



City of El Paso

Capital Improvement Department



Downtown + Uptown Plan

Planning framework for economic development,
affordable and market rate housing, improved transit
service, and walkability

City Council Work Session #2
4/10/2023



Downtown + Uptown Plan Overview



Plan Adoption

Target May 2023 with three (3) presentations to City Council

1. March: Public engagement
2. April: Major findings
3. May: Implementation strategies





Downtown + Uptown Engagement



Realize-Transform-Enhance: 3 Planning Paradigms

Framework to localize recommendations

Realize: High density housing and economic development

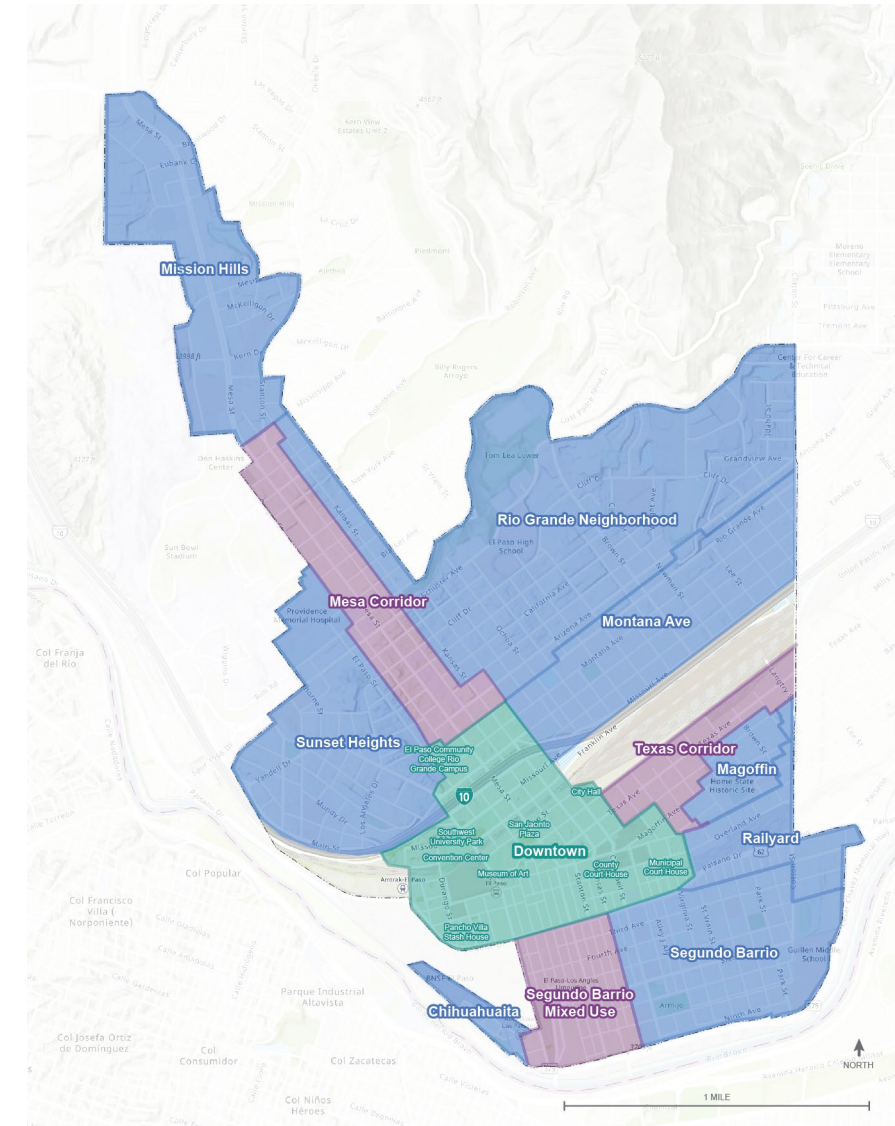
Downtown from I-10 to Paisano

Transform: Midrise walkable and transit-oriented priority corridors

Mesa, Texas, Segundo Barrio between Downtown and the bridges

Enhance/Reinforce: Investment in established neighborhoods

Mission Hills, Kern, Rio Grande, El Paso High, Sunset Heights, Montana, Magoffin, Railyards, Segundo Barrio, and Chihuahuita





Intended Outcomes

Increased density and new development helps fund improvements to existing neighborhoods and affordable housing.

