

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

DEPARTMENT: Planning & Inspections Department, Planning Division

AGENDA DATE: Introduction: April 28, 2015
Public Hearing: May 19, 2015

CONTACT PERSON/PHONE: Arturo Rubio, 212-1613, RubioAX@elpasotexas.gov

DISTRICT(S) AFFECTED: 8

SUBJECT:

An ordinance changing the zoning of the following real property known as: Parcel 1: 1830 Olive Avenue, Lot 1 and East 13 Feet of Lot 2, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 2: 1822 Olive Avenue, Lot 3 and West 12 Feet of Lot 2, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 3: 1816 Olive Avenue, Lot 4, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 4: 1812 Olive Avenue, Lot 5, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 5: 1806 Olive Avenue, Lot 6, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 6: 1804 Olive Avenue, Lots 7 and 8, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 7: 1802½ Olive Avenue, A Portion of Lots 9 and 10, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 8: 1802 Olive Avenue, A Portion of Lots 11, 12 and 13, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 9: 1805 East San Antonio Avenue, A Portion of Lots 17 and 18, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 10: 1807 East San Antonio Avenue, A Portion of Lots 19 and 20, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 11: 1809 East San Antonio Avenue, Lot 21, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 12: 1811 East San Antonio Avenue, Lot 22, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 13: 1813 East San Antonio Avenue, Lots 23 and 24, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 14: 1819 East San Antonio Avenue, Lots 25 and 26, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 15: 1823 East San Antonio Avenue, Lot 27, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 16: 1825 East San Antonio Avenue, Lot 28, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 17: 1831 East San Antonio Avenue, Lots 29 and 30, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; and, Parcel 18: 429 South Laurel Street, Lots 31 and 32, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas from M-1 (Manufacturing) to R-MU (Residential-Mixed Use) and approving a master zoning plan. The penalty is as provided for in Chapter 20.24 of the El Paso City Code. **PZRZ14-00056 (District 8)**

BACKGROUND / DISCUSSION:

See attached report.

PRIOR COUNCIL ACTION:

On October, 28 2014, City Council directed staff to initiate rezoning of the subject property and cover all expenditures related to the application.

AMOUNT AND SOURCE OF FUNDING:

The Planning & Inspections Department paid for manufacture of notification signs for on-site posting, the total cost being \$1,017.60. The Planning & Inspections Department paid the contract for the consultant who prepared the site survey and master zoning plan map, the total cost being \$3,744.00.

BOARD / COMMISSION ACTION:

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

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

LEGAL: (if required) N/A

FINANCE: (if required) N/A

DIRECTOR: _____
Mathew S. McElroy, Planning and Inspections Director

APPROVED FOR AGENDA:

CITY MANAGER: _____ **DATE:** _____

ORDINANCE NO. _____

AN ORDINANCE CHANGING THE ZONING OF THE FOLLOWING REAL PROPERTY KNOWN AS:

PARCEL 1: 1830 OLIVE AVENUE, LOT 1 AND EAST 13 FEET OF LOT 2, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 2: 1822 OLIVE AVENUE, LOT 3 AND WEST 12 FEET OF LOT 2, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 3: 1816 OLIVE AVENUE, LOT 4, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 4: 1812 OLIVE AVENUE, LOT 5, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 5: 1806 OLIVE AVENUE, LOT 6, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 6: 1804 OLIVE AVENUE, LOTS 7 AND 8, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 7: 1802½ OLIVE AVENUE, A PORTION OF LOTS 9 AND 10, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 8: 1802 OLIVE AVENUE, A PORTION OF LOTS 11, 12 AND 13, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 9: 1805 EAST SAN ANTONIO AVENUE, A PORTION OF LOTS 17 AND 18, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 10: 1807 EAST SAN ANTONIO AVENUE, A PORTION OF LOTS 19 AND 20, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 11: 1809 EAST SAN ANTONIO AVENUE, LOT 21, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 12: 1811 EAST SAN ANTONIO AVENUE, LOT 22, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 13: 1813 EAST SAN ANTONIO AVENUE, LOTS 23 AND 24, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 14: 1819 EAST SAN ANTONIO AVENUE, LOTS 25 AND 26, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 15: 1823 EAST SAN ANTONIO AVENUE, LOT 27, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 16: 1825 EAST SAN ANTONIO AVENUE, LOT 28, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS;

PARCEL 17: 1831 EAST SAN ANTONIO AVENUE, LOTS 29 AND 30, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS; AND,

PARCEL 18: 429 SOUTH LAUREL STREET, LOTS 31 AND 32, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS FROM M-1 (MANUFACTURING) TO R-MU (RESIDENTIAL-MIXED USE) AND APPROVING A MASTER ZONING PLAN. THE PENALTY IS AS PROVIDED FOR IN CHAPTER 20.24 OF THE EL PASO CITY CODE.

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

ORDINANCE NO. _____

Zoning Case No. PZRZ14-00056

Pursuant to Section 20.04.360 of the El Paso City Code, that the zoning of the following real property known as: Parcel 1: 1830 Olive Avenue, Lot 1 and East 13 Feet of Lot 2, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas; Parcel 2: 1822 Olive Avenue, Lot 3 and West 12 Feet Of Lot 2, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 3: 1816 Olive Avenue, Lot 4, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 4: 1812 Olive Avenue, Lot 5, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 5: 1806 Olive Avenue, Lot 6, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 6: 1804 Olive Avenue, Lots 7 and 8, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 7: 1802½ Olive Avenue, A Portion Of Lots 9 and 10, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 8: 1802 Olive Avenue, A Portion Of Lots 11, 12 and 13, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 9: 1805 East San Antonio Avenue, A Portion Of Lots 17 and 18, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 10: 1807 East San Antonio Avenue, A Portion Of Lots 19 and 20, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 11: 1809 East San Antonio Avenue, Lot 21, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 12: 1811 East San Antonio Avenue, Lot 22, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 13: 1813 East San Antonio Avenue, Lots 23 and 24, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 14: 1819 East San Antonio Avenue, Lots 25 and 26, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 15: 1823 East San Antonio Avenue, Lot 27, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 16: 1825 East San Antonio Avenue, Lot 28, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; Parcel 17: 1831 East San Antonio Avenue, Lots 29 and 30, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas; and, Parcel 18: 429 South Laurel Street, Lots 31 and 32, Block 19, Bassett Addition, City Of El Paso, El Paso County, Texas, and as more particularly described by Legal Description on the attached Exhibit "A", incorporated by reference, be changed from **M-1 (MANUFACTURING) to R-MU (RESIDENTIAL MIXED USE) AND APROVING A MASTER ZONING PLAN**, as defined in Section 20.06.020, such land uses allowed as being reflected in the Master Zoning Plan attached as Exhibit "B" and the Master Zoning Report attached as Exhibit "C" incorporated herein for all purposes, and that the zoning map of the City of El Paso be revised accordingly.

ORDINANCE NO. _____

Zoning Case No. PZRZ14-00056

The Penalties for violating the standards imposed through this rezoning ordinance are found in Chapter 20.24 of the El Paso City Code.

ADOPTED this _____ day of _____, 2015.

THE CITY OF EL PASO

Oscar Leeser
Mayor

ATTEST:

Richarda Duffy Momsen, City Clerk

APPROVED AS TO FORM:



Karla M. Nieman
Assistant City Attorney

APPROVED AS TO CONTENT:

Mathew S. McElroy, Director
Planning & Inspections Department

ORDINANCE NO. _____

Zoning Case No. PZRZ14-00056

MASTER ZONING PLAN

LOTS 1-14 AND 17-32, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO

*Legal Descriptions of each property:

Lot 1 and East 13' of Lot 2

Lot 3 and West 12' of Lot 2

Lot 4

Lot 5

Lot 6

Lots 7 and 8

Portion of Lots 9 and 10

Portion of Lots 11, 12, and 13

Portion of Lots 17 and 18

Portion of Lots 19 and 20

Lot 21

Lot 22

Lots 23 and 24

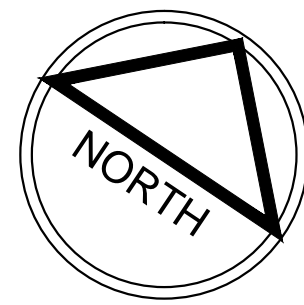
Lots 25 and 26

Lot 27

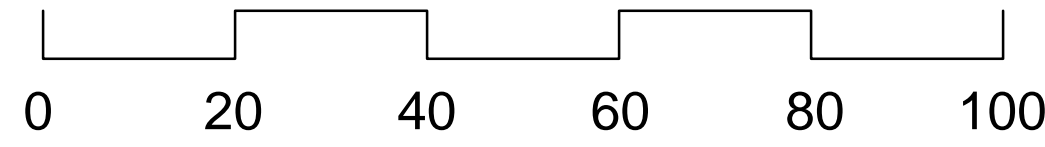
Lot 28

Lots 29 and 30

Lots 31 and 32



SCALE IN FEET



OLIVE AVENUE

A

B

LAUREL STREET

Site Information

Area	1.93 cres/84,069.99 ft.
Number of Lots	18*

Mixed Use Percentage

Use	Percent of Use	No. of Lots	Total Land Area
Apartment/Single Family	94.6%	17	79,509.26
Commercial	5.4%	1	4,560.73

Dimensional Standards

Use	Residential	Commercial
Front Setback	0 feet	0 feet
Rear Setback	0 feet	15 feet
Side Interior Setback	0 feet	0 feet
Side Street Setback	0 feet	0 feet
Maximum Height Primary Structure	35 feet	35 feet
Maximum Height Secondary Structure	35 feet	35 feet
Maximum Lot Coverage	80%	80%
Off-Street Parking Minimum	0	0
Minimum Lot Area	2,600 sq. ft.	3,000 sq. ft.
Minimum Lot Width	20 feet	35 feet
Minimum Lot Depth	80 feet	110 feet

Parking: Historically there has been no existence of off-street parking and development proposes a 100% parking reduction to allow on-street parking for all parking needs for the existing development.

