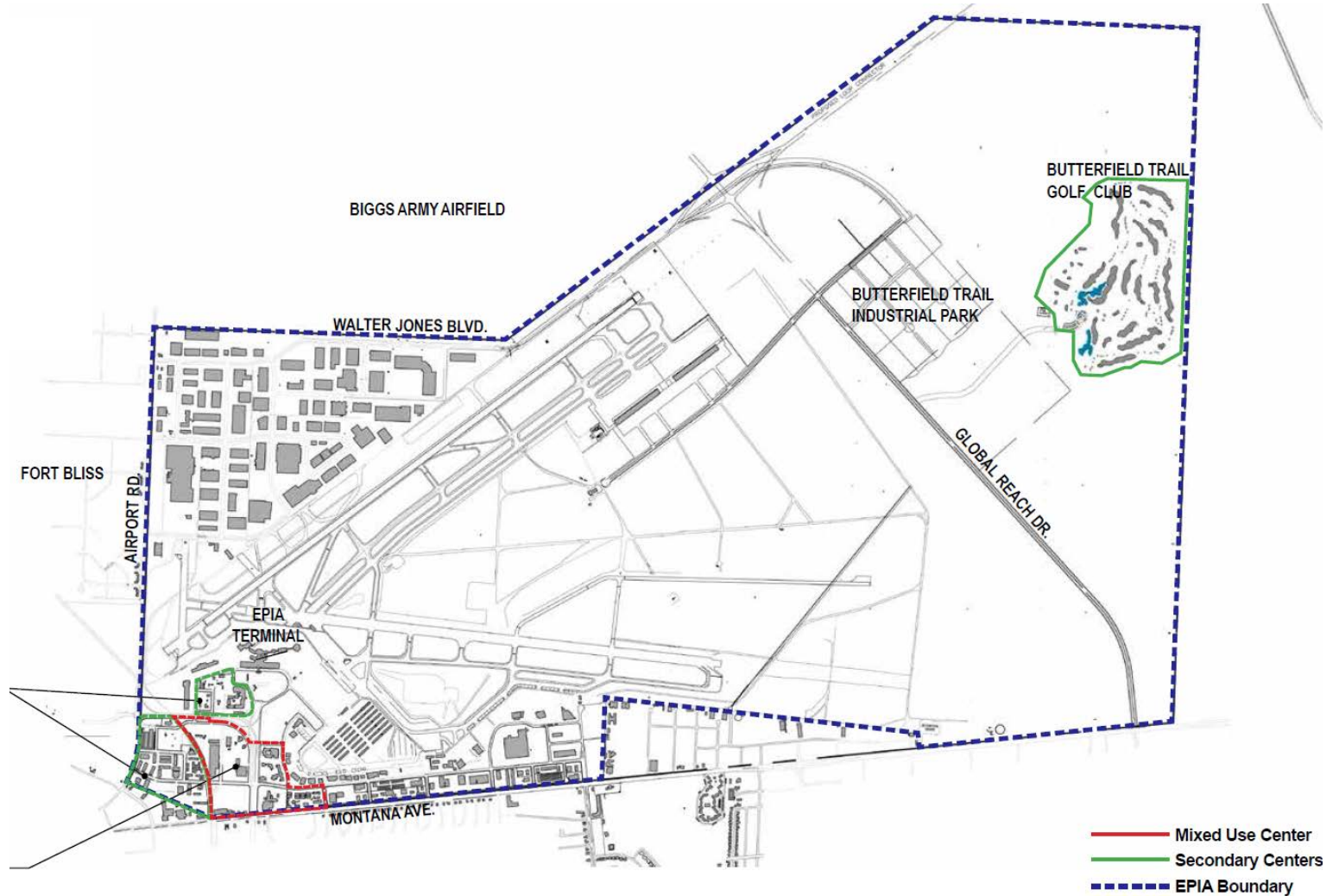
EL PASO  
INTERNATIONAL AIRPORT

*"Delivering Outstanding Services"*



