



CITY OF
EL PASO

2019

EASTSIDE Growth Management Plan



ACKNOWLEDGMENTS

Eastside Growth Management Plan
Facility Inventory and Assessment

The City of El Paso retained Stantec Consulting Services Inc. to prepare the Eastside Master Plan. Throughout the plan preparation process, our team benefited from the support of City staff and members of the community. Participants listed below are greatly appreciated, as are the residents of El Paso that attended any one of the public workshops and provided valuable input into the planning process.

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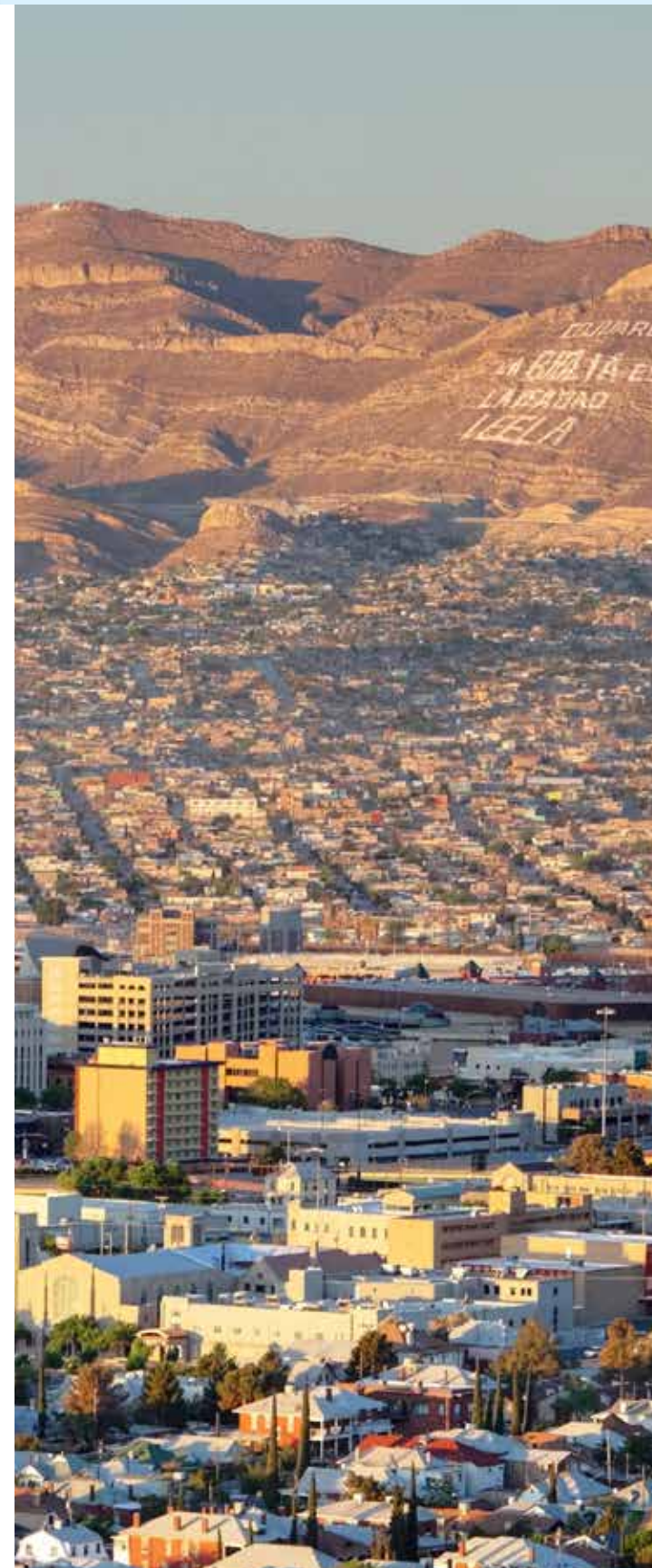
PREFACE

A BETTER LIFE, EVERY GENERATION

In 1925 the City Plan of El Paso was adopted, the City's first plan of comprehensive scope. Between the City's founding in 1873 and the adoption of the 1925 plan, El Paso had progressed from a frontier village to become one of the most prominent cities in the Southwest. El Paso was a convergence point for five major railroads with connections to all major cities in the US and Mexico, a center of industrial and manufacturing production, and a headquarters for international banking and business.

El Paso's Downtown exemplified the ideals of the City Beautiful movement with wonderful public places and proud architecture connected to streetcar suburbs with ample public parks and tree-lined streets. El Paso was also the busiest port of entry on the southern US border as Mexican laborers joined the ranks of a workforce that would help build the nation. With the 1925 plan as a cornerstone document, El Paso would in time have the highest per capita income in the region, the tallest concrete buildings, showpiece public parks, and one of the nation's best mass transit systems.

Source: Plan El Paso



Executive Summary

In July 2018, the El Paso City Council moved forward to initiate a growth management plan for the Eastside of El Paso. Growth in the 112-square mile area, generally bounded by Montana on the north, Eastlake on the south, El Paso County on the east and George Dieter on the west, remains steady. The various City departments serving the Eastside have all actively developed strategic plans, master plans, and/or site location studies. The pace of growth is much faster than staff can adequately accommodate and subdivisions and commercial uses have become more standalone projects than integrated and supported by the facilities identified by City goals for the land area and amenities for parks, libraries, public safety services, senior services and recreation centers that provide pools.

This document identifies existing deficiencies in City services and infrastructure as well as future demands based upon development of the vacant parcels in the Eastside.

The Eastside Growth Management Plan addresses the absence of sufficient public amenities in the areas of parks, libraries, public safety services, senior centers, recreation centers and pools. Overall connectivity between neighborhoods and services through multi-modal pathways is addressed in the El Paso Thoroughfare Plan recommendations.

The document also includes an update to the Thoroughfare Plan, particularly for the Eastside in order to ensure new construction provides appropriate connections to existing neighborhoods with roadways and specifically, expanded infrastructure for bicycles and pedestrians.

El Paso, Texas
source: (c) Denis Jr. Tangney, Getty Images



Introduction

1

SECTION 1 Introduction



1.1 EL PASO IN 2019

As they were when *Plan El Paso* was being prepared in 2011, the growth trends in El Paso have historically favored outward expansion first, especially to the east with a much smaller percentage of growth directed towards infill development predominantly in the downtown and surrounding historic neighborhoods.

For the past decade, the market in El Paso has been largely catering to a typical household with a median age of 33.1, an average household size of 2.99 people, and a median household income of \$45,656 in 2018 dollars for the City of El Paso exclusively.

Change is coming. El Paso's demographic trends are beginning to reflect more global trends – fewer households with children and more adults over 55 years old. Based on current trends in El Paso, ESRI projects that by 2023, the overall percentage of households with children under 20 will drop from 32.5% to 29%. While this might seem like a slight drop, it is being affected by increase in people over the age of 55 which is projected to increase from 1 in 5 (20.8%) in 2010

to 1 in 4 (25%) by 2023 – an increase of 20% in a half generation (the % of people over 55 in 2018 was already 24.2%).

These changes, principally the sharp increase in those over 55 represent dramatically different needs than what is more commonly considered the typical El Paso household (families with children). In fact, the percentage of people living in family households with children under the age of 18 years was 31.6% in 2018, compared to just 27.0% in the US. As we age, our housing preferences and needs change, we require greater access to healthcare, transportation access is more critical, and our shopping and dining patterns change. Families with children will still be a core demographic worth considering in policy decision. However, the largest demographic growth for the U.S. over the

next twenty years is expected to be in those over 55, and El Paso is falling right into that trend.

To promote more compact and walkable forms of development the City of El Paso continues to use various plans, programs, and policies to manage the City’s growth, with most efforts focused on encouraging infill development. The growth management efforts outside the current City limits aim to both limit outward expansion to the degree possible and ensure that new development occurring in the County provides for quality roadway and linear infrastructure, services, and amenities. The City of El Paso and El Paso County will continue discussions regarding appropriate densities and levels of service in order to distinguish City and County development patterns. **Figure 1.1** illustrates the study area map.

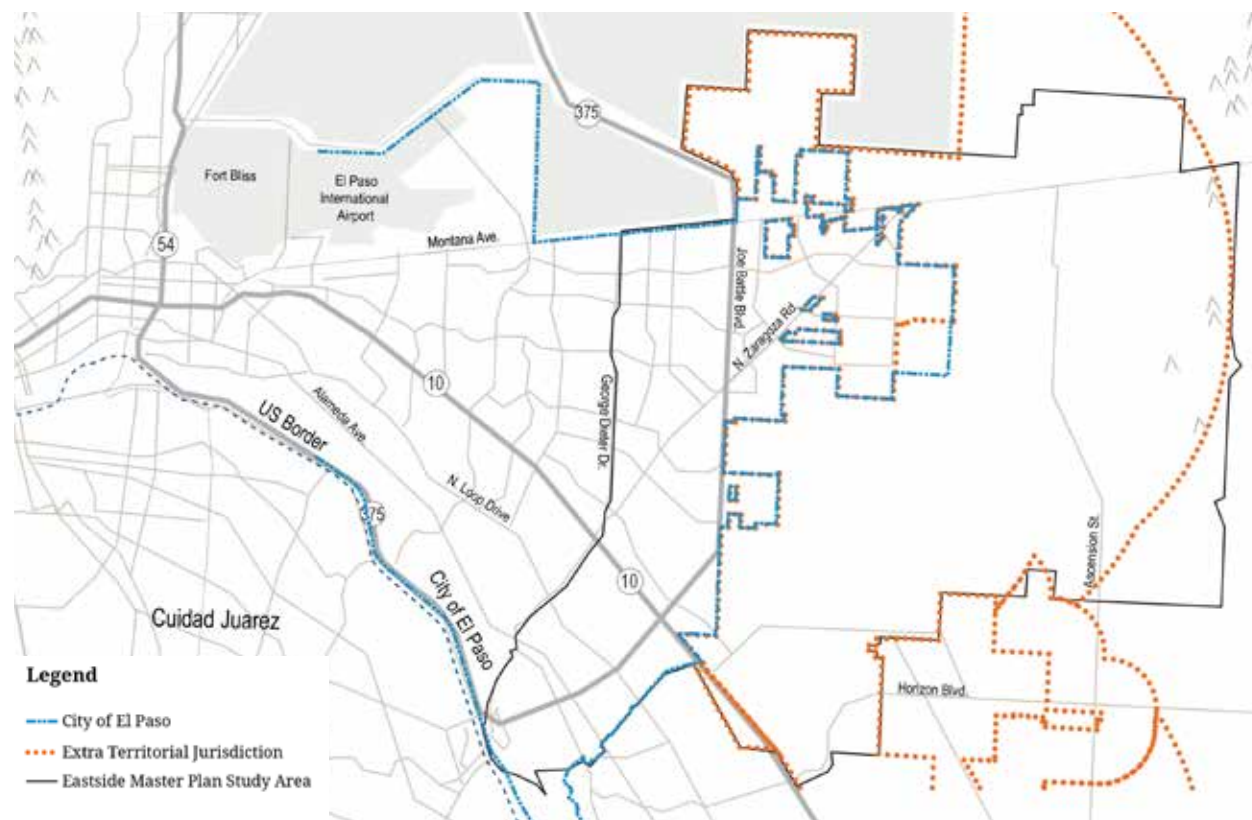


Figure 1.1 Study Area Map
Source: Stantec Consulting

COMMUNITY CONCERNS

Add New Land Uses Into Our Communities

With so few vacant lots in El Paso’s older neighborhoods, those wishing to buy a new home usually must move to a new subdivision on the outskirts of town.

Distant subdivisions usually require longer travel to employment. Even daily needs cannot be met without extensive driving. Parks and schools were once the centerpiece of neighborhoods, but now they are so large that they can be unpleasant neighbors. In older areas of the City, small schools are often abandoned and children are bused or driven to larger schools in other parts of town.

Grow Up, Not Out

Most new housing in El Paso is built on the outskirts of the City. To some degree this is difficult to avoid because the City has grown continually outward without skipping over many large tracts of land. Yet there are overlooked opportunities to develop without moving further outward.

According to *Plan El Paso* and the community concerns collected during the planning process, El Paso residents support strategically located two- to four-story buildings over high rise skyscrapers in an effort to grow up versus out. The compact “footprint” of multi-story buildings is compatible with walkable neighborhoods in which residents also expressed a desire¹.

Stop Sprawling

Healthy cities tend to grow. However, continual outward expansion is not the only option to accommodate growth. It is also important to note that most suburban patterns in El Paso are largely mono-cultures of development – similar building typologies and similar price points.

Our community profile is not static. To best serve our growing and changing population we believe that sustainability requires diversity.

Increase Public Amenities and Access to Them

Home-buyers in El Paso have expressed a desire for walkability and connectivity to parks and open spaces. Nationally, in surveys by the National Association of Homebuilders and the National Association of Realtors, home-buyers have expressed a strong willingness to pay a premium for access to these amenities, providing a stark differentiation to more commodity-driven suburban subdivisions. In addition, as congestion continues to increase in El Paso, commuting patterns have begun to be a part of the community conversation around outward growth making distances a part of the perception of public amenity access.

Manage outward growth, encourage infill development and redevelopment, and balance the cost to deliver public services and facilities with anticipated revenues.

1.2 STRATEGIES TO ADDRESS COMMUNITY CONCERNS

More public parks, recreation centers, libraries and other public facilities are needed to support the growing population and its distance from current facilities. At present, there are perceived and actual deficiencies in many of the outward expansion areas. And, because they are lower density, the distance to current facilities, and even newer ones, is much greater, further exacerbating that perception. So, improving access to existing public facilities through improved transit services, better street connections, and safe and direct pedestrian and bicycle access is equally critical.

Not only does development need to begin to provide a complete toolkit of facilities comparable not just to other parts of El Paso but to our peer cities as well. We are in a global market for the best and the brightest – we need our City to be the most livable place we can make it.

Define What's Best for the City and Stick to It

According to information gathered at our stakeholder meetings, developers emphatically believe El Paso to be a very price driven town, particularly in the high growth area on the Eastside and stated that waivers to certain minimum standards are necessary to avoid pricing the average home-buyer out of the market. This has led to a reduction in expectations for new development, particularly projects that are in the City's Extra Territorial Jurisdiction ("ETJ") and eligible for annexation. There are some developments that are much better remaining unincorporated and not receiving any City services or amenities. There should be a clear distinction between what is City and what is County. Not every new development needs to be annexed.

Managing Outward Expansion

Encouraging infill and the retrofit of existing developments in central El Paso and discouraging outward expansion is the most effective and fiscally responsible way for El Paso to manage future growth. However, the reality of land and development costs, market conditions, and home-buyer expectations will at times result in pressure for outward expansion. Requiring complete networks of multi-modal streets with amply shaded sidewalks and frequent on-street parking in new developments and retrofitting existing travel corridors (as discussed in the Urban Design and Transportation element) will help manage this growth by reducing private vehicle travel and reducing infrastructure and public services costs.

The paper lots (or ghost lots) on 54,000 acres of land to the far east in the City's ETJ are a legacy issue. In the 1960s and 1970s, the Horizon Land Corporation platted lots to the east of El Paso for development. They sold these lots to individuals without building the infrastructure required to serve these lots. Today, these lots are essentially undevelopable as they are not served by any infrastructure and the individual lots are owned by thousands of people across the world, making it impossible to consolidate land for development. The lack of infrastructure makes it impossible to develop the lot, or to sell the lots which leave the owners without any reasonable options. This issue was brought to the 2019 legislative session in the hopes of finding a solution; however, no action has been taken to date. In the meantime, these ghost lots or paper subdivisions could act as a growth boundary for the outward expansion to the eastside.

Adequate Public Facilities/Impact Fees

Adequate public facilities should include the same access as is available in the central areas of the City to amenities such as parks, and libraries, to City services such as public safety, and code enforcement, and access to public transit, bike, and pedestrian facilities.

Annexation

Texas law allows cities to expand their boundaries by annexing land that is within that City's ETJ. In El Paso, annexations are property owner initiated and currently not initiated by the City. After annexation, cities can apply zoning and collect City taxes and are obligated in return to provide municipal services. Waivers granted to requirements related to infrastructure, and design standards, especially in the Eastside, have left major gaps in public facilities and services. This also impacts the municipal investment strategies as the City cannot ascertain the needs and allocate monies accurately towards managing future growth. Therefore, it is important for the City to work closely with the Government Land Office to obtain public land for facilities where gaps exist and to address future needs as growth continues.

Entering into development agreements with property owners outside the City limits in lieu of annexation would be an easier way for the City to manage outward growth.

Development Agreements, when deemed appropriate by the City council, provide an alternative mechanism for property owners who obtained the necessary approvals for a project obtain specified benefits pursuant to the terms of a Development Agreement. These agreements may include such information as

permitted uses, intensity, maximum number of dwelling units, and maximum height and size of proposed buildings. The agreement shall set forth conditions, terms, restrictions, requirements, and proposed phasing pertaining to necessary infrastructure, including but not limited to roadways, storm drainage, water, sewer, parks, recreation, amenities, and other services identified in a fiscal impact report.

For further details such as strategies, goals and policies regarding growth management refer to **Growth Management Chapter** of *Plan El Paso*. For information regarding public and stakeholder outreach refer to **Appendix 1**.



Esperanza Acosta Moreno Library

Source: Exigo



Starduster Park

Source: Exigo

El Paso, Texas
source: Istock Images



Facility Demand Analysis

2

SECTION 2

Facility Demand Analysis

2.1 SUMMARY

In July 2018, the El Paso City Council moved forward to initiate a growth management plan for the Eastside of El Paso. Growth in the 112-square mile area, generally bounded by Montana on the north, Eastlake on the south, El Paso County on the east and George Dieter on the west, remains steady in a development pattern of detached single family homes on lot sizes that average 6,000 square feet. Commercial uses line the primary road corridors. The roadways are congested, and the pace of growth exceeds the City's ability to ensure necessary support facilities and services meet adopted standards.

The Eastside Growth Management Plan explores the existing public facilities in the areas of parks and recreation, public safety services, libraries, and senior centers. Based upon current and projected growth, a gap analysis was conducted for each type of facility. The project team utilized spatial data provided by City staff and augmented this information with in-the-field visual surveys, on-line survey responses, US Census data and El Paso County data. In total, dozens of separate files were aggregated to create comprehensive digital datasets that enabled us to analyze current conditions and conduct a build-out analysis of the Eastside

study area. With this information, the team assessed growth and future infrastructure needs. This information will enable the City to take alternative steps going forward to provide adequate services and infrastructure for residents of the Eastside.

To complete the demand and gap analysis, the team collected information on 79 parks/joint use facilities, 2 pools, 2 recreation centers, 1 police command center, 6 fire stations, 2 libraries, and 1 senior center. The area commonly known as the "paper lots" was excluded from both the needs assessment and gap analysis. Our team facilitated three stakeholder meetings with staff from several departments and agencies. Section 2 describes the outcome of these meetings and those from the three public workshops with residents of Districts 5, 6 and 7. All this information was used in developing our recommendations for proposed facilities and new approaches to ensure future growth is more in line with resident expectations and consistency with adopted City policies.

Goal

To create a data driven growth management plan for the Eastside that results in a realignment of strategies and priorities to ensure concurrent delivery of facilities and services as part of a new development.



GENERAL OBSERVATIONS ON THE EASTSIDE

EXISTING FACILITIES

- The libraries appear well frequented with the Eastside Regional offering needed meeting rooms, currently unavailable at Irving Schwartz branch.
- The Pavo Real Senior Center, located within a neighborhood and on a bus route; offers plenty of activities but no organized exercise or cardio classes for health benefits.
- Fire stations contain the required variety of apparatus to serve the health safety needs within their service areas but there is a large gap in existing service as well as the neighborhoods planned for service by proposed station #38.
- The Mission Valley Command Center is the only police station physically located within the Eastside study boundary; however, Pebble Hills serves the areas residents west of Joe Battle Blvd. Recreation centers are extremely popular and well maintained.
- Recreation centers are extremely popular and well maintained.
- Park deficiencies are most prevalent in the established neighborhoods west of Joe Battle Blvd.
- “Ponds” or regional flood storage facilities outnumber parks 2.4: 1 and many parcels designated as “parks” serve a dual function for flood storage and therefore, lack recreation amenities resulting in stale and uninteresting public spaces.
- More connectivity between neighborhoods and public facilities with expanded hike and bike trails are necessary to encourage walking and biking.
- Neighborhood parks, particularly those constructed south of Zaragoza reflect a developer driven design that is “cookie cutter” lacking diversity, shade trees, and a variety of amenities throughout the Eastside.
- The City’s inventory of parks does not include the year of construction. Just like neighborhoods, a park’s age and the amenities at parks should be revisited every few years to address a changing neighborhood and its demographics.
- The term “maintenance” is not defined in Chapter 18.46. Section 18.46.130 identifies two standards which are broadly worded and open for interpretation or dispute. Many parks appeared under-planted with a variety of shrubs and shade trees. Others have lawn areas that appear under-watered and under fertilized.

2.2 INTRODUCTION

2.2.1 Purpose and Need

There are approximately 198,135 residents in the Eastside study area. The ratio of residents as a percentage of the City as a whole increased to 29% from the 2011 26% figure. In addition, population in the Eastside study area grew by 17% compared to 5% for the same period Citywide. **Figures 2.1 and 2.2** illustrate population growth for the City and for the Eastside Master Plan study area by year since 2010. U.S. Census data by census tract is unavailable for 2018.

The purpose of this study is to conduct an inventory and gap analysis of existing City services, facilities, and infrastructure. A build out scenario of vacant land was developed to identify future demands for acreages and buildings to address health and safety needs coupled with support services, libraries, parks and recreation.

The characteristics of the resident population in the Eastside matters significantly when evaluating existing facilities and infrastructure and planning for future needs. Demographically speaking, the ratio of women to men is roughly equal but the ratio of family households to all households is much higher, 83%, compared to 72% Citywide. The El Paso Times reported on development of the Eastside Master Plan in November, 2018 stating, “The majority are families with young children – one in three residents are younger than 14.” The 2017 U.S. Census data indicates the number of Eastside residents 14 years and younger is four times higher than the population 65 years and older. The funnel chart in **Figure 2.3** illustrates the evenly distributed younger age groups. It also shows how many more younger people there are compared to number of seniors ages 65 plus.

The change from a 5 year interval to a 10 year interval for the middle age categories by the U.S. Census produces a swelling of people in the middle age groups.

In 2018, the US Census compiled county-wide median ages across the country. El Paso County reported the lowest median age grouping in the country (38.1 years or lower) younger than the national average (38.2 years). Counties and cities with a low median age are considered “fertile” with population growth increasing faster than the aging population. The median age provides a better picture of the population’s true distribution, especially when looking at larger populations. The age distribution as a percentage of the study area is illustrated in **Figure 2.4**. **Figure 2.5** shows how El Paso County’s median age falls into the lowest interval.



Figure 2.1: City of El Paso Population Estimate by Year, 2010 - 2018
Source: US Census, AFF, Annual Estimates of the Resident Population, 2018 Population Estimates; Vintage 2018 Population Estimates; www.census.gov/programs-surveys/popest.html; Stantec Consulting



Figure 2.2: Eastside Master Plan Study Area Population Estimate by Year, 2010 - 2017
Source: US Census, ACS Demographic and Housing Estimates 2013-2017, 5 Year Estimates; Stantec Consulting

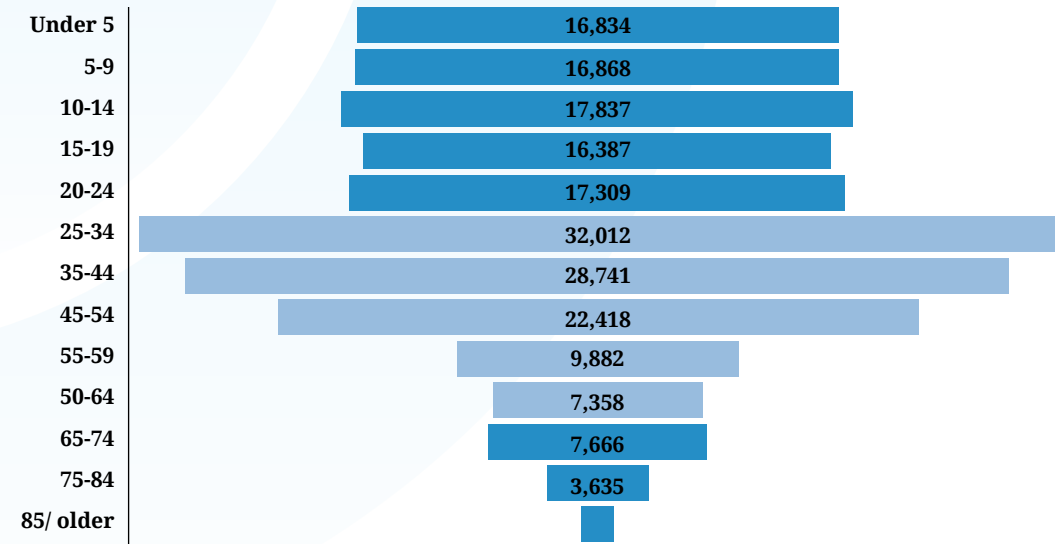


Figure 2.3: Population by Age Group, 2017
Source: US Census, ACS Demographic and Housing Estimates 2013-2017, 5 Year Estimates; Stantec Consulting

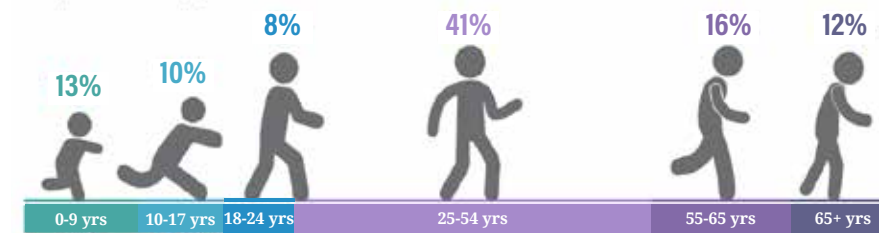


Figure 2.4: Population Distribution by Age
Source: US Census, ACS Demographic and Housing Estimates 2013-2017, 5 Year Estimates; Stantec Consulting

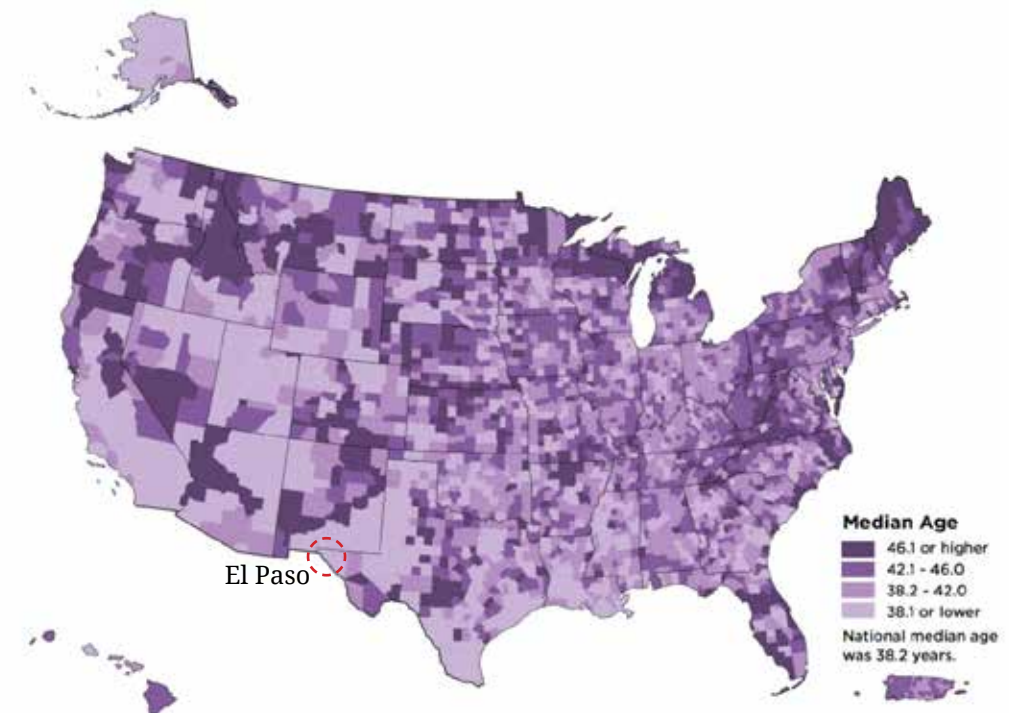


Figure 2.5: Youngest and Oldest Counties - Median Age of U.S. Counties, 2018
Source: census.gov/library/visualizations/2019/comm/median-age.html

Figure 2.6 identifies the median ages by census tract and representative district. The oldest median interval, ages 39 to 42, is located in the “boot” of the study area and composed of census tracts 39.02 and 40.04. As the oldest population interval, it is assumed more seniors live in the area raising the median. According to the Census data ages 65 and over, approximately 1,500 older persons live in those two tracts who can access the services offered at Pavo Real Senior Center. Tract 103.26, and the nearest surrounding census tracts are divided by representative district numbers 5 and 6. They reflect high median ages compared to the newer developed areas east of Joe Battle Boulevard. The relatively young population of the Eastside will influence the recommendations for parks, public safety services, recreation centers, libraries, and senior centers.

Census tracts are relatively small, statistical subdivisions of a county averaging about 4,000 inhabitants. The minimum population is 1,200 and the maximum is 8,000. The census tract geography for the Eastside includes tracts of tremendous size disparity because it is a developing area.

In addition to understanding how the population is distributed agewise within the Eastside, is it important to consider the spatial density of the population—where are the highest concentrations of people? How do existing services and facilities compare?

To accurately distribute the population by census tract for the Eastside study area, the total population was multiplied by a percentage factor of area within the Eastside. Census tract for 2017 boundaries do not align perfectly

with the Eastside study area. To visualize the population density, the population estimate for 2017 was calculated to persons per square mile. **Figure 2.7** illustrates the adjusted density of total population per square mile.

The highest concentrations of population reside west of Highway 375 and south of Montana Avenue. The denser neighborhoods include Montana East, Upper Vista Real, Vista Real West, Stanton Heights, and Montwood. The adjusted population per square mile is also significant in the “triangle” area east of Highway 375 and west of N. Zaragoza. These same geographic areas report lower median ages than the county which implies these areas are both younger in age and living in higher density housing requiring higher levels of infrastructure. Newer development east of N. Zaragoza and south of Montana report comparatively much lower adjusted populations per square mile.

The population per square mile east of Zaragoza is much lower, in part, because the census tracts are large and undeveloped. In general, the parcel sizes are smaller and the development form is more compact west of Zaragoza than the east.

