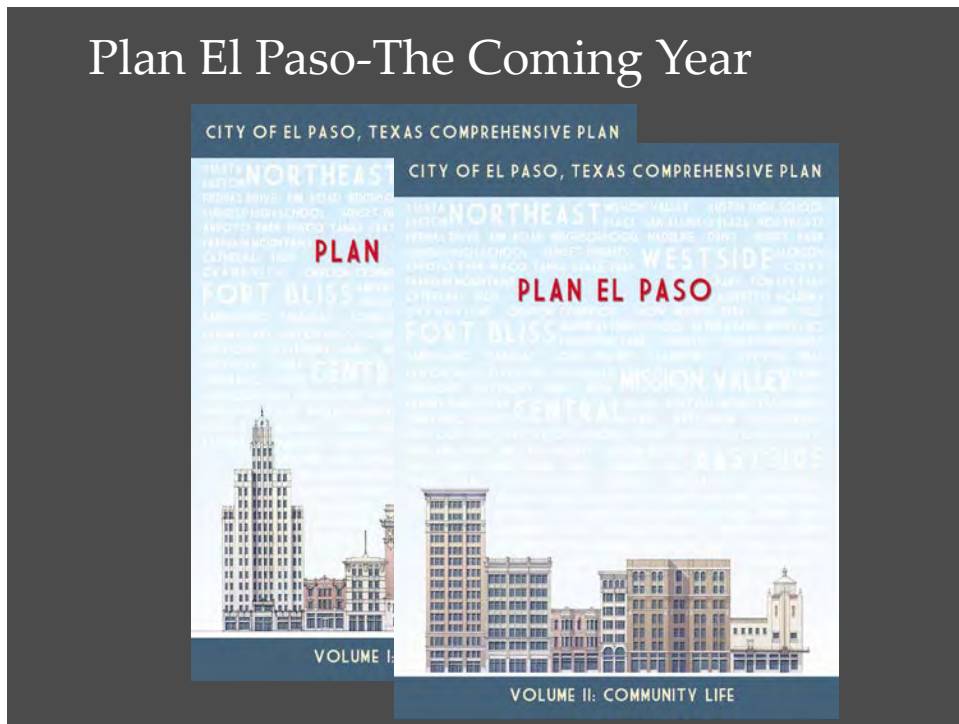


Plan El Paso-The Coming Year



Downtown Chapter

TABLE

DOWNTOWN 3

VOL

Overall Goal: Direct public building and private development of exemplary design to the Downtown where it will have economic and social benefits shared by the entire City.

VOL

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"CITIES HAVE THE CAPABILITY OF PROVIDING SOMETHING FOR EVERYBODY, ONLY BECAUSE, AND ONLY WHEN, THEY ARE CREATED BY EVERYBODY."
- LANE JACOBS

Plan El Paso Goals

Goal 3.1: Improve Downtown's streets until they become El Paso's premiere public spaces.

Goal 3.2: Strive for the widest variety of activities Downtown to create a healthy mix of housing, working, shopping, cultural, and civic uses.

Goal 3.3: Accommodate private cars through careful placement of public and private parking facilities to supplement Downtown's status as the best transit-served area and the most convenient location in the region.

Goal 3.4: As civic buildings are added, updated, or replaced, they will be integrated into El Paso's original street network and other land uses rather than being isolated in large complexes of civic buildings.

Downtown Illustrative Plans



- Illustrative Plans**
- 1 City Hall** - redevelopment and reintegration into a pattern of walkable blocks and streets. The high visibility of this site from I-10 could also make it attractive to other civic uses such as a downtown arena. See page 3.19.
 - 2 Union Plaza District** - development focused around a refurbished Union Square. Expanding the Union Plaza District into the existing railyards.
 - 3 Downtown Pathway** - providing quality pedestrian pathways throughout the Downtown.
 - 4 Convention Center** - strategies for potential adjustments to make the convention center better relate to the surrounding streets.
 - 5 San Jacinto Plaza** - revitalization of San Jacinto Plaza into a more unified signature civic space. Focusing on completing the shaping of the space by examining opportunities for new development.

Background: Jordan/Hunt, A Joint Venture

- Offers established local presence along with a specialized expertise in sports facility construction
- CF Jordan, which is headquartered in El Paso, will staff the project with construction professionals that are long-standing members of the LOCAL community
- Hunt Construction, which has NO relation or affiliation to Hunt Companies of El Paso, will bring their vast experience in the specialized construction of baseball stadiums

What's Next?