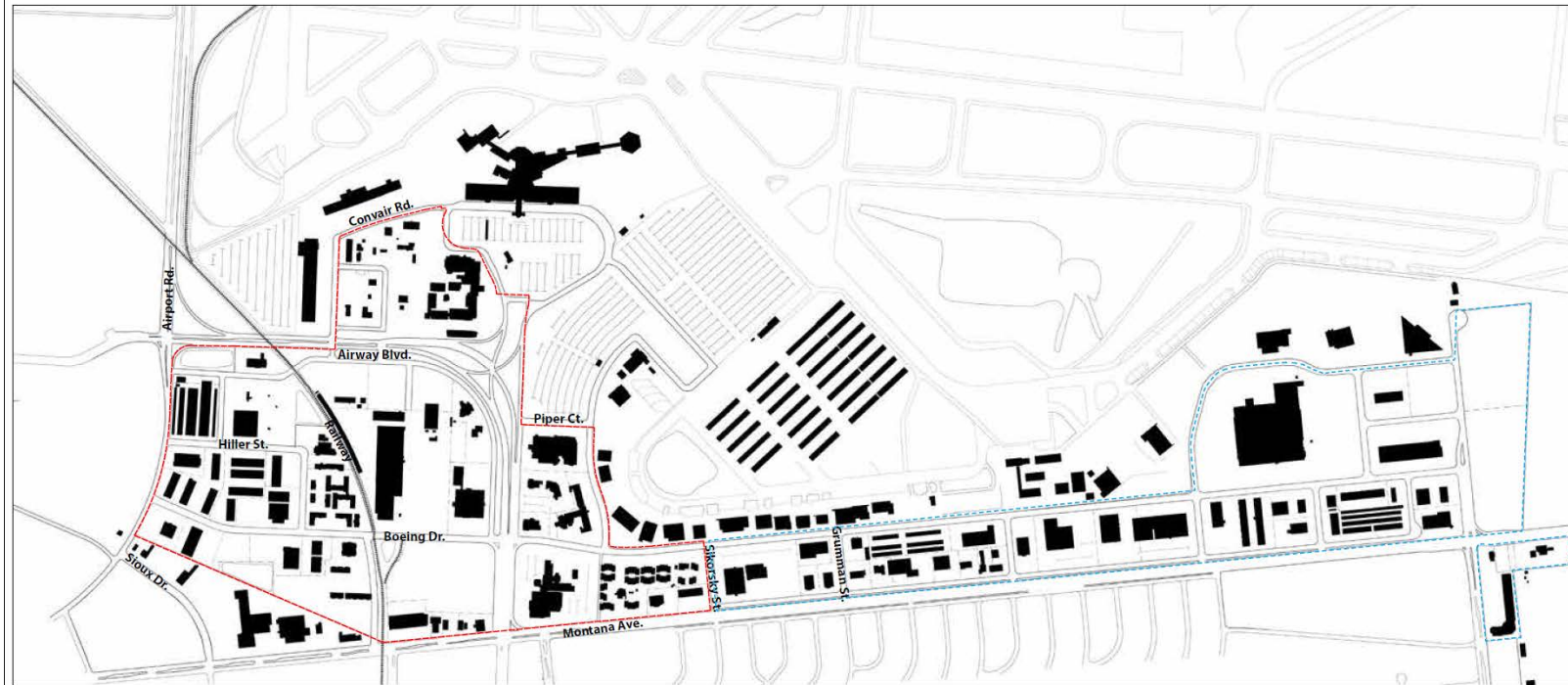


# Amended Context Plan





# Amended Planning Area



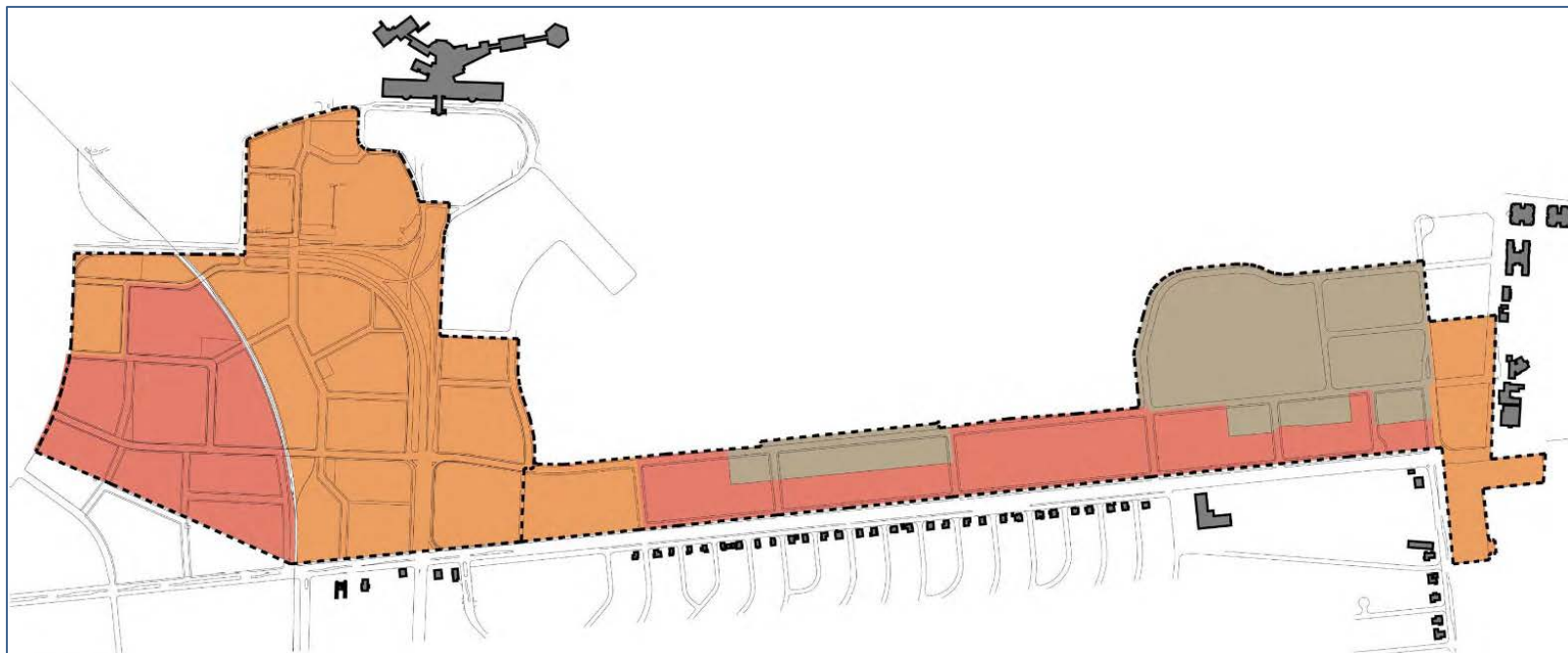