“*These same geographic areas report lower median ages than the county which implies these areas are both younger in age and living in higher density housing requiring higher levels of infrastructure.*”

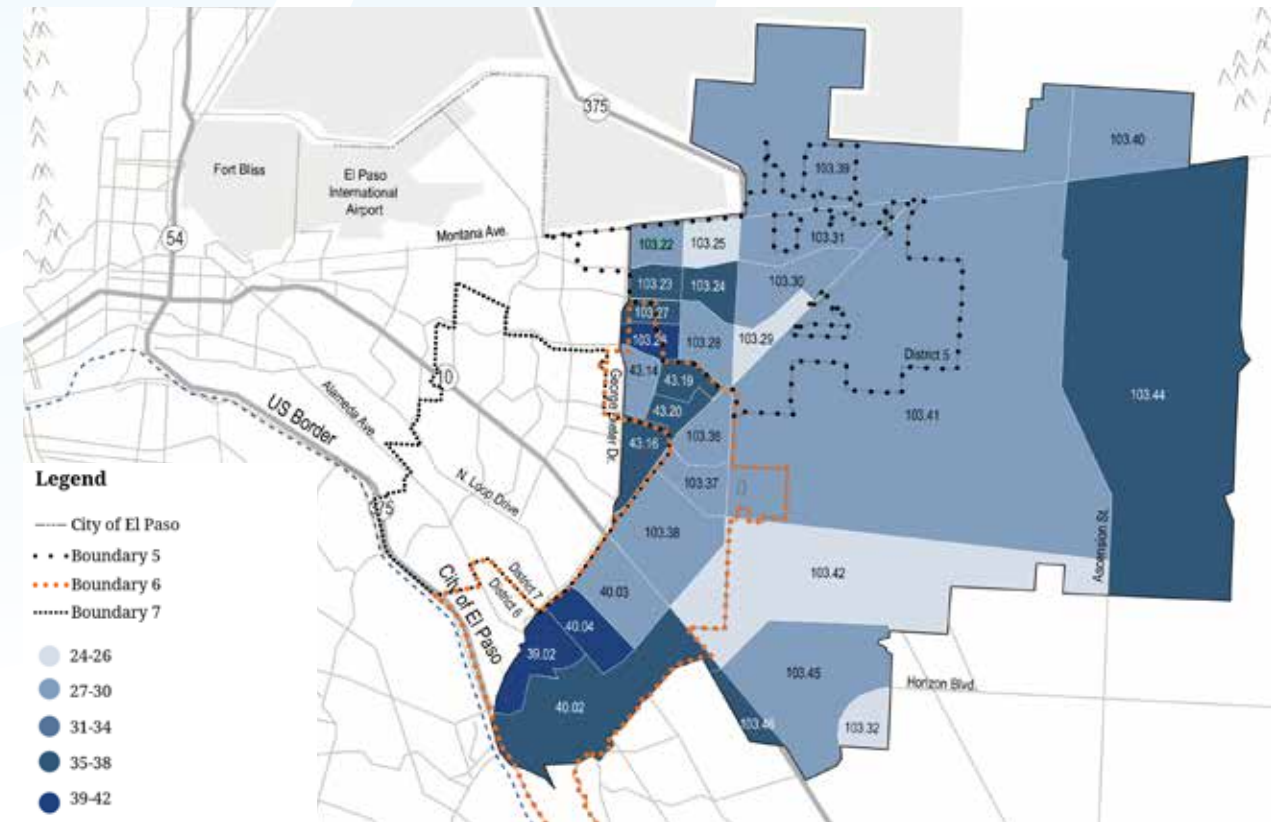


Figure 2.6: Median Age in years by Census Tract, 2017
Source: US Census, ACS Demographic and Housing Estimates 2013-2017, 5 Year Estimates; Stantec Consulting

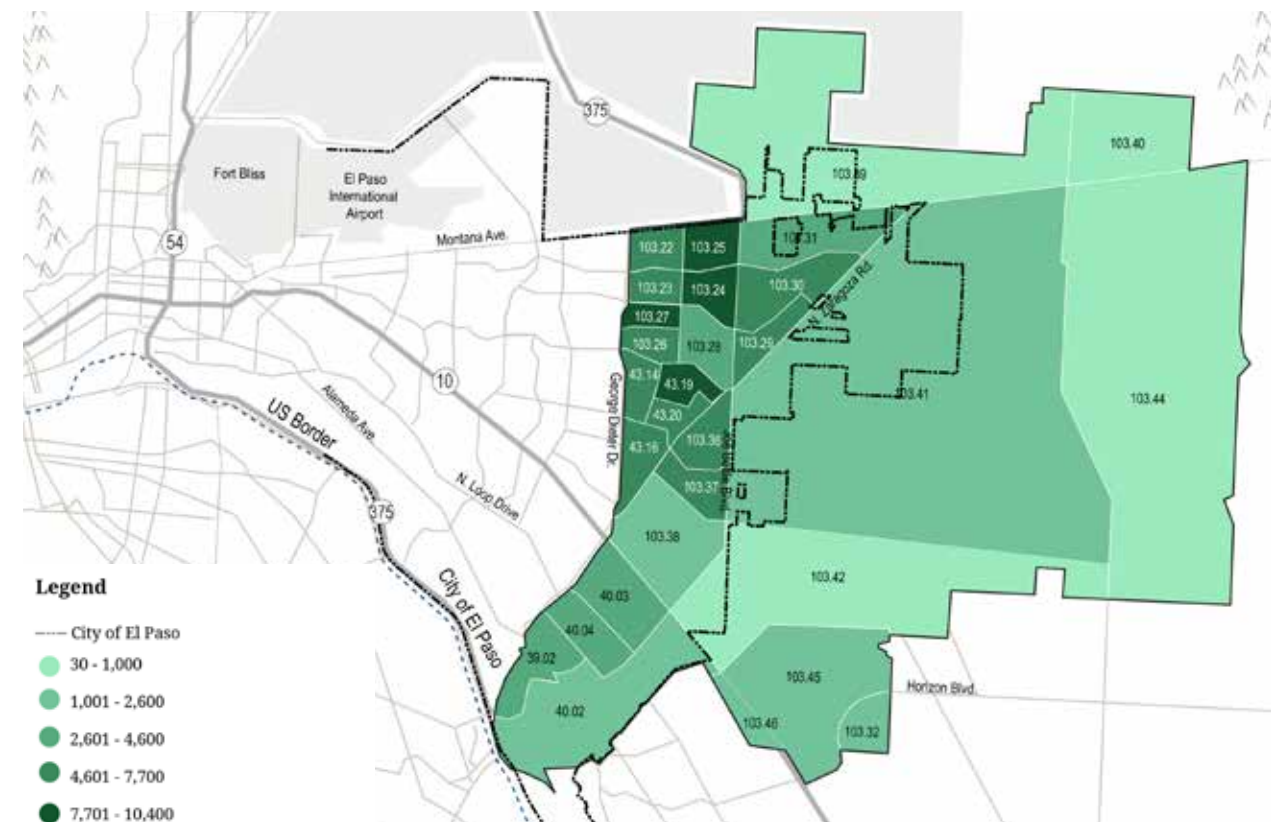


Figure 2.7: Population Estimates by Census Tract, 2017 Adjusted Population per square mile
Source: US Census, ACS Demographic and Housing Estimates 2013-2017, 5 Year Estimates; Stantec Consulting

2.3 INVENTORY AND GAP ANALYSIS

The Eastside Master Plan effort included an investigation of the distribution of existing facilities and infrastructure including parks, recreation centers, police and fire services, libraries, and senior centers to ensure appropriate service coverage within the study area based on adopted standards. Existing facilities were visited, photographed, and amenities inventoried. In some cases, an assessment of the general condition of the facilities were noted. **Appendix 2** contains the complete facility inventory. Below is the summary of the services investigated:

We conducted a gap analysis using metrics provided by the City staff to evaluate the facilities and provide recommendations for change in accordance with City and national best practices. A gap analysis using vertically integrated data from numerous City resources for all facilities will form the basis of the recommendations put forth in this growth management plan.



Three libraries serve existing residents with approximately 43,000 square feet of building space. Deficiencies exist.



One senior center located in the “boot” of the Eastside study area leaves mature neighborhoods to the north under-served.



Six fires stations cover the majority of the development west of N. Zaragoza Road but immediate and short terms needs are identified.



The Mission Command Center within the study area and service coverage from Pebble Hills station leave much of the developed area east and west of N. Zaragoza Road lacking service.



Two recreation centers with approximately 68,000 square feet accommodate 40% of the target service level needs.



68 parks satisfy 40% of existing demand for park acreage by the City’s adopted standards for acreage per 1000 residents.



Existing infrastructure for bicycles consists predominantly of on-street bike lanes, limited buffered lanes miles, and limited off-street paths totaling 26 miles.



Source: IStock

Figure 2.8 illustrates the current development pattern in the Eastside study area. This graphic represents the zoning classification for the City and the land use designation for the County or ETJ for taxation purposes. The study area consists largely of residential land uses with lot sizes ranging from 6,000-15,000 square feet. Commercial uses line the roadway corridors. The suburban development pattern reflects an

auto-centric environment. Vacant parcels owned by the State of Texas provide opportunities to introduce employment centers and mixed uses to reverse travel patterns, promote healthy lifestyles, and encourage walkability.

For purposes of the gap analysis, the area referred to as “paper lots” is shown, but not included in demand calculations.

Current Development Pattern					
City Zoning/ County Land Use Classification	Label	No. of Parcels	Acreage	Average Parcel Size	Percentage of Total
Light Density Residential	R1 R2 R2A R6 RE E	3,336	2,742	0.82	13%
	R3 R3A	23,938	4,170	0.17	19%
	R4 R5	29,124	4,288	0.15	20%
	RMH	734	162	0.22	1%
Medium Density Residential	A1 A2 A2SC	578	362	0.63	2%
	AO AOS AOSC	367	129	0.35	1%
High Density Residential	AM AMC	643	110	0.17	1%
Planned Residential Districts I II	PR1 PR2 PR2SC	3,189	407	0.13	2%
Residential / Mixed Use	R-MU	1	17	17	0.1%
Neighborhood Commercial	C1 COP HC1	511	1,634	3.20	7%
Community Commercial	C2 C3	185	494	2.67	2%
Regional Commercial	C4	494	2,050	4.15	9%
General Mixed Use	GMU	2	5	2.50	0.2%
Light Industrial	M1	212	574	2.71	3%
Heavy Industrial	M2 Q	16	444	27.78	2%
Parks and Recreation/Open Space	PR OS	94	621	6.61	3%
Ranch and Farm District	R-F	137	675	4.93	3%
Regional Flood Storage	RFS	337	896	2.66	4%
Public Facilities	PF	142	1,975	13.91	9%
Special Development District	SD SDC SDH	331	55	0.17	0.3%
Total		64,371 Parcels	21,810 Acres		100%

Table 2.1: Current Development Pattern by City Zoning/ County Land Use Classification
Source: City of El Paso; Stantec Consulting

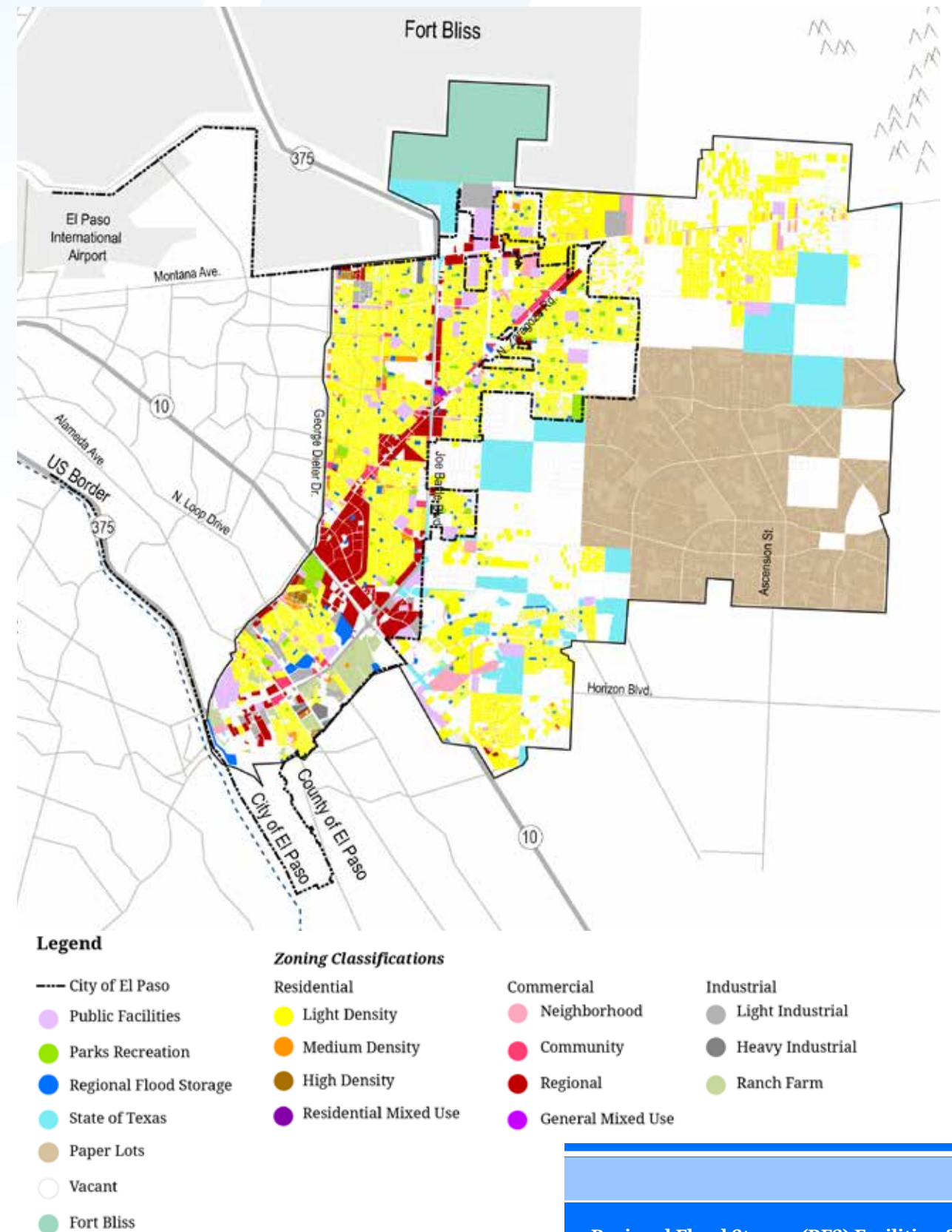


Figure 2.8: Current Development Pattern
Source: City of El Paso; Stantec Consulting

Regional Flood Storage(RFS) Facilities: 337
Local and Regional Parks: 92
Acres: 1.44 : 1 RFS to Parks

2.4 FUTURE LAND USE

The City of El Paso adopted outward expansion strategies to address community concerns in the *Plan El Paso*. The strategies include:

- El Paso’s Extra-territorial Jurisdiction;
- Annexation Policy;
- Water and Sewer Supply; and
- Future Land Use Map.

Approximately 76 square miles of the Eastside Master Plan Study Area is within the City’s Exterritorial Jurisdiction (ETJ) excluding a small area in the southeast corner east of Ascension Street. Subdivision of land must follow State law and City policy from both City and county governments for approval. **Figure 2.9**, illustrates a diagram of the future land use and the relative proportion of each designation throughout the Eastside study area. **Figure 2.10**, Future Land Use, depicts the areas intended for future annexations as well as land uses that reflect the underlying development patterns, including ‘Rural Settlement’ or ‘Industrial.’ But **Figure 2.10** doesn’t reflect a vision for the Eastside in terms of zoning because the City cannot apply zoning until land is voluntarily annexed by property owners.

The land area designated as Potential Annexation totals approximately 10,989 acres or about 17 square miles. These sections of land are a natural extension of existing development south of Montana Avenue and east of Joe Battle Blvd.

Subdivision of land designated as Potential Annexation requires a Certificate of Convenience and necessity (CCN) for water and sewer service from El Paso Water Utility. According to mapping in *Plan El Paso*, about 80% of the land area with this “Future Land Use” designation has been certificated and 100% of the land area is within an Impact Fee Service Area designation. Therefore, new development could easily continue, as it has in the past, without policy modifications to require alternative approaches to reduce sprawl.

Plan El Paso discusses strengthening the language in chapter 19.11 to achieve greater walkability and more desirable development patterns by requiring “smaller blocks and/ or higher intersection density.” Subdivision of land by traditional residential builders favor long blocks to minimize costs associated

with frequent intersections. *Plan El Paso* also recommends modifications to chapter 19.11 to require Smart Code roadway cross sections and improved connectivity to all land uses. Some developers said during our public engagement process that project costs are about 30% higher under smart code when compared to the traditional land development code regulations. Under these perceptions, it may be

challenging to entice developers on the Eastside to emphasize new urbanism, higher density, walkability and mixed use development despite economic incentives.

Table 2.2 on the following page provides the breakdown of Future Land Use sectors and corresponding acreage between within the City boundary and the City’s ETJ or El Paso County.

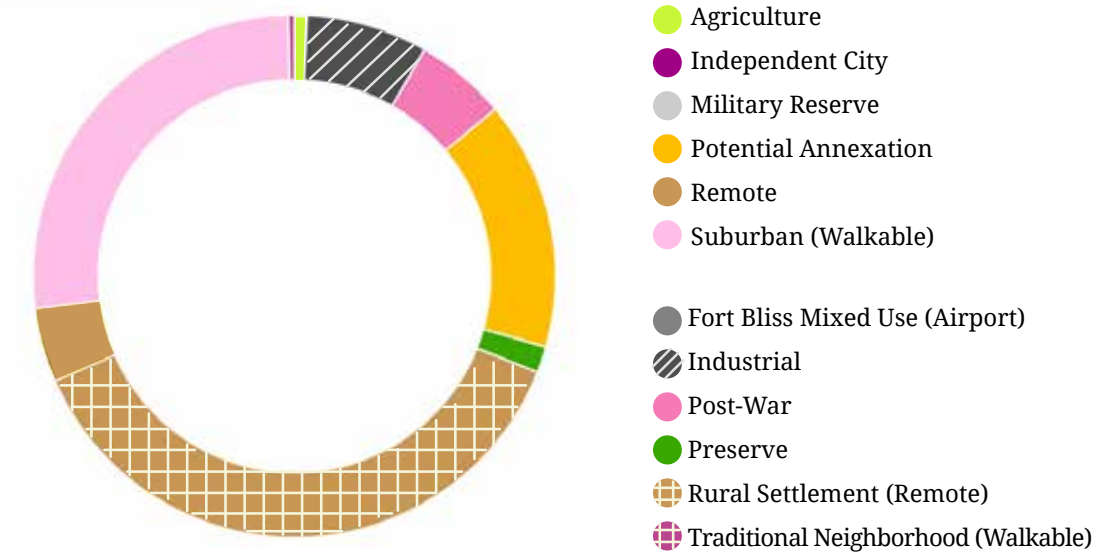


Figure 2.9: Current Development Pattern Summary
Source: City of El Paso; Stantec Consulting



Mission Valley Command Center



Fire Station #6



Field/ Stormwater Storage at Caribe Park



Parking Area at Pavo Real Senior Center



Moreno Library Interior at Esperanza Acosta



Covered Picnic Area at Marty Robbins Pool

Sector	City of El Paso		El Paso County		Total Acres
	Acres	Percent of Total	Acres	Percent of Total	
Open Space					
O-1 Preserve	1,057	67%	100	0.3%	1,157
O-3 Agricultural	521	33%	0	-	521
O-5 Remote	0	-	26,738	71%	26,738
O-6 Potential Annexation	0	-	10,989	29%	10,989
Subtotal	1,578	4%	37,827	96%	39,405
Growth					
G-2 Traditional Neighborhood (walkable)	263	1%	3	0.03%	266
G-3 Post War	4,047	19%	0	-	4,047
G-4 Suburban (walkable)	13,410	61%	5,583	52%	18,993
G-5 Independent City	0	-	25	0.23%	25
G-6 Rural Settlement (remote)	0	-	3,252	30%	3,252
G-7 Industrial	3,412	15%	1,952	18%	5,094
Subtotal	20,862	66%	10,815	34%	31,677
TOTAL	22,440	32%	48,642	68%	71,082

Table 2.2: Future Land use
Source: City of El Paso; Stantec Consulting



Sidewalk Sweet Dream Park



View From Street Sweet Dream Park



Flat Field Sweet Dream Park

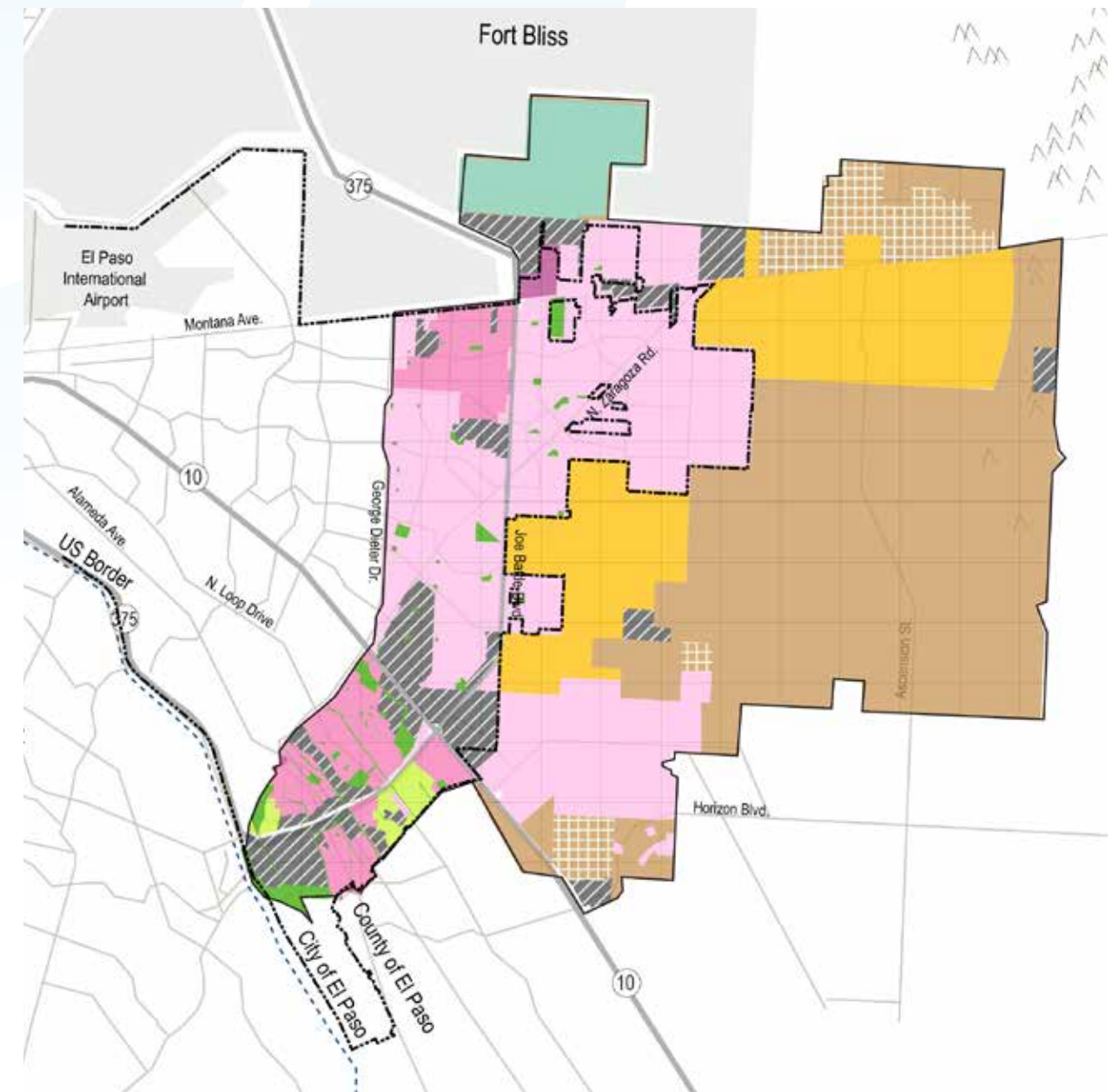


Figure 2.10: Future Land Use
Source: City of El Paso; Stantec Consulting

2.5 POTENTIAL BUILD OUT SCENARIO

A build out analysis of the vacant land within the Eastside study area helped determine future demands for these services and amenities. To conduct the analysis, state zoning classifications for parcels in the ETJ were considered. Keeping with the recommendations in *Plan El Paso*, land use densities were increased and mixed uses incorporated.

The goals of the Eastside Master Plan are to identify the gaps in existing facilities and provide recommendations to ensure existing needs are met and future development provides appropriate services and infrastructure to existing and future Eastside residents.

Stantec worked with the City and relevant agencies to integrate planned and/or approved projects, or projects currently under construction and/or recently completed into our overall digital database to forecast the future population. **Table 2.3** reflects the build-out scenario from the analysis of vacant parcels, State zoning, ownership, and reasonable assumptions for development density. Conservatively, there is the potential for approximately 50,000 additional residential units within the Eastside study area.

Current conditions

- Developed parcels : 64,544
- State of Texas Vacant Parcels : 73
- Total vacant : 5,533
- Paper lots : 26,894

Land Use	City of El Paso				El Paso County			
	Parcels	Potential DUs	Acres	%Total	Parcels	Potential DUs	Acres	%Total
Residential								
Subdivided	1,680	1,680	295	8%	2,475	2,475	4,095	18%
Unsubdivided	77	7,540	1,223	33%	483	37,558	12,061	53%
High Density	24	950	86	2%	46	1,769	163	1%
Mixed Use	20	2,533	304	8%	22	8,063	1,603	7%
Commercial	221		933	25%	184		1,122	5%
Industrial	60		327	9%	50		1,111	5%
Farm land	34		459	12%	0		0	0%
Public Facility	11		89	2%	39		195	1%
Undevelopable	19		25	1%	11		38	0%
Fort Bliss	0		0	0	4		2,496	11%
TOTAL	2,146	12,703	3,741	100.0%	3,314	49,865	22,884	100.0%
City of El Paso + El Paso County	5,460 Parcels	62,568 Potential DUs	26,625 Acres					

Notes:
 'Subdivided' indicates the parcel has municipal services or is vacant reliant upon individual water and sewer.
 'Unsubdivided' is a parcel count of raw land without municipal or individual services.

Table 2.3: Build out scenario for vacant parcels
 Source: City of El Paso; Stantec Consulting

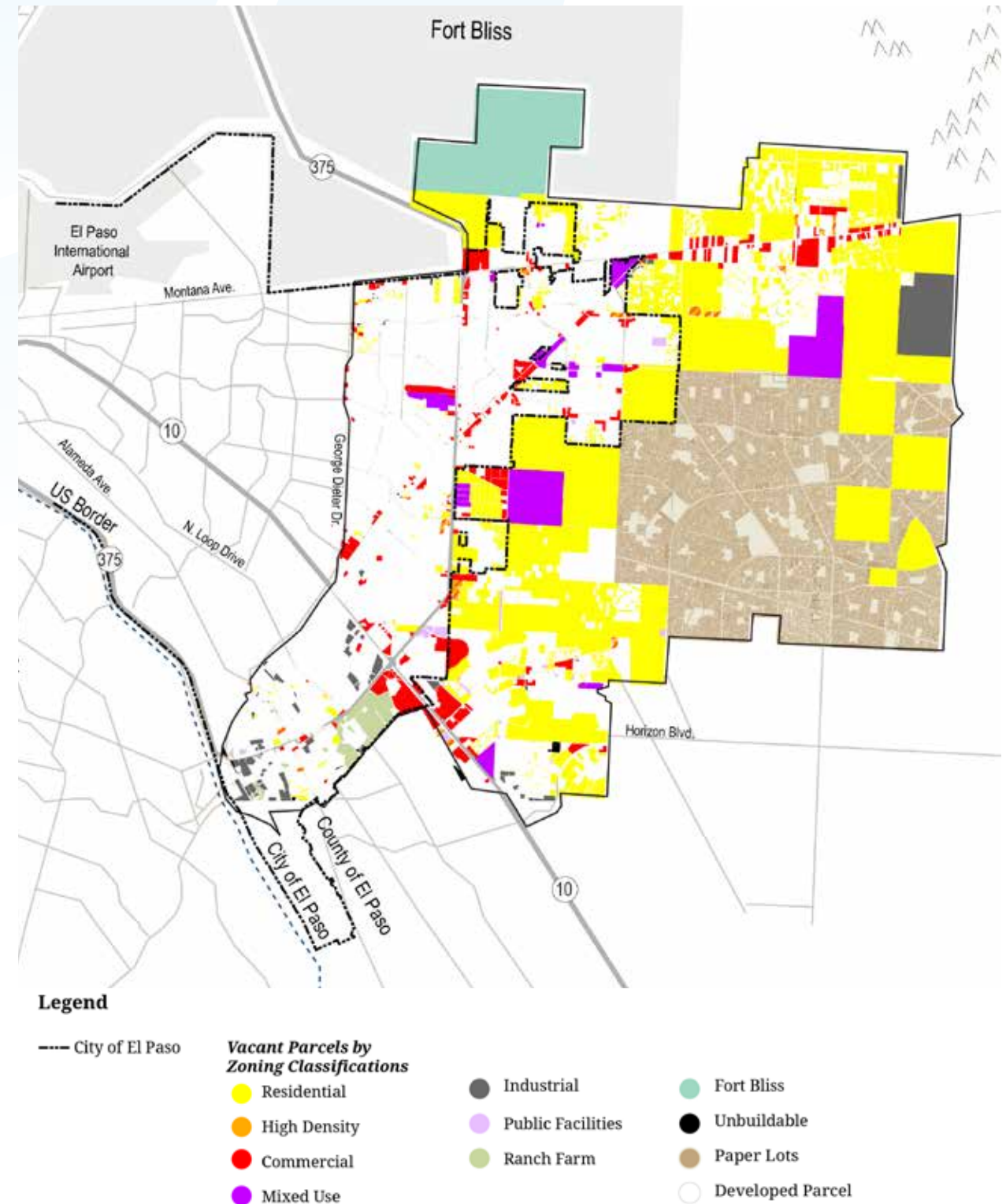


Figure 2.11: Potential Buildout Scenario
 Source: City of El Paso; Stantec Consulting

Based upon a build-out analysis of vacant land, Table 2.3 identifies a development potential of approximately 12,703 within the existing city limits. This includes 1,680 parceled lots and 7,540 unsubdivided lots. The estimate of total residential units is based upon the allowable zoning, parcel size, and a slight reduction based upon development inefficiencies (i.e., roads, stormwater, landscaping requirements). Future construction on both high density and mixed-use zoned parcels could produce another 3,438 units. It should be noted we assumed an estimate of 14 dwelling units per acre for the 86 acres of mixed-use zoning. The estimate is conservative but a significantly higher number than the density pattern in the Eastside study area. Since the City desires to control growth and limit outward expansion, densities may ultimately exceed 14 dwelling units per acre within existing city limits.

In order to quantify a potential time frame for buildout of undeveloped land within the city limits and beyond, we conducted an analysis of the residential building permit data for the past nine years (2011-2019). Citywide, approximately 20,212 residential building permits were issued. A total of 92% were new single family; 3% duplex, and 5% triplex or quadruplex family units. **Figure 2.12** illustrates the citywide building trend with a peak in 2012 and a decline that begins in 2016 and drops sharply after 2017. **Figure 2.15** provides a spatial comparison of the permit activity with Northeast El Paso and the Westside reporting healthy growth. Subtracting the number of permits issued in the Eastside (10,631) from the total yields an average of 862 new residential building permits issued annually for the remainder of the City.

Figures 2.13 and **2.14** capture the building permit activity for the zip codes that comprise the Eastside Master Plan study area and the residential permit activity by year. The data

indicates growth in the Eastside accounted for nearly 58% of the City's total building permits since 2011. The Eastside activity followed the City's trend line with a peak in 2012, then a decline. In 2016, activity surged and dropped off significantly after 2017. Averaging the total number of residential permits issued for the Eastside area yields an average of 1,181 permits annually.

Applying an annual average of 1,181 to the 12,703 potential dwelling units available for construction in the City limits suggests an 11 year time frame if development activity between 2020 and 2030 follows the previous building cycle. However, with a sharp decline post 2017, it is prudent to assume the build out time frame is probably 2035 within the City limits.

The number of potential dwelling units in the ETJ including opportunities on state owned land, which parcel sizes could be developed for employment, recreation, public services, and higher density housing with more open space, conservatively represents 49,865 additional dwelling units. Assuming an annual average of 1,000 residential permits (number between 832 and 1,181), the build-out time frame is 50 years.