Realizing Housing Potential

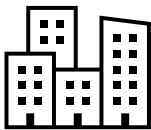
- Capitalize on a streamlined development process
- Rethink financial incentives
- Invest in targeted public realm amenities to stimulate private investment in new housing and commercial services.



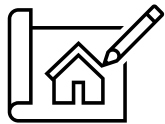
2040 Development Demand

- El Paso lags compared to peer cities in for Downtown housing development. Market support for 10,000 new units by 2040
- More housing choices encourage people to live in the city center, fueling growth in commercial, office, employment

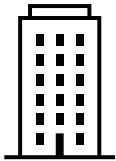
DESCRIPTION	Housing Units		2010–2021			
	2010	2021	Total	# Ann	% Ann	City %
Downtown	7,834	8,374	540	49	0.6%	2.1%
El Paso	227,639	253,269	25,630	2,330	1.0%	-
Peer Cities (2-Mile Radius)						
Colorado Springs	20,872	22,431	1,559	142	0.7%	6.7%
Albuquerque	20,004	20,996	992	90	0.4%	7.6%
Oklahoma City	13,143	16,129	2,986	271	1.9%	8.5%
Tucson	20,938	22,432	1,494	136	0.6%	11.0%
Fort Worth	10,922	17,844	6,922	629	4.6%	11.7%
Austin	35,709	50,747	15,038	1,367	3.2%	17.5%
Las Cruces	18,232	19,403	1,171	106	0.6%	19.5%
Waco	16,882	18,086	1,204	109	0.6%	20.4%
San Marcos	10,407	12,236	1,829	166	1.5%	28.1%



6,600
units



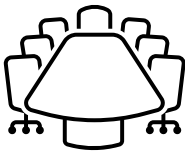
3,400



250 rooms



350,000
sq.ft.



750,000

Public Realm Infrastructure Gaps

Estimates of missing sidewalks, lights, trees

Plan Area	Sidewalks (linear feet)	Light Fixtures (#)	Trees* transit areas (#)
Downtown	42	27	2413
Mesa Corridor	469	13	1513
Texas Corridor	0	76	681
Segundo Mixed Use	112	17	972*
Rio Grande Neighborhood	4,564	385	203*
Montana Corridor	460	47	2037
Segundo Neighborhoods	752	19	138*
Sunset Heights	1,959	76	565*
Mission Hills	50	155	96*
Magoffin	0	8	0*
Railyards	3,830	27	0*
Total	12,200	800	8,600

*Tree cover analyzed within ¼ mile of transit stops. Trees are at proposed 30' intervals in accordance with the Downtown Street Tree Master Plan.