# Amended Planning Area Conditions





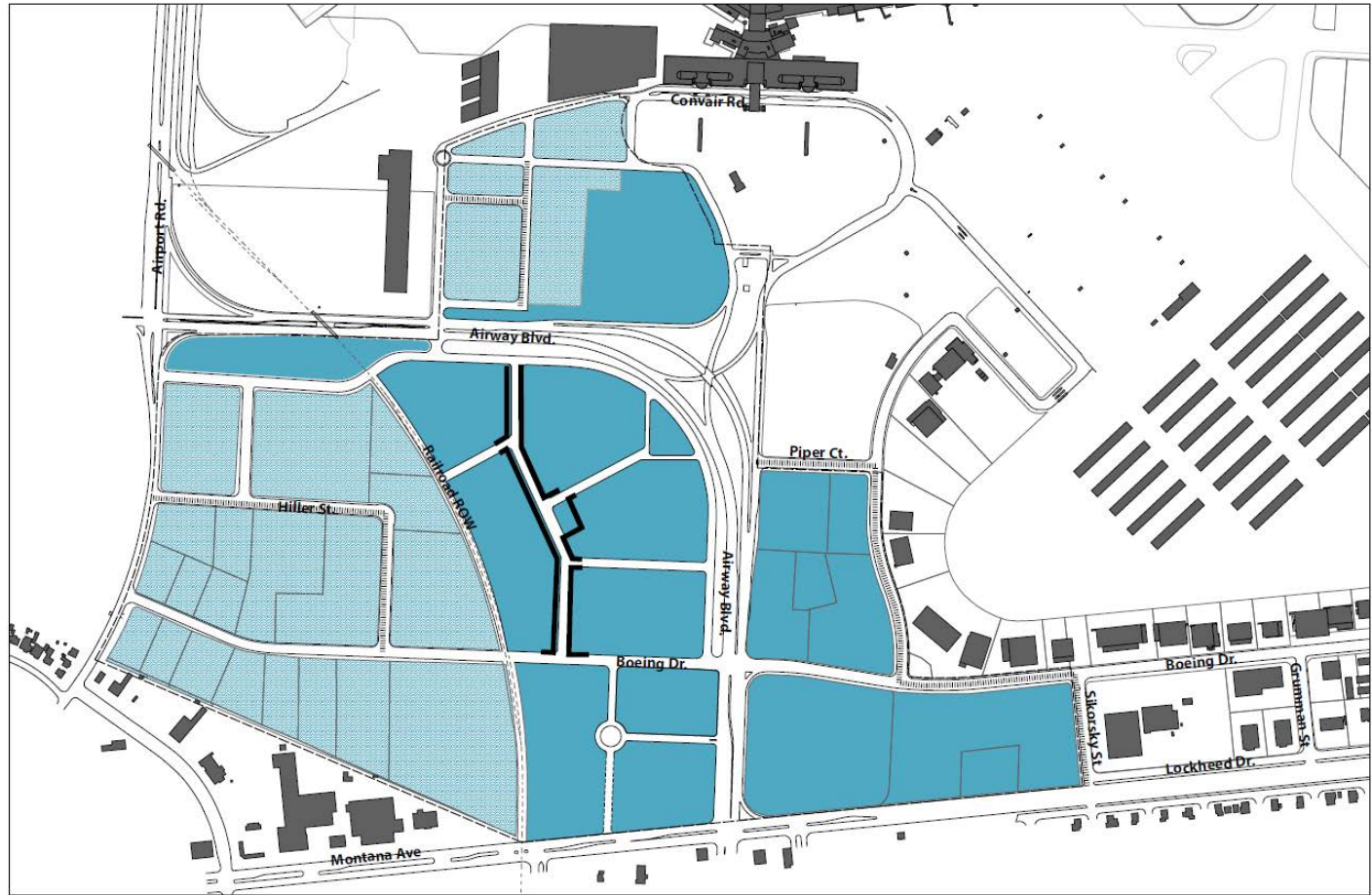
# Existing Regulating Plan








-  SD3 - Airport T5.1