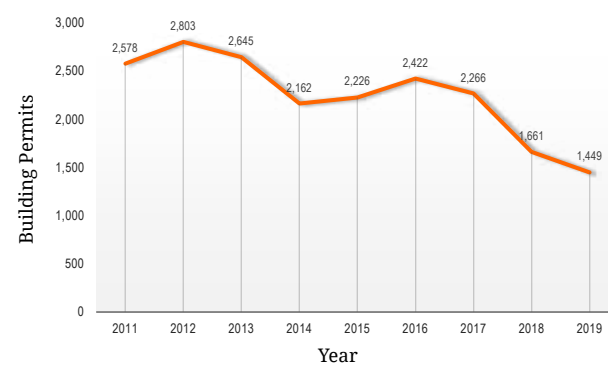


Figure 2.12: City of El Paso Residential Building Permits Issued by Year, 2011 - 2019
Source: City of El Paso; Stantec Consulting

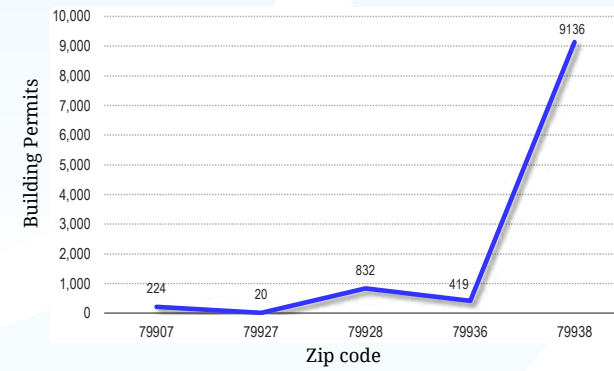


Figure 2.13: Eastside Master Plan Area Residential Building Permits Issued by Zip Code, 2011-2019
Source: City of El Paso; Stantec Consulting

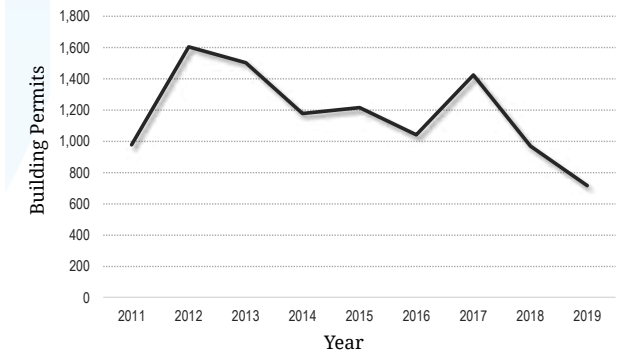


Figure 2.14: Eastside Master Plan Study Area Residential Permits Issued by Year, 2011-2019
Source: City of El Paso; Stantec Consulting

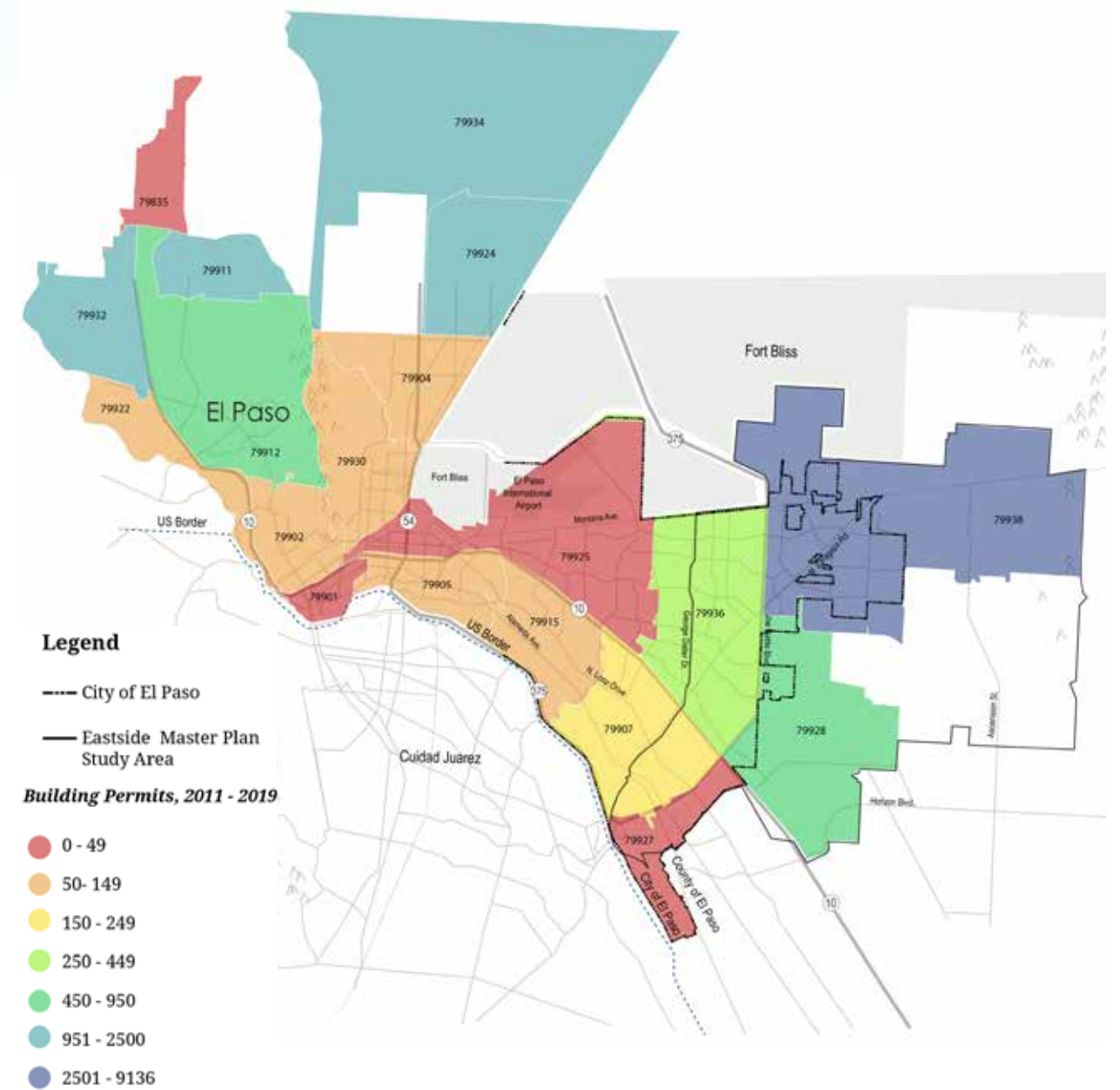


Figure 2.15: Citywide Building Permits Issued by Zip Code
Source: City of El Paso; Stantec Consulting

Tables 2.4 and 2.5 present the inventory and gap analysis for the Eastside study area under both current development conditions and the future build-out scenario. Using 2017 population estimates, shortfalls in primary City facilities total 218,772 acres in the form of recreation and senior centers, libraries, parks, pools and public safety. The potential deficit increases significantly if expansion into ETJ occurs. Whenever possible, the City should work with the State of Texas to obtain state land to help fill the gaps in City infrastructure and facilities.

Type of Facility Primary Classification	Target Level of Service	Current Conditions			2017 Shortfall	
		# of Facilities	Building Square Footage	Total Acreage	# of Facilities	Sq.Ft or Acreage
Libraries	2 mile radius	3	55,165	5.8	2	40,000
Senior Centers	2 mile radius	2	10,000	2.0	2	20,000
Fire Stations	1 mile radius	6	45,012	10.7	2	18,000
Police Stations	n/a	1	24,100	10.4	1	25,000
Recreation Centers	1 sf/resident	2	78,588	n/a	3	116,548
Pools	25 sf/ 0.75% of residents	2	17,364	n/a	2	19,224
TOTAL		16	230,229	27.90	11	238,772
Parks	6 acres/1000 residents					
Regional ¹	2 acres/1000 residents	1		10.7	1.5	380
Community ²	2 acres/1000 residents	6		162.8	7	227
Neighborhood ³	2 acres/1000 residents	47		206.7	36	184
Pocket	n/a	10		9.1		-
Linear (mile segments) ⁴	n/a	4		25.9		-
TOTAL		68		415.2	44.5	791

2017 Population (Estimate) : 195,136

Population Vacant Land (Estimate) : 174,029

Notes:

Major categories of parks: local “close-to-home” space; regional space; unique space. Local includes pocket, neighborhood, and community parks.

¹ Eastside Regional Park land totals 92 acres; phase 1 development equals 10.7; Parks Master Plan recommends 50 -to 500 acre regional parks.

² Includes property leased to YSID at Blackie Cheshier, owned by YISD, and three basins

³ Neighborhood Parks range in size from 1 to 10 acres

⁴ Build out scenario is an aspirational goal for regional connectivity with 50 miles of multiuse trails throughout the ESMP study area

⁵ Excludes land acreage for Linear Parks

Table 2.4: Inventory and Gap Analysis, Existing Conditions

Source: Stantec Consulting; City of El Paso Parks and Recreation Master Plan; US Census

Type of Facility Primary Classification	Target Level of Service	Build Out Scenario Proposed Facilities			Total Inventory/ Gap Analysis Demand for Facilities		
		# of Facilities	Building Square Footage (estimate)	Acreage (Estimate)	# of Facilities	Total Acreage	Building Sq.ft.
Libraries	2 mile radius	2	40,000	4.0	4	8.0	80,000
Senior Centers	2 mile radius	4	40,000	4.0	6	6.0	60,000
Fire Stations	1 mile radius	4	34,000	6.0	6	9.0	54,000
Police Stations	3 mile radius	2	50,000	20.0	3	30.0	75,000
Recreation Centers	1 sf/resident	1	40,000	10.0	4	40.0	156,548
Pools	25 sf/ 0.75% of residents	3	32,625	3.0	5	5.0	51,849
TOTAL		21	236,625	47.0	28	98	477,397
Parks	6 acres/1000 residents						
Regional ²	2 acres/1000 residents	1		348			728
Community ³	2 acres/1000 residents	3		348			575
Neighborhood/pond park	2 acres/1000 residents	23		348			532
Pocket	n/a	54		54			54
Linear (mile segments) ⁴	n/a	50		121			121
TOTAL		131		1,219			2,010 ⁵

Build Out Population (Estimate) : 369,165

Notes (Continued):

Pocket parks < 1 acre in size

Neighborhood parks range in size 1 - 10 acres

Community parks range in size 10 - 50 acres

Regional parks range in size 50 - 500 acres

Linear Parks no minimum

Midpoint used for shortfall calculations

Table 2.5: Inventory and Gap Analysis, Build Out Scenario

Source: Stantec Consulting; City of El Paso Parks and Recreation Master Plan; US Census



2.6 LIBRARIES

Figure 2.16 illustrates the location of the three existing public libraries: Sergio Troncoso, Irving Schwartz, and Esperanza Moreno. Sergio Troncoso reopened in June 2019 after additional parking spaces were added and minor interior renovations completed. It is the smallest branch of the three in terms of building square footage. This library also reports a lower number of visitors and circulation compared to the other two facilities. All three libraries offer book and audiovisual stacks, digital services including public internet and on-line catalog workstations, and a reference computer terminal. Esperanza Moreno and Irving Schwartz offer a variety of classes including citizenship, how to use computers, teen hangout, literacy, and ready to read. Sergio Troncoso offers ESL and GED review classes. Community meeting rooms, a kitchen and dining room are available but not at all three locations. Existing libraries are open for service six days each week, and closed Sunday.

During the preparation of the Eastside Master Plan, library staff worked with planning and economic development staff to identify gaps in services citywide. Their criteria is population and potential library patronage. Distance from an existing libraries was used as a secondary factor. The four evaluation factors included: library placement, building size, visitors per facility, current and potential population.

The inventory identified the general characteristics of each facility but did not isolate the amount of building square footage to assignable library use areas versus mechanical services or stairwells. In general, regional libraries buildings range between 15,000 -

20,000 square feet, with branch libraries such as Sergio Troncoso, a bit smaller. Data on books per capita, annual circulation, and operating support per capita was not collected. It is assumed the municipal public library system maintains the key data for each location and the design population it serves. The gap analysis identified the physical location of existing libraries and compared the library placement with the underlying population age groups by census tracts. **Appendix 3**, identifies the building square footage, circulation numbers and visitor count mapping.

According to the existing conditions analysis in **Table 2.4**, the Eastside study area is currently deficient in two public libraries to address growth in population and existing Ranchos Del Sol neighborhood. In fact, the Ranchos del Sol park with 14 acres would be an ideal location to construct a branch library utilizing city land. Based upon data provided from the City for existing and proposed libraries citywide, the general service radius is approximately two miles. Gaps in coverage exist with entire neighborhoods outside a reasonable distance. Sergio Troncoso is a smaller library than Irving Schwartz or Esperanza Moreno. Therefore, another library is proposed also on State of Texas land to provide library services as the Eastside grows. The Eastside Regional Park is an ideal location to integrate multiple services at one location and provide neighborhoods that either experience overcrowding or lack convenient access to a municipal library.

A copy of the updated library site criteria location study provided by the City is in **Appendix 3**.

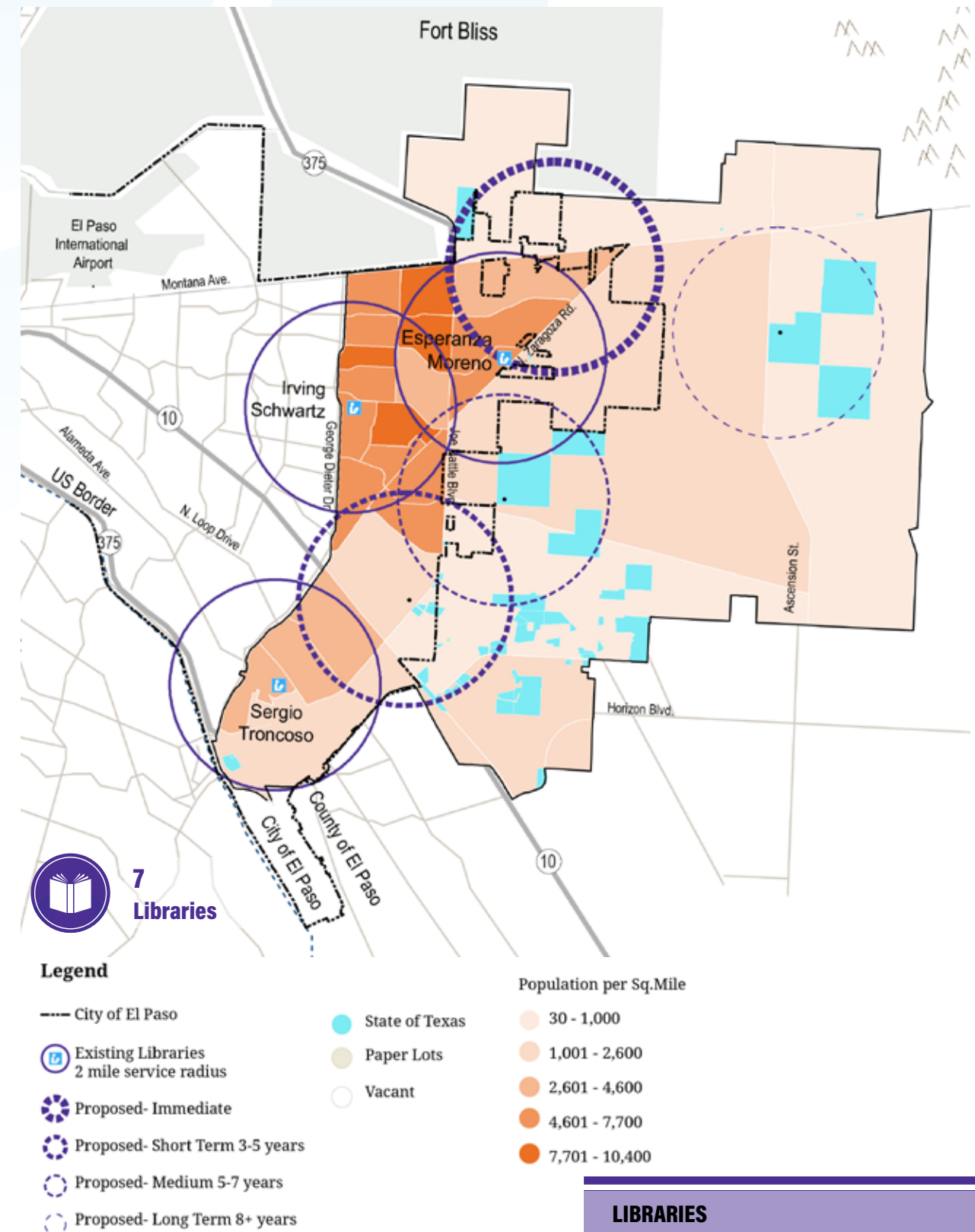


Figure 2.16: Existing and Proposed Libraries

Source: Stantec Consulting

Note: Based on U.S. National estimates (2013), to build a two story library assuming 22,000 sf., Brick face with concrete block/ back up/ reinforced concrete frame, building cost is \$160 per square foot for a total of \$3.52 Million per library.

Source: www.rsmeans.com

LIBRARIES	
Current deficiency	: 2
Future need	: 2
Land Area	: 6 Acres
Construction	
Cost Estimate (2019)	: \$ 14 Million



2.7 SENIOR CENTERS

The Eastside Master Plan area contains a single senior center: Pavo Real. As discussed on page 12 and shown in **Figure 2.6**, the location correlates nicely with a US Census tract that has a high number of persons 65 years of age and older. The City adopted a service radius for senior centers of two miles although some locations are closer.

The City rehabilitated Pavo Real in 2010 expanding the size to roughly 10,000 square feet. Rooms were added for dancing and wellness activities. The most popular visitation time is between 10:00 am 1:00, weekdays, with the meal program served at 11:45. Senior centers offer a variety of programs and services like meals, cards, nutrition counseling, employment assistance, volunteer engagement activities, and social opportunities but the offerings are expanding to a heavy focus on fitness.

Many seniors rely on these centers for more than meals and activities. Recognized by the Older Americans Act as a community focal point, senior centers have become one of the most widely used services among America's older adults. The data indicates approximately 70% of participants are women; half of them living alone. The average age of participants is 75 years. Compared with their peers, senior center participants demonstrate high levels of health, social interaction, and life satisfaction. These participants also tend to have lower income levels. Data collected by the City for senior centers indicates the attendance ranges between 80 and 120 senior citizens daily at each City location; however, no target population capture value was provided.

It is important to integrate service offerings for seniors throughout the community and to minimize driving distances. As noted in the 2014 El Paso *Parks and Recreation Master Plan*, national trends moved away from constructing stand alone senior centers in favor of consolidation with recreation centers. This approach not only functions more efficiently, but effectively allows a community of all ages to interact. Providing locations for senior citizens to either engage with extended family members or simply enjoy the happiness of young people at play, helps prevent senior isolation and its consequences. Research conducted by the National Council on Aging shows that older adults who participate in senior center programs can learn to manage and delay the onset of chronic disease and experience measurable improvements in their well-being, including physical, emotional, and economic. It is with this information, the recommendations for additional senior centers was developed as shown in **Figure 2.17**.

A priority location is in the vicinity of George Dieter Drive, near Montwood Drive and Pebble Hills Blvd. The data indicates a high concentration of persons age 65 and older per square mile reside in this area. Based upon the location of available vacant land, future land uses, and the potential build-out scenario, a senior center should be located within a new park constructed near Dick Shinault Community Park. Three additional senior centers are recommended A senior center should be built at the Eastside Regional park to address the maturing neighborhoods west of N. Zaragoza Road. As the Eastside population matures, additional senior center services and facilities can be incorporated into new recreation centers at regional and community parks.

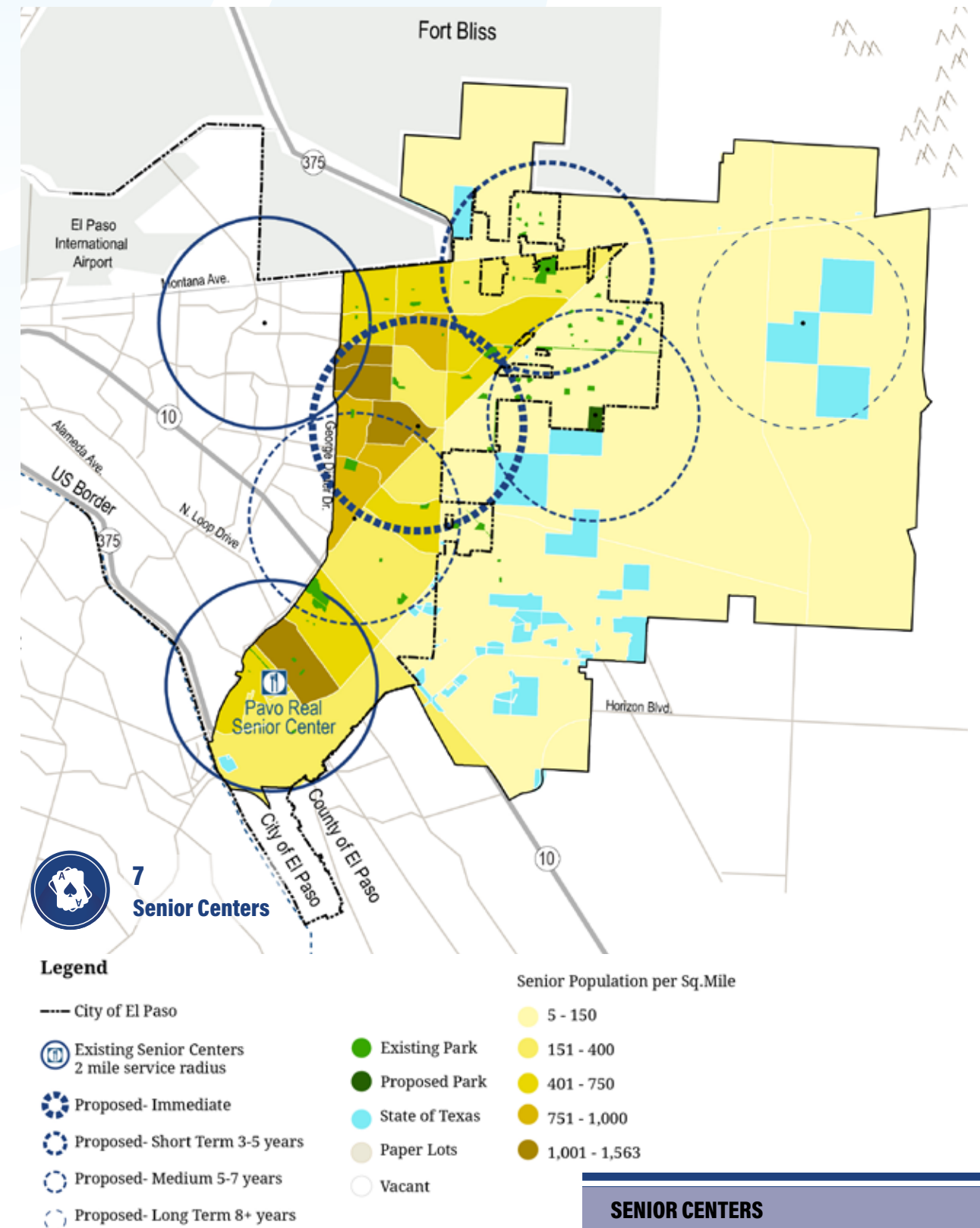


Figure 2.17: Existing and Proposed Senior Centers

Source: Stantec Consulting

Footnote: Assume \$350 per square foot and 15,000 SF for an average estimated construction cost of \$5.25M per center.

SENIOR CENTERS	
Current deficiency	: 2
Future need	: 4
Land Area	: 6 Acres
Total Deficiency	
Cost Estimate (2019)	: \$ 31.5M ±



2.8 FIRE STATIONS

Six fire stations, numbers 6, 26, 29, 22, 36, 37 serve the incorporated area within the Eastside. The service area radius for fire protection is approximately one mile. Mapping these stations demonstrates adequate coverage except for half- to one-mile gaps, particularly along George Dieter Drive between stations inside and outside the study area. The highly commercialized corridor between Vista del Sol and Edgemere Blvd. includes schools, a public library, parks, apartments, and single-family residential neighborhoods. Much of this area is not encapsulated within a service area boundary and currently not proposed for a future fire station. However, according to the 2017 US Census population data, adjusted per square mile, the George Dieter corridor comprises some of the most densely populated census tracts throughout the Eastside (see **Figure 2.3, page 11**).

Tracts 103.26, 103.27, and 43.14 together represent a population estimate of 13,544 persons. Additionally, a fire service boundary covers approximately 50% of three other tracts: 103.22, 103.23, and 103.29. Fifty percent the estimated population adds 7,300 persons outside of a fire service area boundary bringing the current total of existing residents outside of a fire service area to roughly 20,800 persons.

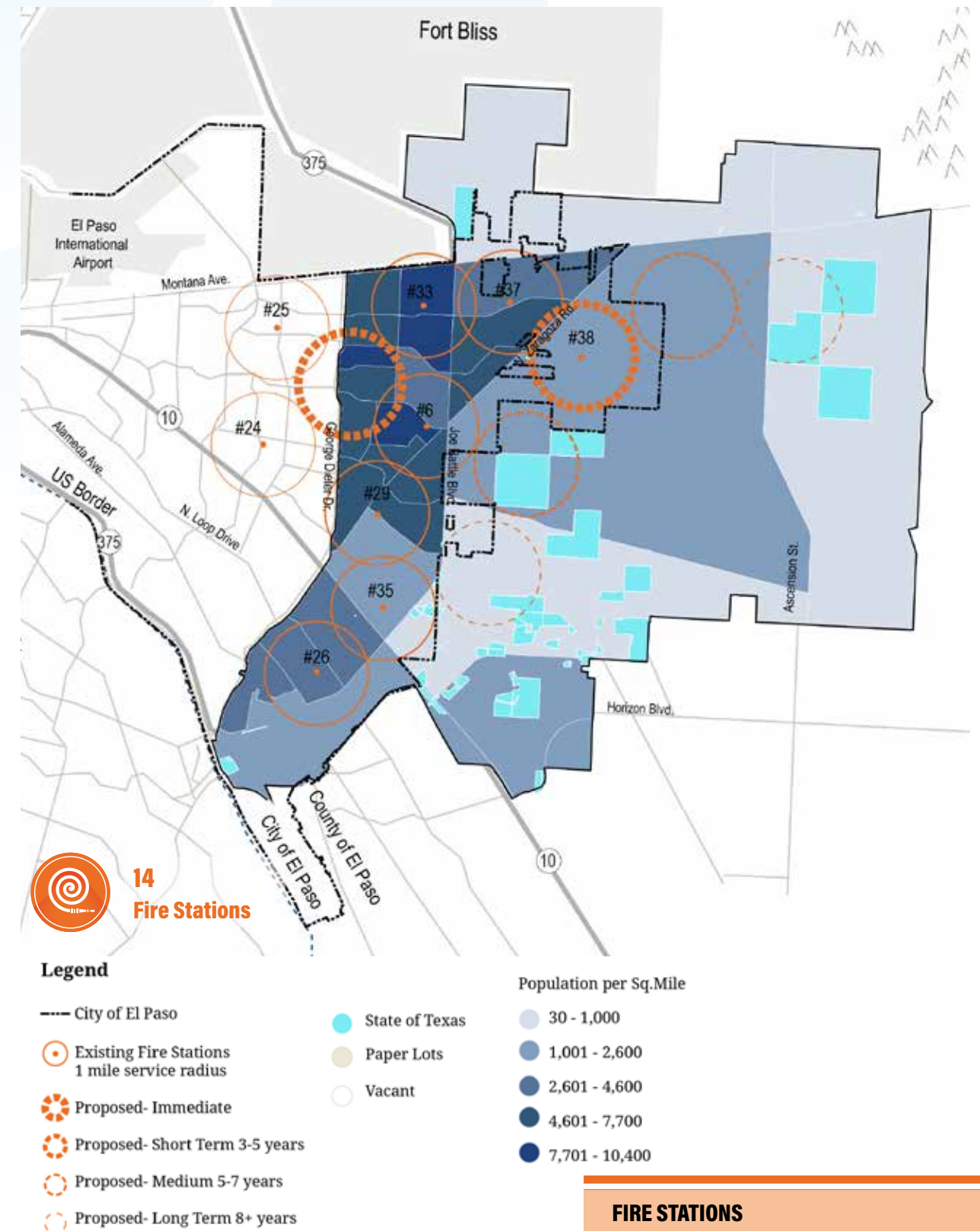
Figure 2.18 illustrates the station location and numbers and service radii of existing stations.



Fire Station #37

Station #38 (funded but yet to be constructed), located at the Municipal complex, is shown as an immediate need. The estimated construction cost is \$11.8 million and \$2.9 million in annual operations and maintenance. In order to identify appropriate future station locations (excluding station #38), existing development patterns, population density, and proposed development densities were considered. Stations #24 and #25 are shown outside the Eastside study area but their service radii helped guide the recommendations for the proposed station with immediate need to serve the concentration of residents east of George Dieter Drive. A typical fire station facility requires approximately 1.5 acres and a 9,000 square foot building for an estimated cost of \$11.8 million in 2019 dollars.

Based upon a spatial build out analysis and planned residential densities, that incorporates City and state zoning, and parcelization, proposed fire station service radii are depicted. A recommended time scale, ranging from immediate to long term, is intended to aid in future fire station planning and facilities. The build out analysis indicates a need for five more stations in addition to #38 to address anticipated growth and development, using the one-mile service radius. Areas that are ripe for development due to master plans and subdivisions are recommended for fire protection services sooner than developing areas further east.



14 Fire Stations

Legend

- City of El Paso
- Existing Fire Stations 1 mile service radius
- Proposed- Immediate
- Proposed- Short Term 3-5 years
- Proposed- Medium 5-7 years
- Proposed- Long Term 8+ years
- State of Texas
- Paper Lots
- Vacant

Population per Sq.Mile

- 30 - 1,000
- 1,001 - 2,600
- 2,601 - 4,600
- 4,601 - 7,700
- 7,701 - 10,400

FIRE STATIONS	
Current deficiency	: 2
Future need	: 4
Land Area	: 9 Acres
Total Deficiency	
Cost Estimate (2019)	: \$70.8 M ±

Figure 2.18: Existing and Proposed Fire Stations

Source: Stantec Consulting

Footnote: Assume \$325 per square foot for CMU, concrete loads, etc. for a total of 11.8 million per fire station building.