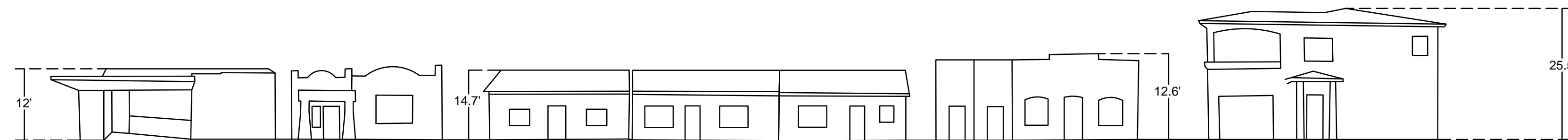
*Legal Descriptions of each property:

Lot 1 and East 13' of Lot 2
 Lot 3 and West 12' of Lot 2
 Lot 4
 Lot 5
 Lot 6
 Lots 7 and 8
 Portion of Lots 9 and 10
 Portion of Lots 11, 12, and 13

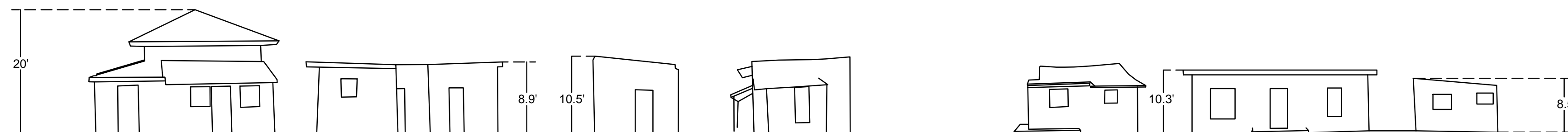
Portion of Lots 17 and 18
 Portion of Lots 19 and 20
 Lot 21
 Lot 22
 Lots 23 and 24
 Lots 25 and 26
 Lot 27
 Lot 28
 Lots 29 and 30
 Lots 31 and 32

MASTER ZONING PLAN

LOTS 1-14 AND 17-32, BLOCK 19, BASSETT ADDITION, CITY OF EL PASO



A ELEVATION PLAN
 OLIVE AVENUE FACING SOUTH N.T.S



B ELEVATION PLAN
 ALLEY WAY FACING SOUTH N.T.S

ENGINEER'S SEAL



SHEET DATA

DATE: 02/09/2015
 DESIGN BY: J. KLUGES
 CHECK BY: S. COBB

PROJECT NAME

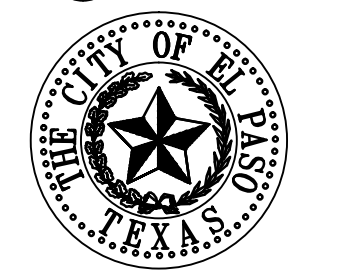
MASTER ZONING PLAN
 BLOCK 19
 BASSETT ADDITION

HUIT - ZOLLARS INC.

ENGINEERING / SURVEYING
 5822 CROWD DRIVE, SUITE 210
 EL PASO, TEXAS 79912-5502
 (915) 567-4339 / FAX (915) 587-9247
 FIRM REGISTRATION F-761

CITY OF EL PASO

ENGINEERING



SHEET TITLE

EXHIBIT B - MASTER ZONING PLAN

JULGUES 03/12/2015 10:44M C:\PROJ\03091003 CITY ON-CALL BASSETT'S ADDITION BLOCK 19\LAUREL AT OLIVE - SITE PLAN & SURVEY\LAUREL AT OLIVE DWG FILE\LAUREL AT

EXHIBIT C: MASTER ZONING REPORT

Master Zoning Plan

Currently, the Olive Avenue and Laurel Street area has significant challenges in the incorporation of uses and appropriate development and infrastructure to support a very diverse mix of existing residential and commercial uses. This includes commercial uses and single-family and multi-family residential building types. The design principles for the proposed development serve to support the guidelines of the Residential Mixed Use District within a mixed-use development while maintaining compatibility with the existing development. The design and development of the proposed uses are part of the Master Zoning Plan and Mixed Use Development Plan approval. The proposed uses, which include single-family and multi-family residential, and warehousing, serve to complement a mixture of commercial and residential uses currently existing within the area; however, the lack of flexibility of conventional zone districts has proven to be the cause of difficulty for the incorporation of current and future development. The proposed development also serves to support the area's revitalization effort.

A. Development Perspective.

- i. The natural infrastructure of the area has been modified through a century of urban development, however, the area will remain subject to the landscape requirements of Title 18. The existing adjacent Franklin Canal will not be altered, and this proposal will not significantly alter the existing topography, riparian corridors and other environmentally sensitive areas.
- ii. The proposed development encourages infill and redevelopment in parity with new and existing neighborhoods in the surrounding area by permitting a mix of dwelling unit and commercial uses.
- iii-iv. The proposed development is contiguous to urban areas and will be organized to complement existing town centers and nearby neighborhoods, and will be integrated with the existing urban pattern.
- v. A mixture of dwelling units and commercial uses will be distributed evenly throughout the mixed-use development.
- vi. The transportation corridor along Alameda Avenue will serve to complement proposed uses in coordination with land use patterns.
- vii. The natural infrastructure of the area has been modified through a century of urban development. The adjacent Franklin Canal is not publicly accessible, but future reconsideration may allow for connectivity to outside development where feasible.
- viii. The development includes a framework of transit, pedestrian and bicycle systems that provide alternatives to the automobile.
- ix. The commercial uses and dwelling unit mix will be the preferred pattern of development.
- x. The surrounding neighborhoods are compact, pedestrian-friendly, and include a wide array of mixed uses to include dwelling units and commercial uses.
- xi. The ordinary activity of daily living of surrounding neighborhoods and communities occurs within walking distance of most uses within the proposed development.

EXHIBIT C: MASTER ZONING REPORT

- xii. The interconnected network of streets along Alameda Avenue is designed to disperse and reduce the length of vehicle trips.
- xiii. The surrounding neighborhoods are located within a wide range of housing types and price levels to accommodate people of diverse ages and incomes.
- xiv. This proposal will permit appropriate building densities and land uses provided within walking distance of transit stops to support both the existing residential and commercial uses.
- xv. The civic, institutional and commercial activity is embedded, and not isolated, from the proposed development.
- xvi. The existing range of open space including parks, squares, and playgrounds, is distributed throughout the surrounding areas of development.
- xvii. The proposed development has sufficient size to accommodate the mixed-use concentration of uses proposed.

B. Building Perspective.

- i. The existing buildings and landscaping contribute to the physical definition of streets as civic places.
- ii. No redesign of streets is proposed, but this proposal would permit development that will use the design of buildings to reinforce safe environments.
- iii. The architecture and landscape design grow from local climate, topography, history and building practice.
- iv. The preservation and renewal of historic buildings is facilitated and encouraged.
- v. The principal buildings and façades, where possible, are located parallel to the frontage line to encourage a community-friendly environment served by a mix of uses.

C. General Design Elements.

The proposed mixed-use development is characterized by a combination of the design elements described below. These design elements serve to complement and support mixed-use development and are included as part of the master zoning plan and mixed-use development plan approval process.

- i. The existing neighborhoods are limited in size and oriented toward pedestrian activity.
- ii. There is an existing variety of housing types, jobs, shopping, services, and public facilities in the surrounding area.
- iii. Residences, shops, workplaces, and other buildings are integrated within the neighborhood and exist within a close proximity.
- iv. As a major arterial, Alameda Avenue serves a network of interconnecting streets and blocks which maintains and respects the natural landscape and residential and commercial uses. Public transit and bicycle as modes of transportation are encouraged as part of the proposed development.
- v. There are supporting existing and proposed additions to the natural features and undisturbed areas that are incorporated into the open space of the neighborhood in support of the Alameda Corridor Revitalization Project.

EXHIBIT C: MASTER ZONING REPORT

- vi. The existing coordinated transportation system containing a hierarchy of appropriately designed facilities for pedestrians, bicycles, public transit and automotive vehicles is being strengthened through the proposed development and the Alameda Corridor Revitalization Project.
- vii. Well-configured squares, plazas, greens, landscaped streets, preserves, greenbelts, or parks dedicated to the collective social activity, recreation, and visual enjoyment of the neighborhood exist within the Alameda Corridor to support the proposed development and are continually being upgraded.
- viii. Buildings, spaces, and other features that act as landmarks, symbols, and focal points for community identity exist along the Alameda Corridor and support the proposed development.
- ix. Compatibility of buildings and other improvements as determined by their arrangement, bulk, form, character and landscaping serve to establish a true mix of uses to create a livable and harmonious environment.
- x. The proposed development ensure that future development remain compatible with the urban neighborhood form existing at present.

D. Architectural Objectives.

The architectural design of the development proposes to achieve the following objectives:

- i. Architectural compatibility within the Chamizal neighborhood and Alameda Avenue Corridor and surrounding development;
- ii. Human scale design;
- iii. Integration of uses as proposed by the Mixed Use Development Plan;
- iv. Encourage pedestrian activity through the support and limit of vehicle alternatives such as bus transit and bicycle use;
- v. Buildings that relate to and are oriented toward the street and surrounding buildings in support of the Alameda Corridor;
- vi. Dwelling scale buildings in the mixed use area;
- vii. Buildings that contain special architectural features to signify entrances to the mixed-use development and support the Chamizal neighborhood and Alameda Avenue Corridor; and,
- viii. Buildings that focus activity on a commercial/residential/industrial mixed-use development.

E. Roadway Design.

The existing roadway design as part of the street network related to the Alameda Avenue Corridor supports the proposed mixed-use development and will not vary the proposed function of the roadway, as the anticipated land uses and the anticipated traffic load may be reduced due to optional transportation options, such as bicycle and public transit and reduction in additional parking areas. A variety of designs is encouraged to lend character to the neighborhood. The requirements of Title 19 (Subdivisions) of this Code will be in conformance in all instances.

F. Parking.

Off-street parking supplies do not meet Title 20 standards, however the interconnected street network and mix of uses in the surrounding neighborhood ensures that a lack of parking is not problematic. The proposed development proposes to reduce excess parking and encourage other

EXHIBIT C: MASTER ZONING REPORT

forms of transportation to include bus transit and bicycle options in support of the mixed use development and sustainability goals of the San Antonio and Alameda Street Corridors. Community parking facilities or shared parking situations are encouraged in lieu of traditional off-street parking design, if needed. The parking concept permits the colocation of required parking for individual uses in order to promote pedestrian activity within the neighborhood. The development is open to shared parking and other options to minimize the negative impact of parking in the area.

G. Setbacks.

The proposed mixed-use development proposes zero setbacks for all structures, with the exception of commercial uses, for which a 15 foot rear setback shall be required, and storage areas and utility and trash facilities, for which a 5 foot setback from all property lines shall be required. In general, new development should roughly match the front setback of neighboring properties.

	Residential	Commercial	Storage Areas Utility & Trash Facilities
Front Setback	0 feet	0 feet	5 feet
Rear Setback	0 feet	15 feet	5 feet
Side Interior Setback	0 feet	0 feet	5 feet
Side Street Setback	0 feet	0 feet	5 feet
Maximum Height Primary Structure	35 feet	35 feet	12 feet
Maximum Height Secondary Structure	35 feet	35 feet	N/A
Maximum Lot Coverage	80%	80%	N/A
Off-Street Parking Minimum	0	0	N/A
Minimum Lot Area	2,600 sq. ft.	3,000 sq. ft.	N/A
Minimum Lot Width	20 feet	35 feet	N/A
Minimum Lot Depth	80 feet	110 feet	N/A

H. Landscaping.

Additional uses will be subject to the full requirements of Title 18 (Building and Construction). No new landscaping, streetscape, or other green areas are proposed at this time.