-  SD4 - Airport T5.2
-  SD5 - Airport ST



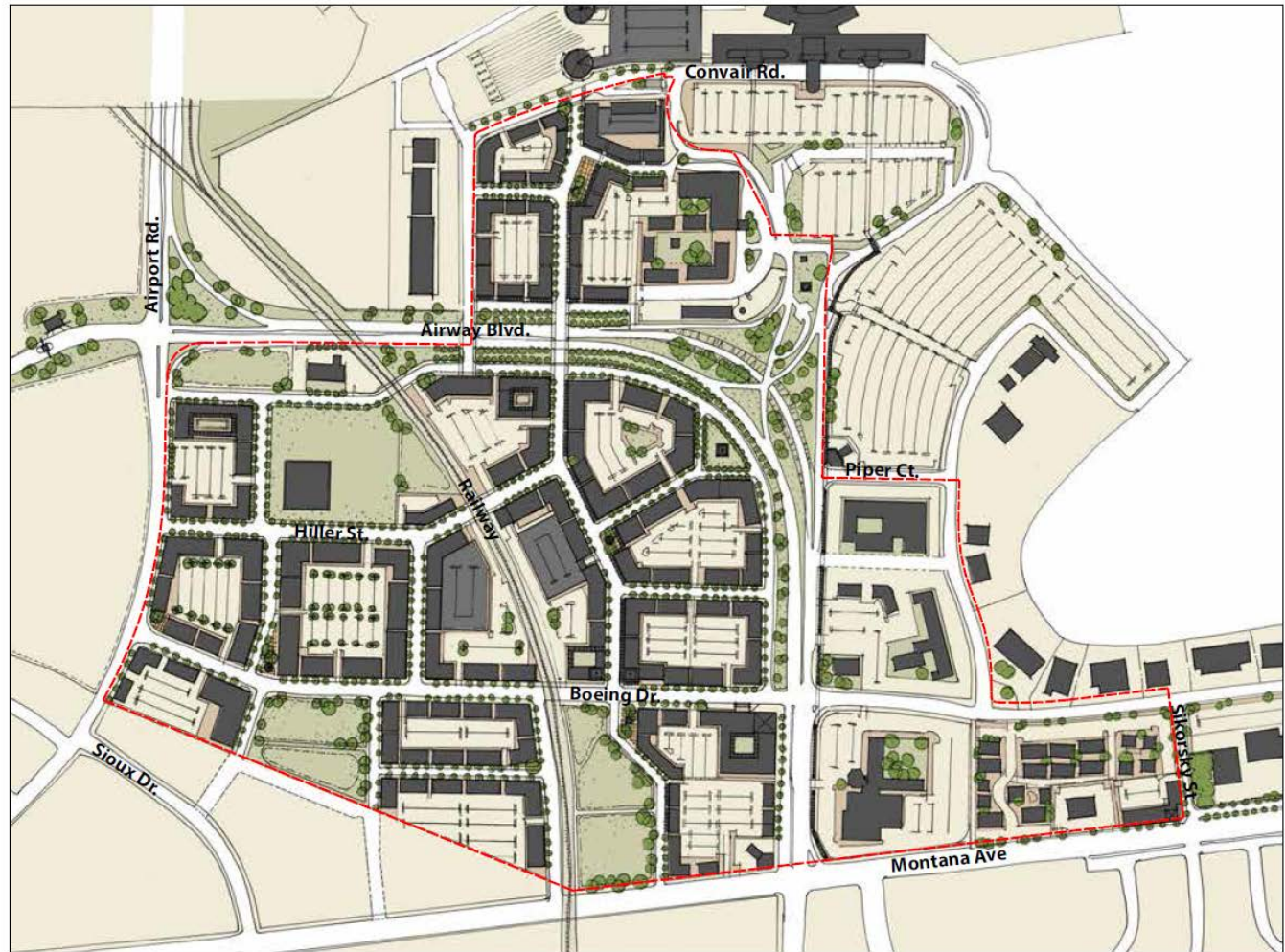
# Amended Regulating