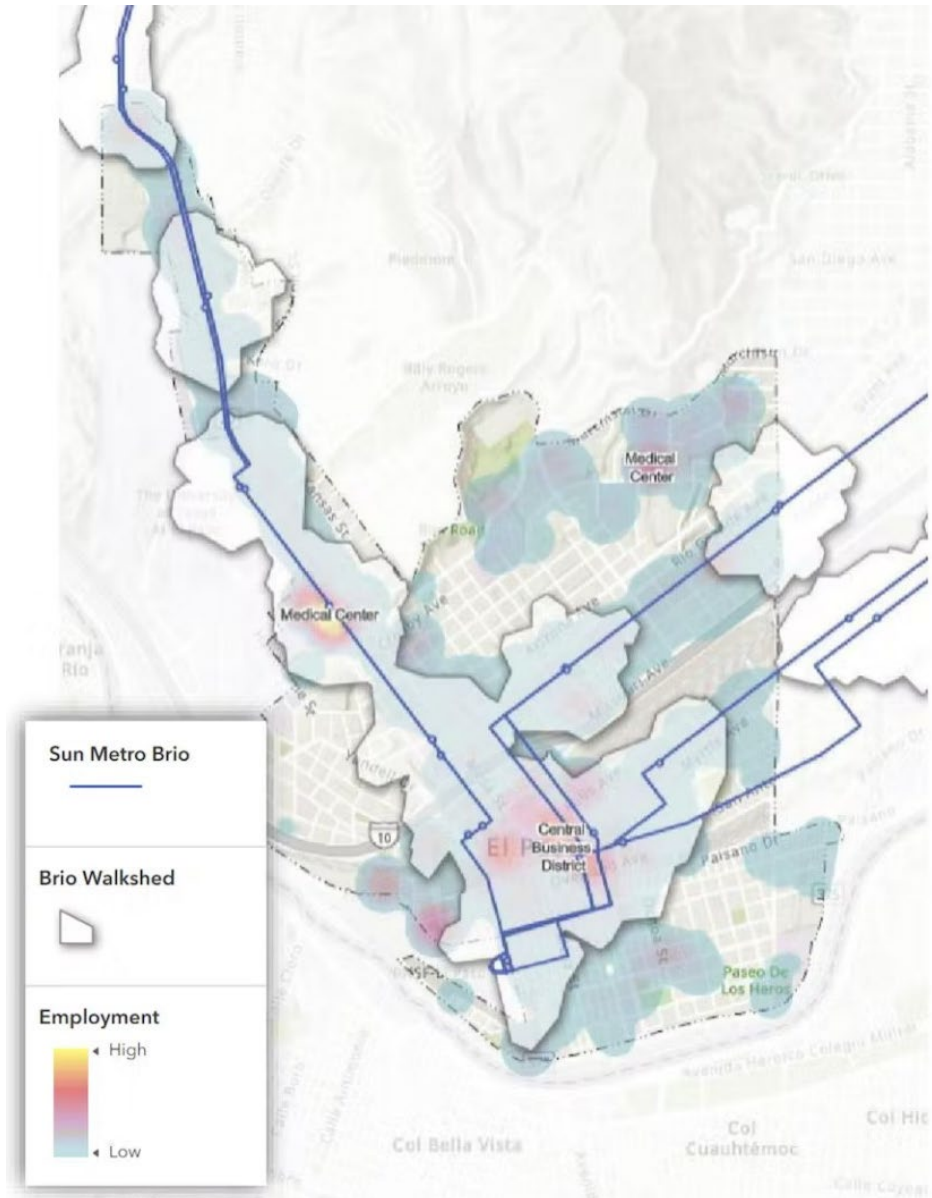


Mobility & Transit Findings

- 72% of Jobs within study area are within ¼ mile of BRIO.
- Only 1% of trips for work purposes are on transit.
- Current transit service offers limited hours, long headways, and riders cite unreliability as reasons to drive