- The Construction Manager at Risk has begun working with Populous, the architect selected to design the new \$50 million Triple A ballpark
- A demolition firm is expected to be hired by the end of January
- City Hall will be vacated by April 1

Union Depot



Union Plaza District



- General Recommendations**
- 1 A new square, in front of Union Depot, replaces the existing lot face parking lot and becomes the center of the neighborhood.
 - 2 Union Depot, designed by Daniel Burnham, is renovated as a new civic center for the city.
 - 3 New urban mixed-use buildings help shape the new square.
 - 4 Multi-block parking decks are part of a district-wide parking strategy.
 - 5 A small green corridor is introduced between squares.
 - 6 A new train station for the elevated rail line is located at Union Plaza.
 - 7 Transit-oriented development surrounds the new train station.
 - 8 Pedestrian-friendly, traffic-calmed streets with unique sidewalks, street trees, and on-street parking connect throughout the Union Plaza District.
 - 9 Infill buildings maintain the style and scale of surrounding existing buildings.
 - 10 A pedestrian walk connects the Union Plaza District to Duquesne Island and near the railroad tracks to better pedestrian access from City Hall and the adjacent neighborhood.

San Jacinto Plaza



- General Recommendations**
- 1 The fountain-style allegorical sculptures is maintained as the central focal element of the plaza.
 - 2 The paved areas around the central fountain are large enough to accommodate a variety of activities such as temporary festivals, events and outdoor performance spaces.
 - 3 The perimeter of the plaza is enlarged through the removal of a travel lane, making room for a new outer row of street trees.
 - 4 The landscaping of the plaza is organized by radial paths leading to the central fountain area. The spaces between paths form a series of landscaped patterns. These landscaped patterns can be further designed to accommodate activities such as a children's play area or soft-lawn such as bocce ball or shuffleboard courts.
 - 5 A public seating area with cafe seating can be a great use to attract business and office workers to the plaza.
 - 6 New office buildings should replace the surface parking areas and ensure the currently been around portions of the plaza's perimeter.
 - 7 A splash pad could be located in various places including at the base of the San Jacinto statue.
 - 8 Redevelopment of the Camino Real Plaza to be viable as a more natural and social space.
 - 9 A new building adds frontage to the pedestrian plaza. Existing parking can be redeveloped underground. The Camino Real Plaza would then have four complete sides.
 - 10 An enclosed stage allows a greater variety of musical and theatrical performances outside.

San Jacinto Plaza



The project is currently in preliminary design with expected design completion in Summer 2013. Construction is slated to begin in Fall 2013 and is expected to last for 18 months.



El Paso Streetcar Project

The proposed El Paso Streetcar Project consists of a 4.8 mile looping, single-tracked corridor, beginning in the area near the Downtown Shopping District and the International Bridges, traveling north through downtown to UTEP and the Cincinnati Entertainment District and back.



El Paso Streetcars c. 1900

Cost and Schedule:

- Estimated \$90 million
- Construction expected to begin in 2013 and be completed by 2015

Infrastructure:

- Guideway (i.e., tracks) would be positioned within existing traffic lanes
- Stops would be located two to three blocks apart along the right edge of traffic
- A maintenance facility would be constructed within the Downtown Transfer Center

The Streetcar:

- Proposed vehicles will be approximately 45 feet long, 8.5 feet wide
- Estimated cost per vehicle: About \$1.6 million



Why is residential so hard to do?
Can we fix it?

Rezoning required and min. area requirements for apartments

Need Special Permit for Parking reduction

Mixed-use triggers complex code compliance and review where IEBC not in use.