Plan

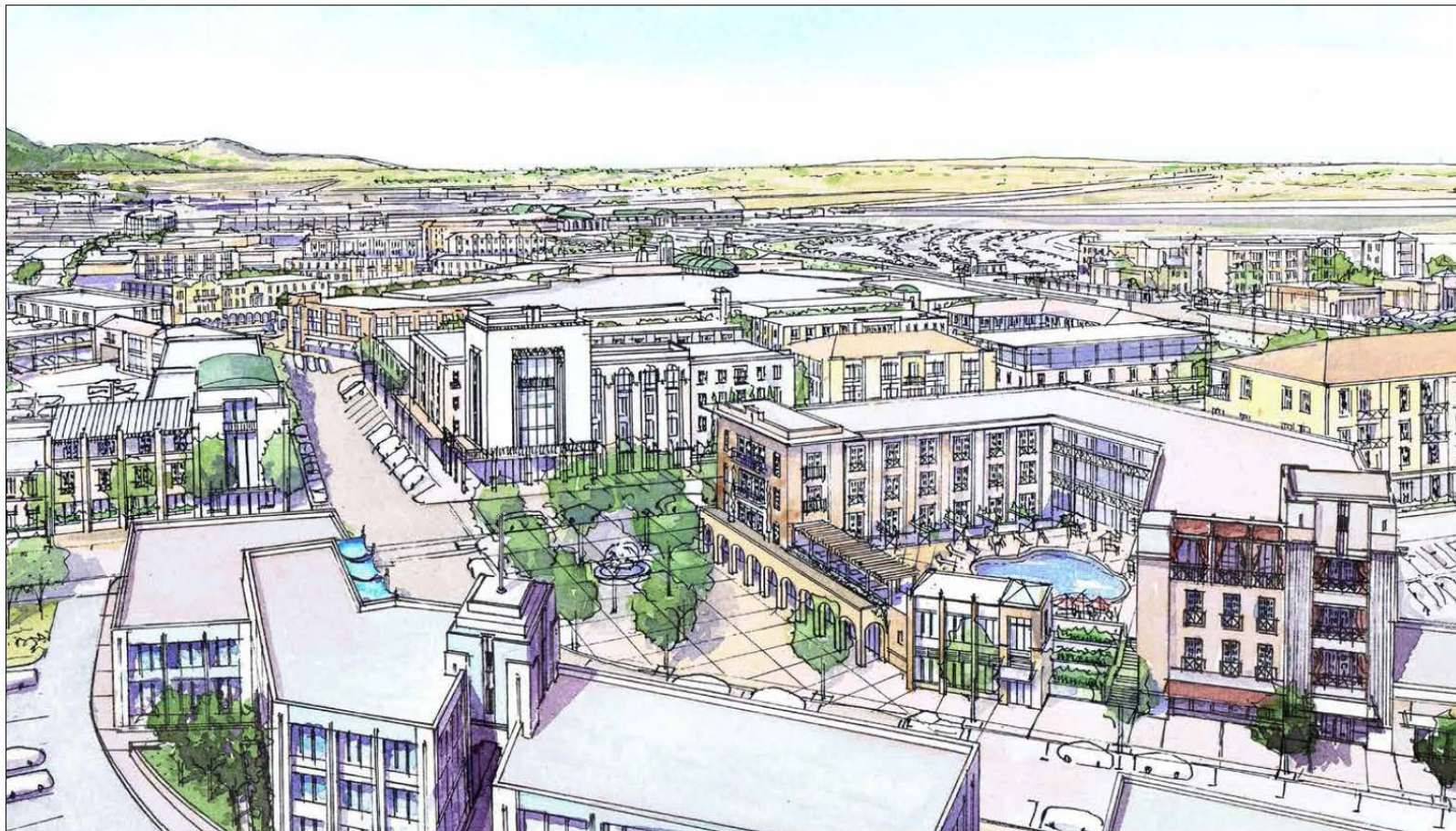


-  SD3 AIRPORT T5.1
-  SD4 AIRPORT T5.2
-  ADJUSTED PEDESTRIAN SHED
-  REQUIRED SHOPFRONT
-  B-GRID



# Amended Illustrative Plane





EL PASO  
INTERNATIONAL AIRPORT

*"Delivering Outstanding Services"*