

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

DEPARTMENT: Planning & Inspections Department, Planning Division

AGENDA DATE: Introduction: April 5, 2016
Public Hearing: April 19, 2016

CONTACT PERSON/PHONE: Larry Nichols, 915-212-1550, nicholslf@elpasotexas.gov
Ted Marquez, 915-212-7015, marqueztx@elpasotexas.gov

DISTRICT(S) AFFECTED: District 8

SUBJECT:

An ordinance amending Title 12 (Vehicles and Traffic), Chapter 12.88 (Schedules), Section 12.88.220 (Schedule XIX – Restriction on Parking in Downtown Parking Districts) to change the boundary of Parking Zone A to include an area in the vicinity of the El Paso Ballpark and the Old San Francisco District and to realign the boundaries of the existing Downtown Parking Districts; the penalty being as provided in Chapters 12.84 (Violation – Penalty) and 12.85 (Parking Violations) of the El Paso City Code.

BACKGROUND / DISCUSSION:

The ordinance proposes to modify the boundary of the Downtown Parking District. The proposed boundary will remove two (2) parcels and ten (10) angled on-street parking spaces located on Coldwell Street from Zone “A” of the Downtown Parking District, as shown in Exhibit A. This change would enable these ten (10) parking spaces to be utilized by vehicles that do not display a Downtown Parking District Zone “A” permit.

The Downtown Parking District was created on February 5, 2013. It allows residents within six (6) zones encompassing downtown El Paso to purchase permits granting free parking in on-street spaces within their zone of residence. While the vast majority of parking spaces included in the program are metered, most spaces in the area west of Southwest University Park are not. As currently regulated, these unmetered spaces cannot legally be occupied by non-permit holders. Considering the increasingly mixed-use nature of this district, Planning & Inspections Department staff was directed to recommend changes that would result in the optimal utilization of existing on-street parking resources.

In a parking study conducted from February 22nd to 25th by City staff, it was found that the permitted parking spaces in this area are consistently underutilized. The maximum utilization rate observed was 56%, or 45 of 81 spaces, with an average daily utilization of 43%. It was therefore determined that the removal of ten (10) spaces would not adversely impact permit holders residing in Zone “A” of the Downtown Parking District.

PRIOR COUNCIL ACTION:

Creation of Downtown Parking Districts on February 5, 2013 through Ordinance 17942

Modified to change the boundary of Parking Zone A on April 1, 2014 through Ordinance 18154

AMOUNT AND SOURCE OF FUNDING:

N/A

BOARD / COMMISSION ACTION:

N/A

*****REQUIRED AUTHORIZATION*****

LEGAL: (if required) N/A

FINANCE: (if required) N/A

DEPARTMENT HEAD:

Larry F. Nichols
Director, Planning & Inspection Department

APPROVED FOR AGENDA:

CITY MANAGER: _____

DATE: _____

AN ORDINANCE AMENDING TITLE 12 (VEHICLES AND TRAFFIC), CHAPTER 12.88 (SCHEDULES), SECTION 12.88.220 (SCHEDULE XIX – RESTRICTIONS ON PARKING IN DOWNTOWN PARKING DISTRICTS) TO CHANGE THE BOUNDARY OF PARKING ZONE A TO INCLUDE AN AREA IN THE VICINITY OF THE EL PASO BALLPARK AND THE OLD SAN FRANCISCO DISTRICT AND TO REALIGN THE BOUNDARIES OF THE EXISTING DOWNTOWN PARKING DISTRICTS; THE PENALTY BEING AS PROVIDED IN CHAPTERS 12.84 (VIOLATION – PENALTY) AND 12.85 (PARKING VIOLATIONS) OF THE EL PASO CITY CODE.

WHEREAS, on February 5, 2013, City Council approved the creation of downtown parking districts; and

WHEREAS, the purpose of the downtown parking districts is to encourage the revitalization of downtown by offering a new parking alternative for residential tenants in the downtown area; and

WHEREAS, the City desires to alter the boundaries of one parking district to include an area in the vicinity of the El Paso Ballpark and the Old San Francisco District and to adjust the boundaries of the existing downtown parking districts.

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

Section 1. That Title 12 (Vehicles and Traffic), Chapter 12.88 (Schedules), Section 12.88.220 (Schedule XIX – Restrictions on parking in downtown parking districts), Zone A of the El Paso City Code is hereby amended to read as follows:

Zone A: Beginning at the intersection of the centerline of West Wyoming Avenue with the centerline of North Santa Fe Street,

Thence northeast along the centerline of West Wyoming Avenue/East Wyoming Avenue to its intersection with the centerline of North Campbell Street,

Thence southeast along the centerline of North Campbell Street to its intersection with the centerline of East Main Street,

Thence southwest along the centerline of East Main Street/West Main Street to its intersection with the centerline of North Santa Fe Street,

Thence northwest along the centerline of North Santa Fe Street to its intersection with the centerline of West Missouri Avenue,

Thence southwest along the centerline of West Missouri Avenue to its intersection with the centerline of North Durango Drive,

Thence south along the centerline of North Durango Drive until it reaches its closest point to the easternmost boundary of the lot with the legal description "Lot 30, Block C, Stevens Addition Replat B",

Thence west along the southern boundary of said lot with the legal description "Lot 30, Block C, Stevens Addition Replat B" until it reaches the most southeastern point of the boundary of "Block C, Stevens Addition",

Thence west along the southernmost boundary of "Block C, Stevens Addition" until it reaches the most southwestern boundary of "Block C, Stevens Addition",

Thence north along the centerline of North Coldwell Street to its intersection with the centerline of the alley located north of the lot legally described as "the North 45 feet of Lot 1, all of Lots 2 and 3, Block 13, Sunset Heights Addition",

Thence west along the centerline of said alley to its intersection with the easternmost boundary of the lot legally described as "Lots 4 to 8, Block 13, Sunset Heights Addition",

Thence south along the easternmost boundary of the lot legally described as "Lots 4 to 8, Block 13, Sunset Heights Addition" to the southeastern most boundary of said lot,

Thence west along the southernmost boundary of the lot legally described as "Lots 4 to 8, Block 13, Sunset Heights Addition" to the southwestern most boundary of said lot,

Thence north along the existing westernmost boundary of "Block 13, Sunset Heights" until it reaches the most northwestern boundary of "Block 13, Sunset Heights",

Thence in a northeasterly direction to the starting point of the centerline of the Interstate Highway 10 eastbound Exit 19 off-ramp,

Thence in a northeasterly direction along the centerline of the Interstate Highway 10 eastbound Exit 19 off-ramp to the point of beginning.

Section 2. Except as expressly herein amended, that Title 12 (Vehicles and Traffic) of the El Paso City Code shall remain in full force and effect.

APPROVED this _____ day of _____, 2016.