Realizing Transit Potential

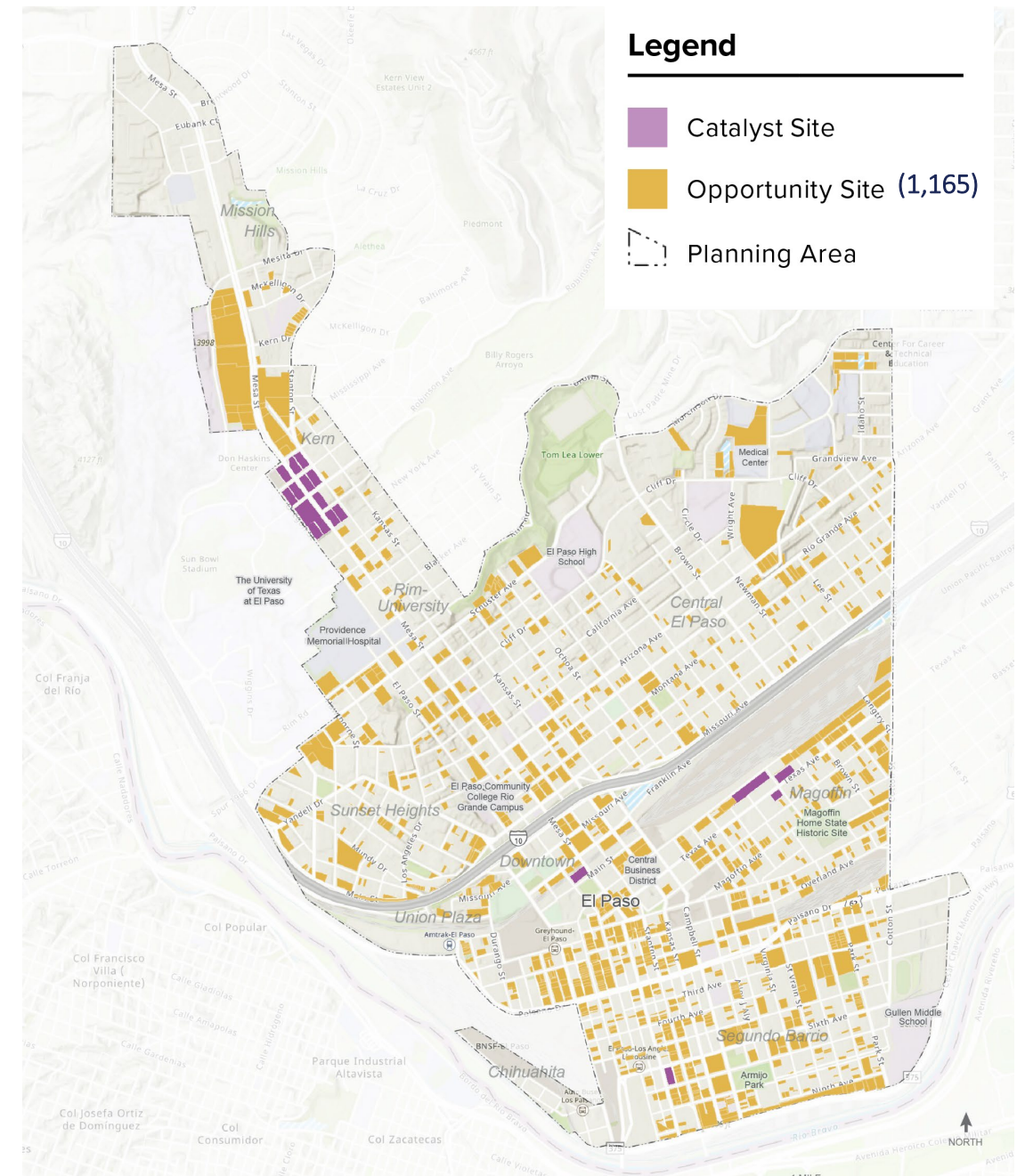
- Increase ridership by adding residential and commercial uses along transit corridors to realize high service frequency
- Capture \$ benefits from increased ridership
- Invest into extending service hours and reduced headways