I. Uses.

EXHIBIT C: MASTER ZONING REPORT

The following are the proposed uses; no other uses are proposed at this time. If new uses are proposed at any time, the Master Zoning Plan will be amended appropriately per the El Paso City Code:

- i. Single-family attached dwelling
- ii. Duplex
- iii. Triplex
- iv. Quadraplex
- v. Apartment building
- vi. Storage of supplies, equipment, goods

MEMORANDUM

DATE: April 21, 2015

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

FROM: Arturo Rubio, Lead Planner

SUBJECT: PZRZ14-00056

The City Plan Commission (CPC), on April 9, 2015, voted **6-0** to recommend **APPROVAL** of the City-initiated rezoning of the subject property from M-1 (Manufacturing) to R-MU (Residential-Mixed Use).

The CPC found that the rezoning is in conformance with Plan El Paso. The CPC also determined that the rezoning protects the best interest, health, safety and welfare of the public in general; that the proposed use is compatible with adjacent land uses; and, that the rezoning will have no negative effects on the natural environment, social economic conditions, and property values in the vicinity and the city as a whole.

No opposition.

Property Owner: Multiple owners
Representative: City of El Paso/Arturo Rubio

Attachment:
Staff Report



City of El Paso – City Plan Commission Staff Report
REVISED 4/8/2015

Case No: PZRZ14-00056
Application Type: Rezoning
CPC Hearing Date: April 9, 2015
Staff Planner: Arturo Rubio, 212-1613 rubioax@elpasotexas.gov

Location: South of Olive Avenue, West of Laurel
Legal Description: Lot 1 and East 13 feet of Lot 2, Lot 3 and West 12 feet of Lot 2, Lot 4, Lot 5, Lot 6, Lots 7 and 8, a Portion of Lots 9 and 10, a Portion of Lots 11, 12, and 13, a Portion of Lots 17 and 18, a Portion of Lots 19 and 20, Lot 21, Lot 22, Lots 23 and 24, Lots 25 and 26, Lot 27, Lot 28, Lots 29 and 30, and Lots 31 and 32, Block 19, Bassett Addition, City of El Paso, El Paso County, Texas

Acreage: 1.93 acres
Rep District: 8
Existing Zoning: M-1 (Manufacturing)
Existing Use: Residential, Multi-family and Commercial
Request: From M-1 (Manufacturing) to R-MU (Residential-Mixed Use)
Proposed Use: Existing uses
Property Owner: Multiple owners
Representative: Arturo Rubio

SURROUNDING ZONING AND LAND USE

North: M-1 (Manufacturing) / Auto Parts Storage Yard & Manufacturing
South: A-3 (Apartment) / Elementary School & Single-family attached residential
East: A-3 (Apartment) / Apartments
West: M-1 (Manufacturing) / Scrap Yard

PLAN EL PASO DESIGNATION: G2, Traditional Neighborhood (Walkable) (Central Planning Area)
NEAREST PARK: El Barrio Park (2,774 feet)
NEAREST SCHOOL: Douglass Elementary School (1,232 feet)

NEIGHBORHOOD ASSOCIATIONS

Notice of the request was sent to the El Paso Central Business Association and Familias Unidas del Chamizal, the only two associations in whose boundaries the subject properties fall, as verified by Community Development association registration.

NEIGHBORHOOD INPUT

Planning staff held two public information meetings to inform residents and property owners of the proposed change. The meetings were held at Douglass Elementary School on January 21 and February 5, 2015, from 4:00 to 6:00 pm. At these meetings, twelve signatures from property owners of the subject properties were gathered in support of the proposal.

Notice of a Public Hearing was mailed to the subject property owners, and all property owners within 300 feet of the subject properties, on March 17, 2015. The Planning Division has not received any letters or phone calls in support or opposition to the rezoning request.

APPLICATION DESCRIPTION

The City of El Paso is requesting a rezoning of the subject properties from M-1 (Manufacturing) to R-MU

(Residential-Mixed Use) to accommodate existing development that is incompatible with the existing M-1 zoning district standards. Staff is requesting the Residential-Mixed Use zoning designation because of the character of the existing development, which is mostly residential. A vast majority of the structures do not meet the setback or lot dimensional requirements for any Residential or Apartment zone. Additionally, the mix of single-family residential, multi-family residential and commercial uses would be best served by the Residential-Mixed Use zoning district, with setback and lot dimensional standards customized to match the area as presently composed. This zoning change will bring the properties into greater conformance with the Future Land Use designation for the area; which calls for walkable traditional neighborhood development. The Master Zoning Plan Report (Attachment 4) details the mix of uses, and proposed setbacks and dimensional standards. Historically, this area has not provided off-street parking for residences or businesses, and therefore a 100% parking reduction is requested as there is sufficient on-street parking in the area to accommodate all of the residents as part of the subject rezoning request. This case was submitted at the behest of City Council which, at their October 28, 2014 meeting, directed City staff to initiate a rezoning of the subject properties.

ANALYSIS

20.10.360(G) Residential, General and Industrial Mixed Use (RMU, GMU and IMU). Uses permitted in a mixed-use development area as approved by city council through a master zoning plan. A mixed-use development may be authorized to encourage use schemes such as but not limited to, residential, entertainment, medical and employment centers. The following principles and requirements shall apply to a mixed-use development and shall serve as the basis for approval of a master zoning plan.

1. General Design Principles. These design principles shall serve a guideline only, and compliance with any guideline within a mixed-use development shall be determined on a case-by-case basis as part of the master zoning plan and mixed use development plan approval. It is not intended that every mixed-use development conform to all or any set number of the enumerated design guidelines.
 - a. Development Perspective.
 - i. That the natural infrastructure and visual character of the development area be retained as derived from existing topography, riparian corridors and other environmentally sensitive areas.
 - ii. That the development strategy utilized encourages infill and redevelopment in parity with new and existing neighborhoods.
 - iii. That proposed development contiguous to urban areas be organized as town centers and neighborhoods, and be integrated with the existing urban pattern.
 - iv. That proposed development noncontiguous to urban areas be organized in the pattern of an isolated community consisting of a complete town center serving the neighborhood(s).
 - v. That a mixture of housing types and densities be distributed throughout the mixed-use development.
 - vi. That transportation corridors be planned and reserved in coordination with land use patterns
 - vii. That natural or man-made green corridors and open space areas be used to define and connect neighborhoods to other facilities within the development, and that these areas allow for connectivity outside of the development where feasible.
 - viii. That the development include a framework of transit, pedestrian and bicycle systems that provide alternatives to the automobile.
 - ix. That neighborhoods with town centers be the preferred pattern of development and that developments specializing in single use be discouraged.
 - x. That neighborhoods be compact, pedestrian-friendly, and mixed use.
 - xi. That ordinary activity of daily living occurs within walking distance of most dwellings.
 - xii. That interconnected networks of streets be designed to disperse and reduce the length of vehicle trips.

- xiii. That within neighborhoods, a range of housing types and price levels be provided to accommodate people of diverse ages and incomes.
- xiv. That appropriate building densities and land use be provided within walking distance of transit stops.
- xv. That civic, institutional and commercial activity be embedded, and not isolated, in the development.
- xvi. That a range of open space including parks, squares, and playgrounds be distributed within the development.
- xvii. That a development have sufficient size to accommodate the mixed-use concentration of uses.
- b. Building Perspective.
 - i. That buildings and landscaping contribute to the physical definition of streets as civic places.
 - ii. That the design of streets and buildings reinforce safe environments.
 - iii. That the architecture and landscape design grow from local climate, topography, history and building practice.
 - iv. That public gathering spaces be provided in locations that reinforce community identity.
 - v. That the preservation and renewal of historic buildings be facilitated.
 - vi. That principal buildings and facades, where possible, be located parallel to the frontage line to encourage a community-friendly environment.

The proposal supports 20.10.360(G)(1)

- 2. General Design Elements. A mixed-use development is characterized by any combination of the design elements described below. These design elements shall serve as guidelines only, and compliance with any design element within a mixed-use development shall be determined on a case-by-case basis as part of the master zoning plan and mixed-use development plan approval. It is not intended that every mixed-use development conform to all or any set number of the enumerated design elements.
 - a. Neighborhoods limited in size and oriented toward pedestrian activity.
 - b. A variety of housing types, jobs, shopping, services, and public facilities.
 - c. Residences, shops, workplaces, and other buildings interwoven within the neighborhood, all within close proximity.
 - d. A network of interconnecting streets and blocks that maintain respect for the natural landscape.
 - e. Natural features and undisturbed areas that are incorporated into the open space of the neighborhood.
 - f. A coordinated transportation system with a hierarchy of appropriately designed facilities for pedestrians, bicycles, public transit and automotive vehicles.
 - g. Well-configured squares, plazas, greens, landscaped streets, preserves, greenbelts, or parks dedicated to the collective social activity, recreation, and visual enjoyment of the neighborhood.
 - h. Buildings, spaces, and other features that act as landmarks, symbols, and focal points for community identity.
 - i. Compatibility of buildings and other improvements as determined by their arrangement, bulk, form, character and landscaping to establish a livable and harmonious environment.
 - j. Classification of uses deploying a range from rural-to-urban to arrange in useful order the typical context groupings of natural and urban areas to ensure compatibility of land uses.

The proposal supports 20.10.360(G)(2)

- 3. Architectural Objectives. As part of the review of the mixed-use development plan the architectural

design shall achieve the following objectives:

- a. Architectural compatibility;
- b. Human scale design;
- c. Integration of uses;
- d. Encouragement of pedestrian activity;
- e. Buildings that relate to and are oriented toward the street and surrounding buildings;
- f. Residential scale buildings in any mixed residential area;
- g. Buildings that contain special architecture features to signify entrances to the mixed-use development; and
- h. Buildings that focus activity on a neighborhood open space, square or plaza.

The proposal supports 20.10.360(G)(3)

4. Roadway Design. The roadway designs, whether public or private, used within a mixed-use development may vary depending on the proposed function of the roadway, the anticipated land uses, and the anticipated traffic load. A variety of designs to lend character to the neighborhood are encouraged. The requirements of Title 19 (Subdivisions) of this Code shall apply in all instances.

20.10.360(G)(4) is not applicable to the proposed development.

5. Parking. The off-street parking requirements in Chapter 20.14 (Off-Street Parking and Loading Requirements) of this title shall apply for purposes of calculating required spaces. Community-parking facilities or shared parking shall be encouraged in lieu of traditional off-street parking design. This concept would permit the collocation of required parking for individual uses in order to promote pedestrian activity within the neighborhood. In instances where shared parking is proposed, a shared parking study shall be reviewed by the city along with any traffic engineering and planning data that are appropriate to the establishment of parking requirements for the uses proposed. A shared parking study shall include, but not be limited to, estimates of parking requirements based on recommendations in studies such as those from the Urban Land Institute, the Institute of Traffic Engineers, or the Traffic Institute, and based on data collected from uses or combinations of uses that are the same or comparable to the proposed uses. The shared parking analysis shall be based on the mixture of uses and corresponding peak demand for all uses. The study shall document the source of data used to develop recommendations.