THE CITY OF EL PASO

Oscar Leeser
Mayor

ATTEST:

Richarda Duffy Momsen
City Clerk

APPROVED AS TO FORM:



Omar A. De La Rosa
Assistant City Attorney

APPROVED AS TO CONTENT:

Ted Marquez, Director
Department of Transportation

Larry F. Nichols, Director
Planning and Inspections Department

Exhibit "A"



16-1007-1654/ 515915
Title 12 Downtown Parking Amendment
OAR

MEMORANDUM

DATE: March 29, 2016
TO: The Honorable Mayor and City Council
Tommy Gonzalez, City Manager
FROM: Alex Hoffman, Lead Planner, Long Range Section
SUBJECT: An Ordinance to Amend the Boundaries of Downtown Parking District A

The proposed ordinance is a request to remove ten (10) spaces from Downtown Parking District A, more particularly located along the west side of the 100 block of Caldwell Street, within the Old San Francisco neighborhood.

Considering the increasingly mixed-use nature of this district, Planning & Inspections Department staff was directed to recommend changes that would result in the optimal utilization of existing on-street parking resources.

In a parking study conducted from February 22nd to 25th by City staff, it was found that the permitted parking spaces in this area are consistently underutilized. The maximum utilization rate observed was 56%, or 45 of 81 spaces, with an average daily utilization of 43%, and little variation observed across days or time-of-day.

Based on the results of the parking study, staff concluded that the removal of ten (10) parking spaces from the parking district would not result in adverse effects to residents participating in the parking permit program. To the contrary, making more parking spaces available to varied users would result in greater utilization of the existing on-street parking supply.

One letter was received in opposition to the proposal.

Attachments:

Parking Study
Map of Proposed Downtown Parking District A
Detail of Proposed Downtown Parking District A
Letter in Opposition dated April 12, 2016
Letter in Opposition dated April 17, 2016

Downtown Parking District Zone “A” 2016 Parking Study

SUMMARY OF FINDINGS

Considering the increasingly mixed-use nature of this zone, which encompasses the Old San Francisco Neighborhood of El Paso, Planning & Inspections Department staff was directed to recommend changes that would result in the optimal utilization of existing on-street parking resources. To accomplish this, a parking study was undertaken in February of 2016 to assess the existing utilization of Parking District A, and whether the district could accommodate the reduction of ten (10) parking spaces enfronting an existing business.

Over the course of the one-week study, it was found that the district could easily absorb the reduction in spaces, even taking into consideration a proposed fourteen (14) unit apartment complex, and that the highest number of spaces utilized over the study period was forty-five (45) of eighty-one (81) available, with an average of thirty-five (35) spaces utilized.

It was further found that the request to reduce the district by ten (10) parking spaces was reasonable, given that a) the geography and access to that portion of Franklin and Coldwell Streets renders it the most logical location for patrons of the existing business to park; b) there is no reasonable alternate location, considering that parking permits are only available to residents of the district; and c) the district allows for both commercial and residential land uses, but only permits parking for residents.

Following is a detailed report on the results of that parking study.



San Francisco District Parking Study

Planning & Inspections Department
February 2016



Purpose of Study

- To assess whether the district boundaries should be modified based on recent and anticipated future development