2.9 POLICE STATIONS

The Mission Valley Command Center at N. Zaragoza Road and Escobar Drive is the single police station located within the Eastside study area. Unlike other City facilities, police does not use a service radius to measure demand. However, the physical separation between Mission Valley, Pebble Hills, and the proposed new Eastside Command Center is approximately 3 miles. The total number of individual parcels and acreage within this “theoretical” service are all in the 30,000 range with average densities of 0.34-0.55 acres. This distance is used purely for visual representation purposes. A 3-mile service radius from the Pebble Hills Regional Command Center overlaps to provide public safety service to the existing population residing west of Saul Kleinfeld Drive. Mission Valley occupies a 25,000 square foot building and offers a multi-purpose room, lockers, and a gym in addition the facilities necessary to accommodate police officers and their public safety functions. Police stations require a site area of about 10 acres. The inventory indicates a public transit stop exists at the command center and the site area is generally devoid of landscaping that would

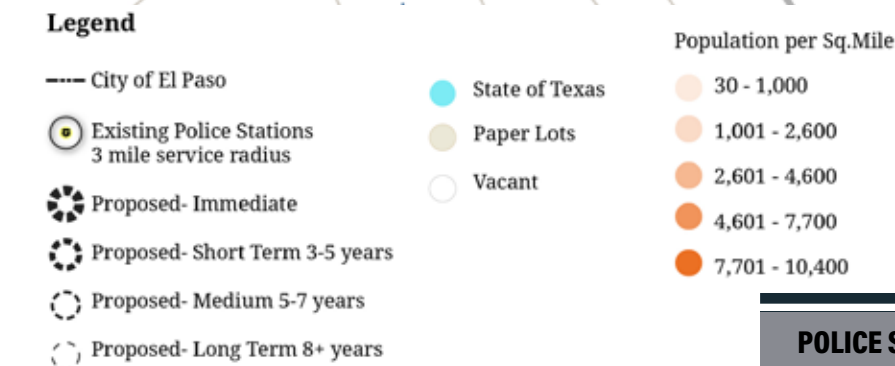
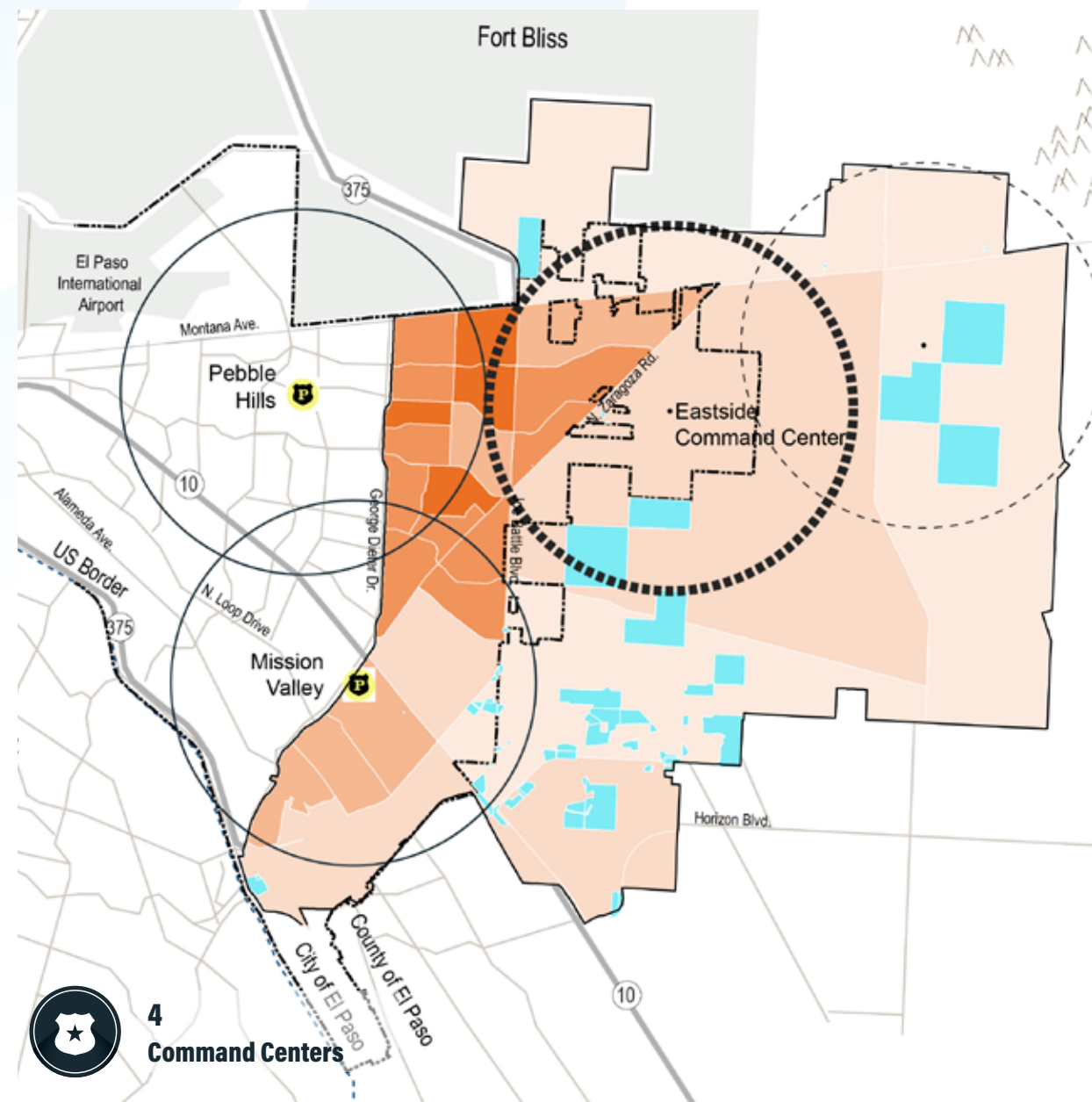
improve the building’s aesthetics. Attractive public buildings reflect civic pride and should be welcoming to the public.

The existing conditions and gap analysis indicates that the Eastside Command Center is desperately needed, approved by the 2019 Public Safety Bond funding. This area reports a 2017 population of 2,600-7,700 person per square mile. The Eastside Regional Command Center will be constructed on City property located on Tim Foster and Pebble Hills in District 5. The projected cost estimate is \$38.6 million with an annual operating cost of \$9.2 million. One additional police station is recommended on the far Eastside in the future if the build-out continues eastward with employment and higher densities that reverse the commuting patterns.

Major renovations at the Pebble Hills and Mission Valley Regional Centers are also necessary to address deferred maintenance, mechanical, electrical, plumbing as well as additional force protection totaling an estimated \$24 million.



Source: IStock



POLICE STATIONS	
Current deficiency	: 1
Future need	: 1
Land Area	: 3 Acres
Total Deficiency	
Cost Estimate (2019)	: \$76 Million ±

Figure 2.19: Existing and Proposed Police Stations

Source: Stantec Consulting

Footnote: Assume \$38M per command center.



2.10 RECREATION CENTERS/ POOLS

There are two recreation centers: Pavo Real and Marty Robbins with one under construction at the Eastside Regional Park. According to a discussion with staff, Marty Robbins is one of the most popular recreation centers in El Paso. The January 2019 visitor count data to Marty Robbins outpaced Pavo Real 1.7:1. Pavo Real’s design and layout follows an older model and although it was updated in 2000, the building size is 30% smaller than Marty Robbins. Building size limits offerings. The 2014 *El Paso Parks and Recreation Master Plan* highly recommended upgrades to Pavo Real to provide better access management and control space, an updated interior, and expansion of additional amenities. There is plenty of room at the surrounding park to do so. The Pavo Real Recreation Center lacks a technology room and a game room which are popular with children and adults. These facilities are offered presently, but in a makeshift space inside the entrance. The ability for students from Del Valle Middle School to get dropped off after school and walk home is a benefit to the residents and demonstrates the real value of recreation centers in neighborhoods.

The Marty Robbins Recreation Center is centrally located in a densely populated area. The center is newer, larger, and offers plenty of activities. City staff added a spray park in 2017. Our inventory determined the gym is extra-large but additional courts are needed. The 2014 Recreation Plan documented the concern for potential overcrowding and the need for a second gym to expand access and programming.

The total building square footage for both recreation centers equates to 0.36 square feet per capita. **This rate is about 50% lower than the per capita rate Citywide.** According to the 2014 Recreation Plan, the building sizes are significantly lower than national averages: 20-40,000 square feet compared to 60-80,000. The larger size and central location of the Marty Robbins Recreation Center likely account for the higher visitor counts. Current cost estimates for a new recreation center is about \$11 M.

Figure 2.20 illustrates three recreation centers (one under construction) and recommendations for four more. The 2014 Recreation Plan recommended the City continue striving to achieve their goal of one square foot of recreation center space per resident like many other cities. With a current total recreation center building space of 78,588 square feet, there is a current shortfall of 116,548 square feet, or three recreation centers currently.

Figure 2.20 also shows the overall population density per square mile. In actual numbers, 50,664 people reside near the Marty Robbins Recreation Center versus 20,833 people within the Pavo Real Recreation Center service area. Since the population density is even higher in the area of Pebble Hills and Joe Battle Boulevards, locations with ample overlap are needed to satisfy unmet needs and future demand.

With the Eastside already well below the target goal of 1.0 square foot per person, a recreation centers should be constructed near Pebble Hills and Joe Battle Boulevards in the immediate time frame.

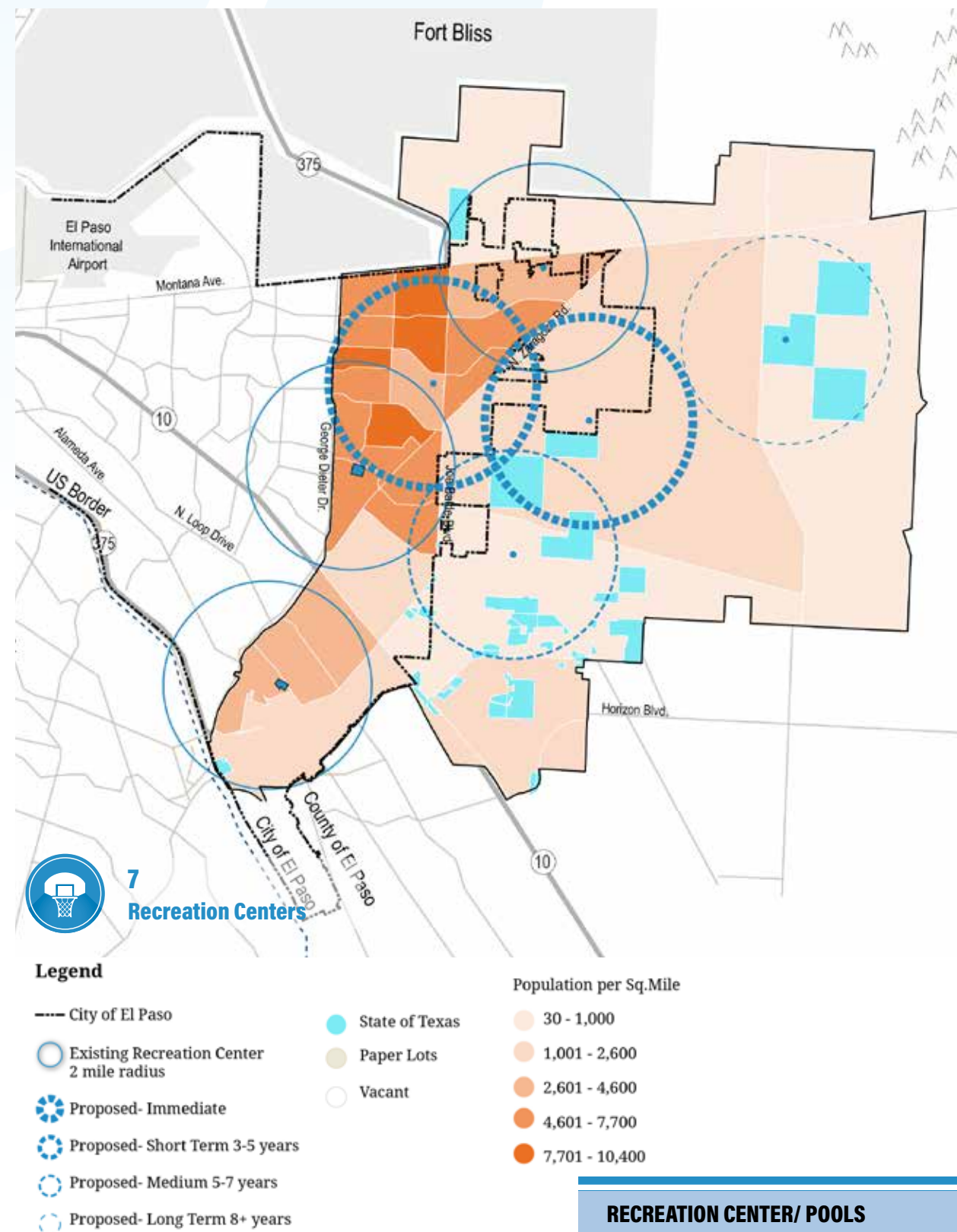


Figure 2.20: Existing and Proposed Recreation Centers

Source: Stantec Consulting

Footnote: Assume \$10.1M construction costs per recreation center/pool.



2.11 EXISTING PARKS

The inventory process consisted of visiting each City park located within the Eastside study area. The Department of Parks and Recreation provided an Excel spreadsheet which included information on the type and number of amenities. This information was field verified, amended if necessary, and all sites photographed. General comments on the overall park appearance and quality of the amenities were noted. **Figure 2.21** illustrates the service radius of the existing regional, community, neighborhood, and pocket parks.

The City's adopted standard for parks is 6 acres per 1,000 population. According to a recent publication by the National Recreation and Park Association titled, "What Park Metrics tell us about Urban America", the median park acreage per 1,000 residents rises to 12.7 acres among agencies with 250,000 or more people¹. Based on a total 415 acres of existing local and regional park land, the Eastside residents have access to 30% of the City's adopted standard with just 2.1 acres per 1,000 residents. **The existing deficiency in park land, based on the 2017 population estimate of 195,136 is 791 acres.** This is a significant shortfall. The City's 6 acres per 1,000 standard should be met by 2 acres of regional parks; 2 acres of community parks; and 2 acres of neighborhood parks. All categories of parks are significantly underdeveloped in the Eastside. See **Table 2.4, page 24.**

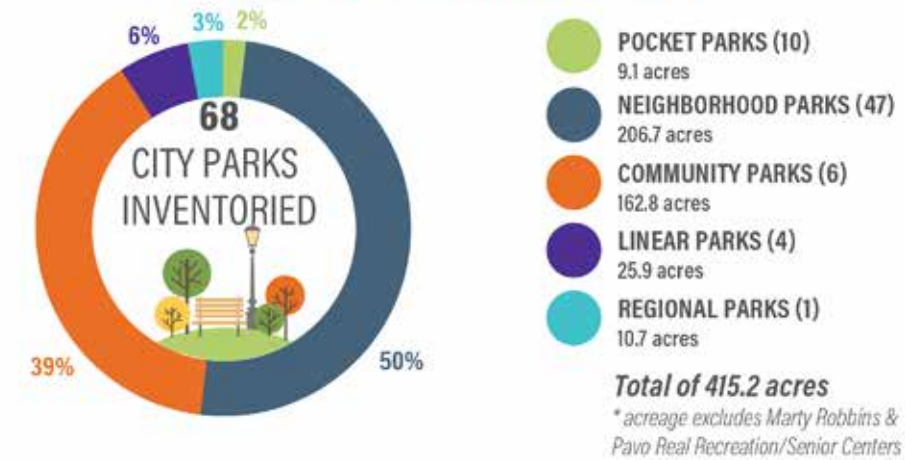
The park visit process revealed that a majority of park sites follow a typical park design used for generations: swing in one corner, a picnic pavillion near the playground, flat turf consuming the remainder. This park program

was observed throughout the Eastside. Few parks reflect integrated, interactive spaces that encourage exploration and provide new or innovative ways to engage with the park. Even fewer offer amenities for adults. Families with children visiting an Eastside park that lacks interesting activities will spend less time there, not mingle with others, likely get less exercise, and meet fewer people. Finally, a portion of the total acreage includes parks that are intended to function for stormwater storage. These sites are little more than large depressions, originally landscaped with grass but not necessarily well maintained. New design approaches are needed in park planning and construction.

Parks are expensive. Park construction costs provided by City staff indicates a basic park ranges from approximately \$400,000 - \$1.2 million per acre. The cost difference is turf area in a larger park site which requires higher annual maintenance costs. These are costs for a typical park with conventional equipment. If the City is investing large amounts of valuable resources into parks, let's make sure they are used by providing interesting design elements to encourage visitation and play.

Footnote:
¹ Kevin Roth, Ph.D. NRPA Vice President of Research; nrpa.org/parks-recreation-magazine, July 2018

How many PARKS were inventoried?



How much PARK LAND is in the Eastside study area?



What PARK AMENITIES are available in the Eastside study area?



Source: Stantec



The inventory and gap analysis demonstrates development of parks and amenities on the Eastside has not kept up with the City standards. There are tremendous shortfalls in the older established neighborhoods in close to home neighborhood parks particularly west of Joe Battle Boulevard. Larger community and regional parks that offer greater recreation opportunities and fluid play environments for families to interact are in extreme need. New

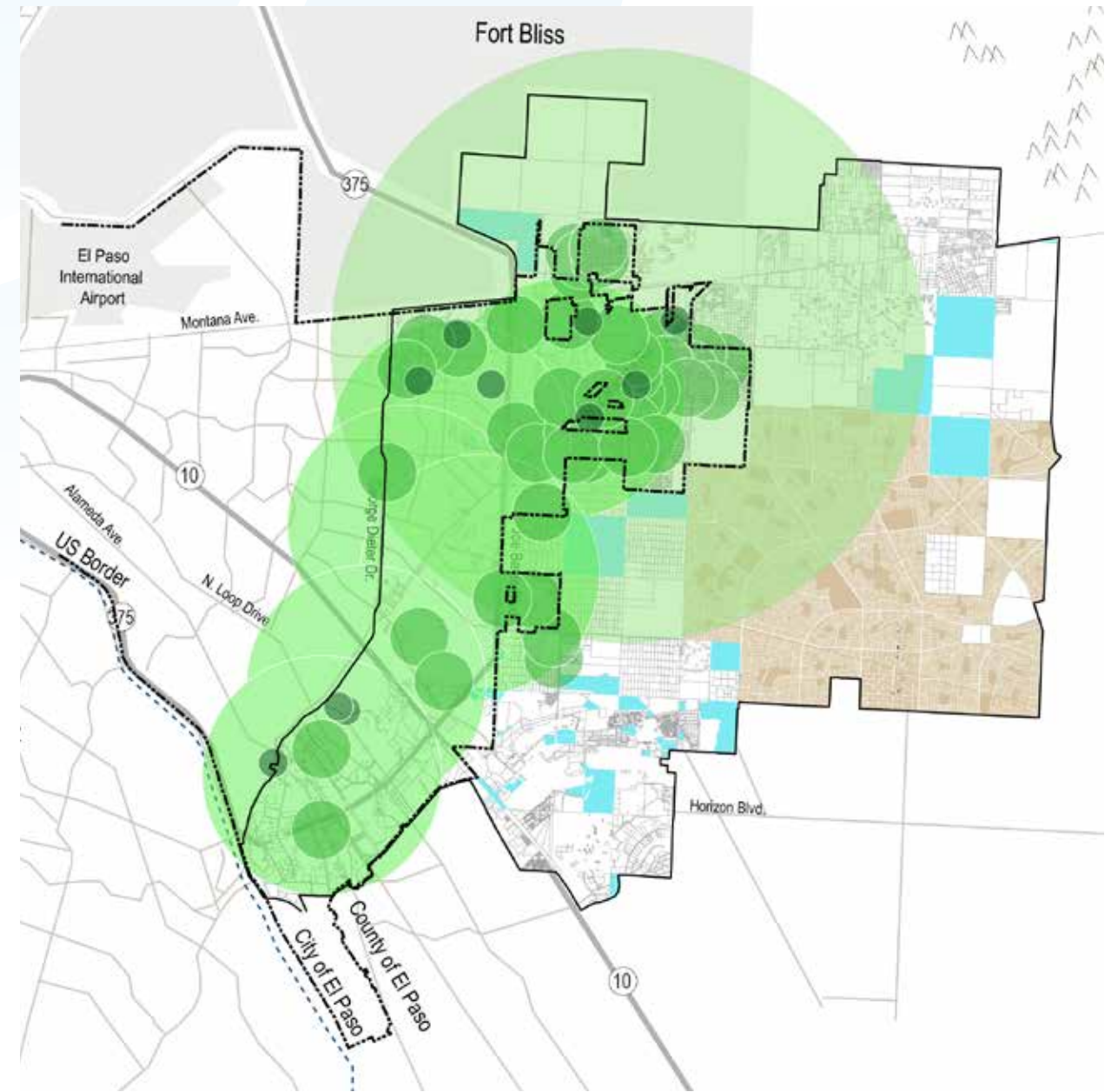
parks that create interactive, multi-generational and multi-functional features must be woven together to present opportunities for all ages and abilities as new parks are designed. The time to create “destinations” in the Eastside is overdue. Community recreation centers are well below national averages. Eastside parks also lack restrooms, drinking fountains, bike racks, picnic pavilions and courts that encourage visitation and exercise.

What PARK AMENITIES are available in the Eastside study area?

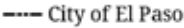

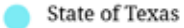

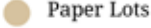




	COMMUNITY RECREATION CENTERS 0.9 per 100,000 residents <i>National Average: 10.3 per 100,000 residents</i>		SENIOR CENTERS 0.45 per 100,000 residents <i>National Average: 10.3 per 100,000 residents</i>
	TENNIS COURTS 4.5 per 100,000 residents <i>National Average: 46 per 100,000 residents</i>		PAVILION/PICNIC SHELTERS 3.1 per 100,000 residents <i>National Average: 100 per 100,000 residents</i>
	BASKETBALL COURTS (FULL) 11 per 100,000 residents <i>National Average: 63.1 per 100,000 residents</i>		RESTROOMS 1.3 per 100,000 residents <i>National Average: 64.5 per 100,000 residents</i>
	SOFTBALL/BASEBALL FIELDS 4.5 per 100,000 residents <i>National Average: 14.6 per 100,000 residents</i>		TURF AREAS 139 ACRES per 100,000 residents <i>National Average: No data</i>
	MULTIPURPOSE FIELDS 23.9 per 100,000 residents <i>National Average: 50 per 100,000 residents</i>		DRINKING FOUNTAINS 0 per 100,000 residents <i>National Average: No data</i>
	PLAYGROUNDS 24 per 100,000 residents <i>National Average: 45 per 100,000 residents</i>		BIKE RACKS 1 per 100,000 residents <i>National Average: No data</i>
	SPLASH PADS 1.3 per 100,000 residents <i>National Average: No data</i>		SWIMMING POOLS 0.9 per 100,000 residents <i>National Average: 5.6 per 100,000 residents</i>
	SKATE PARKS 1.3 per 100,000 residents <i>National Average: 1.9 per 100,000 residents</i>		NEARBY BUS STOP 5 per 100,000 residents <i>National Average: No data</i>

Source: Stantec

“In all comparative measures of park amenities with national averages, the Eastside falls significantly short.”



Legend

	City of El Paso		Regional Parks - 10.7 Acres 5 mile service radius
	State of Texas		Community Parks - 172 Acres 1 mile service radius
	Paper Lots		Neighborhood Parks - 252 Acres 1/2 mile service radius
	Vacant		Pocket Park - 11 Acres 1/4 mile service radius
			Linear or Joint use - 3 Acres 1/4 mile service radius

PARKS	
Current Need	: 791 acres
Regional	: 380 acres
Community	: 227 acres
Neighborhood	: 184 acres
Min. Construction Cost (2019)	: \$593 million

Figure 2.21: Existing Parks and Service Radii

Source: Stantec Consulting

Footnote: Assume \$750,000 per acre of construction; typical park construction costs ranges between \$1-\$1.5million per acre.



2.12 PROPOSED PARKS

With the understanding the existing deficiency of parkland is slightly less than double the existing supply, the proposed parks address more of the spatial need rather than the acreage count. **Using the City's adopted standard of 6 acres per 1,000 population, an additional 791 acres of local and regional parks are required today in the Eastside study area and 1,219 acres to accommodate the build out scenario.** Since this number of developed park acreages is unreasonable, it is recommended the City concentrate financial resources to develop the remaining 80 acres of Eastside Regional Sports Complex and build one more 80-acre regional park central to the Eastside study area. Additional parks and recreation

facilities should be constructed in the form of three large community parks, 23 neighborhood parks, and 54 pocket parks. Pocket parks cost approximately \$1.2 million per site and are preferred by residents. See **Figure 2.22, Proposed Parks and Service Radii.** Park locations were identified based upon existing gaps in service for all park types and the intent to use land owned by the State of Texas whenever possible to support park development objectives.

Most importantly, the design of new parks must steer clear of previous outdated techniques and be more engaging, play-centric, and appeal to residents of all ages.

What are the CONDITIONS of the parks in the Eastside study area?



Source: Stantec



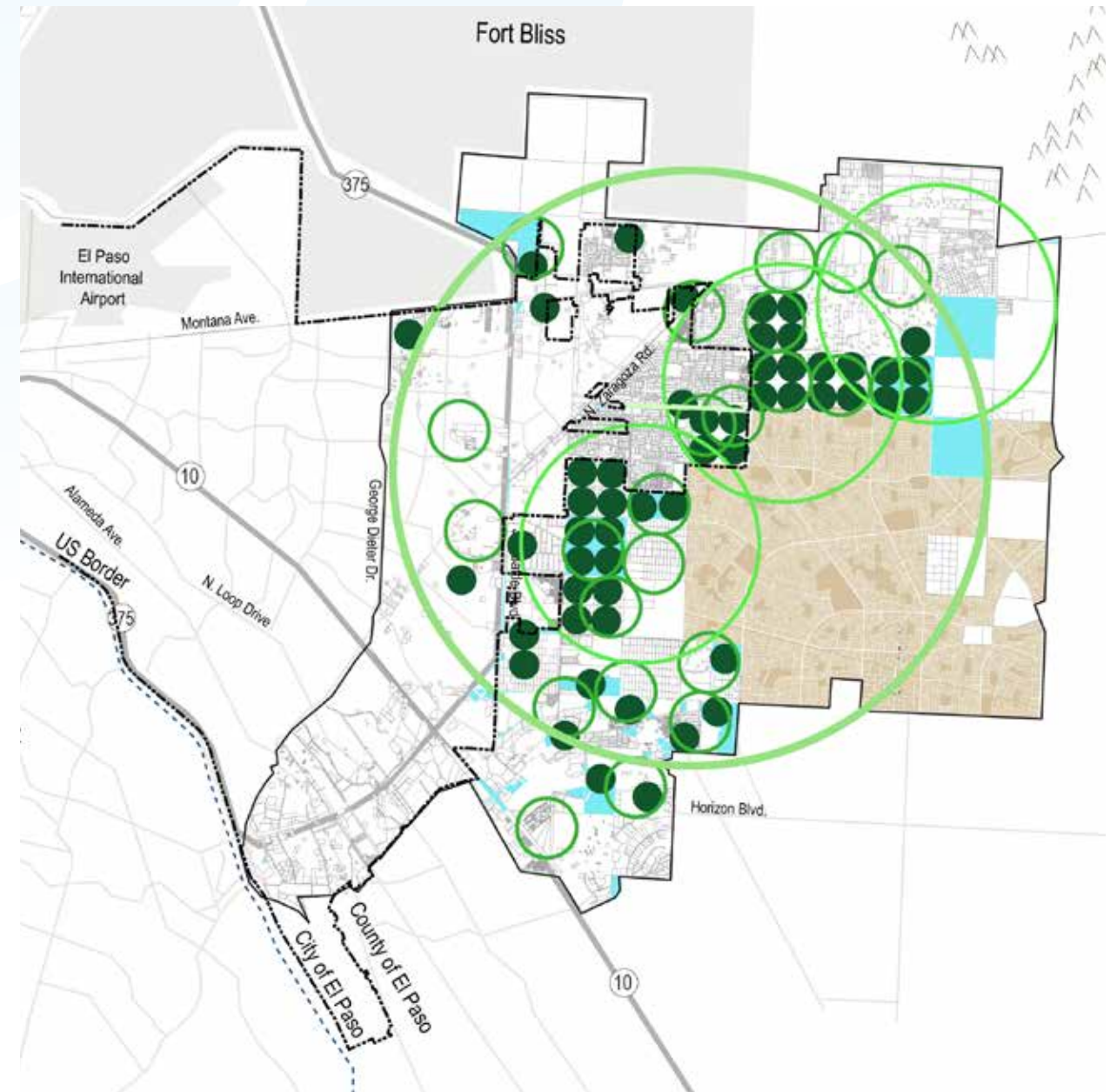
Hueco Mountain Flat Field



Indian Ridge



Loma Chica Park



Legend	Quantity
--- City of El Paso	
● State of Texas	
● Paper Lots	
○ Vacant	
○ Regional Parks 5 mile service radius	1
○ Community Parks 1 mile service radius	3
○ Neighborhood Parks 1/2 mile service radius	23
● Pocket Park 1/4 mile service radius	54
○ Linear 1/4 mile service radius	1

Figure 2.22: Proposed Parks and Service Radii

Source: Stantec Consulting

Footnote: Assume \$750,000 per acre of construction; typical park construction costs ranges between \$1-\$1.5million per acre.

PARKS	
Future Need	: 131 Parks (994 acres)
Regional	: 348 acres
Community	: 248 acres
Neighborhood	: 348 acres
Min. Construction Cost (2019)	: \$708 million



2.13 EXISTING BICYCLE INFRASTRUCTURE, TRAILS, AND OPEN SPACE

2.13.1 Bicycle Infrastructure

An inventory of the existing infrastructure that provides safe connections between home and work for bicyclists and general multi-purpose trails for exercise was conducted. Using digital data provided from the City as well as adopted documents, the following paragraphs and figures discuss the availability of these services for the Eastside residents.

Figure 2.23 identifies the locations of existing bicycle infrastructure on Montana, Edgemere, Pebble Hills, Montwood, Charles Foster, George Dieter, and a few other streets. The 26-length miles consist predominately of on-street bike lanes (72%), with limited lengths of buffered bike lanes on Montwood, an off-street path on Snow Plover using a utility corridor, and shared lane markings on Betel. An off-street path in the Lower Valley area is part of the larger Pueblo Viejo Trail system.

In terms of existing bicycle infrastructure to provide safe connections and alternatives to driving between residents and City parks, residents in the Mesquite Trails subdivisions can easily walk or peddle to Burning Mesquite Park along an off-street path. McCarthy and Rancho del Sol Parks are also accessible via bike lane on Loma Verde Drive. And finally, residents living near the Indian Ridge Units 9 and 10 Parks may utilize the bike lane on Edgemere, but as a four-lane roadway, many parents may be reluctant to send their children along that route by themselves.

The existing north-south bicycle infrastructure, such as the bike lanes on Bob Mitchell, Peter Cooper, and Loma Verde Drives, safely connect residents to City parks. The east-west bicycle infrastructure is intended to provide bicycle commuters and recreation enthusiasts direct linkages to Downtown and other destinations.

In general, more bicycle infrastructure and connectivity are necessary to encourage active recreation between home and parks and mobility options between home and work.

2.13.2 Trails and Open Space

The City of El Paso adopted *Towards a Bright Future A "Green Infrastructure Plan" for El Paso* in January 2007. The recommended goals in the document pertinent to the Eastside include:

- Preserve at least 75% of all remaining arroyos on publicly owned land in their existing natural state;
- Initiate actions to preserve at least 5% of the gross in-town land area of East El Paso as underdeveloped open space;
- To ensure balance, increase the actual amount of open space in underserved planning areas of the City by at least 100%;
- Emphasize the use of greenbelt and linear park corridors to link green areas and parks together; and
- As part of the new drainage plan for El Paso, enhance the capacity of large regional detention facilities so that at least 10% to 20% of the area of each pond can be converted to a vegetated open space use such as wetlands or fringe vegetated buffer zones.