A 100 percent parking reduction is requested as part of the Master Zoning Plan. This matches existing conditions throughout the application area and thereby encouraging other forms of parking rather than the traditional forms of off-street parking.

6. Setbacks. Properties within a mixed-use development shall be allowed zero setbacks for all uses, unless otherwise required by the City Council as part of the review of the Master Zoning Plan.

The proposal supports 20.10.360(G)(6)

7. Landscaping. Uses within a mixed-use development shall not be required to conform to the landscaping requirements of Title 18 (Building and Construction) of the El Paso City Code. Landscaping, streetscape, and other green areas proposed within the mixed-use development shall be shown and considered as part of the master zoning plan and mixed-use development plan approval process.

This project's landscaping is not required to conform to the requirements of Title 18.

PLANNING DIVISION RECOMMENDATION

The Planning Division recommends **approval** of rezoning the subject property from M-1 (Manufacturing) to

RMU (Residential Mixed Use).

The area proposed for rezoning is currently occupied by single-family and multi-family residences primarily, all of which fail to conform to the setback restrictions of the traditional R and A zoning districts. The RMU designation will help to maintain neighborhood cohesion in one of the city's oldest residential districts. The rezoning request is compatible with adjacent properties and is compliant with the *Plan El Paso* Land Use Designation G-2 in the Central Planning Area.

Plan El Paso-Future Land Use Map Designation

All applications for a rezoning shall demonstrate compliance with the following criteria:

G-2, Traditional Neighborhood (Walkable): This sector includes the remainder of central El Paso as it existed through World War II. Blocks are small and usually have rear alleys; buildings directly face streets; schools, parks, and small shops are integrated with residential areas. This sector is well-suited for use of the SmartCode as a replacement for current zoning when planned in conjunction with specific neighborhood plans or identified in the Comprehensive Plan.

The purpose of the R-MU (Residential-Mixed Use) district is to provide neighborhood-serving residential and commercial land uses, provide service to a neighborhood with uses compatible with the residential areas that the uses serve, and to allow flexibility and encourage more creative, efficient and aesthetically desirable design and placement of land uses.

COMMENTS:

Planning Division – Transportation

No objections.

General Note:

All existing and/or proposed paths of travel (accessible sidewalks, wheelchair access curb ramps and driveways) within public rights-of-way shall follow the City of El Paso Design Standards for Construction and be ADA/TAS compliant.

Planning & Inspections Department – Building Development & Permitting

No comments provided.

Planning & Inspections Department – Landscape Review

No comments provided.

Planning & Inspections Department – Land Development

Recommend approval.

El Paso Fire Department

Recommend approval.

El Paso Police Department

No comments provided.

El Paso Water Utilities

EPWU does not object to this request.

Water

1. Along the alley located between Olive Avenue and the Franklin Canal west of Laurel Street there is an existing four (4) inch diameter water main. This main dead-ends east of the railroad right-of-way. This

main is available for service.

2. Along Olive Avenue between the railroad right-of-way and Laurel Street there are no existing water mains.

3. Previous water pressure readings conducted on a fire hydrant located at the corner of McCombs Street and Sturgeon Street have yielded a static pressure of 100 pounds per square inch (psi), residual pressure of 78 psi, discharge of 1,475 gallons per minute (gpm).

Sanitary Sewer

1. Along Olive Avenue between the railroad right-of-way and Laurel Street there is an existing eighteen (18) inch diameter sanitary sewer main. This main dead-ends east of the railroad right-of-way. This main is available for service.

2. Along the alley located between Olive Avenue and the Franklin Canal west of Laurel Street there is an existing eight (8) inch diameter water main and the existing sanitary sewer main may be required as a result of this proposed development. All costs associated with the required upgrades to the water and/or sanitary sewer systems will be the responsibility of the owner/developer.

General

1. Depending on the size of the new water services required for these properties, upgrade of the existing four (4) inch diameter water main and the existing sanitary sewer main may be required as a result of this proposed development. All costs associated with the required upgrades to the water and/or sanitary sewer systems will be the responsibility of the owner/developer.

2. EPWU requires a new service application to initialize design of the water and sanitary sewer main extensions to serve the subject property. New service applications are available at 1154 Hawkins, 3rd Floor. The following items are required at the time of application: (1) hard copy of subdivision plat; (2) finalized set of street improvement plans, including storm water; (3) digital copy of subdivision plat; (4) benchmark check; and (5) construction schedule. Service will be provided in accordance with the current EPWU-PSB Rules and Regulations. The owner is responsible for the costs of any necessary on-site and off-site extensions, relocations or adjustments of water and sanitary sewer lines and appurtenances.

Sun Metro

Sun Metro does not oppose this request. Recommend the construction of sidewalks to permit pedestrians to access mass transit opportunities. Routes 21, 22, 55 and 62 provide mass transit services along Magoffin Avenue. Bus stop approximately 0.06 miles north of subject property. Alameda RTS will provide services along Alameda. Corridor is approximately ¼ mile north of subject property.

Texas Department of Transportation

Not on a state roadway.

Attachments:

Attachment 1: Zoning Map

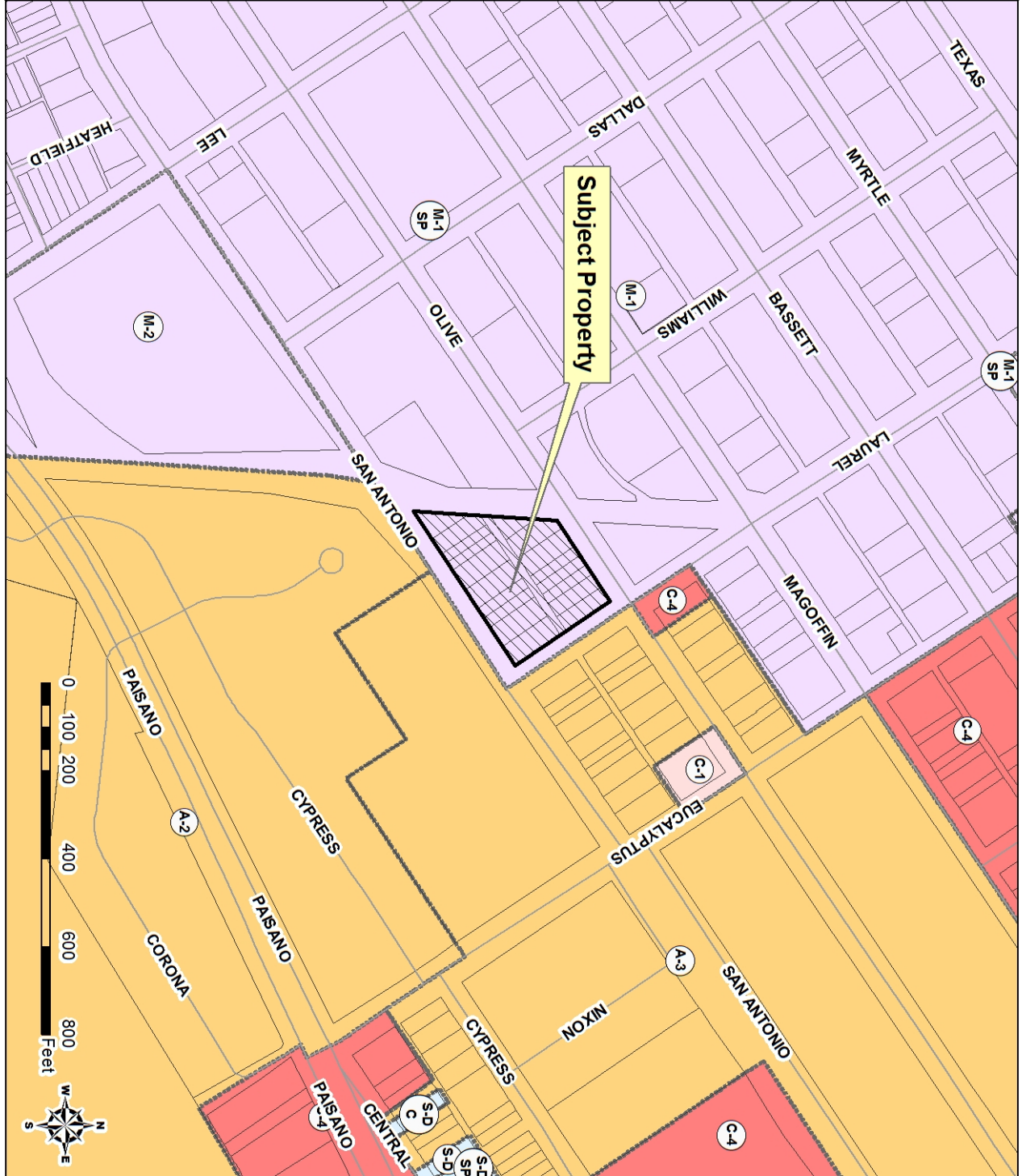
Attachment 2: Aerial Map

Attachment 3: Master Zoning Plan Map

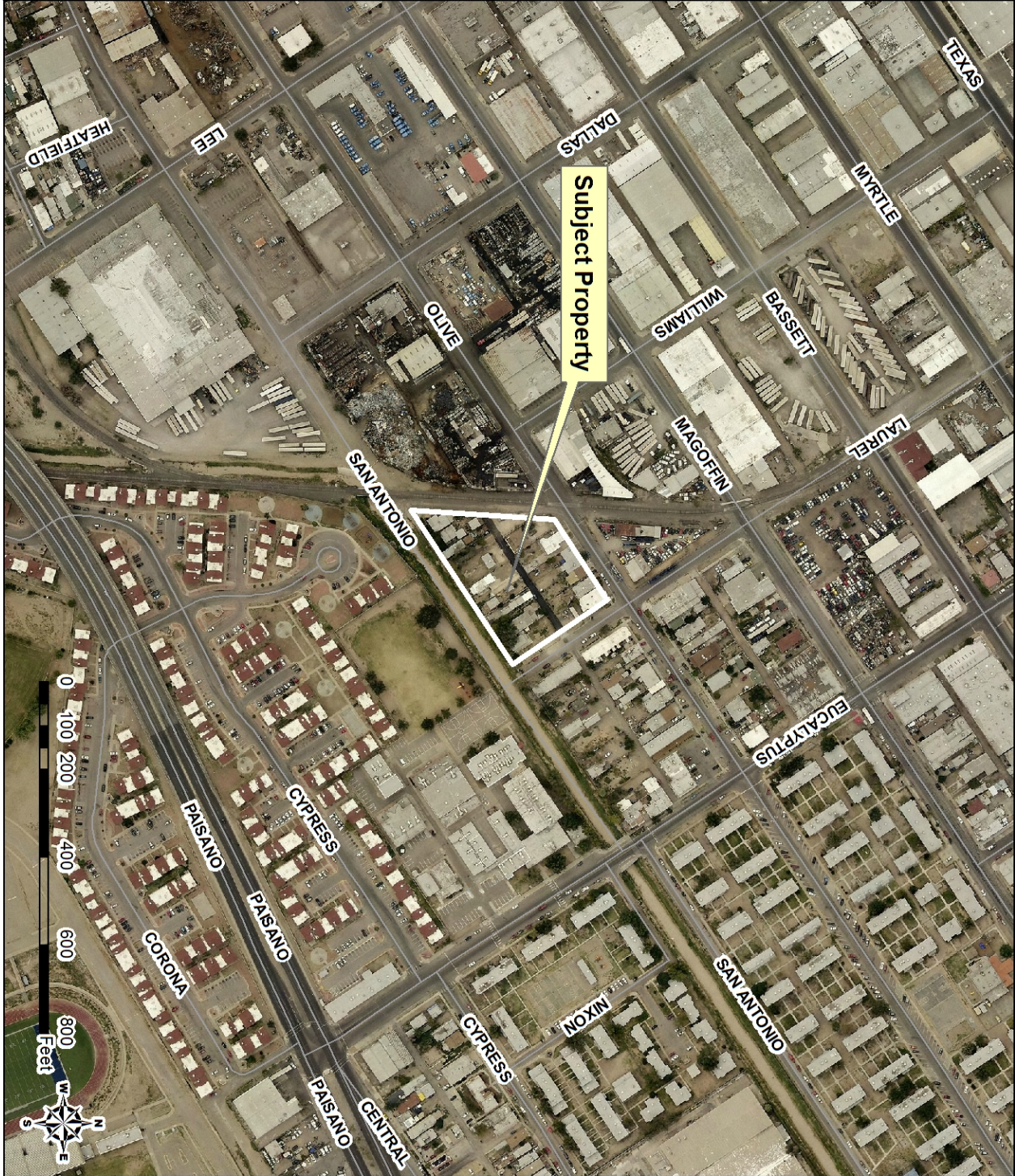
Attachment 4: Master Zoning Plan Report

ATTACHMENT 1: ZONING MAP

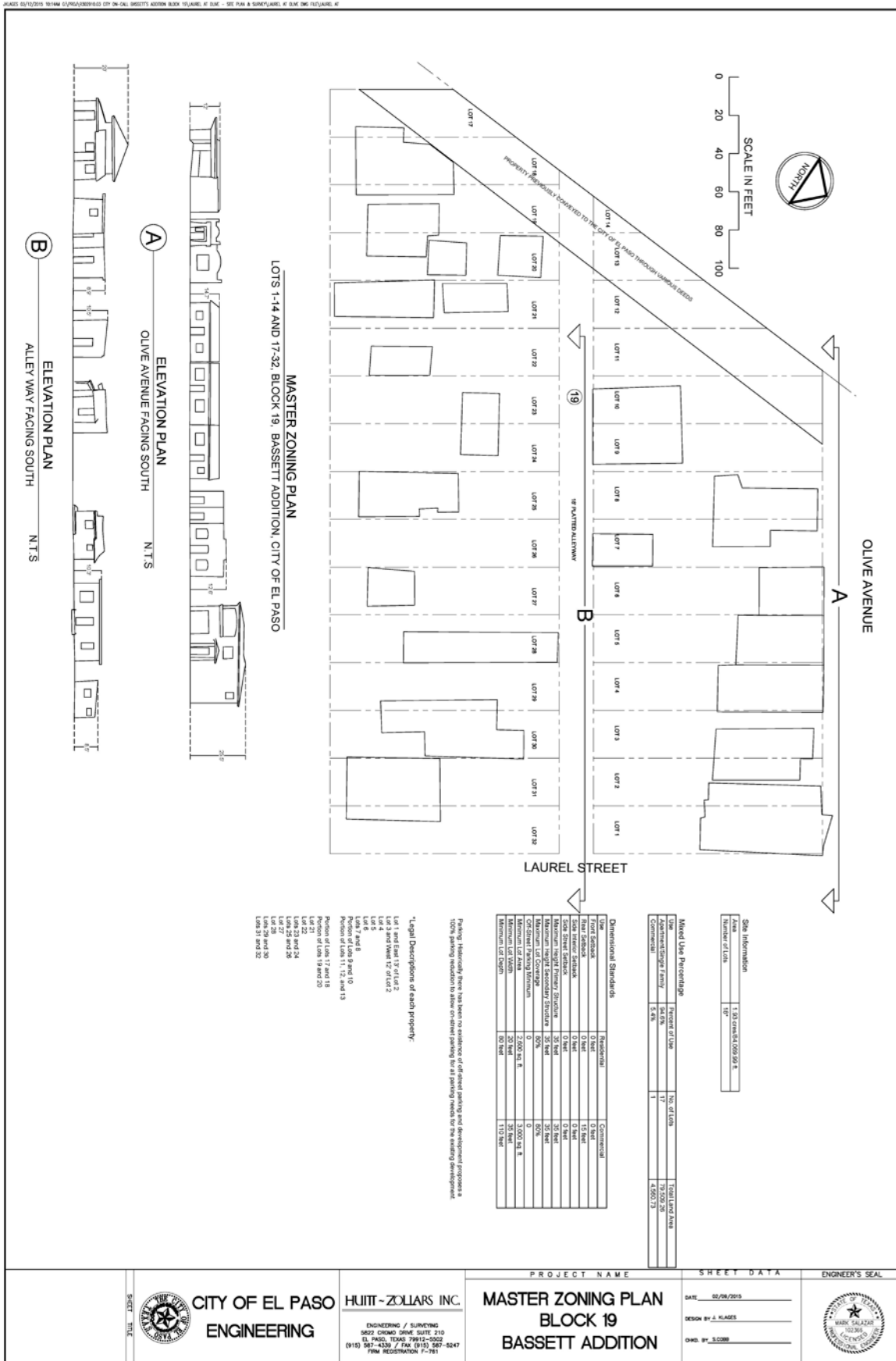
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ATTACHMENT 3: MASTER ZONING PLAN MAP



ATTACHMENT 4: MASTER ZONING REPORT

Master Zoning Plan

Currently, the Olive Avenue and Laurel Street area has significant challenges in the incorporation of uses and appropriate development and infrastructure to support a very diverse mix of existing residential and commercial uses. This includes commercial uses and single-family and multi-family residential building types. The design principles for the proposed development serve to support the guidelines of the Residential Mixed Use District within a mixed-use development while maintaining compatibility with the existing development. The design and development of the proposed uses are part of the Master Zoning Plan and Mixed Use Development Plan approval. The proposed uses, which include single-family and multi-family residential, and warehousing, serve to complement a mixture of commercial and residential uses currently existing within the area; however, the lack of flexibility of conventional zone districts has proven to be the cause of difficulty for the incorporation of current and future development. The proposed development also serves to support the area's revitalization effort.

A. Development Perspective.

- i. The natural infrastructure of the area has been modified through a century of urban development, however, the area will remain subject to the landscape requirements of Title 18. The existing adjacent Franklin Canal will not be altered, and this proposal will not significantly alter the existing topography, riparian corridors and other environmentally sensitive areas.
- ii. The proposed development encourages infill and redevelopment in parity with new and existing neighborhoods in the surrounding area by permitting a mix of dwelling unit and commercial uses.
- iii-iv. The proposed development is contiguous to urban areas and will be organized to complement existing town centers and nearby neighborhoods, and will be integrated with the existing urban pattern.
- v. A mixture of dwelling units and commercial uses will be distributed evenly throughout the mixed-use development.
- vi. The transportation corridor along Alameda Avenue will serve to complement proposed uses in coordination with land use patterns.
- vii. The natural infrastructure of the area has been modified through a century of urban development. The adjacent Franklin Canal is not publicly accessible, but future reconsideration may allow for connectivity to outside development where feasible.
- viii. The development includes a framework of transit, pedestrian and bicycle systems that provide alternatives to the automobile.
- ix. The commercial uses and dwelling unit mix will be the preferred pattern of development.
- x. The surrounding neighborhoods are compact, pedestrian-friendly, and include a wide array of mixed uses to include dwelling units and commercial uses.
- xi. The ordinary activity of daily living of surrounding neighborhoods and communities occurs within walking distance of most uses within the proposed development.

ATTACHMENT 4: MASTER ZONING REPORT

- xii. The interconnected network of streets along Alameda Avenue is designed to disperse and reduce the length of vehicle trips.
- xiii. The surrounding neighborhoods are located within a wide range of housing types and price levels to accommodate people of diverse ages and incomes.
- xiv. This proposal will permit appropriate building densities and land uses provided within walking distance of transit stops to support both the existing residential and commercial uses.
- xv. The civic, institutional and commercial activity is embedded, and not isolated, from the proposed development.
- xvi. The existing range of open space including parks, squares, and playgrounds, is distributed throughout the surrounding areas of development.
- xvii. The proposed development has sufficient size to accommodate the mixed-use concentration of uses proposed.

B. Building Perspective.

- i. The existing buildings and landscaping contribute to the physical definition of streets as civic places.
- ii. No redesign of streets is proposed, but this proposal would permit development that will use the design of buildings to reinforce safe environments.
- iii. The architecture and landscape design grow from local climate, topography, history and building practice.
- iv. The preservation and renewal of historic buildings is facilitated and encouraged.
- v. The principal buildings and façades, where possible, are located parallel to the frontage line to encourage a community-friendly environment served by a mix of uses.

C. General Design Elements.

The proposed mixed-use development is characterized by a combination of the design elements described below. These design elements serve to complement and support mixed-use development and are included as part of the master zoning plan and mixed-use development plan approval process.

- i. The existing neighborhoods are limited in size and oriented toward pedestrian activity.
- ii. There is an existing variety of housing types, jobs, shopping, services, and public facilities in the surrounding area.
- iii. Residences, shops, workplaces, and other buildings are integrated within the neighborhood and exist within a close proximity.
- iv. As a major arterial, Alameda Avenue serves a network of interconnecting streets and blocks which maintains and respects the natural landscape and residential and commercial uses. Public transit and bicycle as modes of transportation are encouraged as part of the proposed development.
- v. There are supporting existing and proposed additions to the natural features and undisturbed areas that are incorporated into the open space of the neighborhood in support of the Alameda Corridor Revitalization Project.

ATTACHMENT 4: MASTER ZONING REPORT

- vi. The existing coordinated transportation system containing a hierarchy of appropriately designed facilities for pedestrians, bicycles, public transit and automotive vehicles is being strengthened through the proposed development and the Alameda Corridor Revitalization Project.
- vii. Well-configured squares, plazas, greens, landscaped streets, preserves, greenbelts, or parks dedicated to the collective social activity, recreation, and visual enjoyment of the neighborhood exist within the Alameda Corridor to support the proposed development and are continually being upgraded.
- viii. Buildings, spaces, and other features that act as landmarks, symbols, and focal points for community identity exist along the Alameda Corridor and support the proposed development.
- ix. Compatibility of buildings and other improvements as determined by their arrangement, bulk, form, character and landscaping serve to establish a true mix of uses to create a livable and harmonious environment.
- x. The proposed development ensure that future development remain compatible with the urban neighborhood form existing at present.