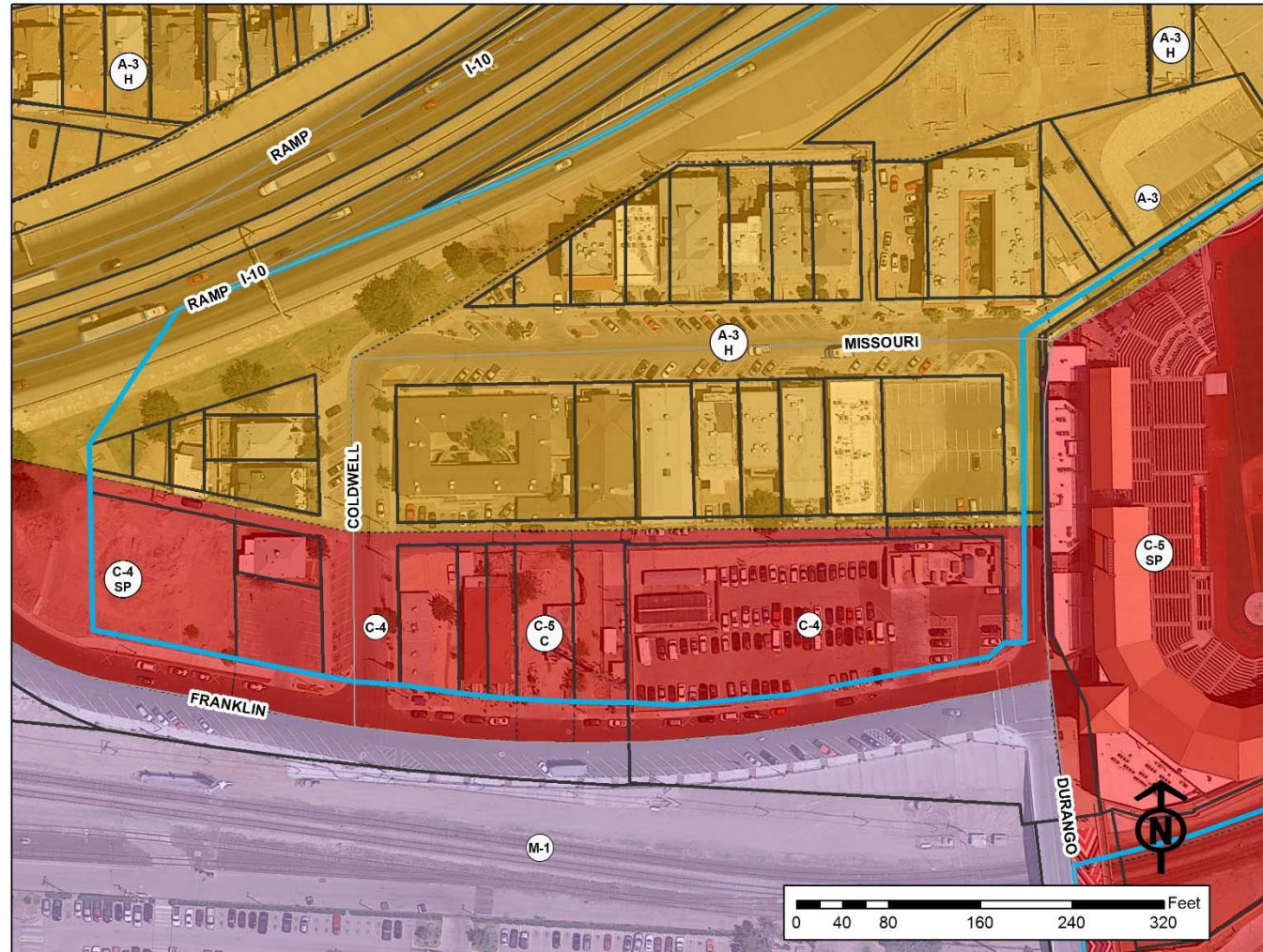
Parking District A



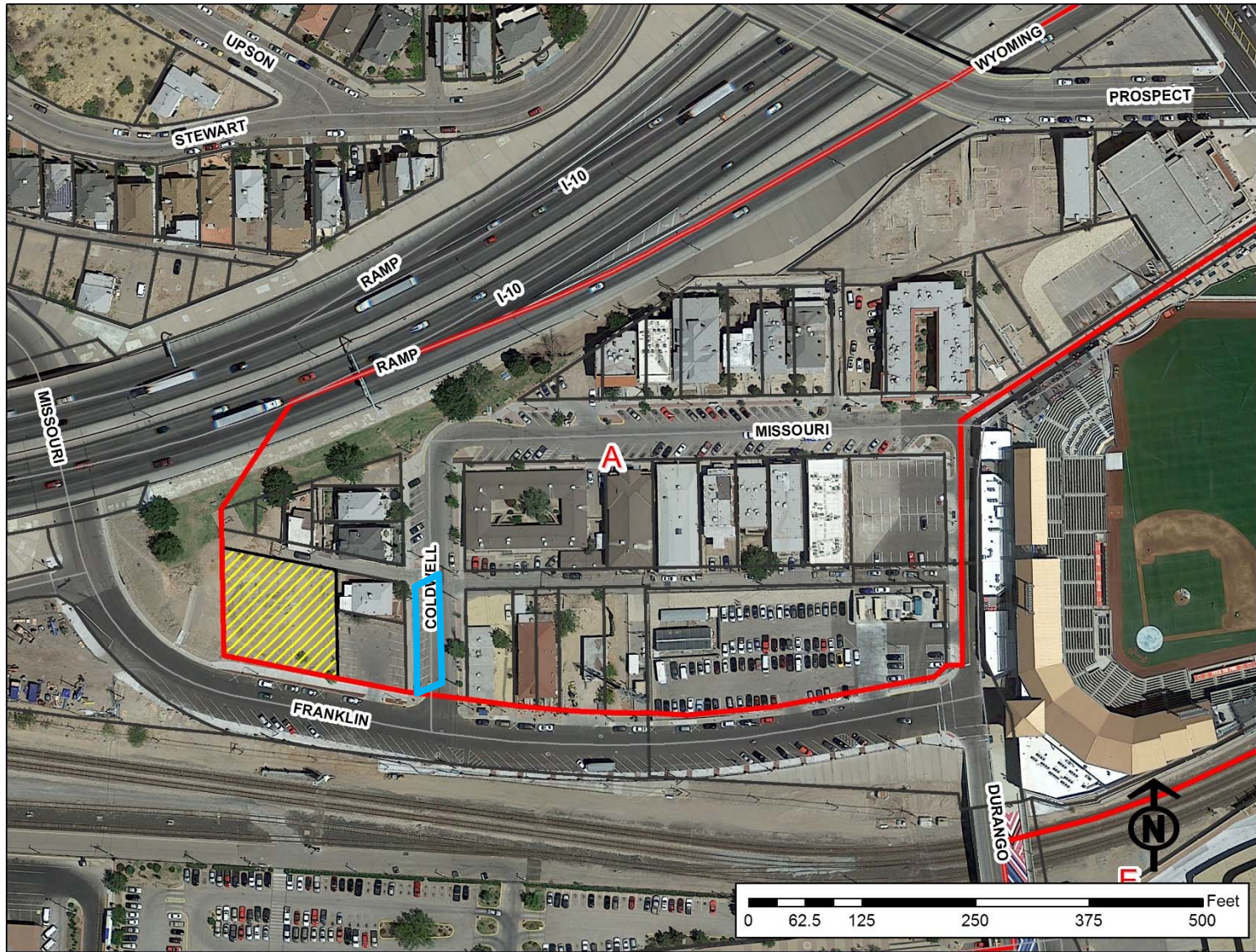
"Delivering Outstanding Services"



Parking District A



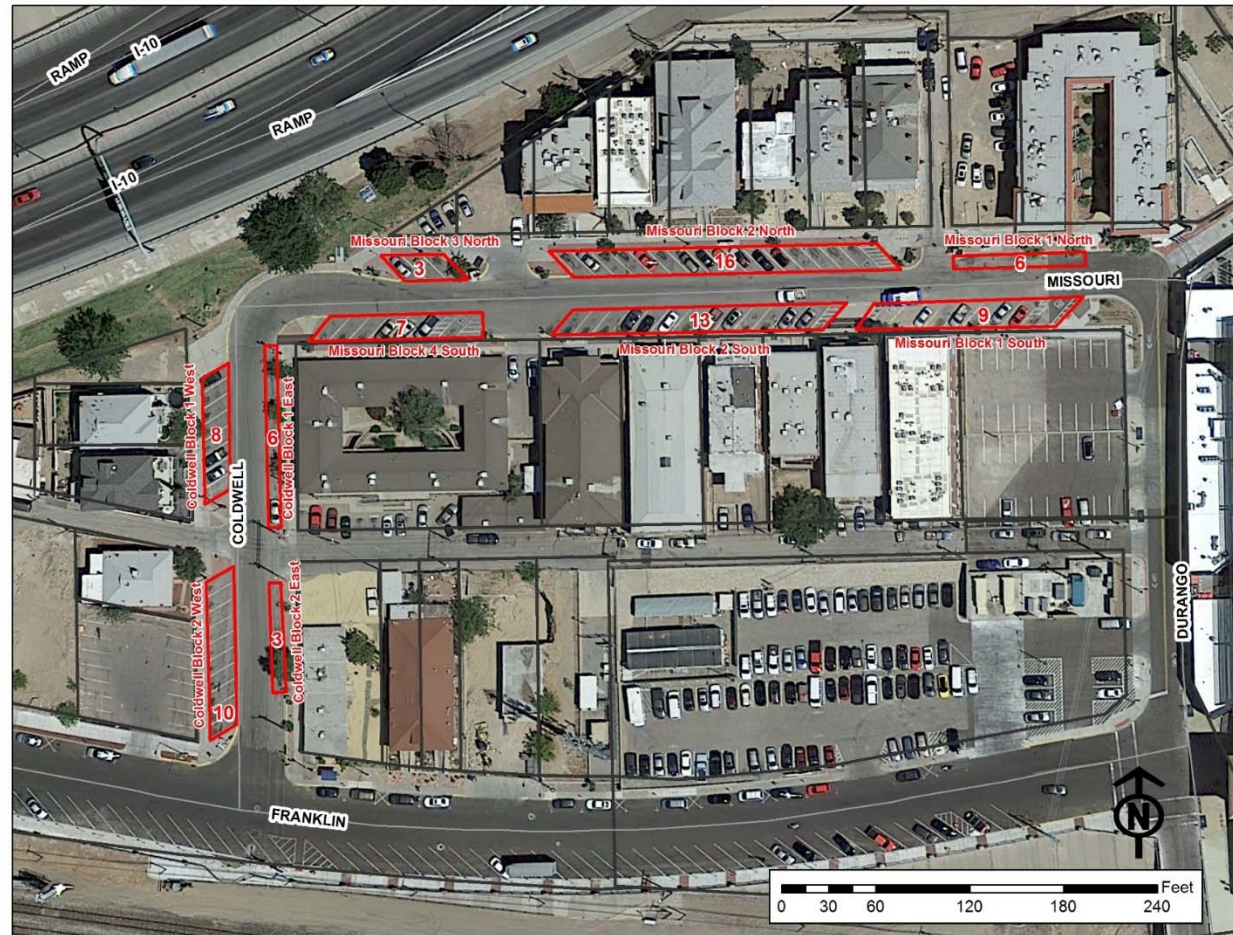
"Delivering Outstanding Services"