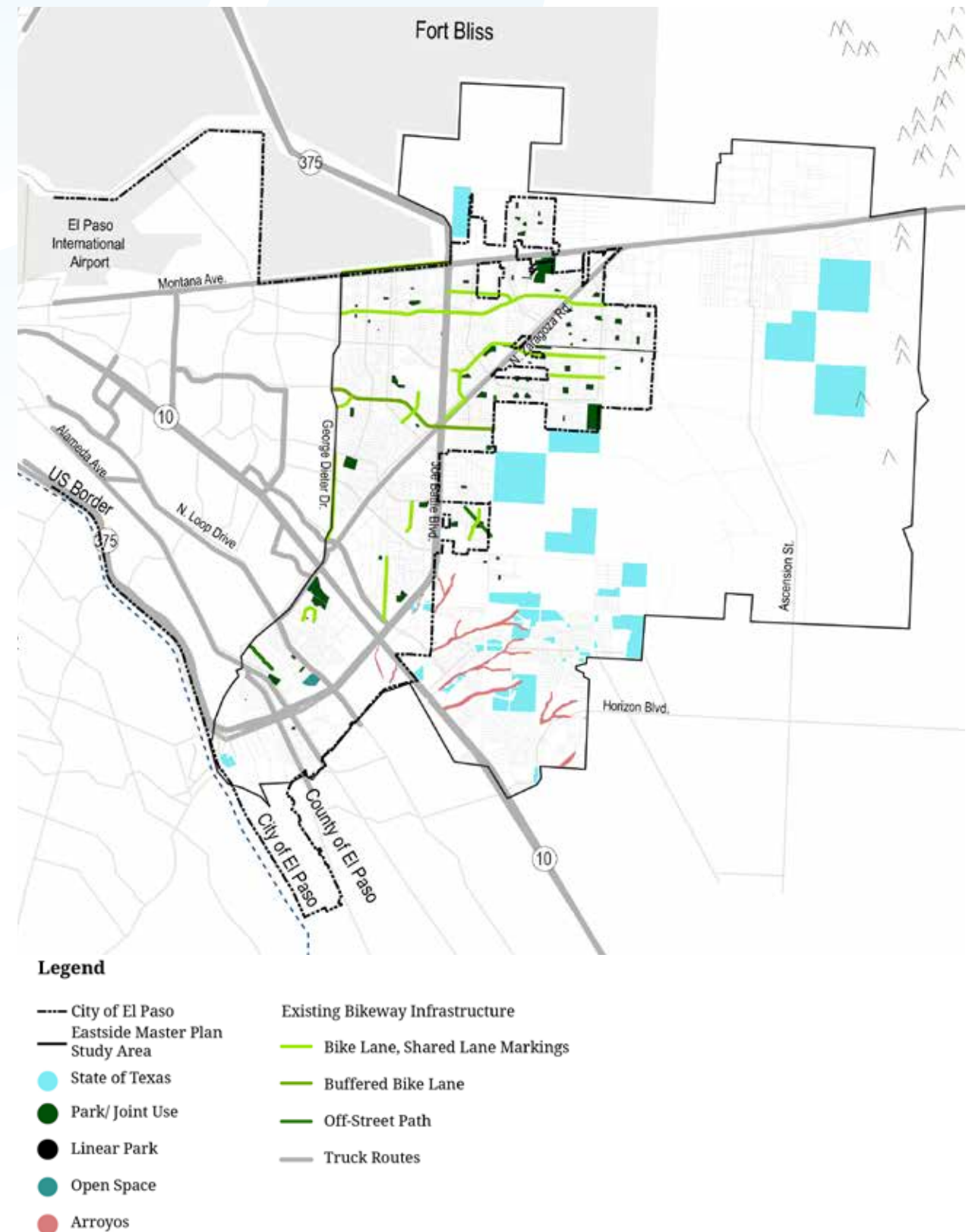


Figure 2.23: Existing Bikeway Infrastructure
Source: City of El Paso Parks and Recreation; Open Space master Plan 2007 Half & Associates



As **Figure 2.23** illustrates, there are arroyos in the Lower Valley area across state owned property that should be preserved in their natural state. With the abundance of property owned by the state in the Eastside, the City of El Paso has significant opportunity to satisfy other goals identified in the Open Space Master Plan to preserve land as major undeveloped open space, to develop greenbelts, and to create linear park corridors that connect neighborhoods and parks together. **Both public and private lands must be used to achieve these objectives.**

The single major open space preserve in the Eastside is the 43-acre Feather Lake located in Mission Valley, managed by the City of El Paso and the Trans Texas Audubon Society. The amenity is seasonally opened to the public for birdwatching in a man-made stormwater detention facility that turns into wetlands with enough seasonal rainfall. State land should be made available for additional major undeveloped open spaces.

The *Green Infrastructure Plan*, adopted in 2007 preceded the robust residential development in the Eastside. During that time, individual stormwater detention facilities were constructed serving specific projects and do not address the goal which is ability to be converted to vegetated open space or used as wetlands. **There are 257 regional flood storage facilities within the Eastside, compared to just 68 parks.** Excluding the larger basins in the Mission Valley area, the mean acreage of flood storage detention areas is 1.8 acres; not really large enough to function as vegetated wetlands.

Figure 2.23 shows the proposed bicycle infrastructure including off-street paths

and totals 218 miles. The City's proposed bicycle infrastructure is extensive. The focus going forward is on more protective bicycle connections including bike boulevards, buffered lanes, and off-street paths. Approximately 201 miles are planned with only 20% or 40 miles as on street bike lanes.

Page 3-22 of the City's *Green Infrastructure Plan* identifies land to acquire and linkage/trails for areas within the Eastside Master Plan study area.

The *Green Infrastructure Plan* also recommends preserving linkage corridors in new development where feasible and acquiring easements for public access from utility companies to establish corridor linkages. Greenbelt corridors for open space, drainage, aquifer recharge, and potential wetlands are considered a high priority but an estimated cost of \$15M in 2007 dollars suggests land for these purposes may take a back seat to the overwhelming needs for developed parks, recreation amenities of all types, libraries and senior centers.

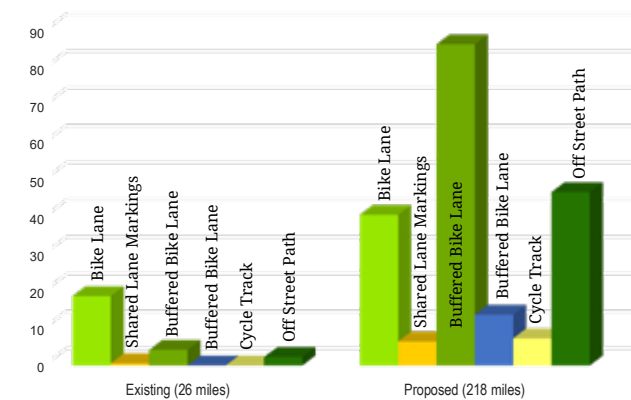


Figure 2.25: Existing and Proposed Bikeway Infrastructure, 2018

Source: City of El Paso; Stantec Consulting

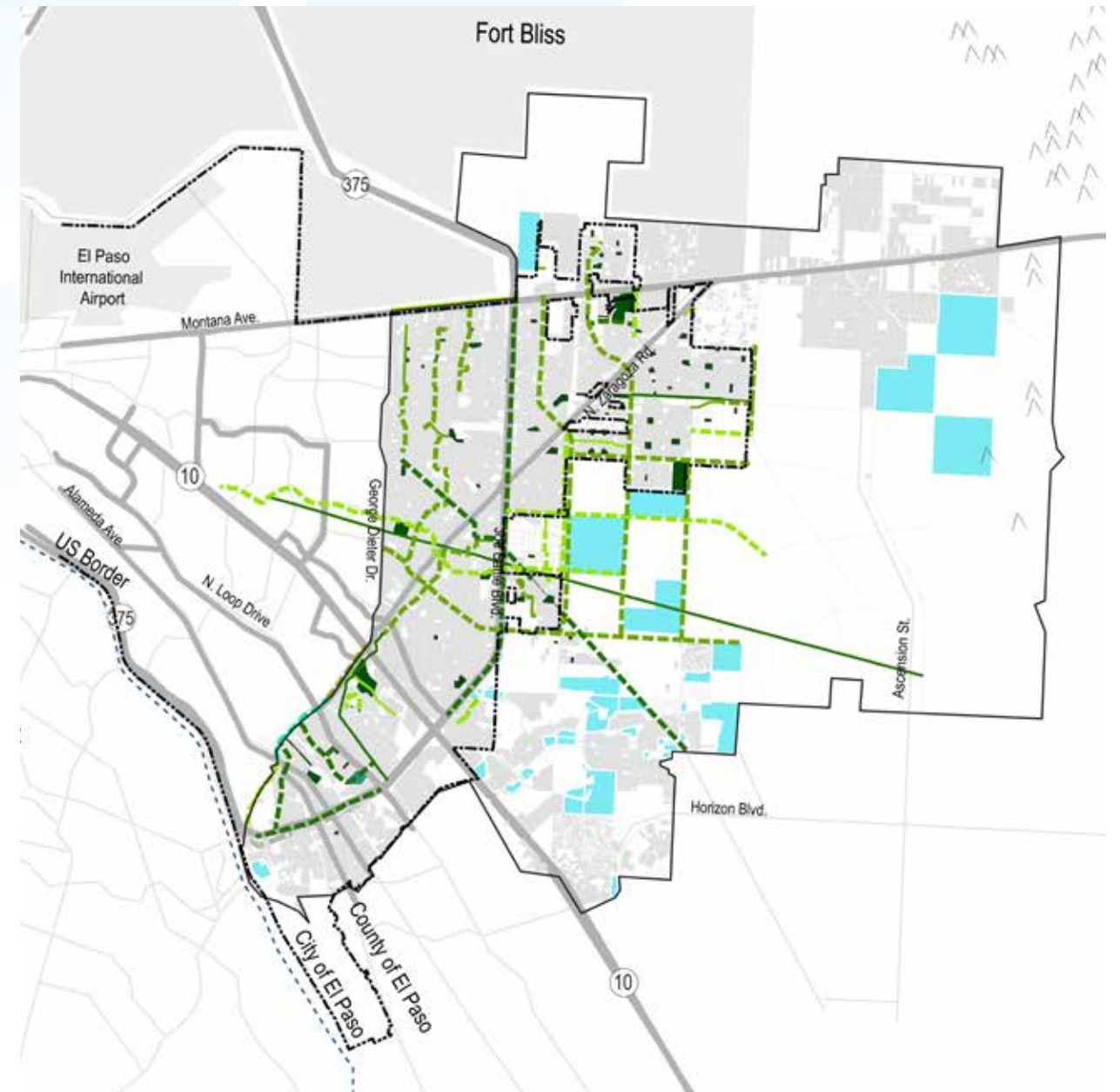


Figure 2.24: Proposed Bikeway Infrastructure, 2018

Source: City of El Paso; Stantec Consulting

El Paso, Texas
source: Adobe Stock Images



El Paso Thoroughfare Plan

3



SECTION 3

El Paso Thoroughfare Plan

3.1 PREFACE

Plan El Paso, the City of El Paso's Comprehensive Plan adopted in 2012, provides the basis for El Paso's regulations and policies that guide its physical and economic development.

Plan El Paso was created in El Paso, and the best ideas came from El Pasoans. The plan vision was created through a series of hands-on public design charrettes which included over eight weeks of intense community exercises and policy discussion. This process was followed by over a year of regular meetings with a City Plan Advisory Committee (CPAC) to refine the draft plan. A project website received over 40,000 visitors and provided an online forum for plan discussions; in addition, the process received bilingual coverage in local and national media. Plan drafts were made available to the public, and special presentations and meetings were held to discuss the plan before the formal adoption process. Through this extensive outreach and public involvement, the greater El Paso community has become invested in the plan and its implementation.

Throughout the Plan El Paso planning process, numerous comments and input on transportation-related topics were gathered. These were analyzed to develop the following major community concerns and priorities:

- Expand Transportation Choices & Options
- Invest in Transit
- Expand Safe Walking & Bicycling Environments
- Create Safe & Complete Streets
- Revitalize Major Corridors, Especially Alameda
- Address Congestion & Traffic Flow
- Make Reinvestment & Smart Growth the Priority
- Invest in the Airport Area as a Major Gateway
- Recognize El Paso's Auto Orientation

This Thoroughfare Plan Update expands the 2013 Thoroughfare Plan updated for Plan El Paso with a more systematic approach of combining different street classification typologies and design guidance from past plans. These include the City Capital Improvement Department's accepted cross-sections, the El Paso Smart Code and 2013 Thoroughfare Plan, and the 2016 Comprehensive Bike Plan. This update has defined a new citywide definition for classification types and accepted cross-sections that fit within them. The information and recommendations in this report should be used to update the Transportation Element of the Comprehensive Plan, to update various titles of the City's land development regulations (especially Title 19), and to guide the planning and design of streets in the City and its extraterritorial jurisdiction.

3.2 INTRODUCTION

3.2.1 Purpose of El Paso's Thoroughfare Plan

The City of El Paso's Thoroughfare Plan is a vital component of the Comprehensive Plan. The Thoroughfare Plan is primarily a map of the existing and proposed network of streets and roads that shows the approximate location, alignment, and functional classification of collectors, arterials, and expressways throughout El Paso County.

The Thoroughfare Plan map shapes El Paso's transportation network and travel patterns, which in turn affects the patterns of growth. Although comprehensive plans in Texas are mostly advisory in legal status, the city's Thoroughfare Plan (sometimes referred to as the Major Thoroughfare Plan, as it will be throughout this document) is "regulatory" (legally enforceable) by being referenced in Title 19 of El Paso's land development regulations. The Thoroughfare Plan is the basis for requiring new development to connect to and help build the future street network to offset the traffic impacts of new development.

The Thoroughfare Plan provides public officials a strong tool to preserve corridors for future streets and roads while overcoming significant barriers, including topographical and environmental conditions, existing development, and vested development rights.

Plan El Paso outlines goals for the City's Major Thoroughfare Plan. These goals include:

- Broaden and refine the MTP to include a multimodal transportation network to supplement the road network now shown
- Review and update the current MTP network to reflect the growth forecasts and other policies in *Plan El Paso*

- Refine the MTP's thoroughfare classification system to reflect the concepts in the Transportation Element of *Plan El Paso*
- Update thoroughfare cross-sections to reflect the concepts in this Transportation Element
- Use today's best practices for network design principles.

3.2.2 Updating the Thoroughfare Plan

Objectives of this update to El Paso's Major Thoroughfare Plan (MTP) include:

- Broaden and refine the MTP to include bicycle and pedestrian facilities, especially from the 2016 *Comprehensive Bike Plan* completed since the adoption of *Plan El Paso*.
- Refine the MTP's thoroughfare classification systems to reflect the concepts in the Transportation Element of *Plan El Paso*.
- Update the previous MTP network to reflect the land-use policies in *Plan El Paso* and best practices for the design of regional transportation networks.
- Update the cross-sections of proposed thoroughfares to carry out the principles in the Transportation Element.

Each objective is explained below.

- **Broaden and Refine MTP to Include a Multimodal Network**
To carry out *Plan El Paso's* overall vision, the City needs to broaden its MTP to include bicycle and pedestrian facilities. These travel modes can usually be accommodated within the same rights-of-way used by private vehicles.

- **Refine MTP Functional Classification**
The MTP's functional classification categories should be more consistent with those used by the El Paso MPO, El Paso County, and TxDOT. This will help obtain state and federal funding while still being consistent with the new "area types" and improved functional classification described in this report. The objective is to maximize regional and state funding while serving the City's objectives of integrating land use character, thoroughfare design, and expanded transit opportunities. "Compact Urban" areas will be served by walkable complete streets, while "Drivable Suburban" and "Rural" areas will be served by upgraded versions of conventional street and road designs.

- **Update MTP Network to Reflect Latest Land-Use Policies and Network Design Principles**
The current MTP network was nominally for the year 2025 but would accommodate growth in a vastly larger area. The updated network continues to identify corridors in other municipalities and in unincorporated El Paso County even where the City does not control growth patterns. The MTP network reflects the proposed location and character of future growth with appropriate street spacing, character, and regional connectivity. Preliminary best practices for network design were provided under Goal 4.5 of the Transportation Element.

- **Update Thoroughfare Cross-Sections**
The City of El Paso currently has four sets of thoroughfare design standards: Design Standards for Construction referenced in Title 19 of the city's land development regulations; Thoroughfare Assemblies in Title 21; the ITE recommended practice, Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; and NACTO. These standards need to be organized

according to the functional classification and area types described in this report. Proposed cross-sections are presented in this report to replace those currently in Title 19.

The updated Major Thoroughfare Plan maps will be incorporated into *Plan El Paso* through a Comprehensive Plan amendment. At the same time, pages 4.43–4.45 of the plan's Transportation Element will also be updated, as will Goals 4.4 and 4.5 and their related policies. Amendments will then be made to El Paso's land development regulations, primarily in Title 19.

Goal 4.4 of Plan El Paso had originally anticipated the expansion of the Thoroughfare Plan into a broader Sustainable Mobility Plan (SMP). Those broader objectives will instead become part of a future Transportation Master Plan, as described under Goal 4.6 of *Plan El Paso*.

3.2.3 Organization of Section 3

The main body of this report describes the Major Thoroughfare Plan update in detail and presents the proposed cross-sections. Appendix A contains the proposed MTP maps.

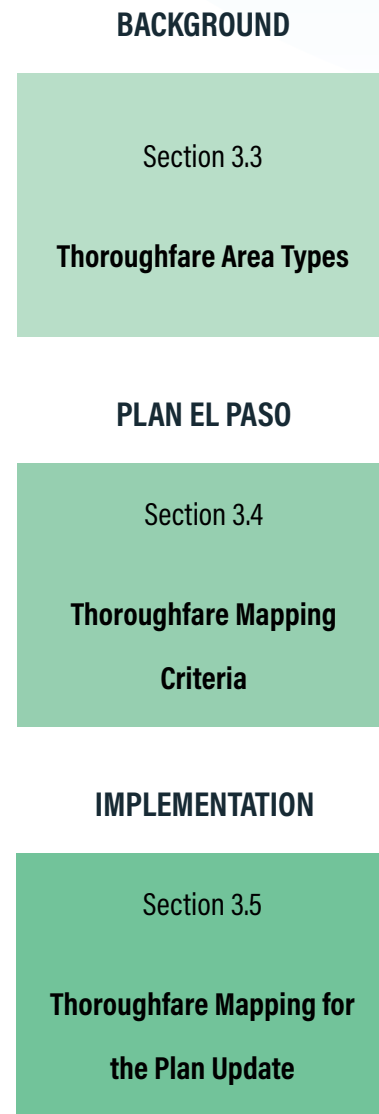
This MTP functions as a hybrid thoroughfare plan and street design guidance document. It sets baseline standards for right-of-way requirements associated with each classification and ties these to the principal character area types of Plan El Paso: Compact Urban, Drivable Suburban, and Rural (which is assumed to include Open Space area types). In addition, the MTP seeks to integrate the bicycle network recommendations of the 2016 El Paso Bike Plan, which calls for a broad network expansion using the state of the practice in bicycle facility design.

However, the MTP also recognizes that a basic set of functional classification types cannot easily fit into a basic series of right-of-way and design standards, even with the variety of community contexts inherent in the *Plan El Paso* area types lexicon. To address this, the MTP presents each major classification type (except expressways) with regard to each major area type as a series of design factors that must be considered. It recommends a priority for each of these design factors in each functional classification/area type combination, identifying when a particular design factor should take high priority and when it should be treated as a more moderate priority on which concessions can be made.

The purpose of this is to give the City a thoroughfare plan that can be implemented through a combination of design flexibility, especially in existing built environments

where no more right of way is available, and conventional right-of-way dedications and street construction from new development.

The diagram below illustrates the overall layout of the section.



3.3 THOROUGHFARE AREA TYPES

The physical layout of modern America is overwhelmingly influenced by its transportation system, yet when today's thoroughfare design standards were being established, little thought was given to the neighborhood patterns they would produce.

For instance, thoroughfares designated as "arterial streets" change little as they approach intensely developed areas. In transportation engineering terms, the surrounding context changes, but thoroughfare designs change very little. Speeds generally drop from 55 to 45/35 mph, but on-street parking is rarely allowed in emerging areas and is often removed from older areas. In recent decades, arterial streets are excluding most intersections with side streets, leading to longer block sizes (600 to 1,000 feet and longer) and higher speeds, which both cause difficulties for pedestrians. Without context-sensitive designs, streets can overwhelm the communities they should be designed to serve.

Plan El Paso has emphasized a focus on four primary area types, each featuring distinct patterns of development and connectivity. The four area types—Compact Urban, Drivable Suburban, Rural, and Open Space—form the basis of the land use and urban form designations that the plan applies to the entire city. Because the Plan calls for an integrated approach to transportation and land use, these four area types and their specific designations are important factors in how specific thoroughfare designs are to be selected and implemented.

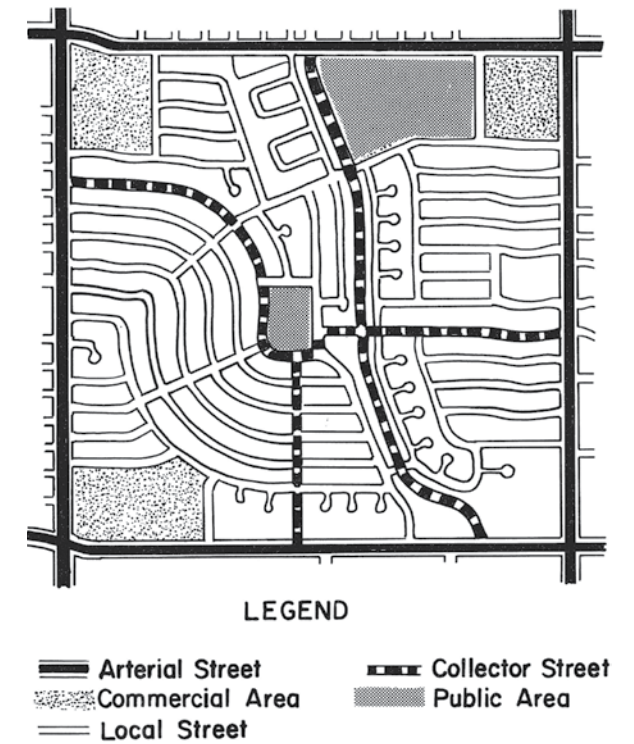


Figure 3.1: Early definitions of the functional classification system
Source:

3.3.1 Compact Urban and Drivable Suburban

Plan El Paso establishes a distinction between two distinct types of urbanized areas, described as “Compact Urban” and “Drivable Suburban.” In Compact Urban areas, multimodal transportation design will become the norm; character and function will be more important than capacity, and the street network will provide smaller blocks with greater “people moving” capacity. Most Drivable Suburban areas will maintain a predominately automobile-dependent development pattern; thoroughfares will still have sidewalks, and where travel speeds are higher, separate bike lanes.

Three groups of neighborhoods have been assigned as Compact Urban, based on designations from the Future Land Use Map:

- **Existing Walkable Neighborhoods**
The first group includes neighborhoods where the original development pattern was laid out in eras when walking was commonplace or during the streetcar era when public transit was more common than private automobiles. These neighborhoods are designated as G-1 “Downtown” and G-2 “Traditional Neighborhood” on the Future Land Use Map. These areas are well-suited for continued evolution with a mix of uses and transportation options.
- **Planned Walkable Communities**
The City of El Paso owns large tracts of developable land that are within the city limits and are being master-planned for potential urban expansion using Smart Growth principles. One tract adjoins the El Paso International Airport and two others

are on land managed by the Public Service Board on opposite sides of the Franklin Mountains. These lands will be served with walkable streets to match the planned character of the development. These tracts are designated as O-7 “Urban Expansion” on the Future Land Use Map.

- **Future Redeveloped and Infill Neighborhoods**
Plan El Paso has identified numerous other areas in El Paso with strong potential for infill development and for redevelopment, including land near RTS stops and Sun Metro transfer stations. Other elements of Plan El Paso provide conceptual physical designs for many of these areas. They are identified as overlays on the Future Land Use Map: “Local Transfer Centers,” “RTS Stops,” and “Future Compact Neighborhoods.”

3.3.2 Rural and Open Space

Regional transportation planning distinguishes between two “area types” where thoroughfares are expected to have fundamentally different characteristics: Urban and Rural.

Urban areas are defined in Federal-aid highway law to mean urbanized areas as designated by the Census Bureau. Rural areas comprise everything outside the boundaries of urban areas. The upper map on this page shows the latest urban/rural distinction, based on the 2010 U.S. Census. Federal guidelines allow considerable latitude to state and local officials in adjusting this boundary for transportation purposes.

The Urban/Rural distinction is essential for designing thoroughfares, yet the Census designations are so broad that they encompasses

vastly different types of land development – different physical contexts that need to be respected when thoroughfares are designed or redesigned. Also, the Census Bureau’s designations are based on condition during the previous decennial census, whereas *Plan El Paso* is based on desired conditions for the future.

To improve on the conventional Urban/Rural distinction, this new Major Thoroughfare Plan includes the following enhancements based on *Plan El Paso*:

- The Rural area type is based on *Plan El Paso’s* Future Land Use Map instead of the U.S. Census.
- A new Open Space area type is provided for lands that won’t be developed.
- The Urban area type is subdivided as described earlier.

3.3.3 Significance of these types

These new “area type” designations will help implement the land-use vision in Plan El Paso, which is presented spatially on the Future Land Use Map in the Regional Land Use Patterns Element. These four new area types are based on the following assignments from the Future Land Use Map:

These new area types are shown on the map above and will be displayed as an underlay on El Paso’s new Thoroughfare Plan map. These area types will help city officials coordinate the city’s land-use planning with thoroughfare designs that are appropriate to their context.

The Rural area shown here should also be used by the El Paso MPO and TxDOT in their upcoming decennial adjustment of the urban/rural delineation for state highways.

PLAN EL PASO AREA TYPES

COMPACT URBAN:

- G-1 – Downtown
- G-2 – Traditional Neighborhood
- O-7 – Urban Expansion
- Within designated Local Transfer Center overlay areas (Plan El Paso)
- Within designated RTS Stop overlay areas (Plan El Paso)
- Future Compact Neighborhoods

DRIVABLE SUBURBAN:

- G-3 – Post-War
- G-4 – Suburban
- G-5 – Independent City
- G-7 – Industrial
- G-8 – Fort Bliss Mixed Use
- G-9 – Fort Bliss Military

RURAL:

- G-6 – Rural Settlement
- O-3 – Agriculture
- O-4 – Military Reserve
- O-5 – Remote
- O-6 – Potential Annexation

OPEN SPACE:

- O-1 – Preserve
- O-2 – Natural

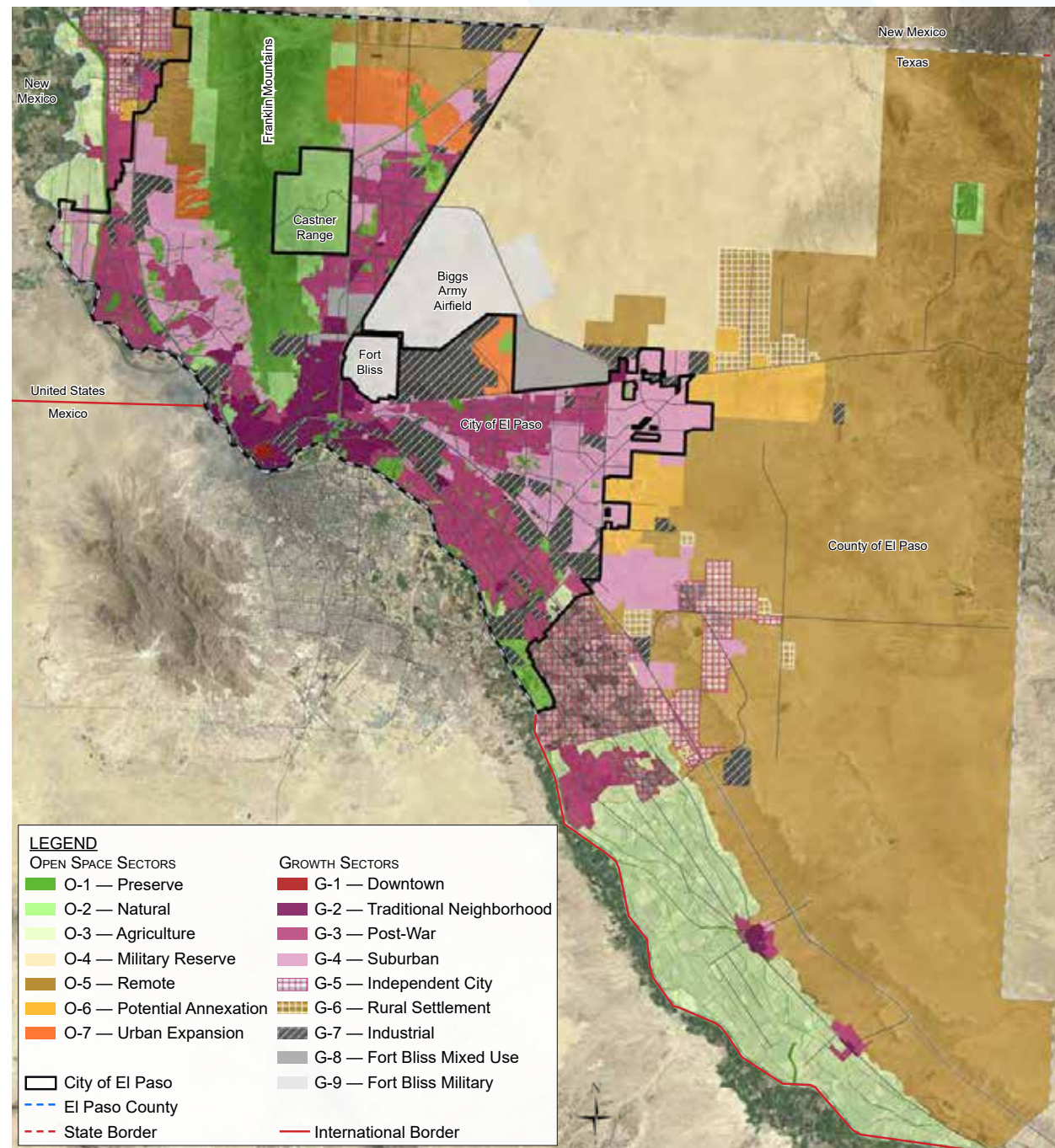


Figure 3.2: Future Land Use Map - Base Sectors

Note: Under Texas Law, a comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.
 Source: City of El Paso; Stantec Consulting

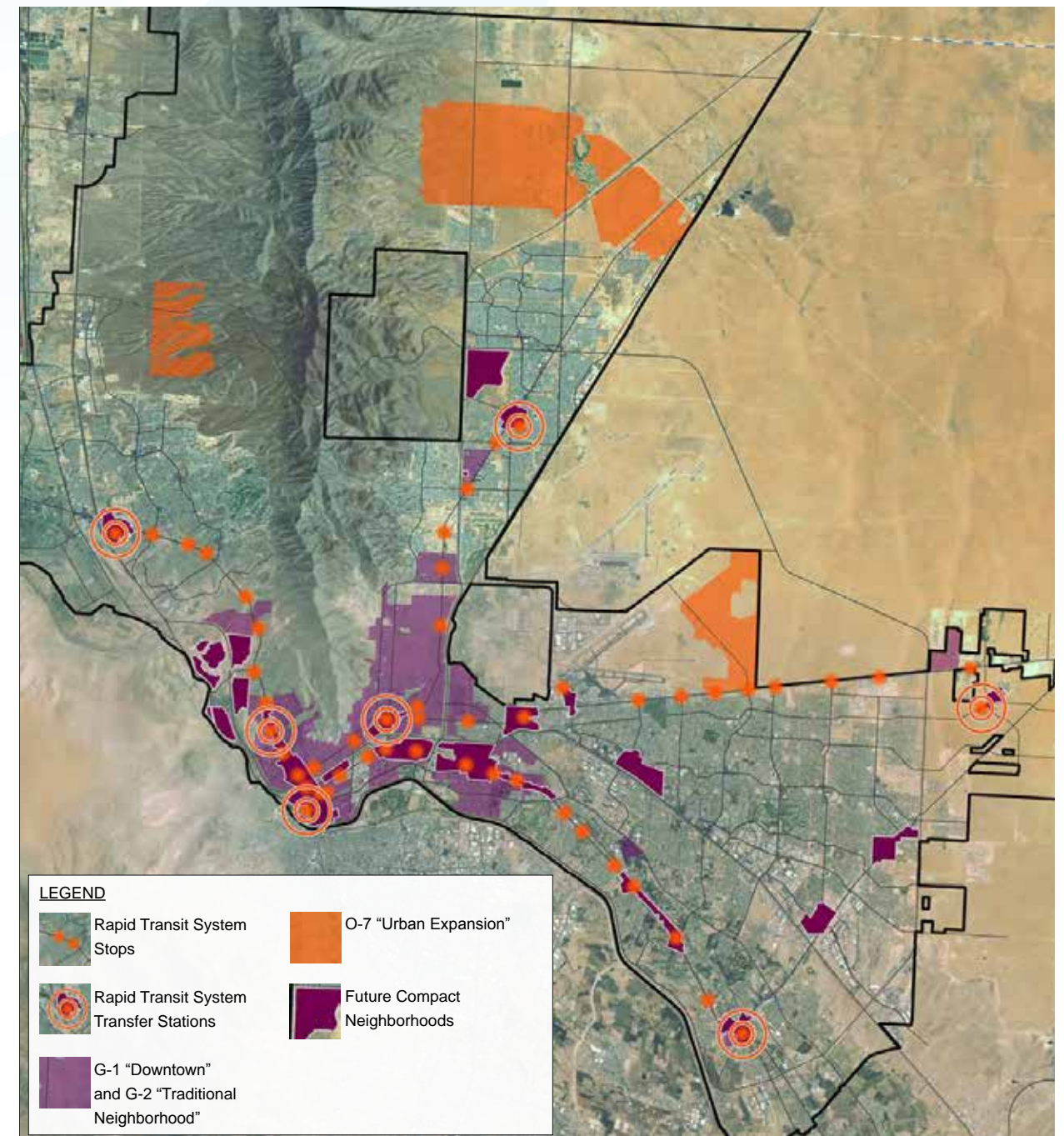


Figure 3.3: Excerpt from Future Land Use Map highlighting Compact Urban Areas

Source: City of El Paso; Stantec Consulting

3.4 THOROUGHFARE MAPPING CRITERIA

The Major Thoroughfare Plan maps revised for this update were based on the numerous criteria used to make assignments in the 2013 Thoroughfare Plan. These were updated with new criteria for harmonizing classifications between different planning documents. The overarching network design principles were provided under Goal 4.5 of Plan El Paso (right).