D. Architectural Objectives.

The architectural design of the development proposes to achieve the following objectives:

- i. Architectural compatibility within the Chamizal neighborhood and Alameda Avenue Corridor and surrounding development;
- ii. Human scale design;
- iii. Integration of uses as proposed by the Mixed Use Development Plan;
- iv. Encourage pedestrian activity through the support and limit of vehicle alternatives such as bus transit and bicycle use;
- v. Buildings that relate to and are oriented toward the street and surrounding buildings in support of the Alameda Corridor;
- vi. Dwelling scale buildings in the mixed use area;
- vii. Buildings that contain special architectural features to signify entrances to the mixed-use development and support the Chamizal neighborhood and Alameda Avenue Corridor; and,
- viii. Buildings that focus activity on a commercial/residential/industrial mixed-use development.

E. Roadway Design.

The existing roadway design as part of the street network related to the Alameda Avenue Corridor supports the proposed mixed-use development and will not vary the proposed function of the roadway, as the anticipated land uses and the anticipated traffic load may be reduced due to optional transportation options, such as bicycle and public transit and reduction in additional parking areas. A variety of designs is encouraged to lend character to the neighborhood. The requirements of Title 19 (Subdivisions) of this Code will be in conformance in all instances.

F. Parking.

Off-street parking supplies do not meet Title 20 standards, however the interconnected street network and mix of uses in the surrounding neighborhood ensures that a lack of parking is not problematic. The proposed development proposes to reduce excess parking and encourage other

ATTACHMENT 4: MASTER ZONING REPORT

forms of transportation to include bus transit and bicycle options in support of the mixed use development and sustainability goals of the San Antonio and Alameda Street Corridors. Community parking facilities or shared parking situations are encouraged in lieu of traditional off-street parking design, if needed. The parking concept permits the colocation of required parking for individual uses in order to promote pedestrian activity within the neighborhood. The development is open to shared parking and other options to minimize the negative impact of parking in the area.

G. Setbacks.

The proposed mixed-use development proposes zero setbacks for all structures, with the exception of commercial uses, for which a 15 foot rear setback shall be required, and storage areas and utility and trash facilities, for which a 5 foot setback from all property lines shall be required. In general, new development should roughly match the front setback of neighboring properties.

	Residential	Commercial	Storage Areas Utility & Trash Facilities
Front Setback	0 feet	0 feet	5 feet
Rear Setback	0 feet	15 feet	5 feet
Side Interior Setback	0 feet	0 feet	5 feet
Side Street Setback	0 feet	0 feet	5 feet
Maximum Height Primary Structure	35 feet	35 feet	12 feet
Maximum Height Secondary Structure	35 feet	35 feet	N/A
Maximum Lot Coverage	80%	80%	N/A
Off-Street Parking Minimum	0	0	N/A
Minimum Lot Area	2,600 sq. ft.	3,000 sq. ft.	N/A
Minimum Lot Width	20 feet	35 feet	N/A
Minimum Lot Depth	80 feet	110 feet	N/A

H. Landscaping.

Additional uses will be subject to the full requirements of Title 18 (Building and Construction). No new landscaping, streetscape, or other green areas are proposed at this time.

I. Uses.

ATTACHMENT 4: MASTER ZONING REPORT

The following are the proposed uses; no other uses are proposed at this time. If new uses are proposed at any time, the Master Zoning Plan will be amended appropriately per the El Paso City Code:

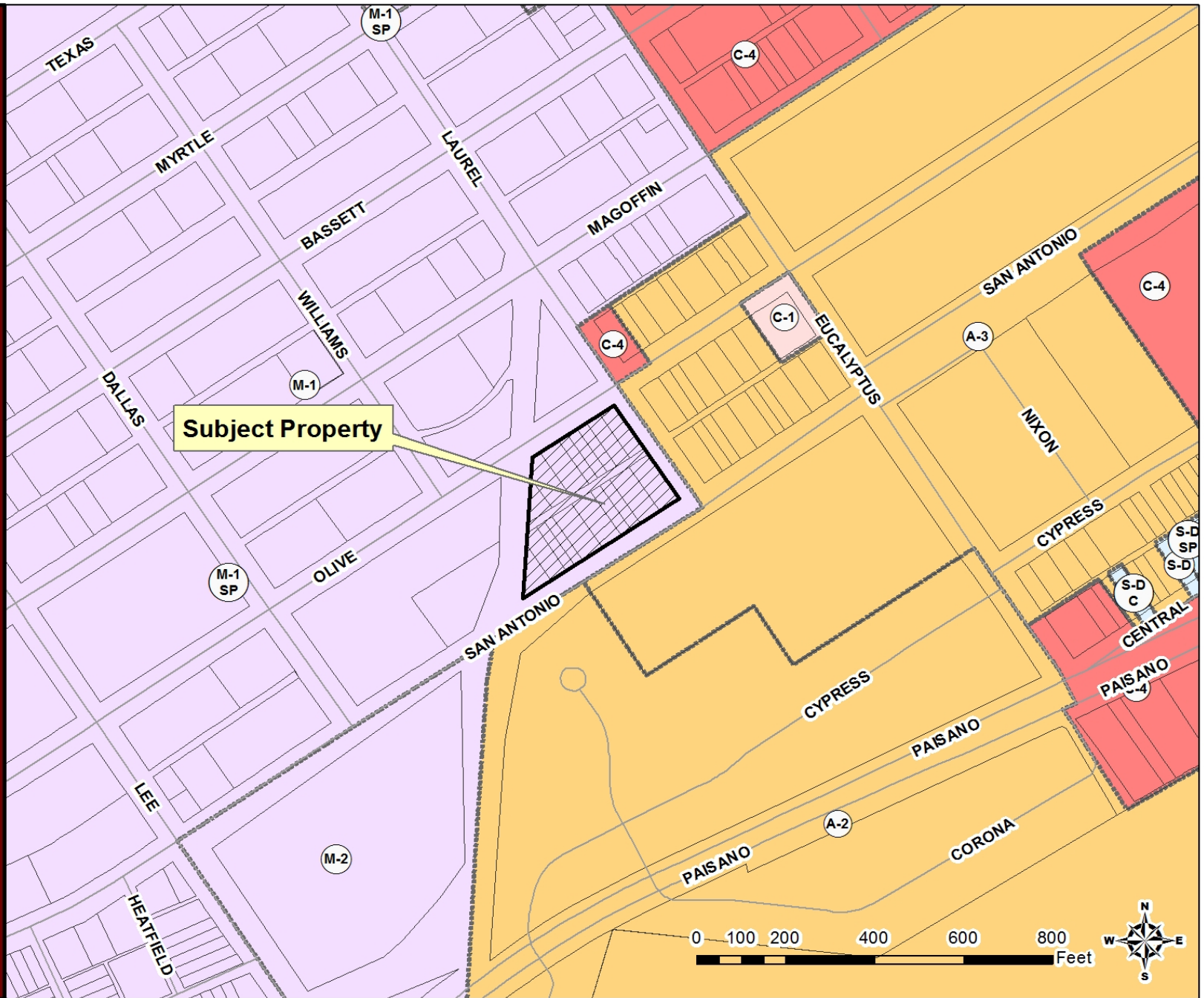
- i. Single-family attached dwelling
- ii. Duplex
- iii. Triplex
- iv. Quadraplex
- v. Apartment building
- vi. Storage of supplies, equipment, goods



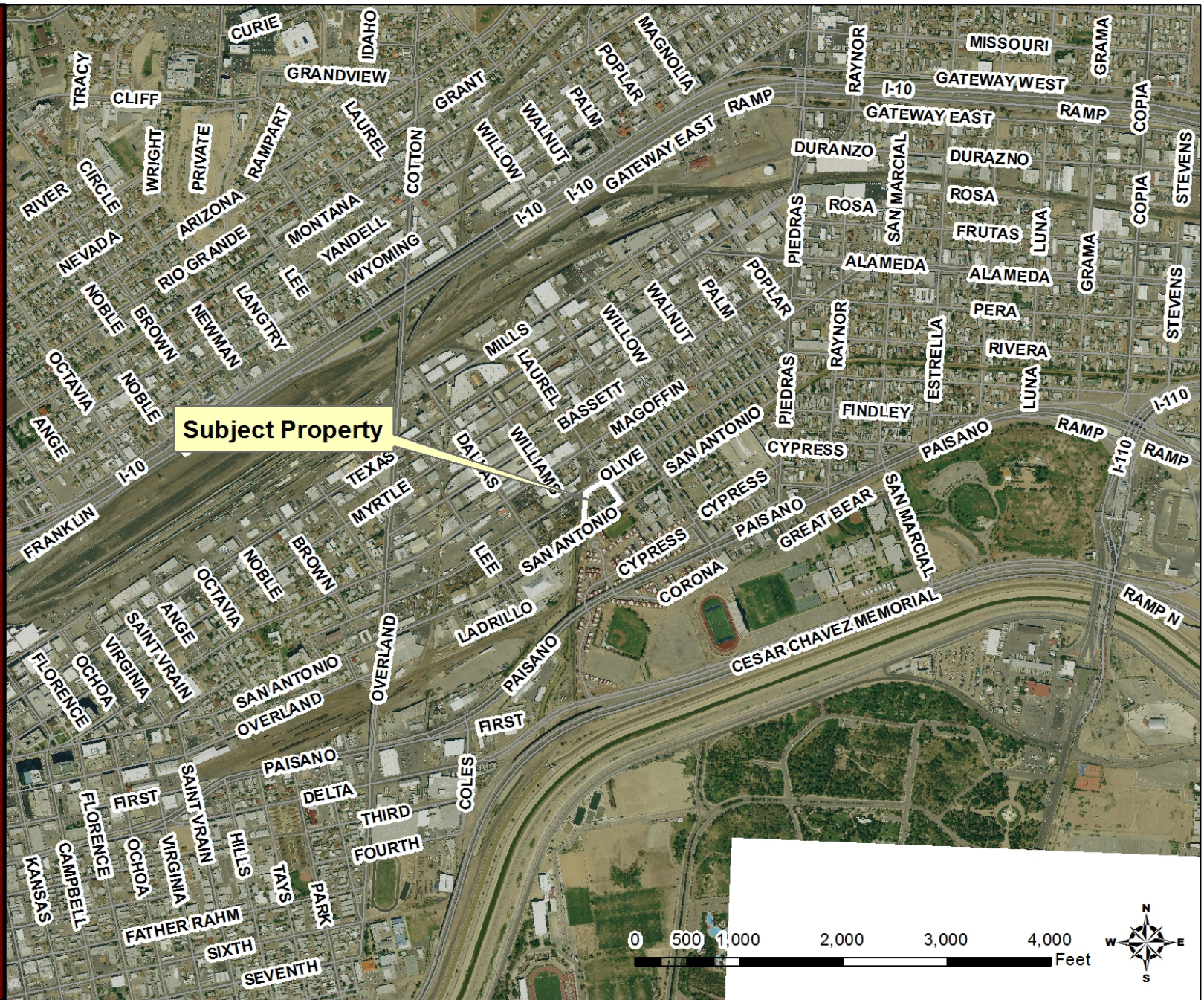
Recommendation/Public Input

- **Planning Division recommendation:**
- **CPC Vote: Approval (6-0)**
- **Public Input:** No communication received from the public in support or opposition to the rezoning request.
- **Strategic Goal 3:**
 - 3.1 – Provide business-friendly permitting and inspection processes
 - 3-2 – Improve the visual impression of the community