"Delivering Outstanding Services"



Parking Study Area



81 on-street parking spaces (all non-metered, 6 ADA accessible)

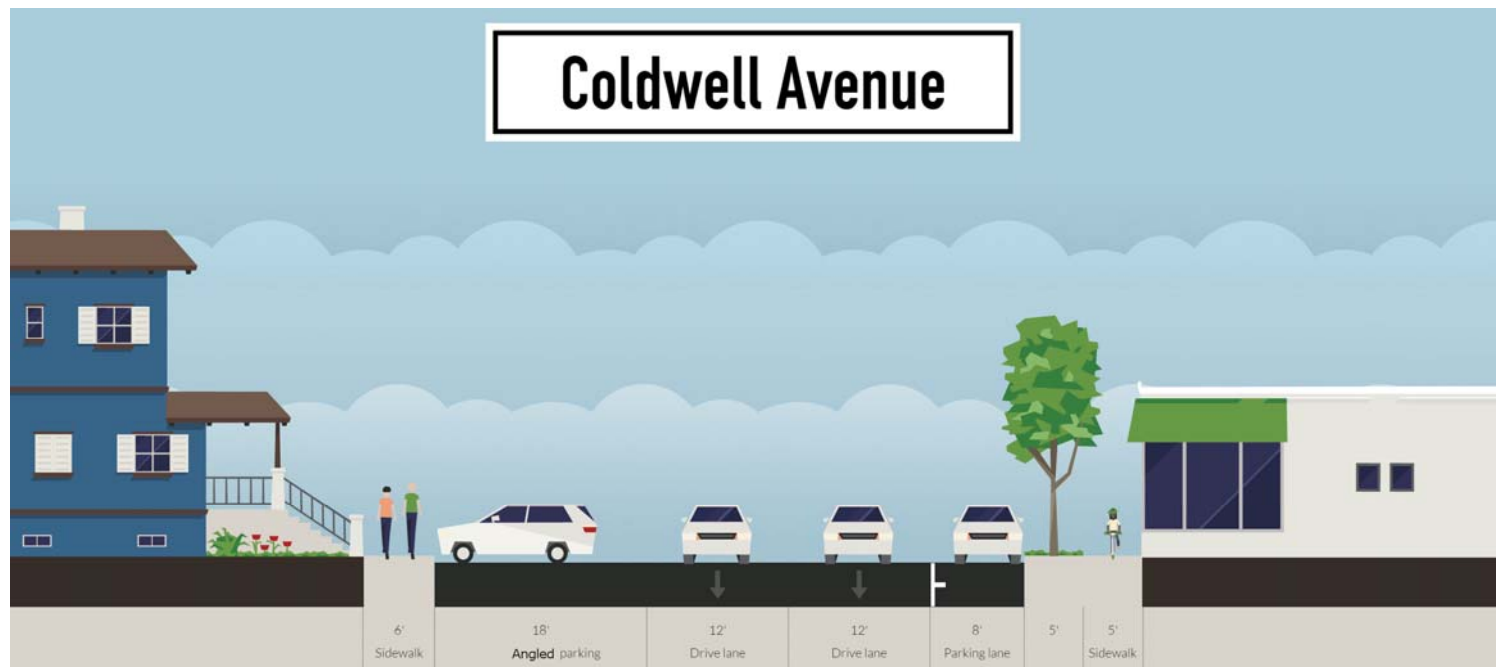
Parking counts taken during City business hours, plus 7:00 P.M., from February 22 - 26

Four daily counts: 8 A.M., 12 A.M., 4 P.M., 7 P.M.

"Delivering Outstanding Services"



Cross Section of Coldwell Ave



"Delivering Outstanding Services"

Highlights

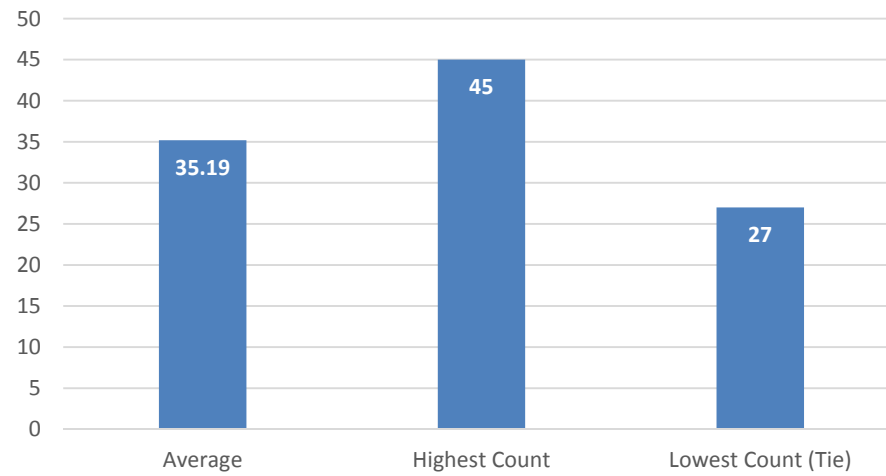
	Day	Time	TOTAL (n/81)	% Utilization
Average			35.19	43%
Highest Count	Thursday	7:00 PM	45	56%
Lowest Count (Tie)	Tuesday	12:00 PM	27	33%
Lowest Count (Tie)	Wednesday	12:00 PM	27	33%
Highest Day	Thursday		143*	43%
Lowest Day	Monday		139*	44%
Highest Time of Day		8:00 AM	40.75	50%
Lowest Time of Day		7:00 PM	27.67	40%

* This number is a cumulative total of all the counts that day. It would be n/324 instead of n/81