El Paso's major thoroughfare network needs to serve the urban pattern proposed in the Comprehensive Plan, not dictate the pattern. The character of new streets on the network will correspond with anticipated development patterns, based on Plan El Paso's Future Land Use Map and the improved functional classification system described in this report.

The network should be complete, contiguous, and conveniently spaced to serve the entire urban area. New development must connect to existing development and allow future development to connect as well. Collector streets generally terminate at other collectors and at arterials. Arterial streets provide greater continuity over long distances and generally terminate at other arterials and at expressways.

The network should avoid loops and severe direction changes, except where required by topography, in order to maintain the network's legibility for future users. The network must be sensitive to natural features, historic travel routes, the character of existing communities, and the street pattern established by obsolete yet not-vacated subdivisions northeast of Horizon City.

Streets are important public spaces as well as movement channels – the common thread that ties together old and new neighborhoods while providing convenient access to jobs, commerce, education, entertainment, and open spaces.

The basic thoroughfare network will remain intact over time, but the Thoroughfare Plan map will get modified as acceptable alternative patterns and alignments are approved as formal amendments to the map or as authorized minor adjustments.

Goal 4.5: El Paso's network of major thoroughfares will become the "Great Streets" of tomorrow. They will be integral parts of the communities that surround them, allowing easy movement and providing physical space for social, civic, and commercial activities.

Policy 4.5.1: El Paso's future transportation network will shape the City and its inhabitants. The network must meld all viable modes of transportation and carry out the goals of Plan El Paso.

Policy 4.5.2: Capacity and redundancy should be created by a densely interconnected network rather than by achieving high capacities on individual arterial streets.

Policy 4.5.3: More narrow thoroughfares are better than fewer wide ones. When major thoroughfares are spaced too far apart, these consequences are unavoidable:

- a. The remaining major thoroughfares must be too wide, eroding their placemaking capacity and making them inhospitable to pedestrians and bicyclists.
- b. Motorized traffic may encroach on neighborhood streets designed for lighter traffic volumes.
- c. Transit routes along the remaining thoroughfares become inefficient to provide and unpleasant to use.
- d. Intersections with other wide roads will inevitably restrict the theoretical capacity of wide roads.

This restriction cannot be solved with grade-separated intersections because they are too expensive to construct and maintain and too damaging to surrounding land uses.

Policy 4.5.4: Economically vital cities require multiple transportation modes and cannot hope to maintain free flowing traffic during all peak periods.

Policy 4.5.5: The character of each thoroughfare should be based on the physical context the thoroughfare is passing through in addition to its role in the larger network.

Policy 4.5.6: Limited-access freeways disrupt the healthy functioning of cities and should be the thoroughfare type of last resort when planning an urban network.

Policy 4.5.7: When essential freeways or railroads will present insurmountable barriers to cross movement, they should be depressed rather than elevated in order to minimize the disruption to surrounding communities and to avoid the excessive costs of building and replacing long bridges.

Policy 4.5.8: The regional transportation network must respect the human and natural environment and minimize or eliminate negative impacts such as bisecting or isolating communities, inducing suburban sprawl, or interfering with arroyos and other natural systems.

Policy 4.5.9: The regional transportation network is larger than El Paso County, including New Mexico, Chihuahua and beyond.

3.5 THOROUGHFARE MAPPING FOR THE PLAN UPDATE

Several spatial datasets were combined to produce a shapefile containing an inventory of existing and proposed roads in El Paso. The component datasets are described in Table 3 below. The first four datasets were line shapefiles representing road segments, while the fifth contained data for specific points representing count stations along roadways.

Each dataset was initially uploaded to ArcGIS 10.6 and clipped to the study area extent. The road spatial datasets had different geographic extents and had different levels of completeness for the overall El Paso road network. Most of the roadway segments (around 87% for the Eastside Master Plan area) were found in the TxDOT Roadway Inventory. Spatial joins were used to combine the road segments from each dataset as much as possible into one overall shapefile, building off of the TxDOT Roadway Inventory. Where necessary, roads were manually added to this shapefile to account for misalignments among the datasets. This includes several roads outside the study area, such as Eastlake Boulevard, that are of importance for future connectivity. The AADT points were then spatially joined to the complete road network, and the point AADT values were assigned to the road segments that they overlapped. The El Paso Bicycle Plan shapefile did not completely align with the roads data: bicycle facility segments were therefore merged with the roads data, so that roads and bicycle facilities on those roads would be included in the geodatabase as separate segments. The FEAT_TYPE variable was created to differentiate road segments from bicycle facility segments. Finally, the dataset attributes were pared down to create one shapefile with key information deemed essential to the Thoroughfare Plan.

Road classifications varied or were missing across original datasets (detailed in Table 3). These were standardized and filled in based on an iterative process as follows. The 2013 Thoroughfare Plan Update classifications – expressway, principal arterial, minor arterial, collector, and local – were used for the 2019 classification, with the term ‘principal arterial’ being restored to ‘major arterial’ to remain consistent with past City terminology.

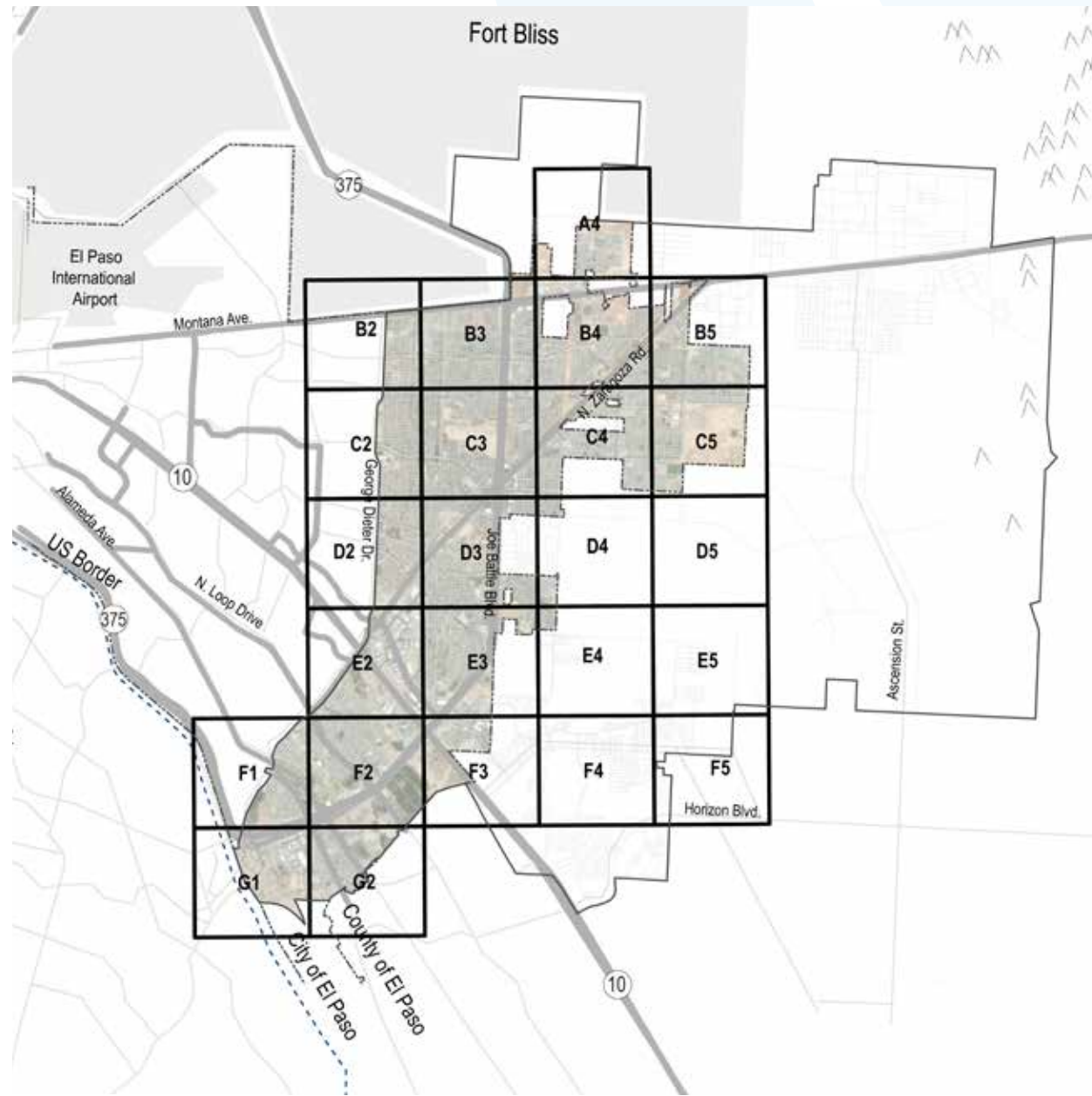
1. Road segments with consistent classifications across multiple data sources were left as-is.
2. Road segments with different classifications within the same broad group (e.g. collectors, minor collectors, and major collectors) were flagged and reassessed before assigning a classification.
3. Road segments with classification mismatches were flagged and assessed.
4. Road segments present in only one dataset (e.g. Thoroughfare Plan or Proposed Roads only) were flagged and assessed.
5. Existing road segments included in the Proposed Roads or Proposed Roadway Projects datasets were assigned a classification.
6. Road segments in the Proposed Roads or Proposed Roadway Projects datasets that do not currently exist were evaluated and assigned a classification.

Qualitative evaluations were based on several attributes present in the geodatabase. Classifications were assigned based on highway design, median width, surface width, roadbed width, and other qualitative characteristics.

2019 Major Thoroughfare Plan Update	TxDOT Roadway Inventory	Capital Improvement Plan	El Paso Smart Code	2013 Thoroughfare Plan Update
Expressway	Interstate	No Equivalent Classification	Highway	Expressway
	Other Freeway & Expressway			
Major Arterial	Other Principal Arterial	Major Arterial	No Equivalent Classification	Principal Arterial
Minor Arterial	Minor Arterial	Minor Arterial	Boulevard	Minor Arterial
Collector	Major Collector	Non-Residential Collector	Avenue	Collector
	Minor Collector	Multi-Family and Commercial/Industrial Collector		
		Residential Collector		
Local	Local	No Equivalent Classification	Road	Local
			Street	
			Drive	
			Commercial Street	

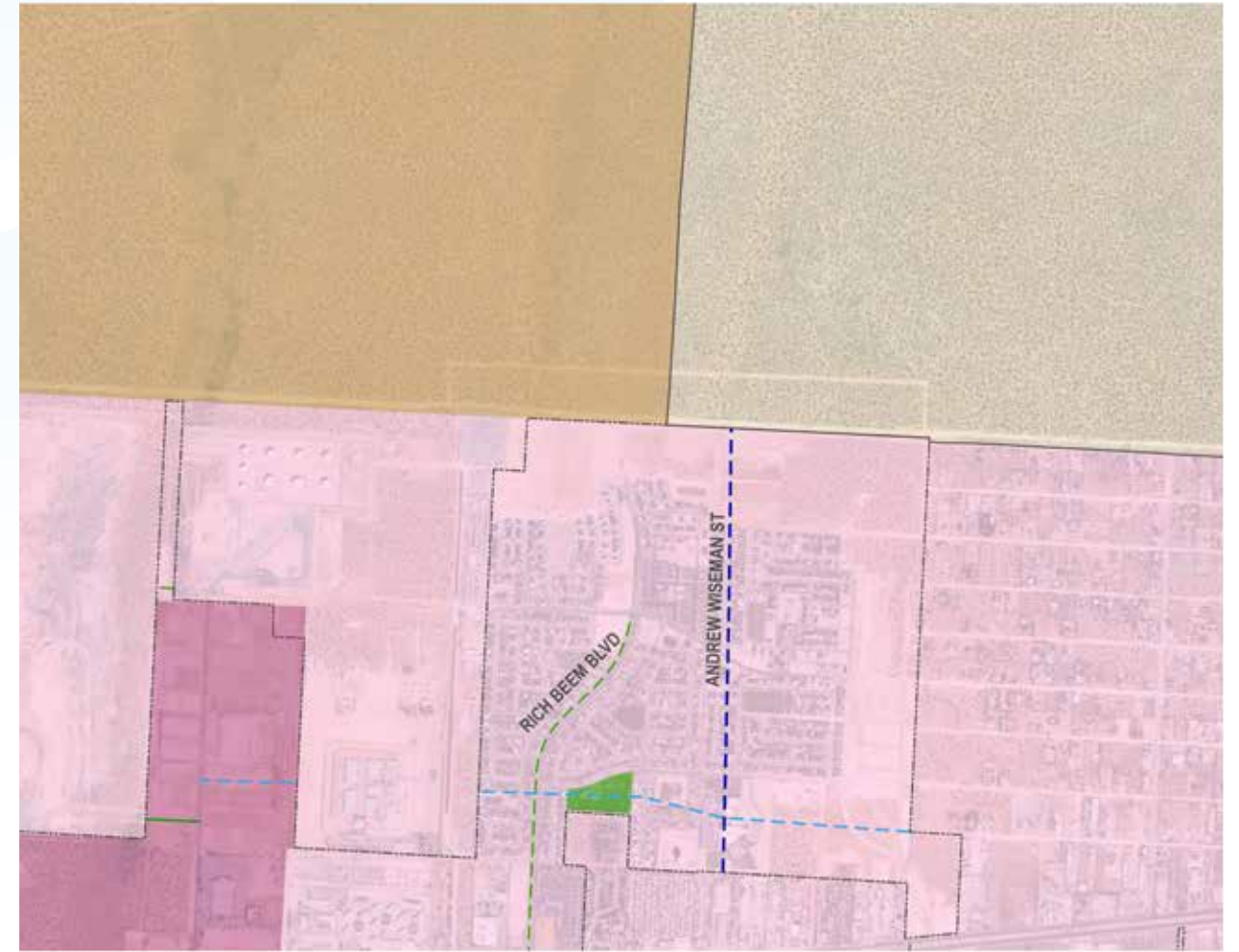
Table 3.1: Matrix Comparing Nomenclature of Functional Classification Systems

Source: City of El Paso; Stantec Consulting



Legend
 - - - City of El Paso
 - - - Eastside Master Plan
 - - - Study Area

Figure 3.4: El Paso Thoroughfare Plan Update - Overview
 Source: Stantec Consulting

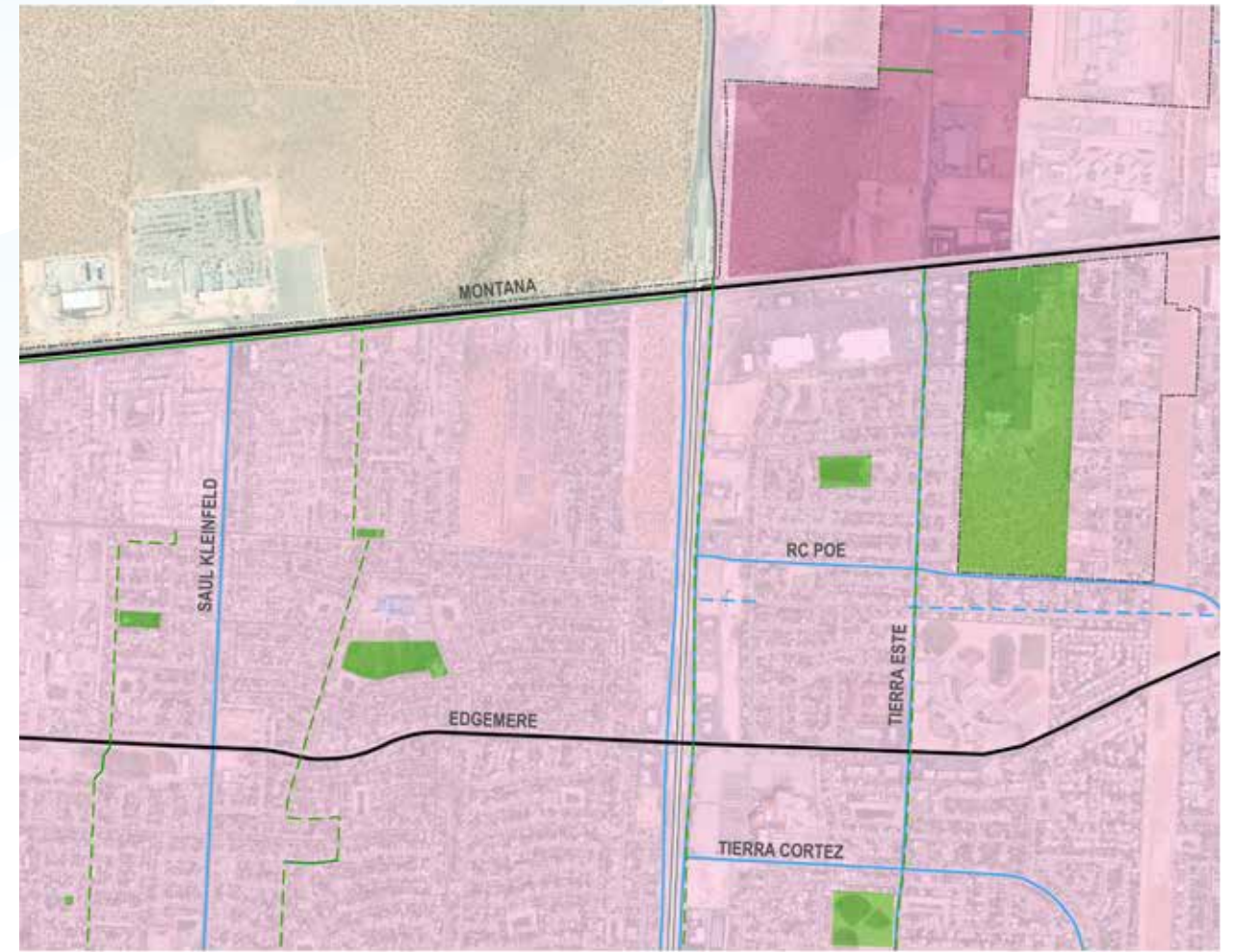


Legend

Existing Thoroughfare	Proposed Thoroughfare	Study Area
Expressway	Expressway	Compact Urban
Principal Arterial	Principal Arterial	Driveable Suburban
Minor Arterial	Minor Arterial	Open Space
Collector	Collector	Rural
Local	Local	
Bicycle Facility	Bicycle Facility	



Figure 3.5: El Paso Thoroughfare Plan Update- Map A4
 Source: Stantec Consulting



Legend

- | | | |
|-----------------------|-----------------------|------------|
| Existing Thoroughfare | Proposed Thoroughfare | Study Area |
| Expressway | Expressway | |
| Principal Arterial | Principal Arterial | |
| Minor Arterial | Minor Arterial | |
| Collector | Collector | |
| Local | Local | |
| Bicycle Facility | Bicycle Facility | |
-
- | | | | |
|---------------|--------------------|------------|-------|
| Compact Urban | Driveable Suburban | Open Space | Rural |
|---------------|--------------------|------------|-------|



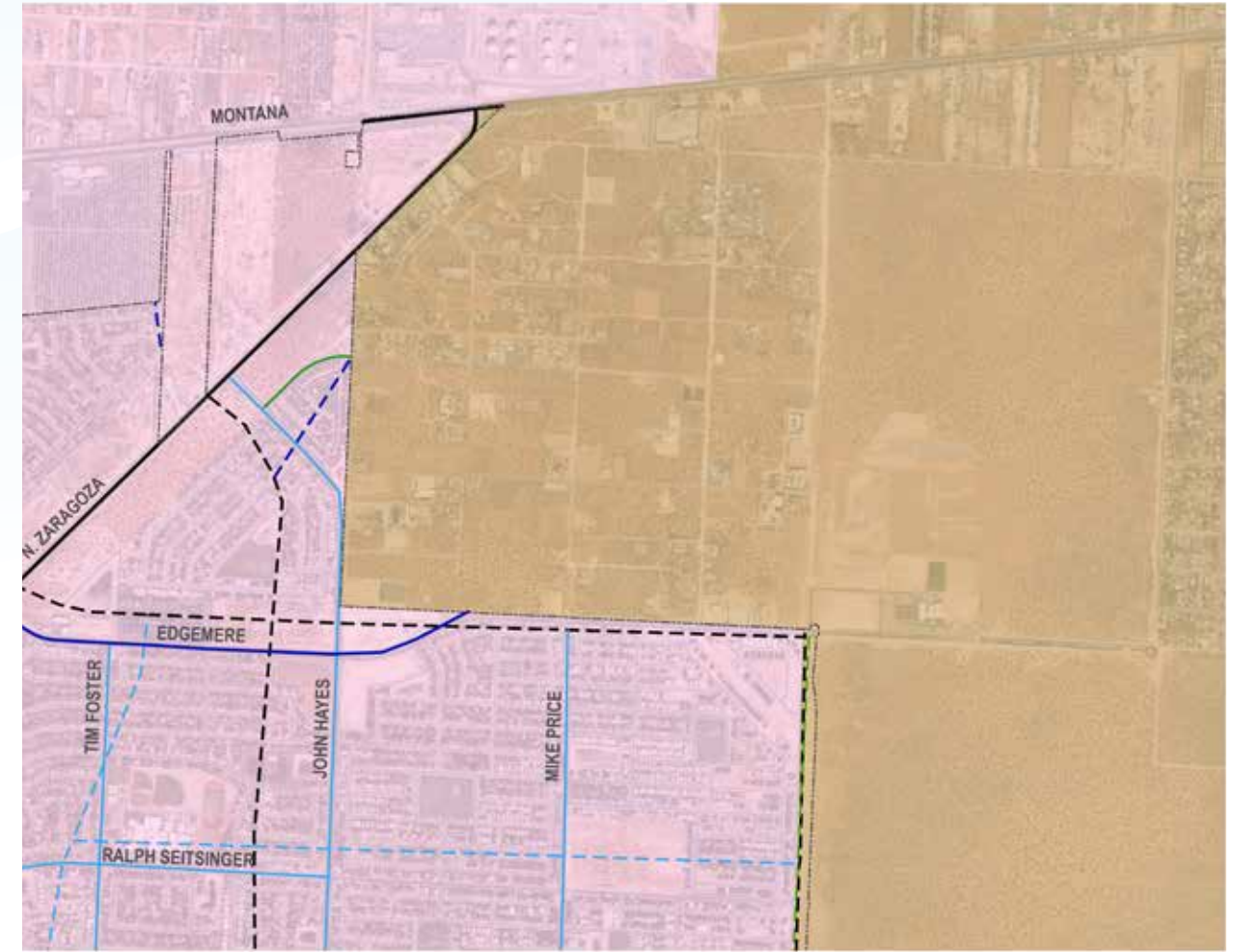
Figure 3.6: El Paso Thoroughfare Plan Update- Map B2
Source: Stantec Consulting

Legend

- | | | |
|-----------------------|-----------------------|------------|
| Existing Thoroughfare | Proposed Thoroughfare | Study Area |
| Expressway | Expressway | |
| Principal Arterial | Principal Arterial | |
| Minor Arterial | Minor Arterial | |
| Collector | Collector | |
| Local | Local | |
| Bicycle Facility | Bicycle Facility | |
-
- | | | | |
|---------------|--------------------|------------|-------|
| Compact Urban | Driveable Suburban | Open Space | Rural |
|---------------|--------------------|------------|-------|



Figure 3.7: El Paso Thoroughfare Plan Update- Map B3
Source: Stantec Consulting



Legend

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| Existing Thoroughfare | Proposed Thoroughfare | |
| Expressway | Expressway | Study Area |
| Principal Arterial | Principal Arterial | Compact Urban |
| Minor Arterial | Minor Arterial | Driveable Suburban |
| Collector | Collector | Open Space |
| Local | Local | Rural |
| Bicycle Facility | Bicycle Facility | |



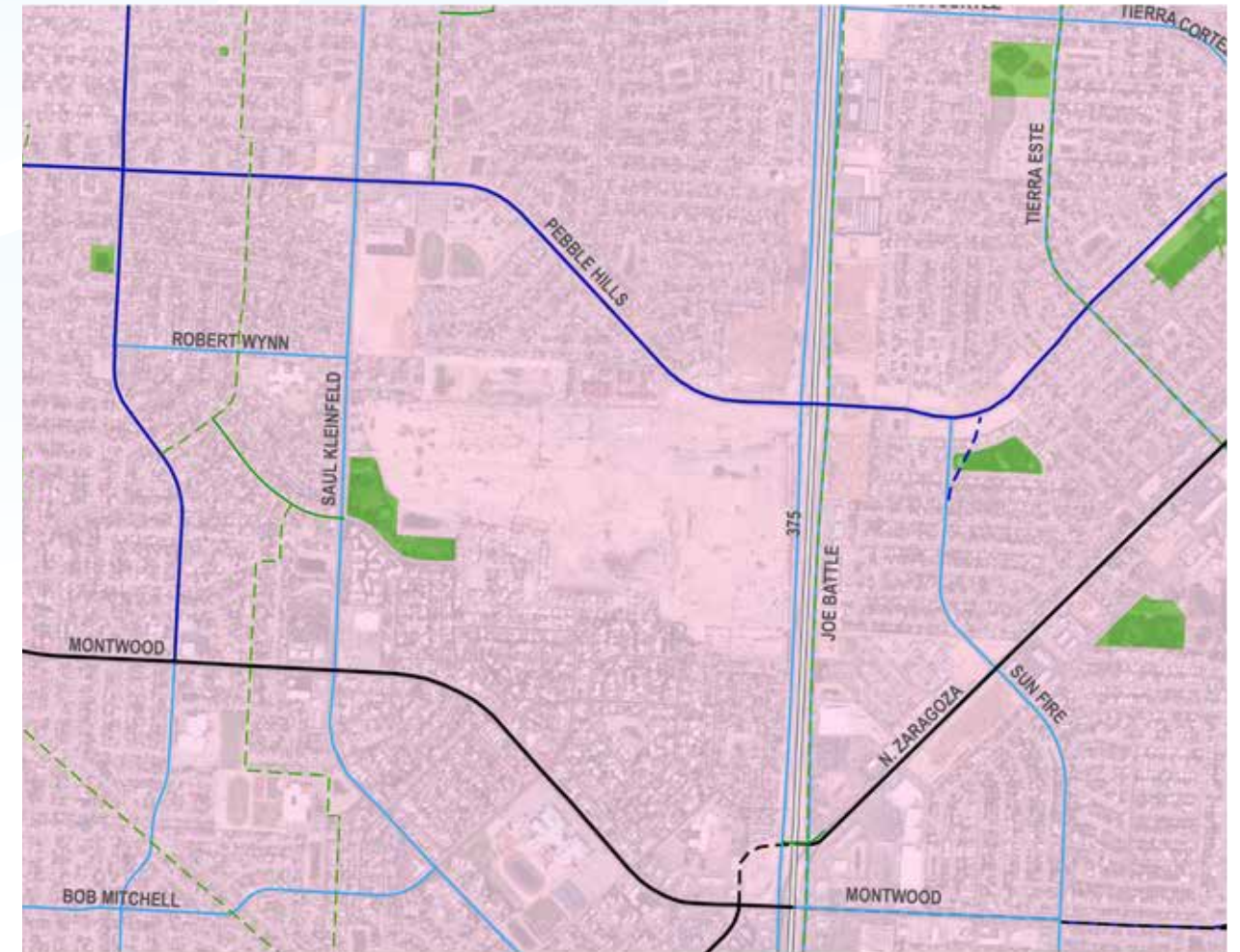
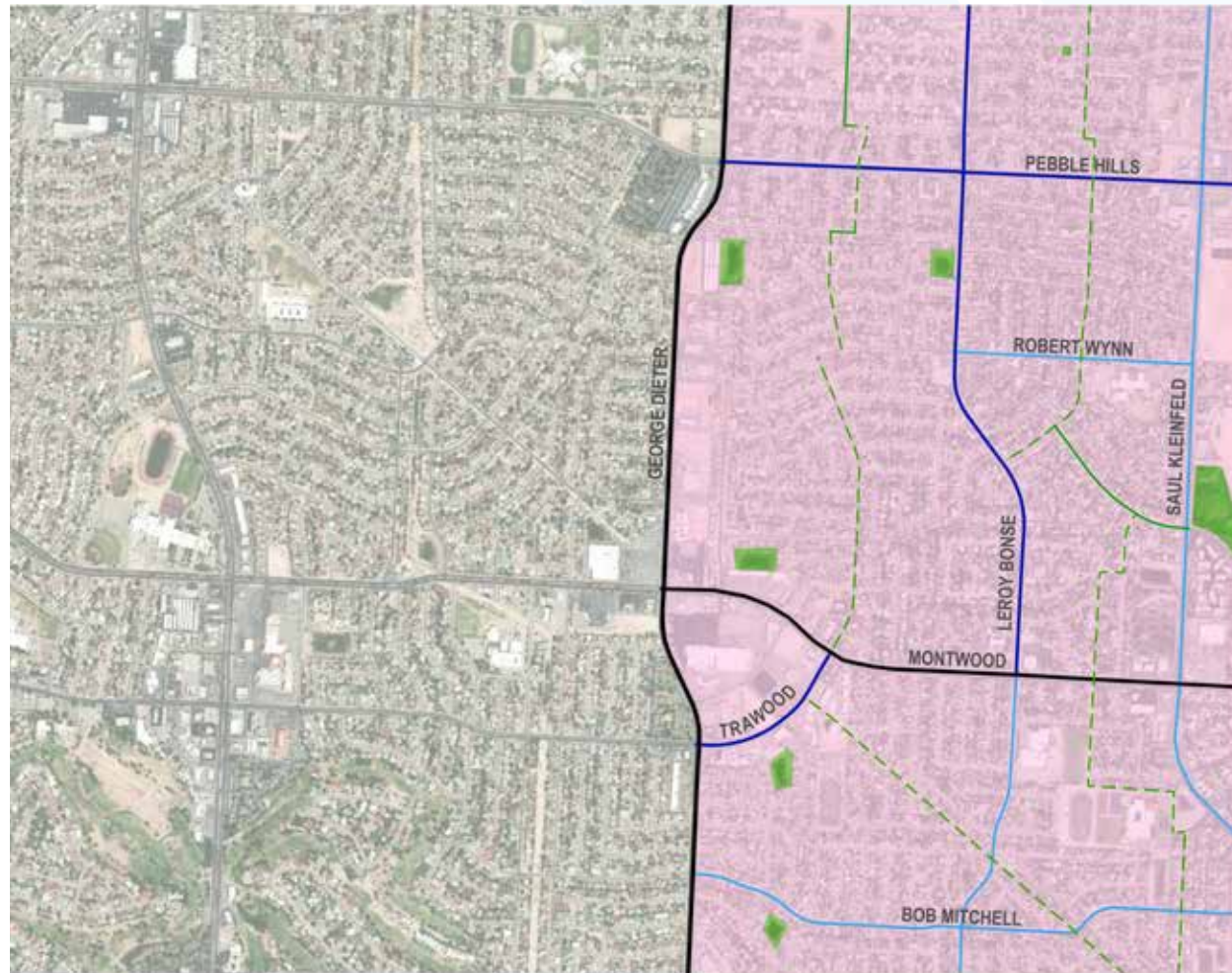
Legend