Opportunity Sites

Criteria to Determine Opportunity Site locations with input from CSG

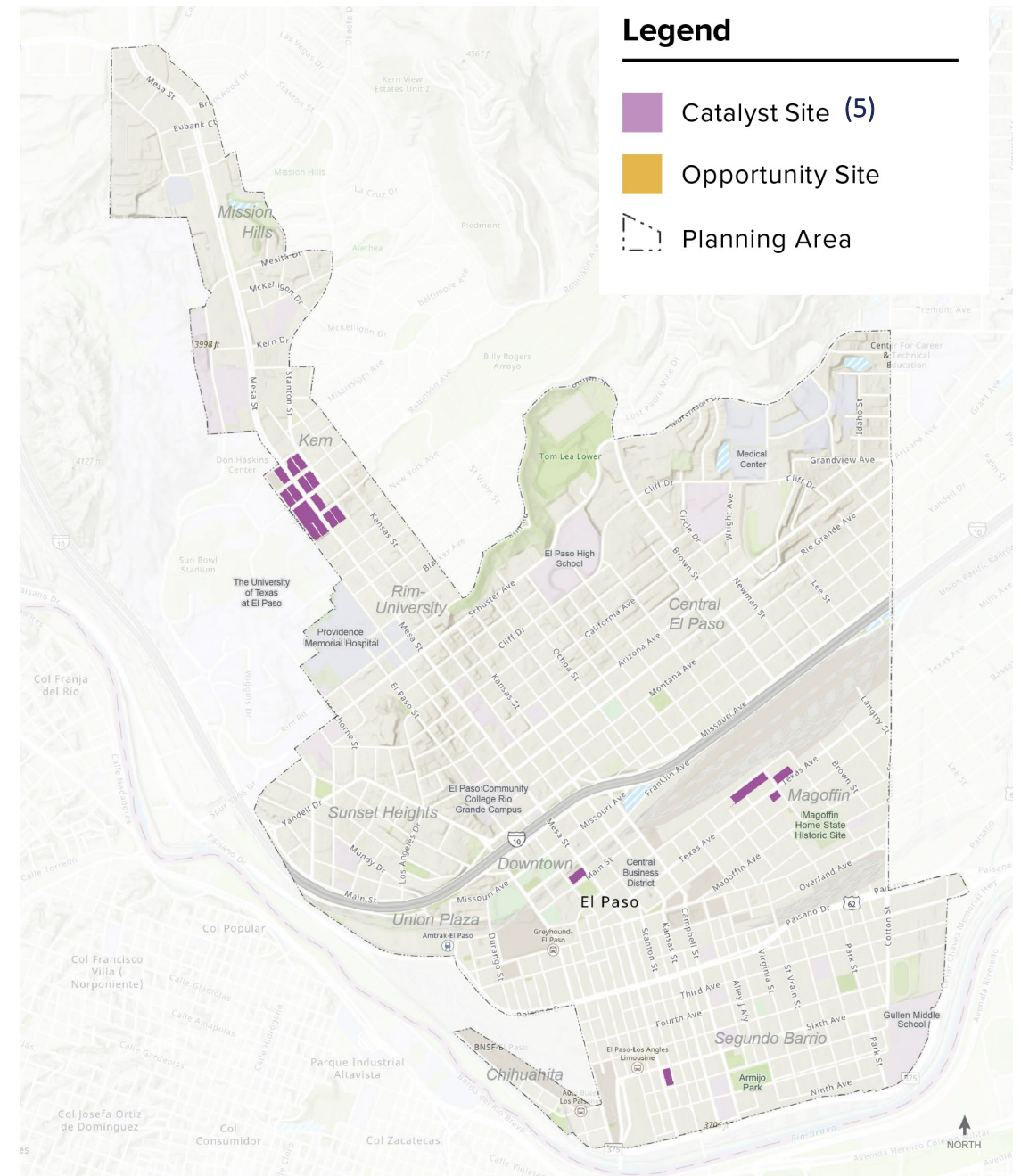
1. Larger, publicly owned properties that could be repositioned; **or**,
2. Comparatively lower value, privately owned parcels (< \$15 per sq. ft. assessed); **or**,
3. Underutilized, privately owned parcels – vacant or undeveloped or underperforming sites, includes surface parking.