Highlights

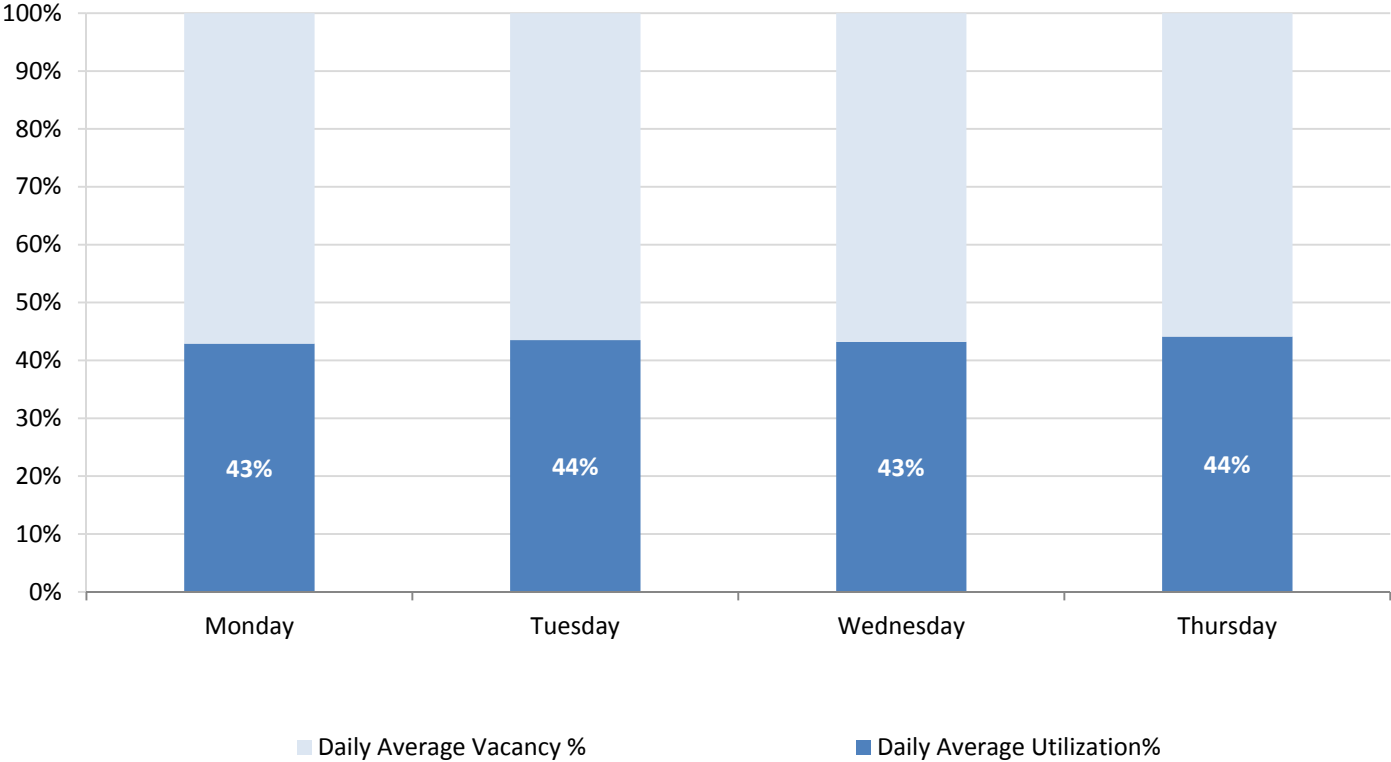
Traffic Count Highlights

February 22 - 25, 2016



Average Daily Utilization Rate

February 22 - 25, 2016



Average Utilization

Missouri 1, North



34%

2.1 vehicle / 6 spaces

Missouri 1, South



71%

6.4 vehicles / 9 spaces

Missouri 2, North



61%

9.8 vehicles / 16 spaces

Missouri 2, South



37%

4.8 vehicles / 13 spaces

Missouri 3, North



27%

0.8 vehicles / 3 spaces

Missouri 3, South



63%

4.4 vehicles / 7 spaces

Coldwell 1, West



57%

4.6 vehicles / 8 spaces

Coldwell 1, East



2%

0.1 vehicles / 6 spaces

Coldwell 2, West



23%

4.6 vehicles / 10 spaces

Coldwell 2, East



0%

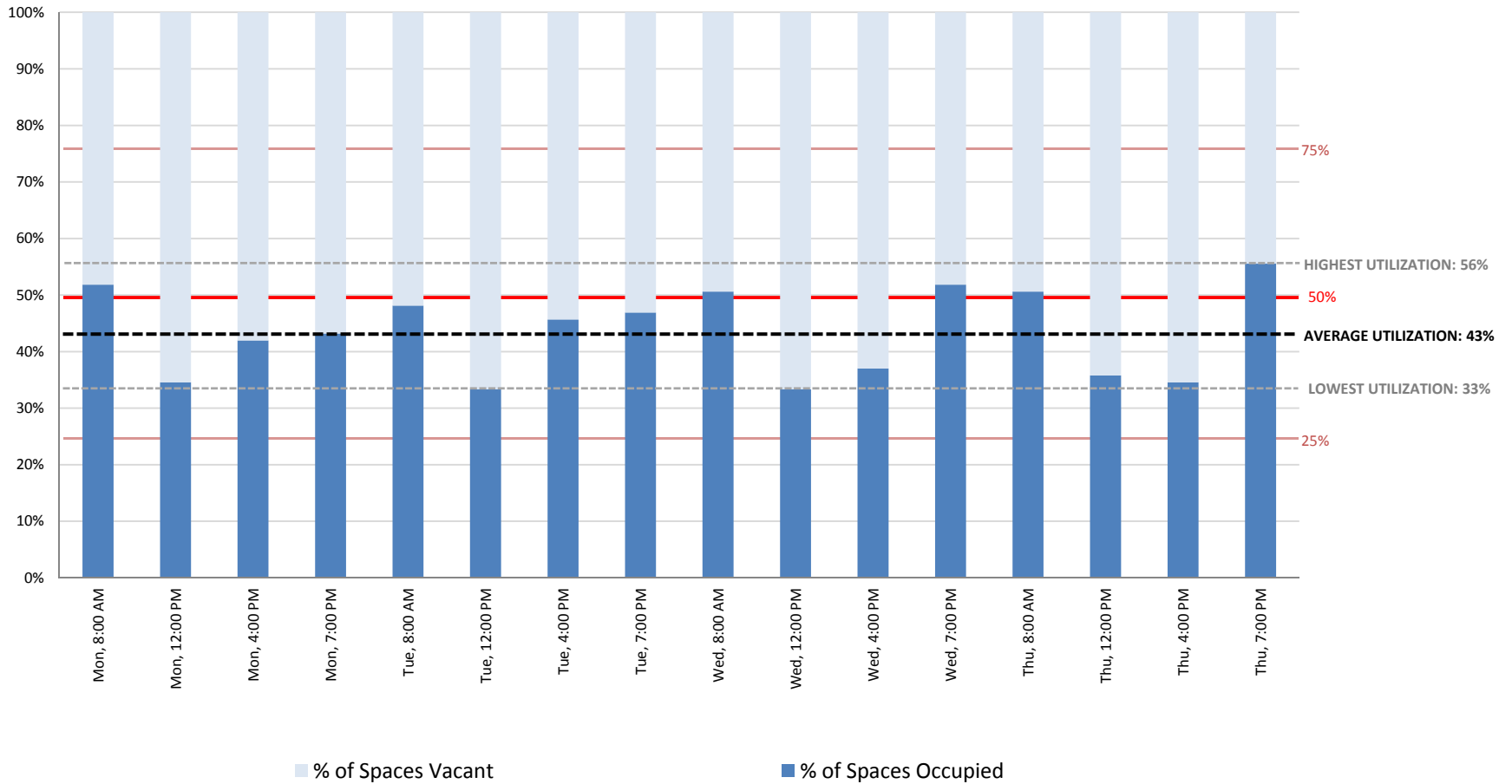
0 vehicles / 3 spaces

Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
2.06	6.38	9.75	4.81	0.81	4.38	4.56	0.13	2.31	0	35.19
34%	71%	61%	37%	27%	63%	57%	2%	23%	0%	43%

43% Utilization

Utilization Rate by Count

February 22 - 25 2016



Monday February 22 – 8 A.M.