- | | | |
|-----------------------|-----------------------|--------------------|
| Existing Thoroughfare | Proposed Thoroughfare | |
| Expressway | Expressway | Study Area |
| Principal Arterial | Principal Arterial | Compact Urban |
| Minor Arterial | Minor Arterial | Driveable Suburban |
| Collector | Collector | Open Space |
| Local | Local | Rural |
| Bicycle Facility | Bicycle Facility | |



Figure 3.8: El Paso Thoroughfare Plan Update- Map B4
Source: Stantec Consulting

Figure 3.9: El Paso Thoroughfare Plan Update- Map B5
Source: Stantec Consulting



Legend

- | | | |
|-----------------------|-----------------------|--|
| Existing Thoroughfare | Proposed Thoroughfare | <ul style="list-style-type: none"> --- Study Area ● Compact Urban ○ Driveable Suburban ● Open Space ● Rural |
| == Expressway | == Expressway | |
| — Principal Arterial | — Principal Arterial | |
| — Minor Arterial | — Minor Arterial | |
| — Collector | — Collector | |
| — Local | — Local | |
| — Bicycle Facility | — Bicycle Facility | |



Legend

- | | | |
|-----------------------|-----------------------|--|
| Existing Thoroughfare | Proposed Thoroughfare | <ul style="list-style-type: none"> --- Study Area ● Compact Urban ○ Driveable Suburban ● Open Space ● Rural |
| == Expressway | == Expressway | |
| — Principal Arterial | — Principal Arterial | |
| — Minor Arterial | — Minor Arterial | |
| — Collector | — Collector | |
| — Local | — Local | |
| — Bicycle Facility | — Bicycle Facility | |



Figure 3.10: El Paso Thoroughfare Plan Update- Map C2
Source: Stantec Consulting

Figure 3.11: El Paso Thoroughfare Plan Update- Map C3
Source: Stantec Consulting



Legend

- | | | |
|-----------------------|-----------------------|--------------------|
| Existing Thoroughfare | Proposed Thoroughfare | Study Area |
| Expressway | Expressway | |
| Principal Arterial | Principal Arterial | |
| Minor Arterial | Minor Arterial | |
| Collector | Collector | |
| Local | Local | |
| Bicycle Facility | Bicycle Facility | |
| | | Compact Urban |
| | | Driveable Suburban |
| | | Open Space |
| | | Rural |



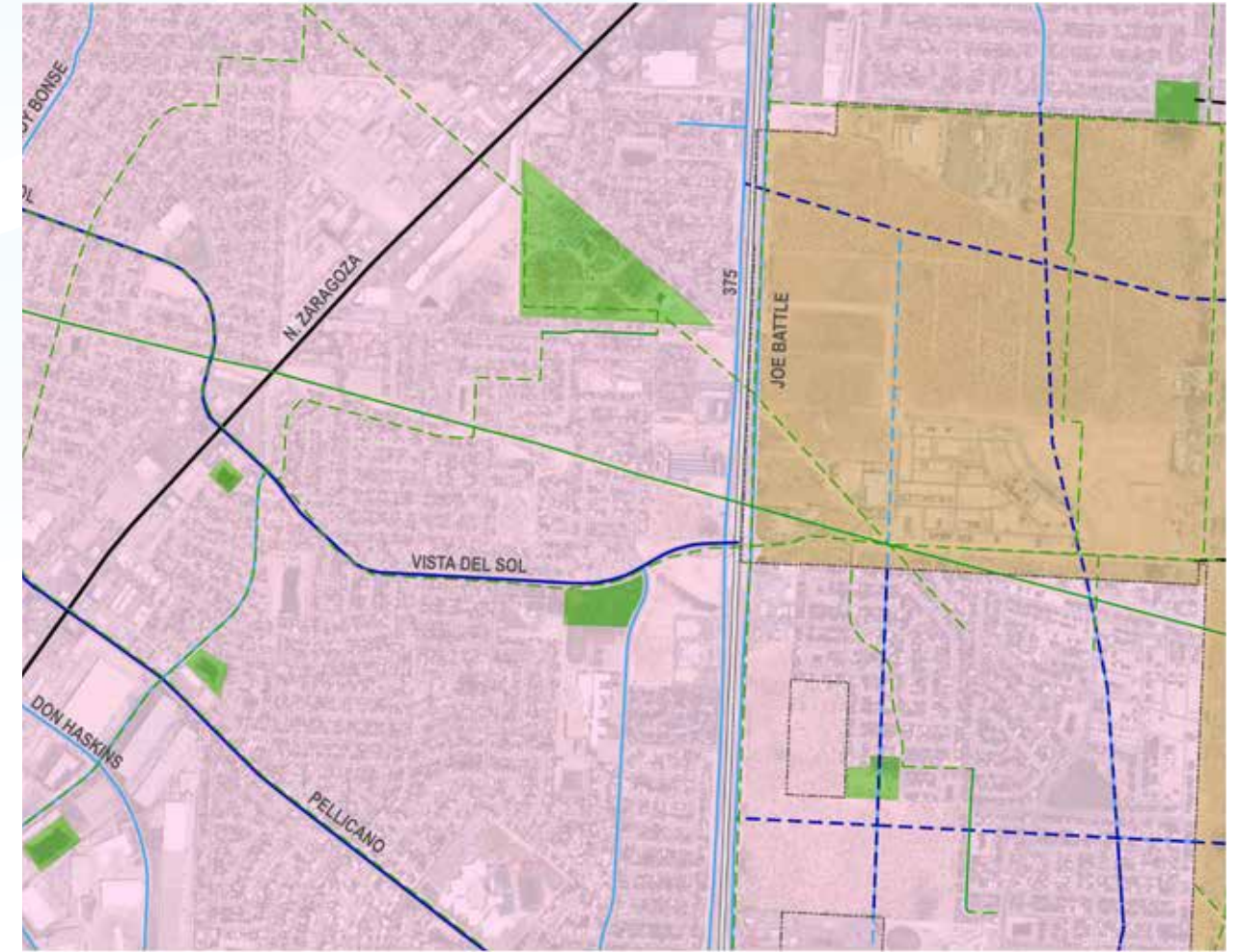
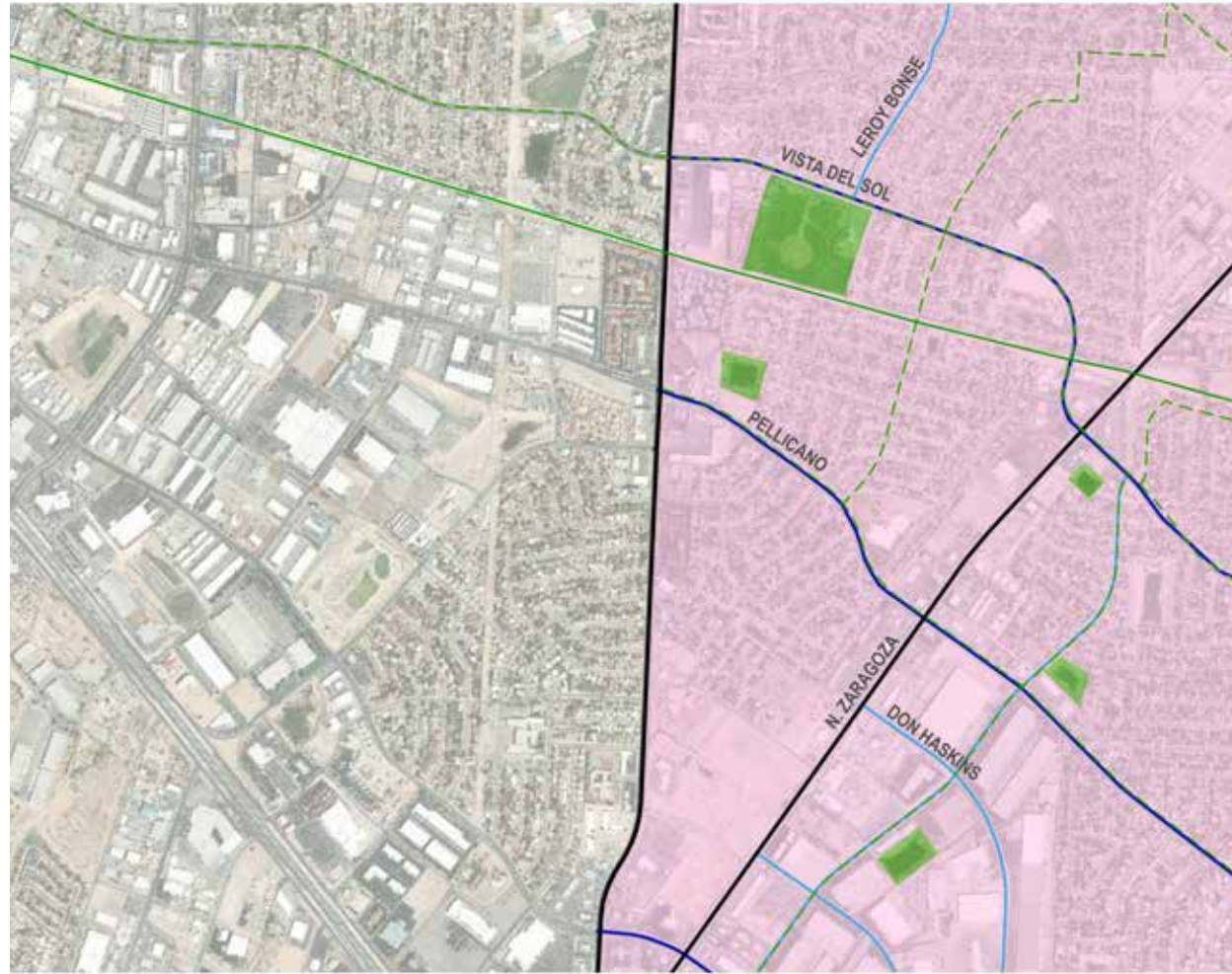
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- | | | |
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| Existing Thoroughfare | Proposed Thoroughfare | Study Area |
| Expressway | Expressway | |
| Principal Arterial | Principal Arterial | |
| Minor Arterial | Minor Arterial | |
| Collector | Collector | |
| Local | Local | |
| Bicycle Facility | Bicycle Facility | |
| | | Compact Urban |
| | | Driveable Suburban |
| | | Open Space |
| | | Rural |



Figure 3.12: El Paso Thoroughfare Plan Update- Map C4
Source: Stantec Consulting

Figure 3.13: El Paso Thoroughfare Plan Update- Map C5
Source: Stantec Consulting



Legend

- | | | |
|------------------------------|------------------------------|--------------------|
| Existing Thoroughfare | Proposed Thoroughfare | |
| Expressway | Expressway | Study Area |
| Principal Arterial | Principal Arterial | Compact Urban |
| Minor Arterial | Minor Arterial | Driveable Suburban |
| Collector | Collector | Open Space |
| Local | Local | Rural |
| Bicycle Facility | Bicycle Facility | |



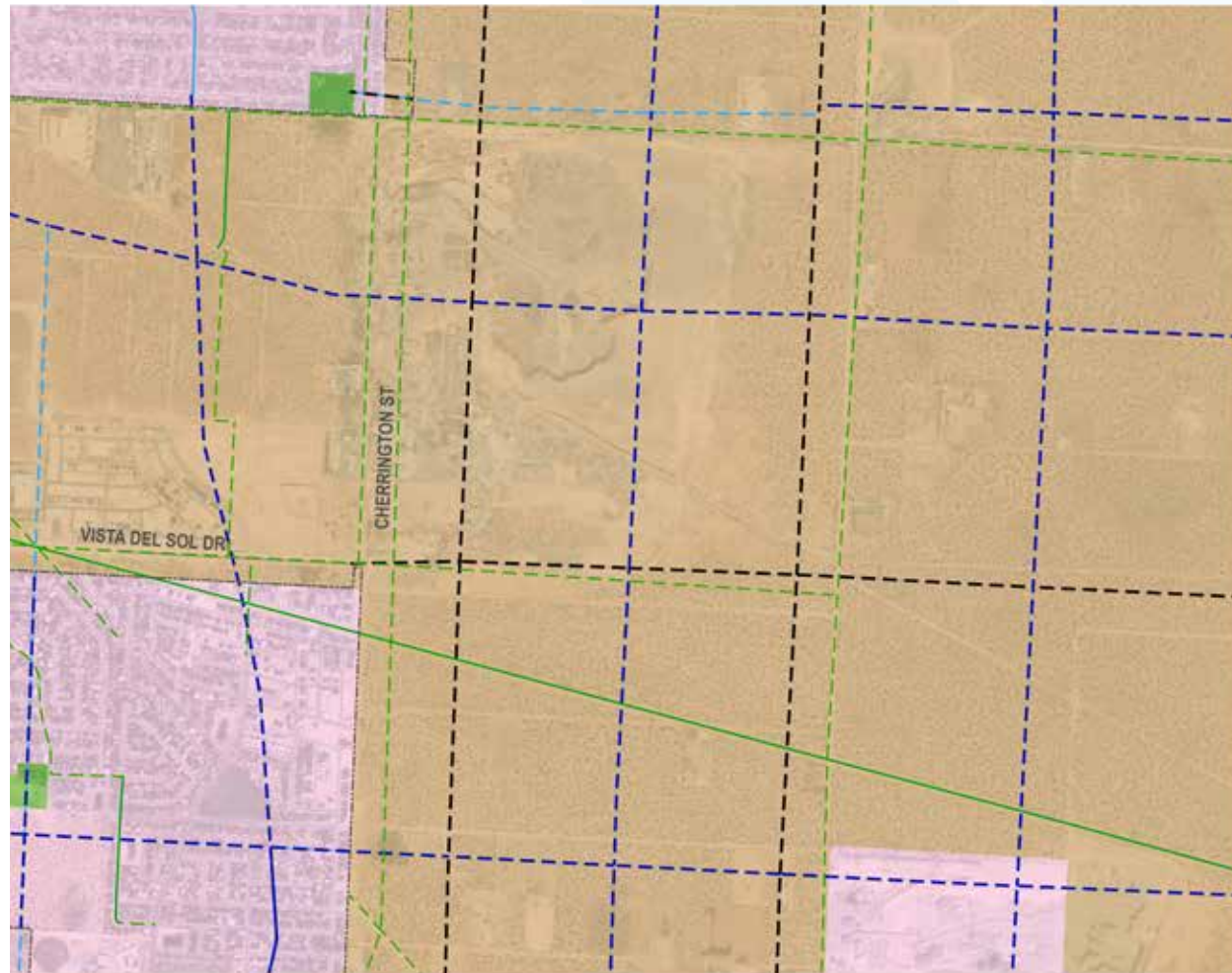
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|------------------------------|------------------------------|--------------------|
| Existing Thoroughfare | Proposed Thoroughfare | |
| Expressway | Expressway | Study Area |
| Principal Arterial | Principal Arterial | Compact Urban |
| Minor Arterial | Minor Arterial | Driveable Suburban |
| Collector | Collector | Open Space |
| Local | Local | Rural |
| Bicycle Facility | Bicycle Facility | |



Figure 3.14: El Paso Thoroughfare Plan Update- Map D2
Source: Stantec Consulting

Figure 3.15: El Paso Thoroughfare Plan Update- Map D3
Source: Stantec Consulting



Legend

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|------------------------------|------------------------------|--------------------|
| Existing Thoroughfare | Proposed Thoroughfare | Study Area |
| Expressway | Expressway | Study Area |
| Principal Arterial | Principal Arterial | Compact Urban |
| Minor Arterial | Minor Arterial | Driveable Suburban |
| Collector | Collector | Open Space |
| Local | Local | Rural |
| Bicycle Facility | Bicycle Facility | |



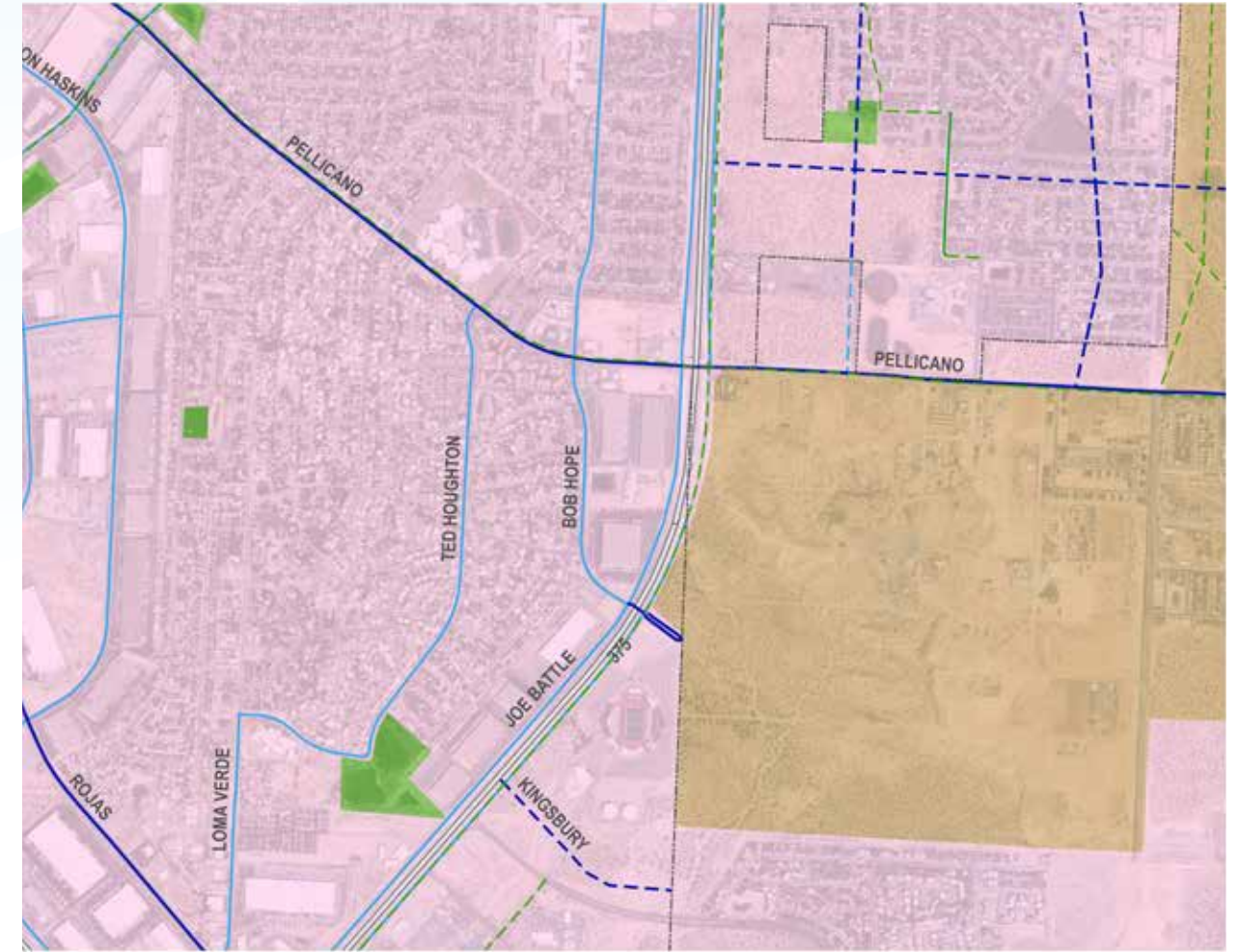
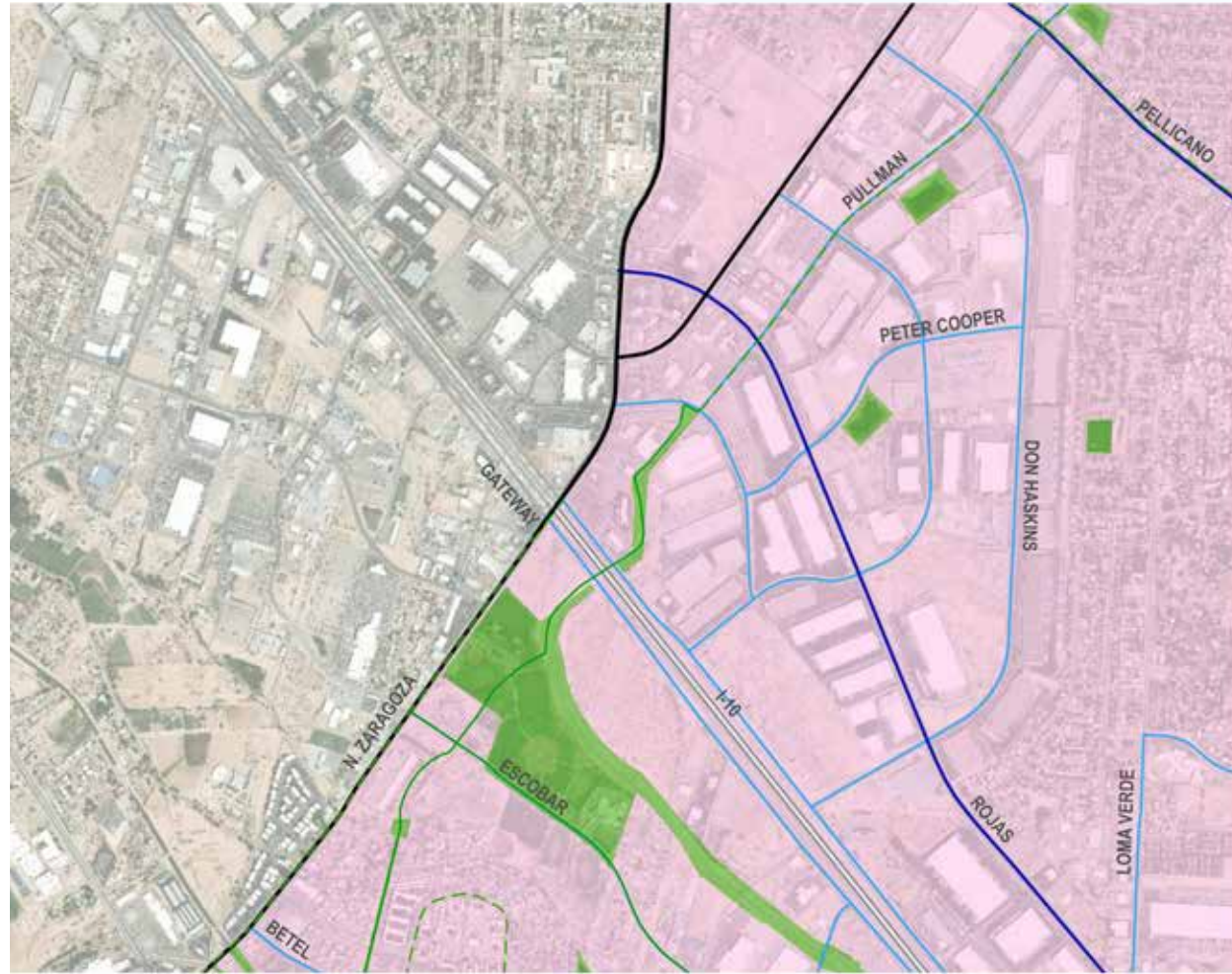
Figure 3.16: El Paso Thoroughfare Plan Update- Map D4
Source: Stantec Consulting

Legend

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|------------------------------|------------------------------|--------------------|
| Existing Thoroughfare | Proposed Thoroughfare | Study Area |
| Expressway | Expressway | Study Area |
| Principal Arterial | Principal Arterial | Compact Urban |
| Minor Arterial | Minor Arterial | Driveable Suburban |
| Collector | Collector | Open Space |
| Local | Local | Rural |
| Bicycle Facility | Bicycle Facility | |



Figure 3.17: El Paso Thoroughfare Plan Update- Map D5
Source: Stantec Consulting



Legend

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|-----------------------|-----------------------|--|
| Existing Thoroughfare | Proposed Thoroughfare | <ul style="list-style-type: none"> --- Study Area ● Compact Urban ○ Driveable Suburban ● Open Space ● Rural |
| == Expressway | == Expressway | |
| — Principal Arterial | — Principal Arterial | |
| — Minor Arterial | — Minor Arterial | |
| — Collector | — Collector | |
| — Local | — Local | |
| — Bicycle Facility | — Bicycle Facility | |



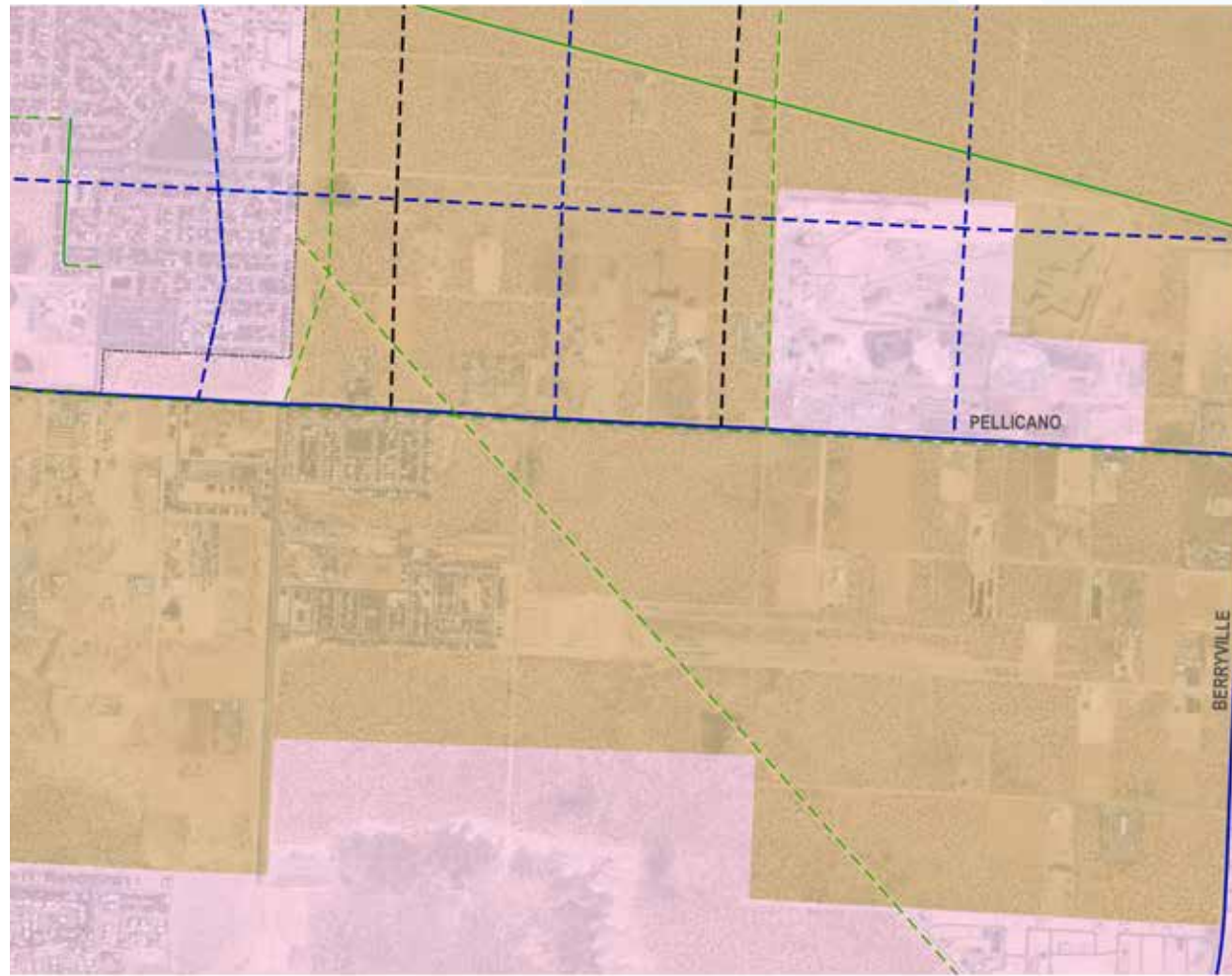
Figure 3.18: El Paso Thoroughfare Plan Update- Map E2
Source: Stantec Consulting

Legend

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|-----------------------|-----------------------|--|
| Existing Thoroughfare | Proposed Thoroughfare | <ul style="list-style-type: none"> --- Study Area ● Compact Urban ○ Driveable Suburban ● Open Space ● Rural |
| == Expressway | == Expressway | |
| — Principal Arterial | — Principal Arterial | |
| — Minor Arterial | — Minor Arterial | |
| — Collector | — Collector | |
| — Local | — Local | |
| — Bicycle Facility | — Bicycle Facility | |



Figure 3.19: El Paso Thoroughfare Plan Update- Map E3
Source: Stantec Consulting



Legend

- | | | |
|-----------------------|-----------------------|--------------------|
| Existing Thoroughfare | Proposed Thoroughfare | Study Area |
| Expressway | Expressway | Compact Urban |
| Principal Arterial | Principal Arterial | Driveable Suburban |
| Minor Arterial | Minor Arterial | Open Space |
| Collector | Collector | Rural |
| Local | Local | |
| Bicycle Facility | Bicycle Facility | |