Energy Code upgrade

Park fees in the case of subdivision

New Enclosed Stairwell

Minimal ED incentives for non-historic structures

Landscape requirements



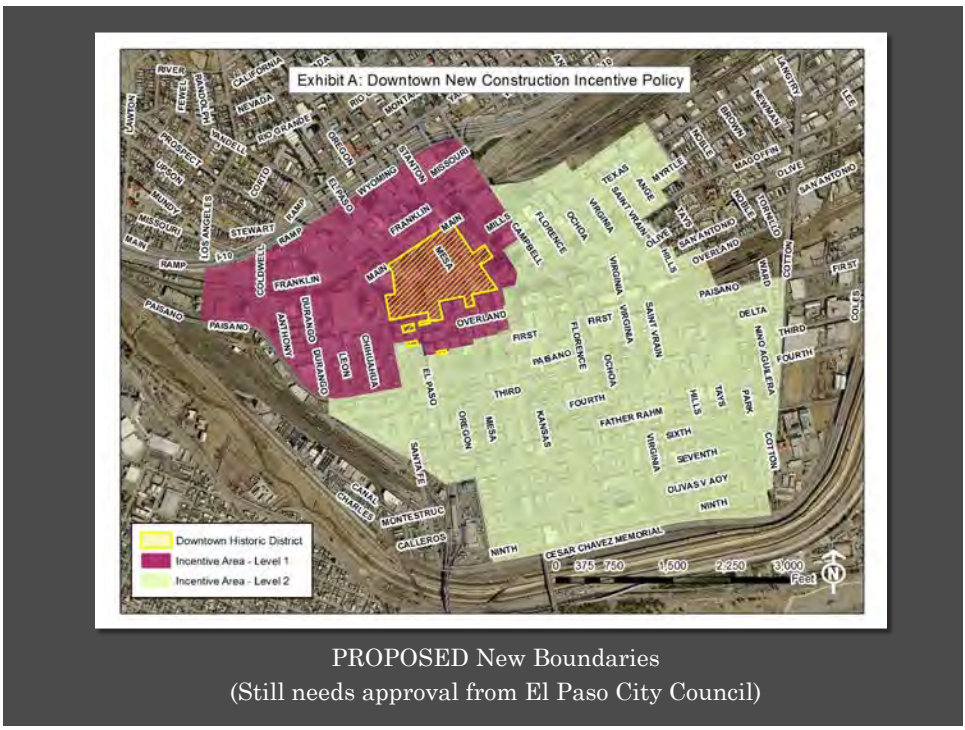
DOWNTOWN SUSTAINABLE CITY CENTERS

Pairing the best practice in planning with economic development through changes in zoning, subdivision, transportation and building codes in Downtown El Paso



This incentive is available for private, commercial or multi-family projects located within the designated downtown area, more specifically depicted on this map as Level 1 and Level 2.

Residential is a key target area within a holistic approach.



PROPOSED New Boundaries
(Still needs approval from El Paso City Council)

ELIGIBILITY REQUIREMENTS

- Private commercial or multi-family property that includes investment in new construction or renovation located in incentive area
- Projects must meet the design guidelines outlined in Plan El Paso and meet the following investment criteria:
 - New Construction: Min. 3 stories in height and min. of 75,000 feet
 - Renovation Projects: Min. \$250,000 investment

Additional requirements may apply.

INCENTIVES

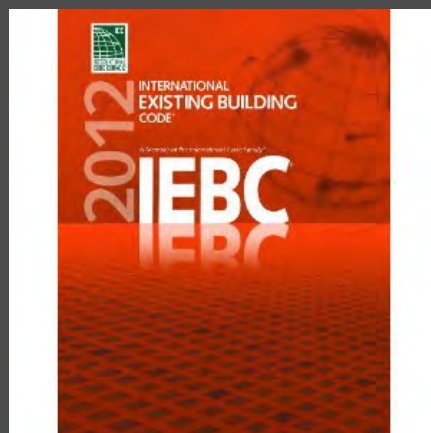
- **Property Tax Rebate** (increment): 100% rebate on the City's portion of property taxes
 - Level 1: 10 years
 - Level 2: 5 years
- **Ground Floor Retail Sales & Use Tax Rebate:** Rebate on the City's portion of sales taxes from ground floor retail
 - Level 1: 10 years, 100% rebate
 - Level 2: 5 years, 50% rebate
- **Construction Materials Sales Tax Rebate:** 100% rebate of City's portion of sales tax used on materials & labor
- **Planning and Building Permit Fee Waivers**



All Downtown projects get a case manager...

City staff established a more efficient process for the customer by using a shepherding team, facilitating incentive coordination and allowing more flexible building code compliance options.

INTERNATIONAL EXISTING BUILDING CODE (IEBC)





The IEBC encourages the use and reuse of existing buildings, while requiring reasonable upgrades and improvements. Applying IEBC standards brings relief and predictability to an adaptive reuse project or work on older buildings.