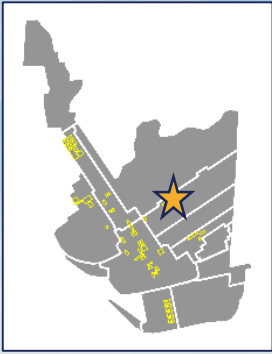


Catalyst Sites

Criteria to Determine Catalyst Site locations with the Core Stakeholders

1. Public benefit: tax revenue generation, and public realm enhancements
2. Achievability: legitimate opportunities based on ownership and fiscal considerations
3. Impact: how important the location is amongst the possibilities to make a real difference in the Plan Area





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Montana Ave



Regulatory changes: Increase allowable density to 4 units/lot;
eliminate min. parking; streamline zoning and approval process for infill,
adopt urban design development standards

Financing gap: N/A



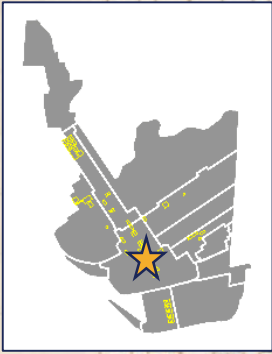
Quadplex infill (x2)

4 market rate units
Avg 1,400 sf per du
2.5 stories
Up to 4 parking spaces

Tree and lighting gaps

Protected bike
lane







 **Regulatory changes:** None required

Financing gap: ~\$9.4M or 7% of total cost

Gap closure tools: TIRZ, Property Tax Abatement,
and Public Facility Corporation



35 floors

290 market-rate units

150 affordable units

440 total units

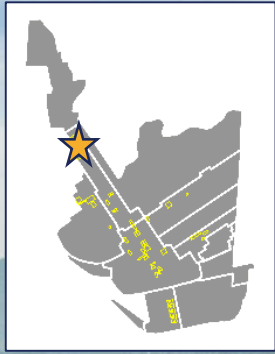
285 on-site