Missouri 1, North



1 vehicle / 6 spaces

Missouri 1, South



7 vehicles / 9 spaces

Missouri 2, North



8 vehicles / 16 spaces

Missouri 2, South



13 vehicles / 13 spaces

Missouri 3, North



2 vehicles / 3 spaces

Missouri 3, South



5 vehicles / 7 spaces

Coldwell 1, West



6 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



0 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Monday	8:00 AM	1	7	8	13	2	5	6	0	0	0	42

52% Utilization

Monday February 22 – 12 P.M.

Missouri 1, North



1 vehicle / 6 spaces

Missouri 1, South



8 vehicles / 9 spaces

Missouri 2, North



6 vehicles / 16 spaces

Missouri 2, South



3 vehicles / 13 spaces

Missouri 3, North



4 vehicles / 3 spaces

Missouri 3, South



4 vehicles / 7 spaces

Coldwell 1, West



4 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



0 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Monday	12:00 PM	1	8	6	3	2	4	4	0	0	0	28

35% Utilization

Monday February 22 – 4 P.M.

Missouri 1, North



1 vehicle / 6 spaces

Missouri 1, South



5 vehicles / 9 spaces

Missouri 2, North



11 vehicles / 16 spaces

Missouri 2, South



3 vehicles / 13 spaces

Missouri 3, North



1 vehicles / 3 spaces

Missouri 3, South



5 vehicles / 7 spaces

Coldwell 1, West



6 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



2 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Monday	4:00 PM	1	5	11	3	1	5	6	0	2	0	34

42% Utilization

Monday February 22 – 7 P.M.

Missouri 1, North



1 vehicle / 6 spaces

Missouri 1, South



5 vehicles / 9 spaces

Missouri 2, North



11 vehicles / 16 spaces

Missouri 2, South



3 vehicles / 13 spaces

Missouri 3, North



1 vehicles / 3 spaces

Missouri 3, South



5 vehicles / 7 spaces

Coldwell 1, West



6 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



3 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Monday	7:00 PM	1	5	11	3	1	5	6	0	3	0	35

**43%
Utilization**

Tuesday February 23 – 8 A.M.

Missouri 1, North



1 vehicle / 6 spaces

Missouri 1, South



6 vehicles / 9 spaces

Missouri 2, North



11 vehicles / 16 spaces

Missouri 2, South



9 vehicles / 13 spaces

Missouri 3, North



1 vehicles / 3 spaces

Missouri 3, South



5 vehicles / 7 spaces

Coldwell 1, West



5 vehicles / 8 spaces

Coldwell 1, East



1 vehicles / 6 spaces

Coldwell 2, West



0 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Tuesday	8:00 AM	1	6	11	9	1	5	5	1	0	0	39

48% Utilization

Tuesday February 23 – 12 P.M.

Missouri 1, North



2 vehicle / 6 spaces

Missouri 1, South



5 vehicles / 9 spaces

Missouri 2, North



8 vehicles / 16 spaces

Missouri 2, South



3 vehicles / 13 spaces

Missouri 3, North



1 vehicles / 3 spaces

Missouri 3, South



3 vehicles / 7 spaces

Coldwell 1, West



3 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



2 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Tuesday	12:00 PM	2	5	8	3	1	3	3	0	2	0	27

**33%
Utilization**

Tuesday February 23 – 4 P.M.

Missouri 1, North



1 vehicle / 6 spaces

Missouri 1, South



8 vehicles / 9 spaces

Missouri 2, North



12 vehicles / 16 spaces

Missouri 2, South



4 vehicles / 13 spaces

Missouri 3, North



0 vehicles / 3 spaces

Missouri 3, South



6 vehicles / 7 spaces

Coldwell 1, West



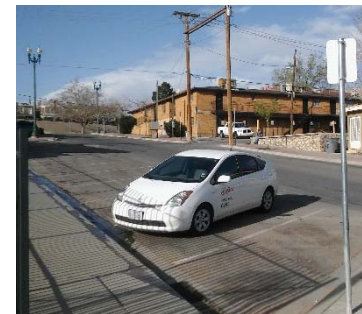
6 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



0 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Tuesday	4:00 PM	1	8	12	4	0	6	6	0	0	0	37

**46%
Utilization**

Tuesday February 23 – 7 P.M.

Missouri 1, North



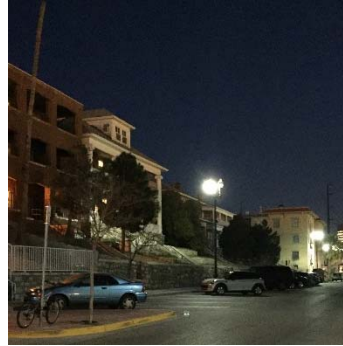
2 vehicle / 6 spaces

Missouri 1, South



9 vehicles / 9 spaces

Missouri 2, North



10 vehicles / 16 spaces

Missouri 2, South



3 vehicles / 13 spaces

Missouri 3, North



0 vehicles / 3 spaces

Missouri 3, South



5 vehicles / 7 spaces

Coldwell 1, West



5 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



4 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Tuesday	7:00 PM	2	9	10	3	0	5	5	0	4	0	38

47% Utilization

Wednesday February 24 – 8 A.M.

Missouri 1, North



3 vehicle / 6 spaces

Missouri 1, South



3 vehicles / 9 spaces

Missouri 2, North



14 vehicles / 16 spaces

Missouri 2, South



9 vehicles / 13 spaces

Missouri 3, North



1 vehicles / 3 spaces

Missouri 3, South



4 vehicles / 7 spaces

Coldwell 1, West



6 vehicles / 8 spaces

Coldwell 1, East



1 vehicles / 6 spaces

Coldwell 2, West



0 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Wednesday	8:00 AM	3	3	14	9	1	4	6	1	0	0	41

51% Utilization

Wednesday February 24 – 12 P.M.

Missouri 1, North



2 vehicle / 6 spaces

Missouri 1, South



4 vehicles / 9 spaces

Missouri 2, North



5 vehicles / 16 spaces

Missouri 2, South



3 vehicles / 13 spaces

Missouri 3, North



1 vehicles / 3 spaces

Missouri 3, South



4 vehicles / 7 spaces

Coldwell 1, West



5 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



3 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Wednesday	12:00 PM	2	4	5	3	1	4	5	0	3	0	27

**33%
Utilization**

Wednesday February 24 – 4 P.M.