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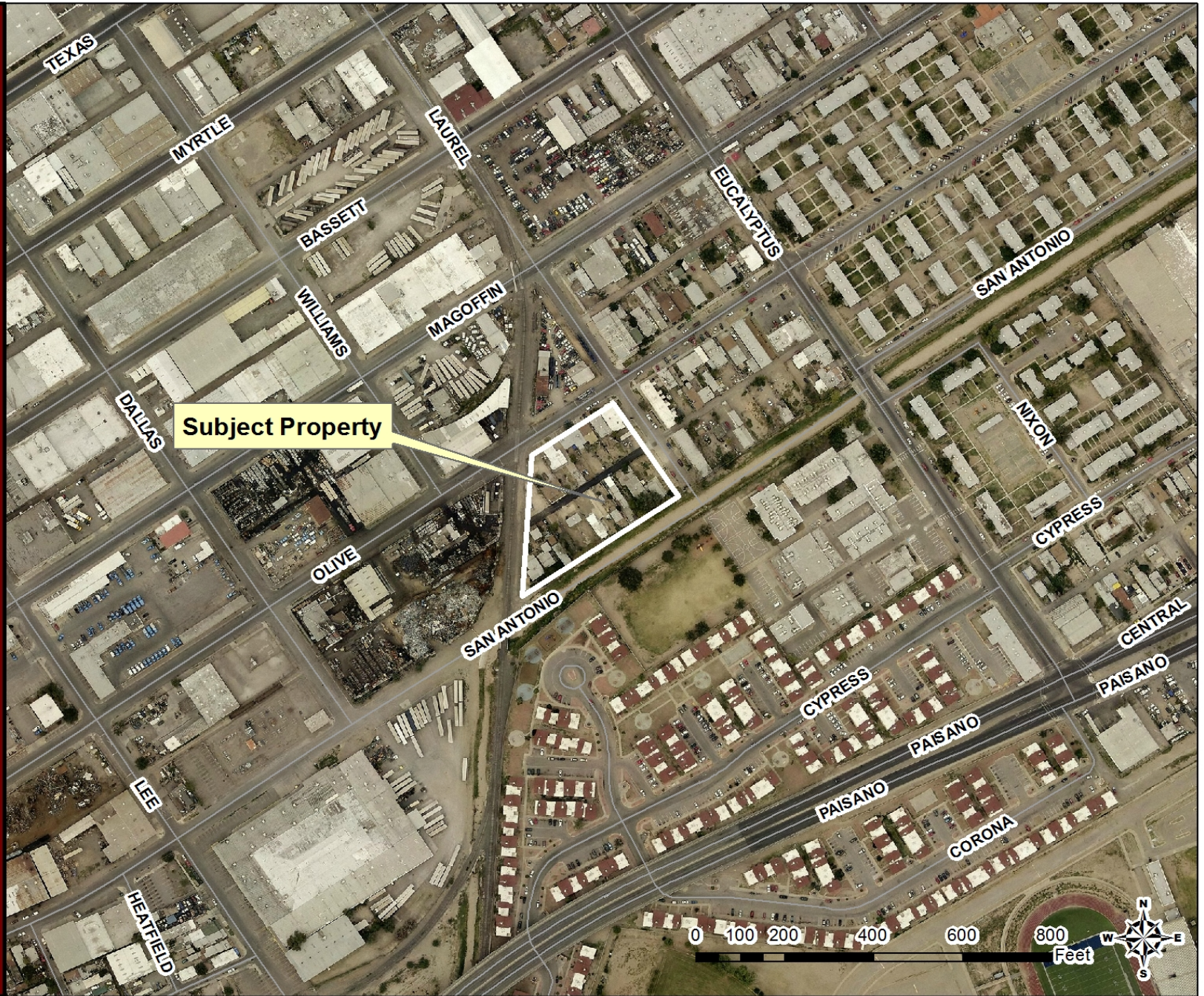


Subject Property

0 500 1,000 2,000 3,000 4,000 Feet



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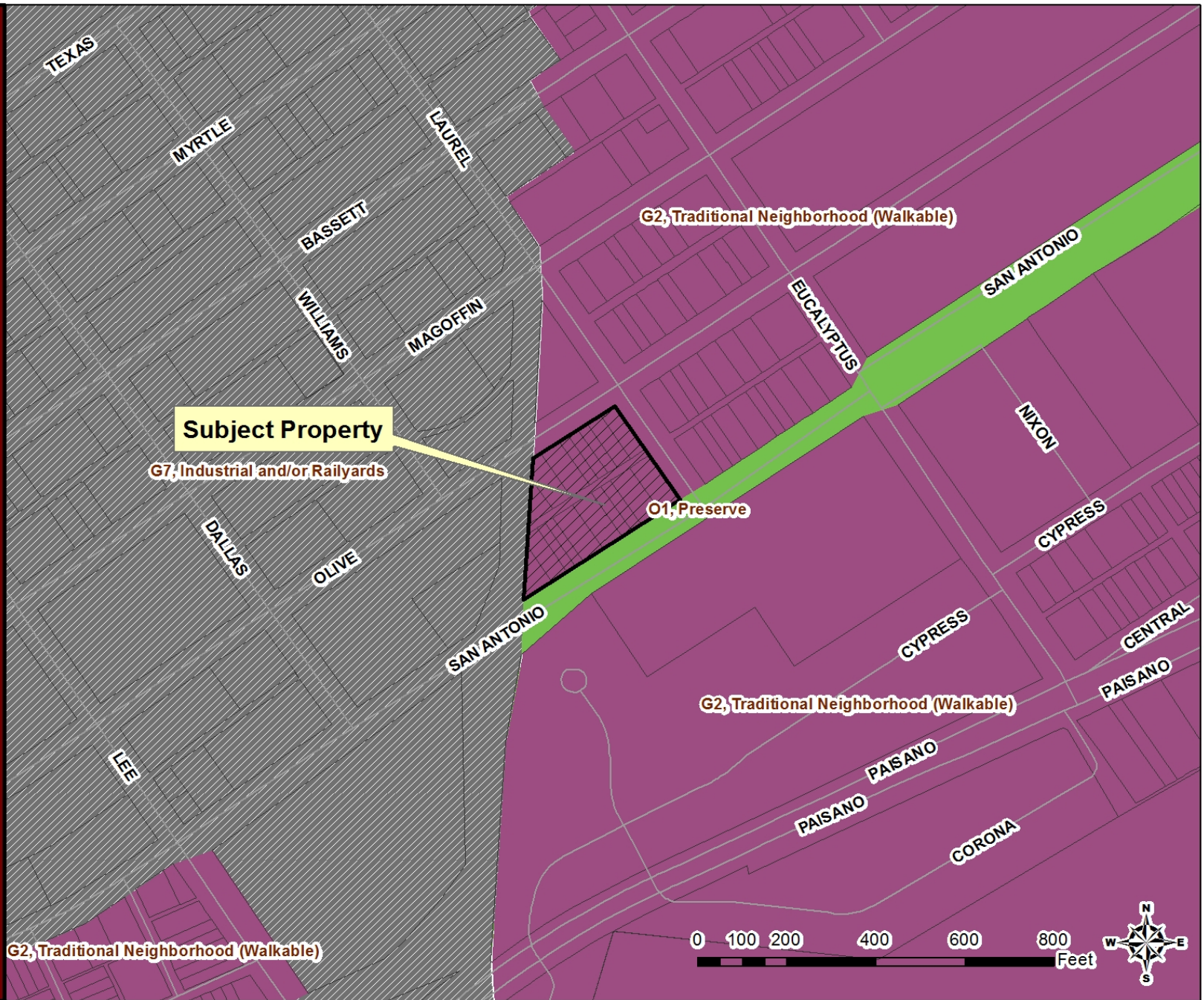