parking spaces

250 room hotel

Retail and restaurants ground floor

Curbless shared street with bike lanes

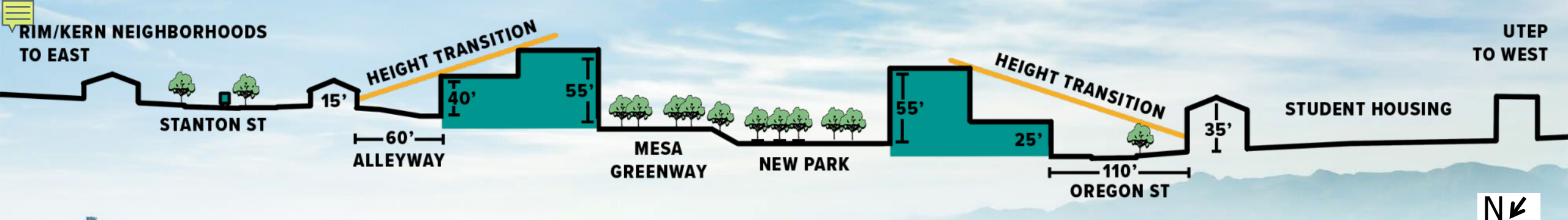




Mesa St

Robinson Ave

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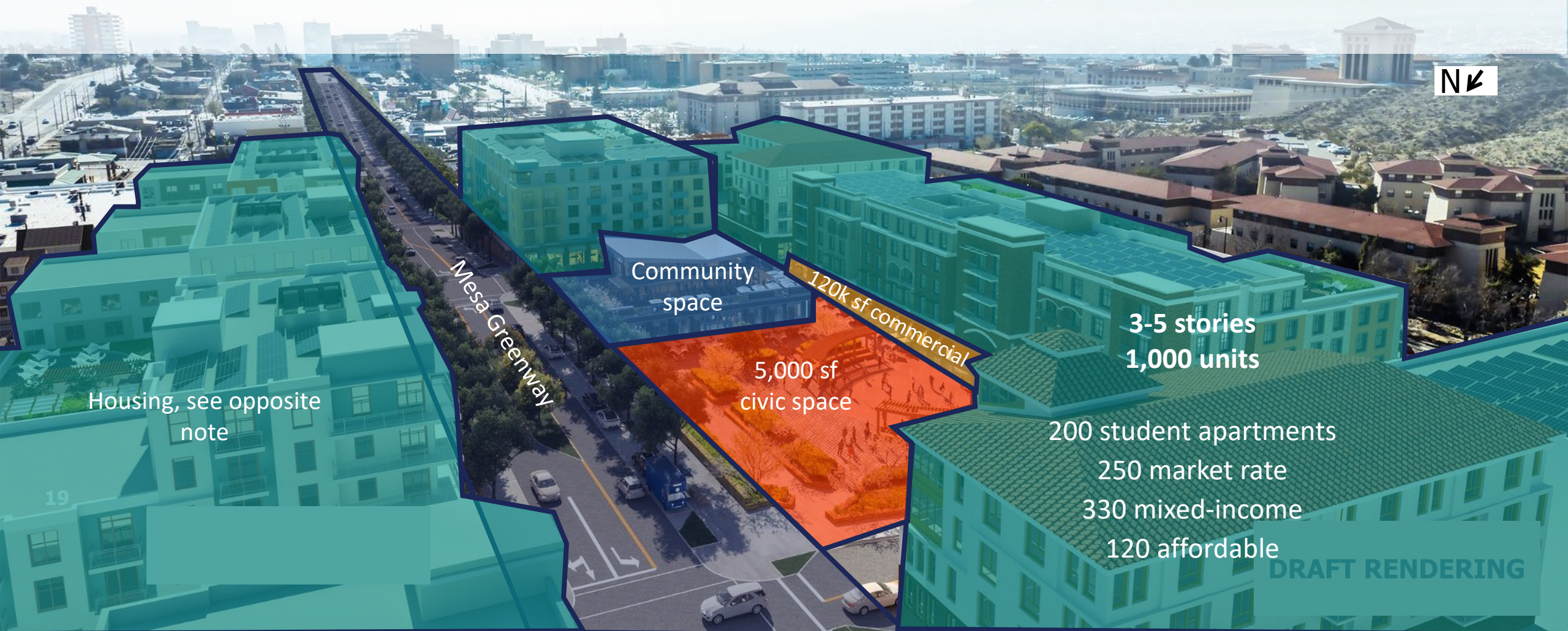


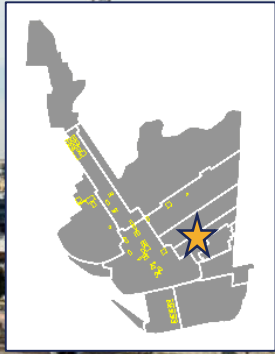
DRAFT RENDERING



Regulatory changes: Eliminate min. parking; modify allowable uses; increase max. density to 90 du/ac; include bonus for affordable units; increase bldg. heights from 35' to 55' with transition to adj. residential

Financing gap: ~\$7.8M or 3% of total cost. **Gap closure tools:** Create Uptown TIRZ for project funding; density bonus for affordable housing; Public Facility Corporation for mixed income housing; Federal Tax Credits; Property Tax Abatement





Octavia St

Texas Ave

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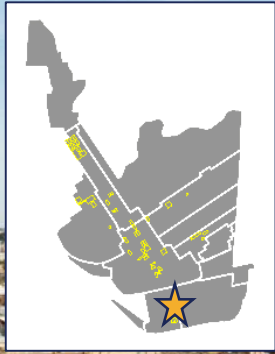


DRAFT RENDERING

Regulatory changes: Eliminate min. parking; modify allowable uses; increase max. density 100 units/acre; include density bonuses for affordable housing; increase bldg. heights from 60' to 70'; adopt urban design development standards.