Missouri 1, North



2 vehicle / 6 spaces

Missouri 1, South



6 vehicles / 9 spaces

Missouri 2, North



8 vehicles / 16 spaces

Missouri 2, South



2 vehicles / 13 spaces

Missouri 3, North



0 vehicles / 3 spaces

Missouri 3, South



5 vehicles / 7 spaces

Coldwell 1, West



4 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



3 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Wednesday	4:00 PM	2	6	8	2	0	5	4	0	3	0	30

37% Utilization

Wednesday February 24 – 7 P.M.

Missouri 1, North



3 vehicle / 6 spaces

Missouri 1, South



9 vehicles / 9 spaces

Missouri 2, North



11 vehicles / 16 spaces

Missouri 2, South



4 vehicles / 13 spaces

Missouri 3, North



0 vehicles / 3 spaces

Missouri 3, South



5 vehicles / 7 spaces

Coldwell 1, West



5 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



5 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Wednesday	7:00 PM	3	9	11	4	0	5	5	0	5	0	42

**52%
Utilization**

Thursday February 25 – 8 A.M.

Missouri 1, North



5 vehicle / 6 spaces

Missouri 1, South



7 vehicles / 9 spaces

Missouri 2, North



11 vehicles / 16 spaces

Missouri 2, South



10 vehicles / 13 spaces

Missouri 3, North



1 vehicles / 3 spaces

Missouri 3, South



4 vehicles / 7 spaces

Coldwell 1, West



3 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



0 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Thursday	8:00AM	5	7	11	10	1	4	3	0	0	0	41

51% Utilization

Thursday February 25 – 12 P.M.

Missouri 1, North



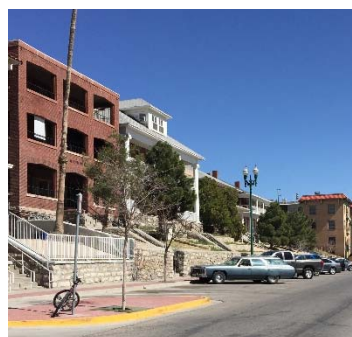
3 vehicle / 6 spaces

Missouri 1, South



6 vehicles / 9 spaces

Missouri 2, North



7 vehicles / 16 spaces

Missouri 2, South



5 vehicles / 13 spaces

Missouri 3, North



1 vehicles / 3 spaces

Missouri 3, South



2 vehicles / 7 spaces

Coldwell 1, West



3 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



2 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Thursday	12:00 PM	3	6	7	5	1	2	3	0	2	0	29

**36%
Utilization**

Thursday February 25 – 4 P.M.

Missouri 1, North



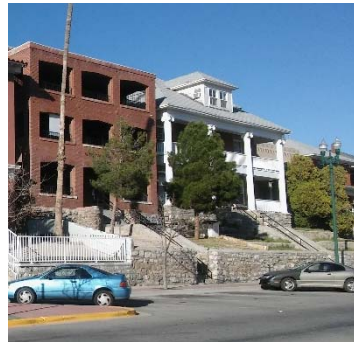
1 vehicle / 6 spaces

Missouri 1, South



6 vehicles / 9 spaces

Missouri 2, North



10 vehicles / 16 spaces

Missouri 2, South



1 vehicles / 13 spaces

Missouri 3, North



0 vehicles / 3 spaces

Missouri 3, South



4 vehicles / 7 spaces

Coldwell 1, West



2 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



4 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Thursday	4:00 PM	1	6	10	1	0	4	2	0	4	0	28

35% Utilization

Thursday February 25 – 7 P.M.

Missouri 1, North



4 vehicle / 6 spaces

Missouri 1, South



8 vehicles / 9 spaces

Missouri 2, North



13 vehicles / 16 spaces

Missouri 2, South



2 vehicles / 13 spaces

Missouri 3, North



1 vehicles / 3 spaces

Missouri 3, South



4 vehicles / 7 spaces

Coldwell 1, West



4 vehicles / 8 spaces

Coldwell 1, East



0 vehicles / 6 spaces

Coldwell 2, West



9 vehicles / 10 spaces

Coldwell 2, East



0 vehicles / 3 spaces

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Thursday	7:00 PM	4	8	13	2	1	4	4	0	9	0	45