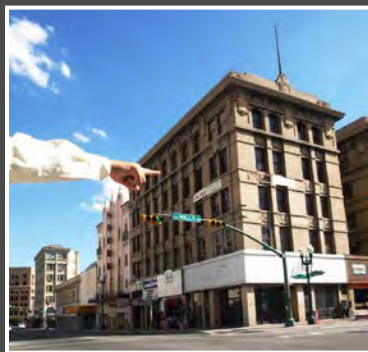
The IEBC addresses:

- Repairs
- Additions
- Alterations
- Relocation of buildings
- Changes of occupancy
- Work on Historic buildings



Building code compliance requirements are proportional to the level of work performed. The City involved rehab code users (architects and engineers) to amend the IEBC to local conditions and to help create an expedited permit process.

FOR MORE INFORMATION:



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City Development Department
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PROPOSED DOWNTOWN RESIDENTIAL
PARKING PERMIT INCENTIVE



Program aims to help Downtown residential projects acquire parking more easily. By establishing parking permit districts, eligible residents will be excused from certain regulations and fees.



Incentive Purposes:



1) Acts as an incentive for developers who may have concerns about parking

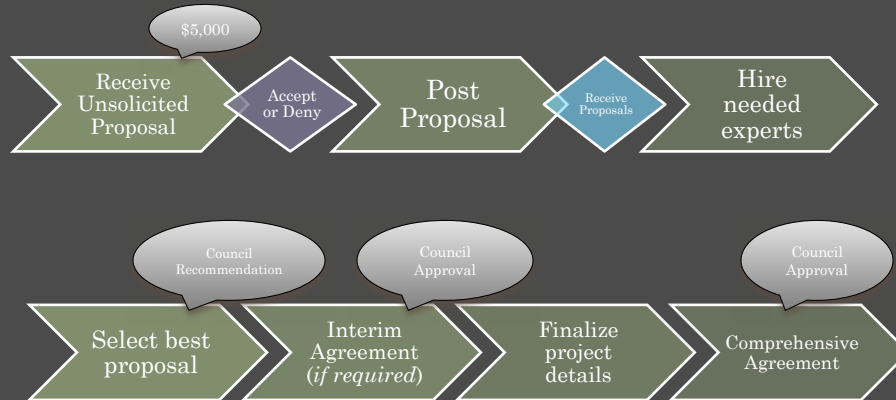
2) Pre-empts parking issues associated with future residential growth

Proposed Program:

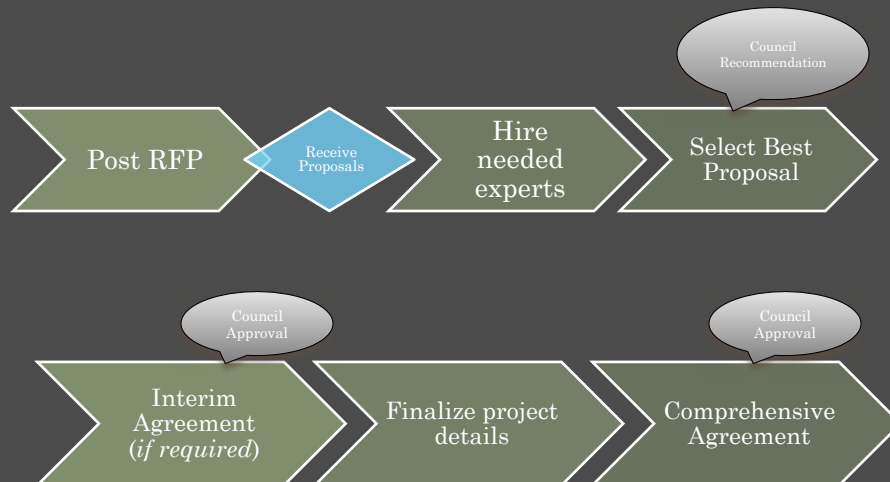
- Unspecified annual cost
- One permit per vehicle registered to owner at address in applicable zone
- Maximum 2 visitor permits per resident, to be renewed annually
- Bumper or side window decal
- Placard type notice for visitor permits

*Proposal expected to be discussed with City Council in early February

Unsolicited Proposal Process



Solicited Proposal Process



FOR MORE INFORMATION

- Email: McElroyMX@elpasotexas.gov,
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- Phone: (915) 541-4670
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