Financing gap: ~\$660K or 0.9% of total cost. **Gap closure tools:** TIRZ funding; density bonus for affordable housing; Federal Low-Income Housing Tax Credit (LIHTC); Property Tax Abatement; Public Facility Corporation for mixed income housing



Mesa St

7th Ave



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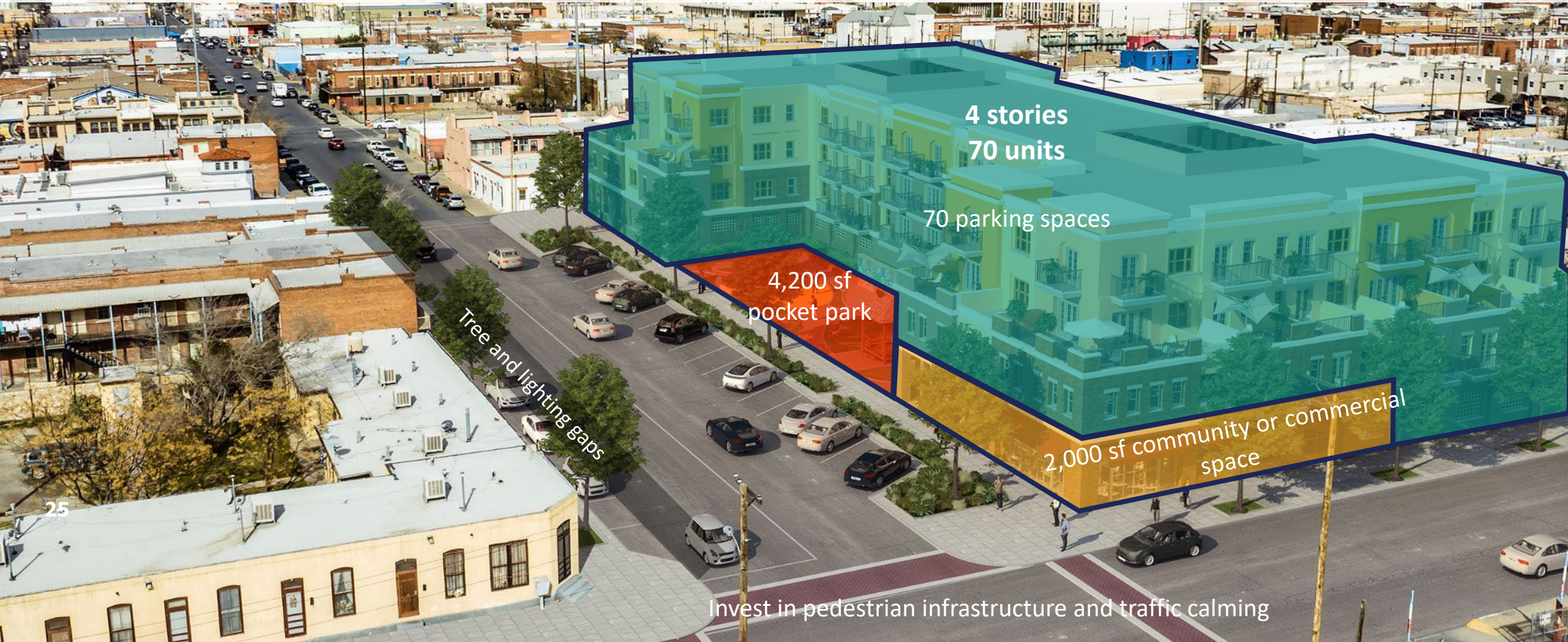
Transform

Segundo Barrio catalyst site

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Regulatory changes: Eliminate min. parking; increase max. allowable density to 100 du/ac; include density bonuses for affordable housing and regulatory flexibility for projects with federal grants; increase building heights from 35' to 50'; require 10 ft step back after 2nd story where necessary for residential adjacency; adopt urban design development standards

Financing: Low-Income Housing Tax Credit (LIHTC) rental with no gap financing, or for-sale at 80-100% area median income with \$10-30k gap per unit (via TIRZ funding)



Downtown + Uptown Plan – Next Steps

May Adoption

- Publish Final Draft Plan
- Implementation Strategies
 - Path to realize plan goals
 - Catalyst sites in practice
 - City incentives
 - Funding mechanisms
 - Required regulatory changes



Housing density



Higher population density



Expanded services & opportunities