**56%
Utilization**

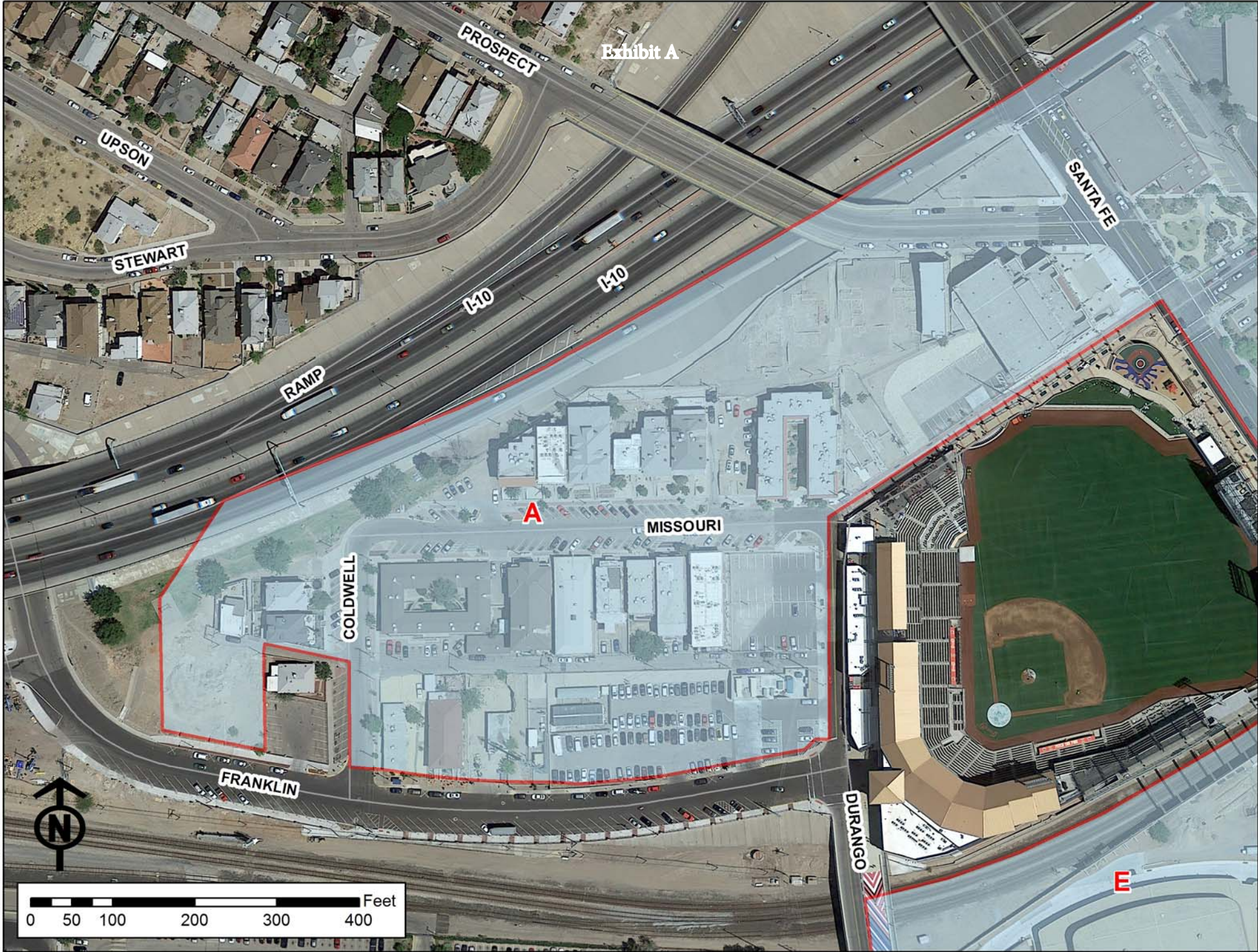
Daily Parking Counts

Day	Time	Missouri 1 North (n/6)	Missouri 1 South (n/9)	Missouri 2 North (n/16)	Missouri 2 South (n/13)	Missouri 3 North (n/3)	Missouri 3 South (n/7)	Coldwell 1 West (n/8)	Coldwell 1 East (n/6)	Coldwell 2 West (n/10)	Coldwell 2 East (n/3)	TOTAL (n/81)
Monday	8:00 AM	1	7	8	13	2	5	6	0	0	0	42
Monday	12:00 PM	1	8	6	3	2	4	4	0	0	0	28
Monday	4:00 PM	1	5	11	3	1	5	6	0	2	0	34
Monday	7:00 PM	1	5	11	3	1	5	6	0	3	0	35
Tuesday	8:00 AM	1	6	11	9	1	5	5	1	0	0	39
Tuesday	12:00 PM	2	5	8	3	1	3	3	0	2	0	27
Tuesday	4:00 PM	1	8	12	4	0	6	6	0	0	0	37
Tuesday	7:00 PM	2	9	10	3	0	5	5	0	4	0	38
Wednesday	8:00 AM	3	3	14	9	1	4	6	1	0	0	41
Wednesday	12:00 PM	2	4	5	3	1	4	5	0	3	0	27
Wednesday	4:00 PM	2	6	8	2	0	5	4	0	3	0	30
Wednesday	7:00 PM	3	9	11	4	0	5	5	0	5	0	42
Thursday	8:00 AM	5	7	11	10	1	4	3	0	0	0	41
Thursday	12:00 PM	3	6	7	5	1	2	3	0	2	0	29
Thursday	4:00 PM	1	6	10	1	0	4	2	0	4	0	28
Thursday	7:00 PM	4	8	13	2	1	4	4	0	9	0	45

Exhibit A



Exhibit A



UPSON

PROSPECT

STEWART

RAMP

I-10

I-10

SANTA FE

A

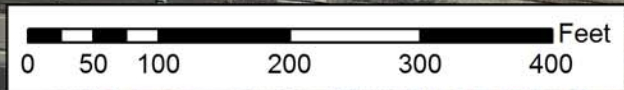
MISSOURI

COLDWELL

FRANKLIN

DURANGO

E



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Mobile: 915.478.5050
Fax: 877.833.9555
Gus.andazola@gmail.com
Owner and Realtor

April 12, 2016

VIA EMAIL

El Paso City Representatives

Cortney Niland District8

Kimberly Forsyth
Carlos Gallinar
Larry Nichols
Alex Hoffman

Re: The Designation of 10 parking spaces for the "Later Later Bar"

Dear City Representatives:

My Name is Gustavo Andazola. I am opposed to the designation of the 10 parking spaces for the "Later Later Bar" on 109 N Coldwell St.. I am an owner and landlord of two apartment complexes, one at 505 Missouri street, that has 4 units, and one at 515 Missouri, which has 8 units. My tenants that occupy these units may have one or two vehicles, which at any one time, can be up to 24 cars needing parking on the street.

If you want to start designating parking spaces to business, can you tell me where my tenants can park, where they can be safe if they cannot find parking on the street? I feel parking two or more blocks away from there building is unsafe for them when they come home from work or from being out for the day or evening? We as owners of the complexes should get parking at least during the day before bars do. There are 81 parking spaces for 150 or more units and/or tenants. Taking away 10 spaces and giving them to the owners of the bars is unfair to ^{All} my tenants and the owners. They have a right to the parking on the street they live on, especially since they have to get parking permits, to avoid getting ticketed. When you did your parking study it was from 8am to 7pm Monday – Thursday what about doing your study from Monday to Sunday from 8 pm to 7 am when the tenants are home and the bar is in full swing.

Again, I am opposed to the designating of parking spaces to any business.

Thank you,
Gus Andazola, owner/landlord



From: [Plourde, Harrison T.](mailto:Plourde.Harrison.T)
To: [Plourde, Harrison T.](mailto:Plourde.Harrison.T)
Subject: FW: San Francisco Historic District Parking ordinance amending parking
Date: Monday, April 18, 2016 8:38:45 AM

From: Naomi Falvey [<mailto:nfalvey@elp.rr.com>]
Sent: Sunday, April 17, 2016 11:47 PM
To: District #8
Cc: Gallinar, Carlos; Forsyth, Kimberly; Nichols, Larry F.; Hoffman, Alex P.
Subject: San Francisco Historic District Parking ordinance amending parking

Representative Nyland,

My name is Naomi Falvey, my husband and I own and manage the property located at 521 W. Missouri. I am very much opposed to giving up 10 spaces in this parking district to the Later Later Bar. There are close to 300 apartments in the area, this number will increase when they finish the apartments on Franklin and the soon to be built apartments on Missouri next to the ballpark. There are only 80 parking spaces in the parking district if 10 are released that only leaves 70 spaces. What will happen when the vacant property at 522 W. Missouri is leased, this could quite possibly become another bar or restaurant, will they also be given 10 parking spaces? I think the city needs to come up with other alternatives to provide parking for the bars in the area, possibly the parking garage located on San Antonio Street which is about a third of a mile from the area, at most a 6 minute walk. As property owners and landlords in the area we are not allowed to park in the area and have to park at metered parking on Franklin, why should bar owners be given parking in front of their business.

I believe the study conducted was flawed, it was done Monday-Thursday from 8am-7pm. The study should be done when most residents in the area are home which is usually after 9pm and on weekends. In addition the study was done in February which was before baseball season started. I would like to see vote held back for a later time until an additional study is done. New study should be done after 7pm and on weekends when the bars in the area are open and also now that baseball season has commenced.

Thank you,

Naomi Falvey