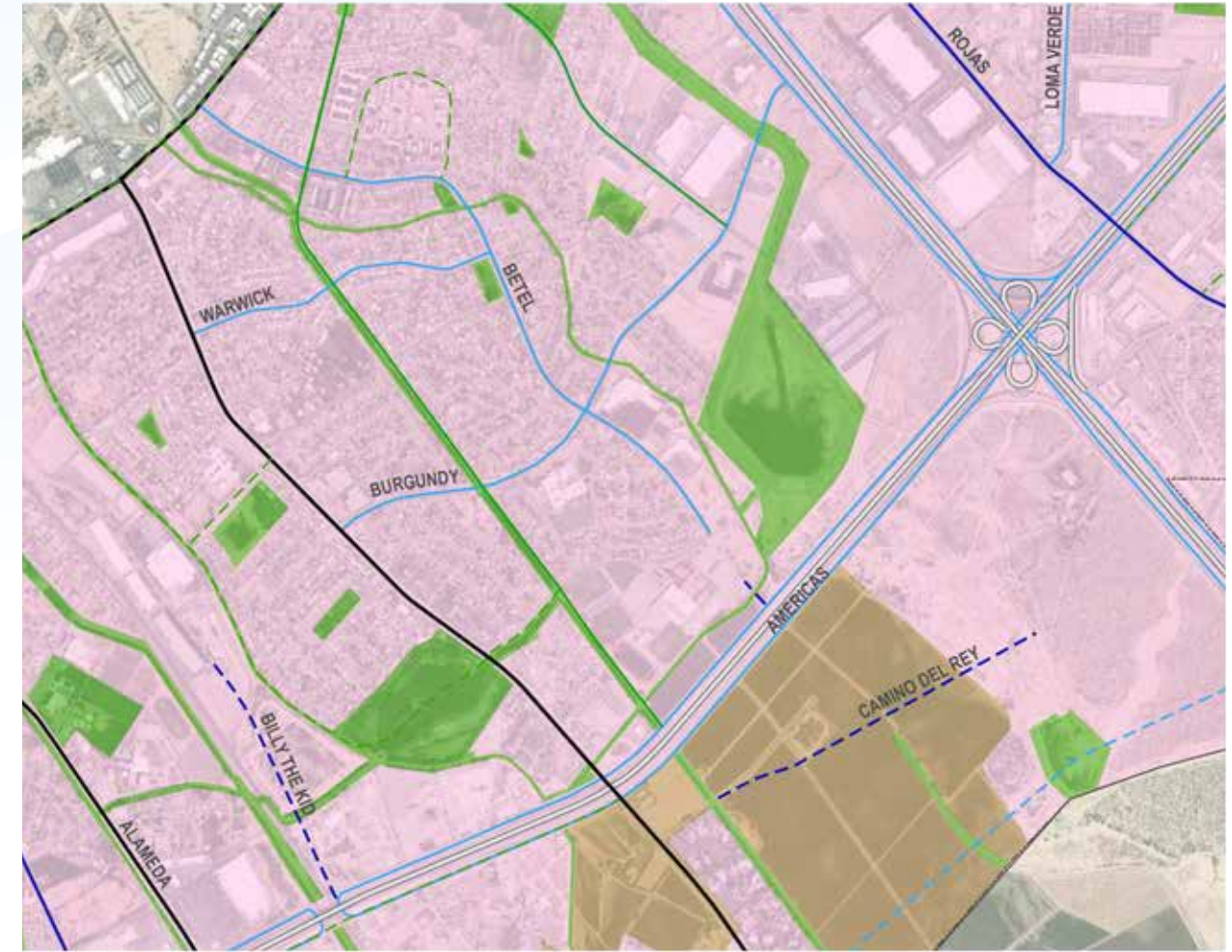
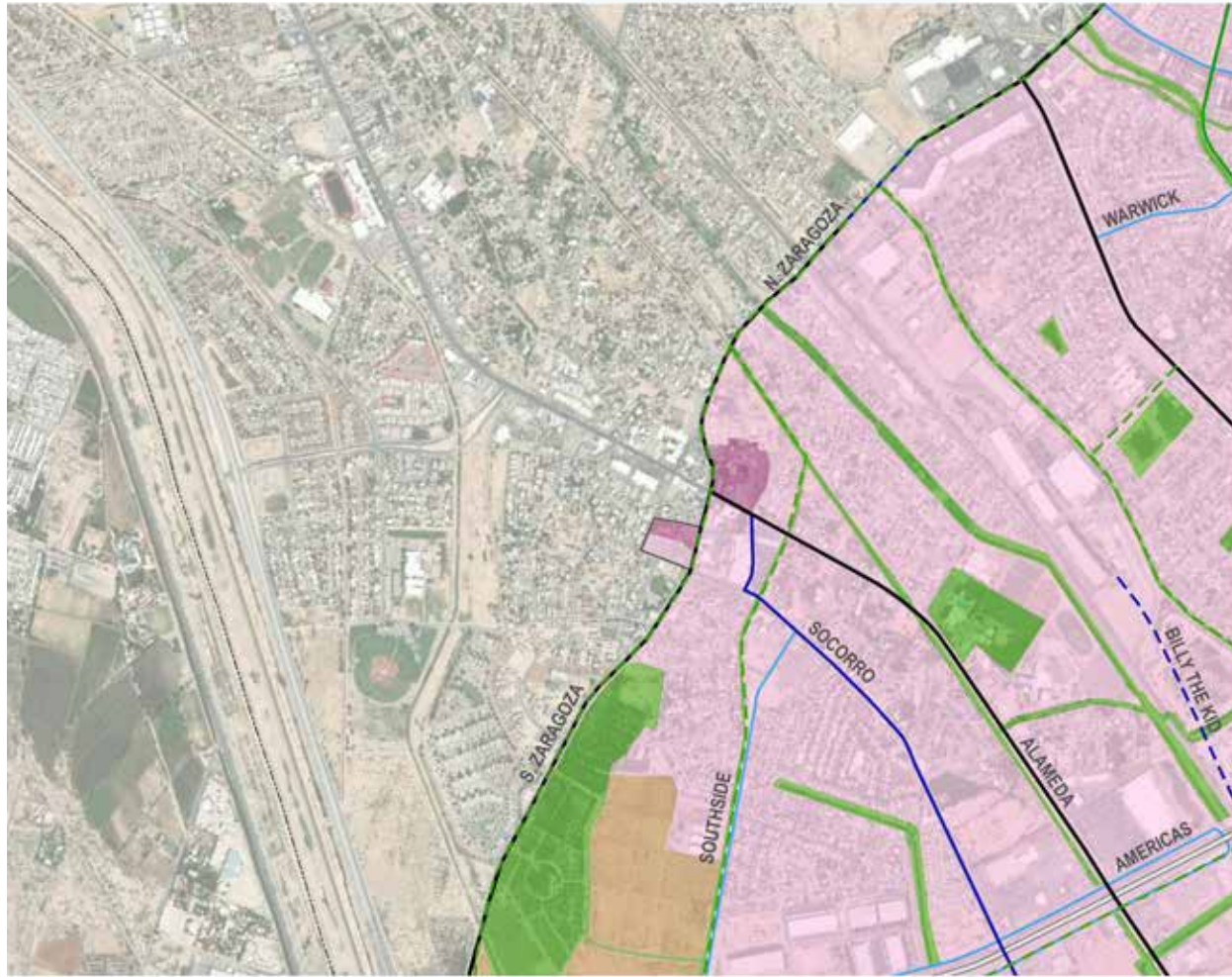
Legend

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|-----------------------|-----------------------|--------------------|
| Existing Thoroughfare | Proposed Thoroughfare | Study Area |
| Expressway | Expressway | Compact Urban |
| Principal Arterial | Principal Arterial | Driveable Suburban |
| Minor Arterial | Minor Arterial | Open Space |
| Collector | Collector | Rural |
| Local | Local | |
| Bicycle Facility | Bicycle Facility | |



Figure 3.20: El Paso Thoroughfare Plan Update- Map E4
Source: Stantec Consulting

Figure 3.21: El Paso Thoroughfare Plan Update- Map E5
Source: Stantec Consulting



Legend

- | | | |
|------------------------------|------------------------------|--------------------|
| Existing Thoroughfare | Proposed Thoroughfare | Study Area |
| Expressway | Expressway | Compact Urban |
| Principal Arterial | Principal Arterial | Driveable Suburban |
| Minor Arterial | Minor Arterial | Open Space |
| Collector | Collector | Rural |
| Local | Local | |
| Bicycle Facility | Bicycle Facility | |



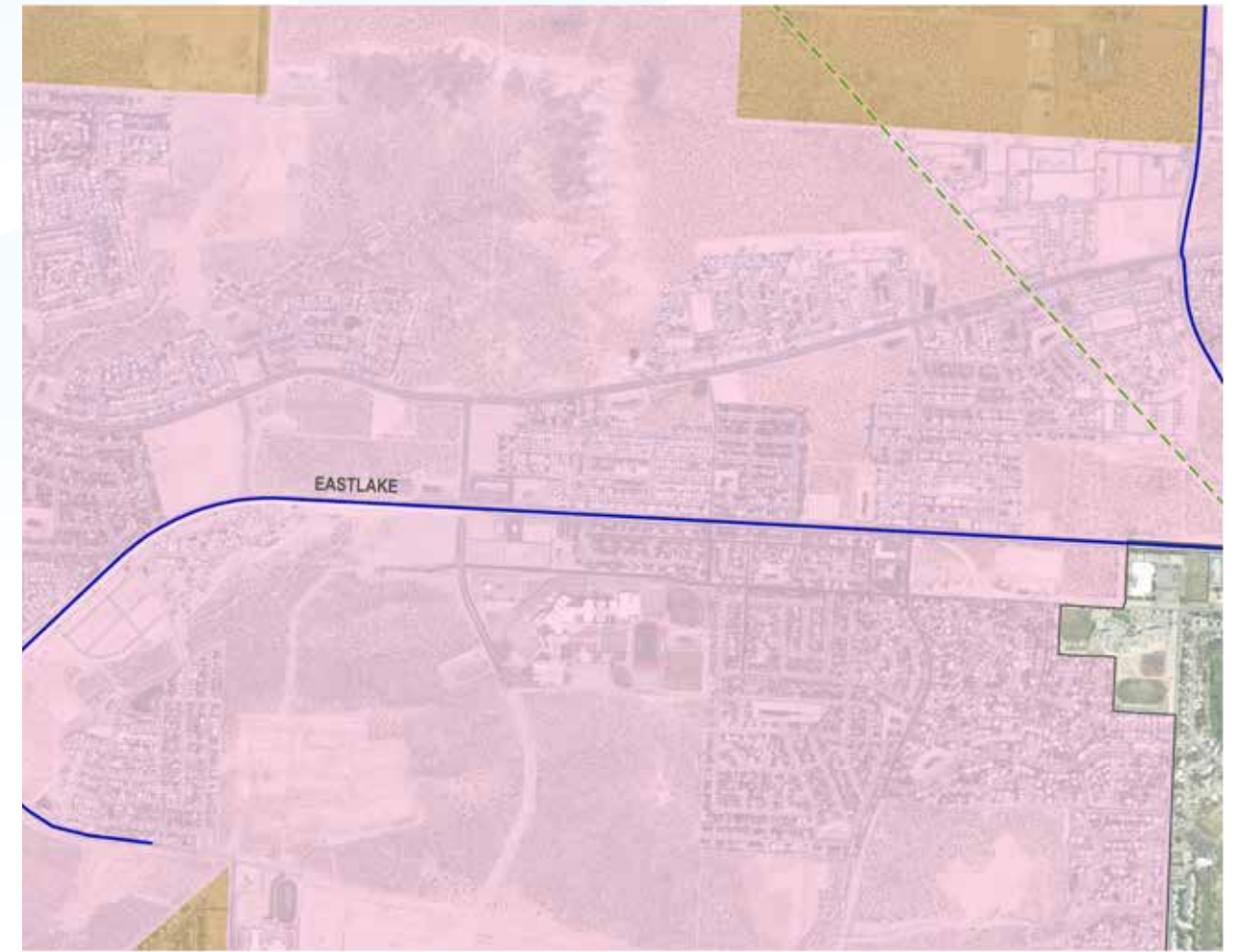
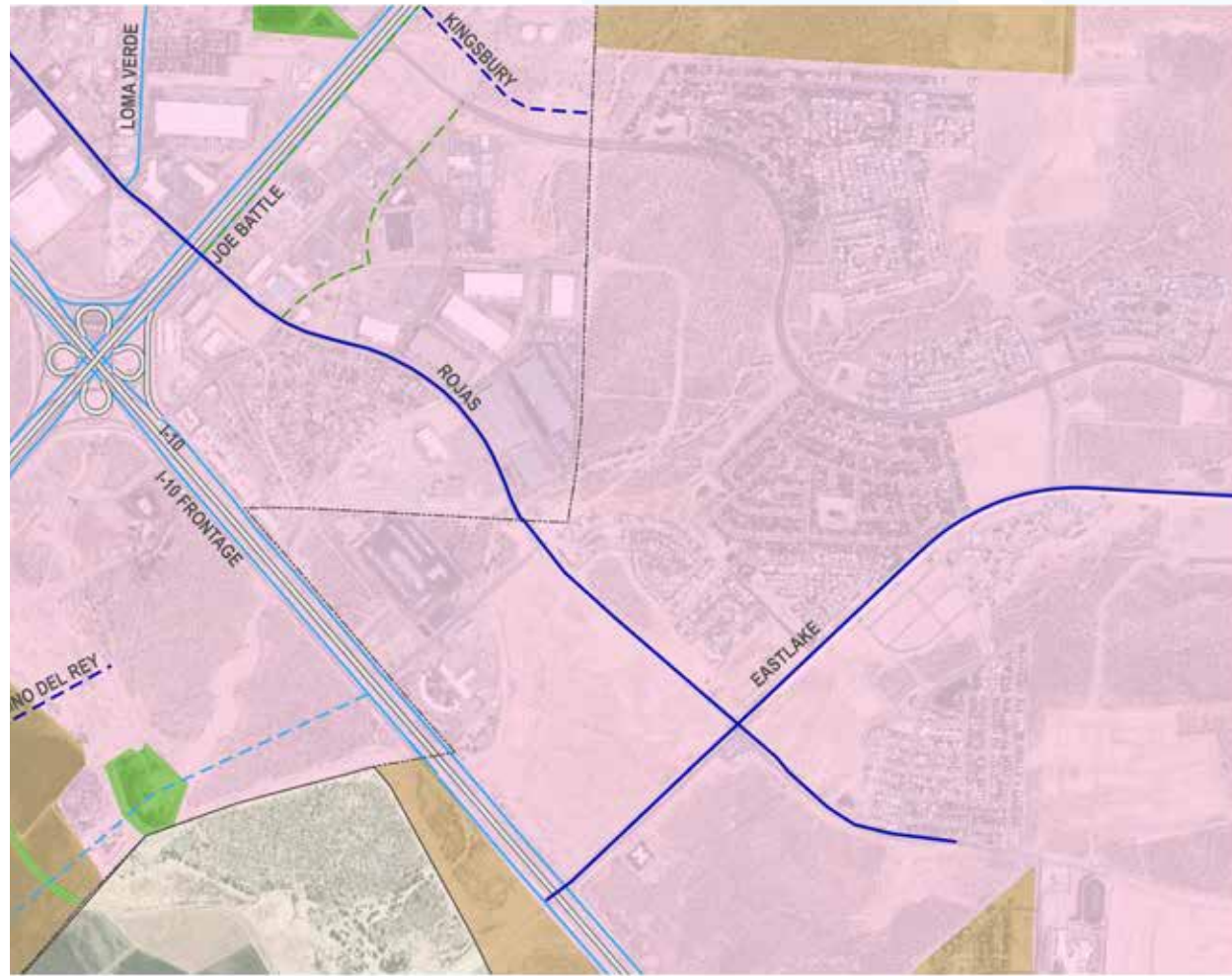
Figure 3.22: El Paso Thoroughfare Plan Update- Map F1
Source: Stantec Consulting

Legend

- | | | |
|------------------------------|------------------------------|--------------------|
| Existing Thoroughfare | Proposed Thoroughfare | Study Area |
| Expressway | Expressway | Compact Urban |
| Principal Arterial | Principal Arterial | Driveable Suburban |
| Minor Arterial | Minor Arterial | Open Space |
| Collector | Collector | Rural |
| Local | Local | |
| Bicycle Facility | Bicycle Facility | |



Figure 3.23: El Paso Thoroughfare Plan Update- Map F2
Source: Stantec Consulting



Legend

- | | | |
|-----------------------|-----------------------|--|
| Existing Thoroughfare | Proposed Thoroughfare | <ul style="list-style-type: none"> --- Study Area ● Compact Urban ○ Driveable Suburban ● Open Space ● Rural |
| == Expressway | == Expressway | |
| — Principal Arterial | — Principal Arterial | |
| — Minor Arterial | — Minor Arterial | |
| — Collector | — Collector | |
| — Local | — Local | |
| — Bicycle Facility | — Bicycle Facility | |



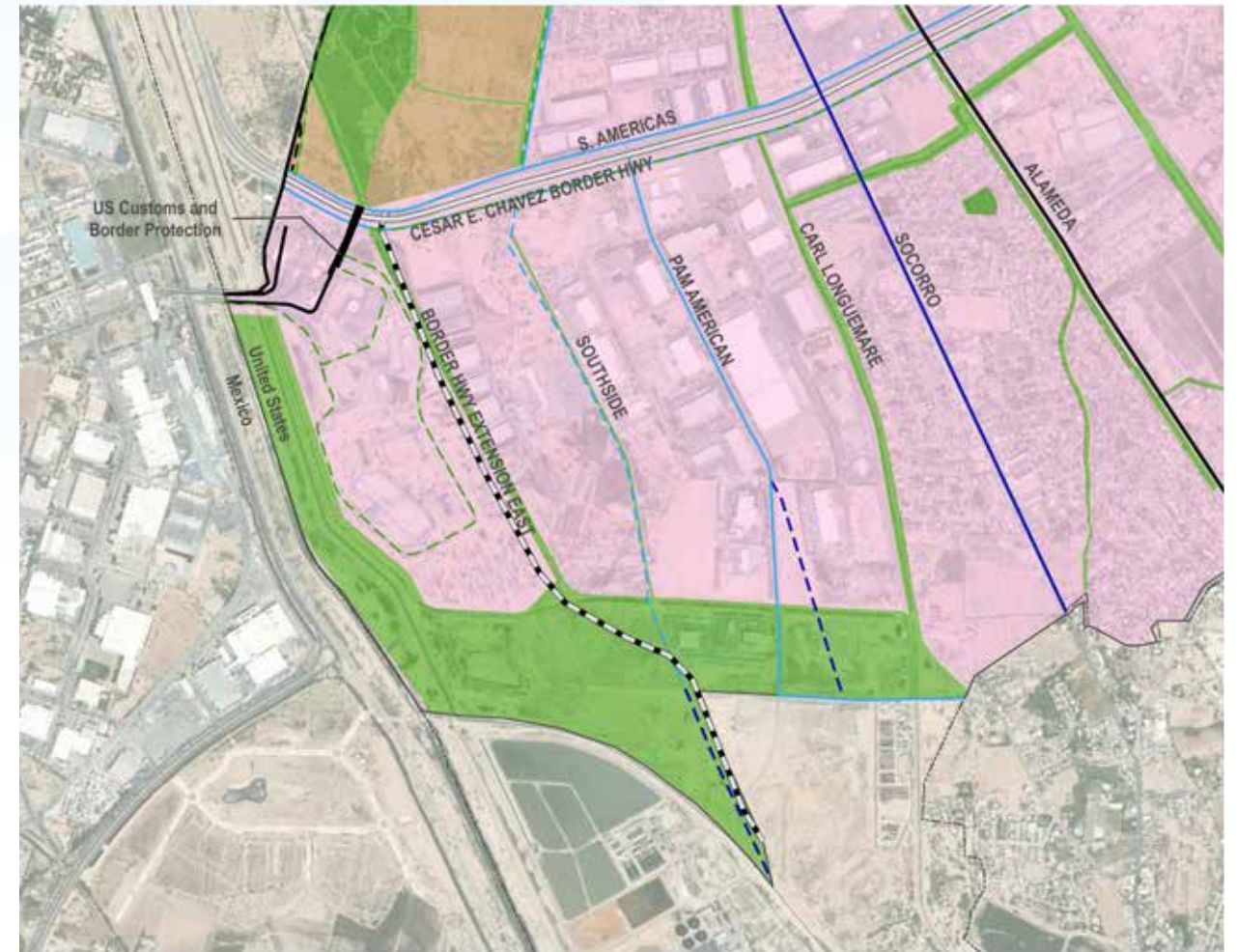
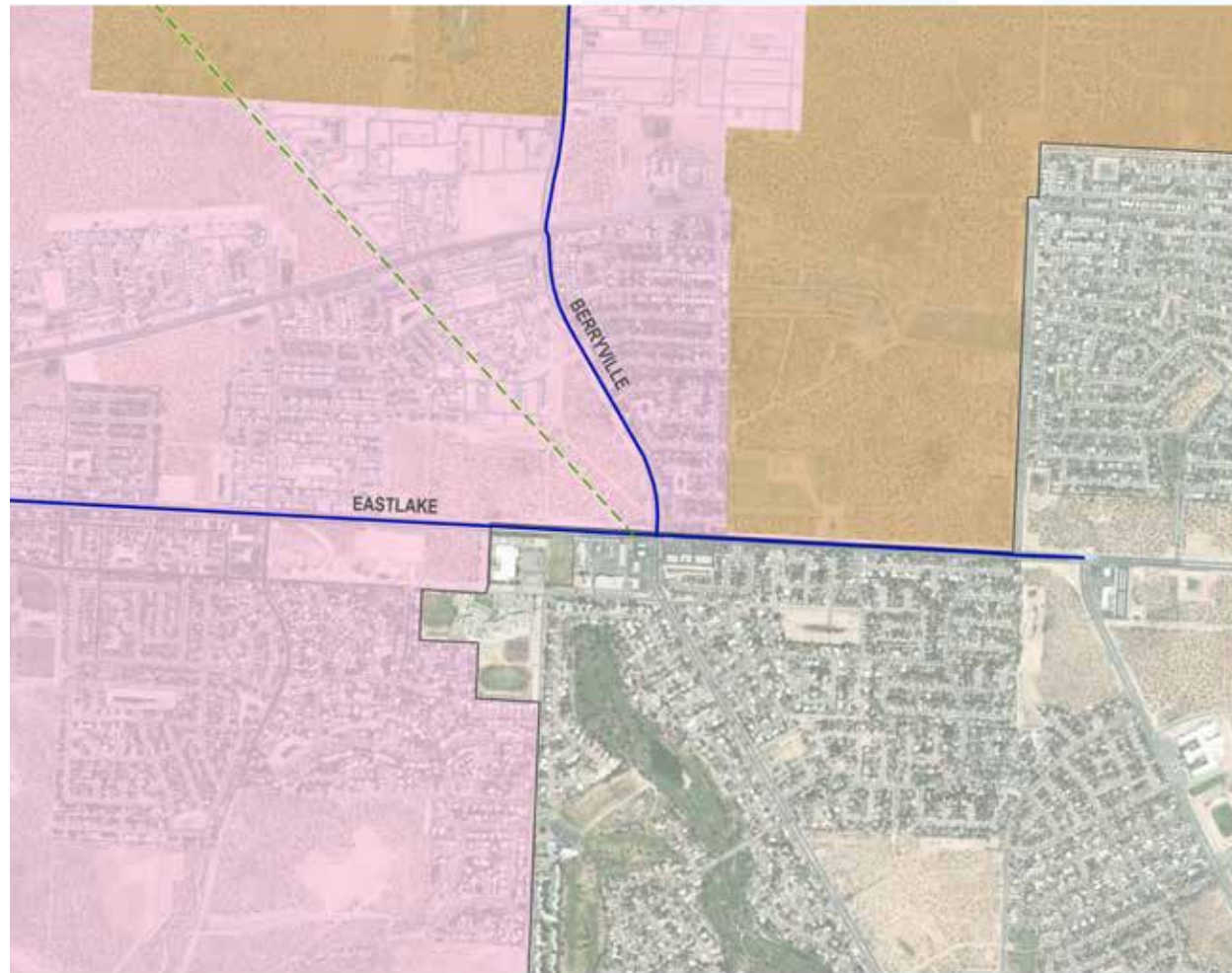
Figure 3.24: El Paso Thoroughfare Plan Update- Map F3
Source: Stantec Consulting

Legend

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|-----------------------|-----------------------|--|
| Existing Thoroughfare | Proposed Thoroughfare | <ul style="list-style-type: none"> --- Study Area ● Compact Urban ○ Driveable Suburban ● Open Space ● Rural |
| == Expressway | == Expressway | |
| — Principal Arterial | — Principal Arterial | |
| — Minor Arterial | — Minor Arterial | |
| — Collector | — Collector | |
| — Local | — Local | |
| — Bicycle Facility | — Bicycle Facility | |



Figure 3.25: El Paso Thoroughfare Plan Update- Map F4
Source: Stantec Consulting



Legend

- | | | |
|-----------------------|-----------------------|----------------------|
| Existing Thoroughfare | Proposed Thoroughfare | |
| == Expressway | == Expressway | --- Study Area |
| — Principal Arterial | — Principal Arterial | ● Compact Urban |
| — Minor Arterial | — Minor Arterial | ○ Driveable Suburban |
| — Collector | — Collector | ● Open Space |
| — Local | — Local | ● Rural |
| — Bicycle Facility | — Bicycle Facility | |



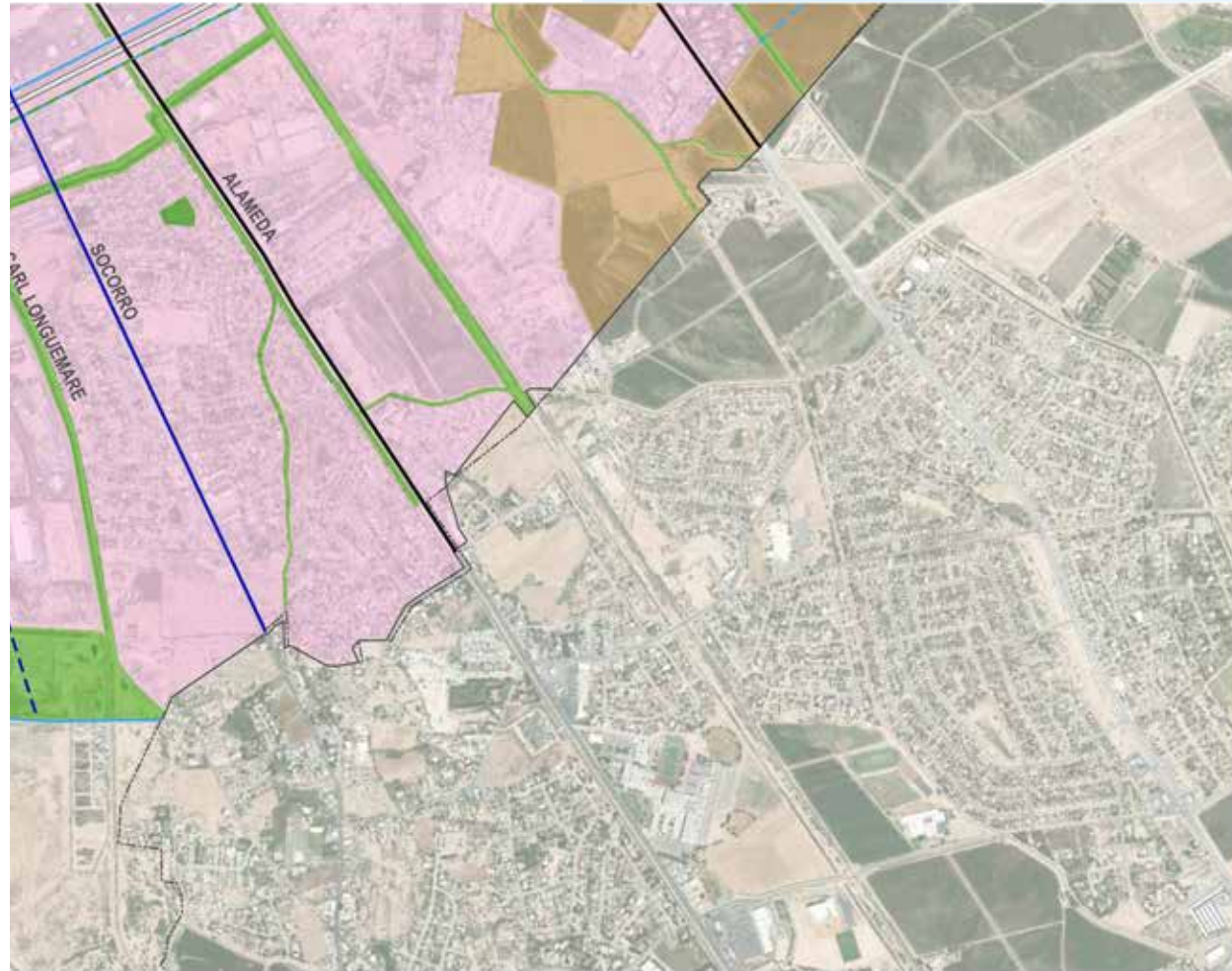
Figure 3.26: El Paso Thoroughfare Plan Update- Map F5
Source: Stantec Consulting

Legend

- | | | |
|-----------------------|-----------------------|----------------------|
| Existing Thoroughfare | Proposed Thoroughfare | |
| == Expressway | == Expressway | --- Study Area |
| — Principal Arterial | — Principal Arterial | ● Compact Urban |
| — Minor Arterial | — Minor Arterial | ○ Driveable Suburban |
| — Collector | — Collector | ● Open Space |
| — Local | — Local | ● Rural |
| — Bicycle Facility | — Bicycle Facility | |



Figure 3.27: El Paso Thoroughfare Plan Update- Map G1
Source: Stantec Consulting



Legend

- | | | |
|------------------------------|------------------------------|--------------------|
| Existing Thoroughfare | Proposed Thoroughfare | Study Area |
| Expressway | Expressway | Compact Urban |
| Principal Arterial | Principal Arterial | Driveable Suburban |
| Minor Arterial | Minor Arterial | Open Space |
| Collector | Collector | Rural |
| Local | Local | |
| Bicycle Facility | Bicycle Facility | |



Figure 3.28: El Paso Thoroughfare Plan Update- Map G2
Source: Stantec Consulting

CONCLUSION

The Eastside Master Plan revealed deficiencies in every city service based upon existing residents and development patterns. Using U.S. Census data for the area, we identified gaps in services the city provides for specific populations, such as the elderly. We also evaluated population density, or the number of people living within a square mile and observed deficiencies in other services, such as fire stations, using the adopted City standards for

service. This outcome is true for the residents living within incorporated City of El Paso as well as residents living on the periphery and further east within the boundary of the study area. The following table summarizes existing infrastructure needs in the Eastside Master Plan area.

Note: the cost estimates do not reflect all of the interior equipment costs due to variation. Multiple sources were used as examples to provide an understanding of the “magnitude” of financial shortfalls, not a precise estimate.

INFRASTRUCTURE	EXISTING		BUILD OUT	
	TOTAL DEFICIENCY	COST ESTIMATE MILLIONS (2019)	TOTAL DEFICIENCY	COST ESTIMATE MILLIONS (2019)
Libraries	2	\$7	2	\$7
Senior Centers	2	\$10.5	4	\$21
Fire Stations	2	23.6	4	\$47.2
Police Command Centers	1	\$38	1	\$38
Recreation Centers/ Pools	2	\$22	3	\$33
Parks	791 (acres)	\$593	944 (acres)	\$708
Total	9	\$694	14	\$854.2

Table 4.1: Summary of Existing and Future Infrastructure Services Deficiencies
Source: City of El Paso; Stantec Consulting

Table 4.1 also identifies the number of facilities needed over time as growth continues to expand eastward throughout the study area.

To build out the Eastside master plan, the county zoning was converted to a comparable zoning code in instances where there is existing development outside the city’s jurisdictional limits. However, mixed use and higher residential densities per acre are assumed versus a continuation of low density residential development to the eastern border of the study area. All of the build-out assumptions have been noted in a digital file provided to the

City. The intention is to encourage a higher property value per acre to create more value. Existing and future residents are influenced by the public investment in infrastructure they want to be near (quality parks, libraries, recreation centers, walkable neighborhoods). A continuation of existing practices on the eastside will further exacerbate the shortfall in facilities, extend fire department and emergency response times, and increase the per area City expenditures² for these services as well as roads, utilities, stormwater management, streetlights, and sidewalks.

1 Eastside Command Center funded.

2 These vary primarily by the amount of area that must be serviced. Low density residential development significantly increases these expenditures per acre.

A large, stylized graphic on the left side of the page, consisting of overlapping circular and semi-circular shapes in dark blue, light blue, and white.

CITY OF
EL PASO 2019
EASTSIDE Growth Management Plan