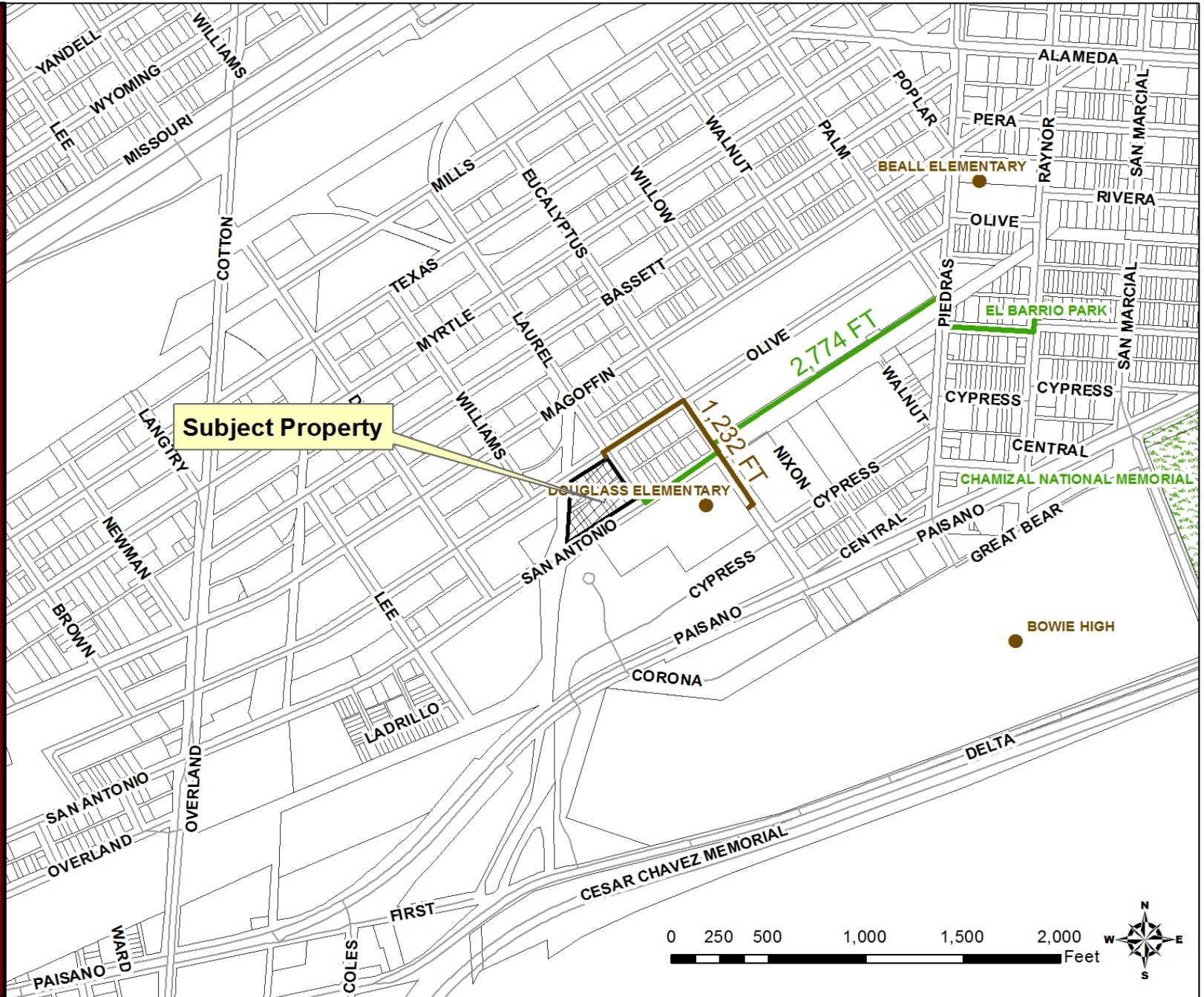
Case History

- Oct 28: City Council directs staff to initiate rezoning of property
- Nov 11: City staff conduct site survey
- Dec 2: Rezoning case created
- Jan 21: First public information meeting
- 11 residents in attendance/9 signatures in support
- Jan 27: MZP/Survey consultant hired
- Feb 5: Second public information meeting
- 10 residents in attendance/3 additional signatures in support
- Mar 11: On-site notification signs installed
- Apr 1: MZP final submittal

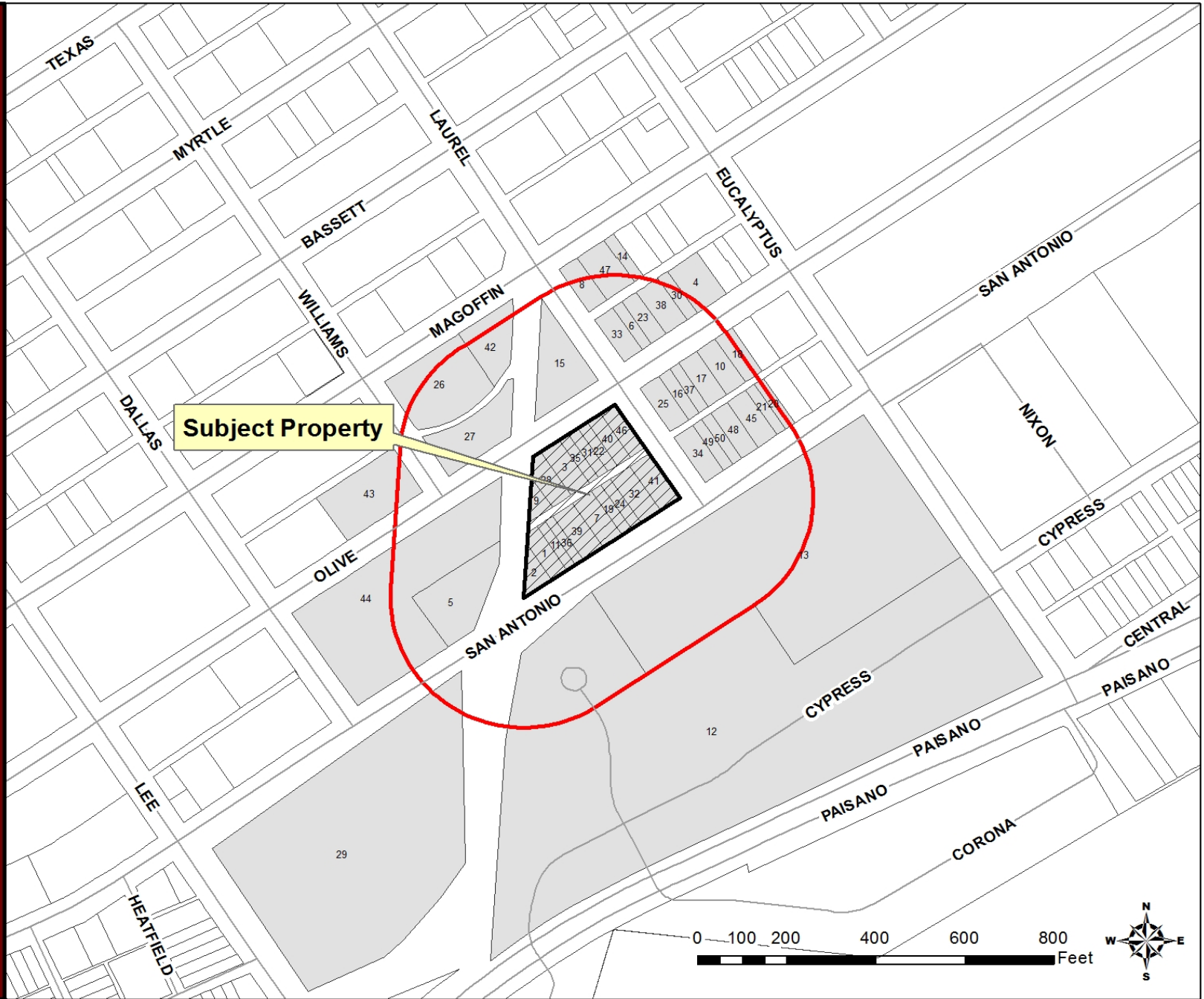
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Site Information

Area	1.93 cres/84,069.99 ft.
Number of Lots	18*

Mixed Use Percentage

Use	Percent of Use	No. of Lots	Total Land Area
Apartment/Single Family	94.6%	17	79,509.26
Commercial	5.4%	1	4,560.73

Dimensional Standards

Use	Residential	Commercial
Front Setback	0 feet	0 feet
Rear Setback	0 feet	15 feet
Side Interior Setback	0 feet	0 feet
Side Street Setback	0 feet	0 feet
Maximum Height Primary Structure	35 feet	35 feet
Maximum Height Secondary Structure	35 feet	35 feet
Maximum Lot Coverage	80%	80%
Off-Street Parking Minimum	0	0
Minimum Lot Area	2,600 sq. ft.	3,000 sq. ft.
Minimum Lot Width	20 feet	35 feet
Minimum Lot Depth	80 feet	110 feet

Parking: Historically there has been no existence of off-street parking and development proposes a 100% parking reduction to allow on-street parking for all parking needs for the existing development.

Permitted Uses

Single-family detached dwelling

Single-family attached dwelling

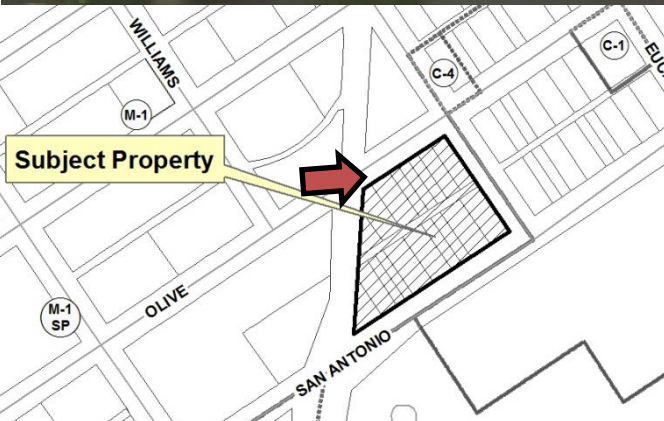
Duplex

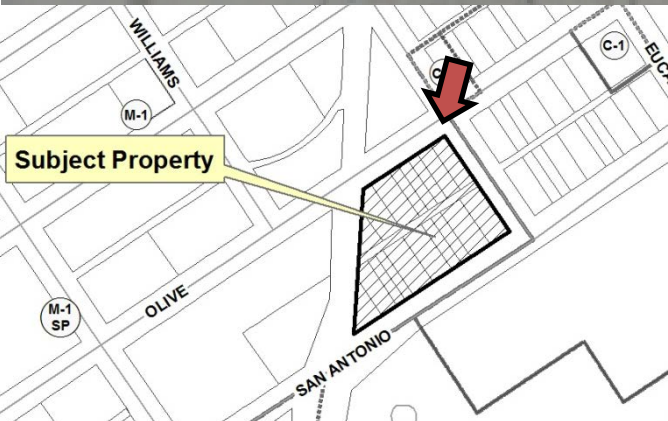
Triplex

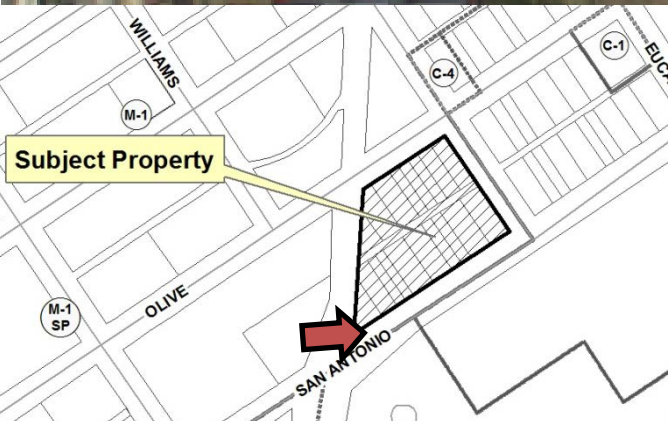
Quadraplex

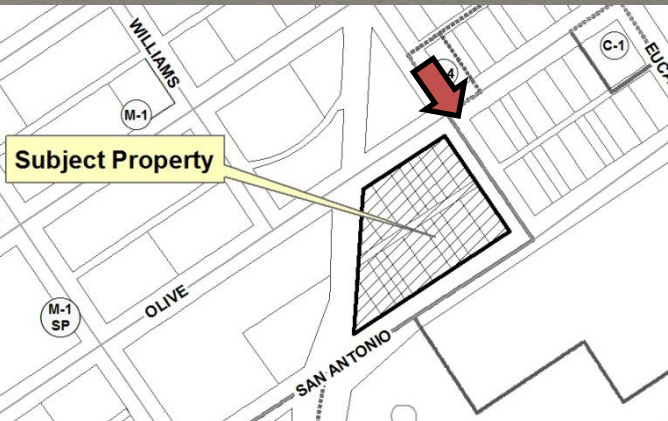
Apartment building

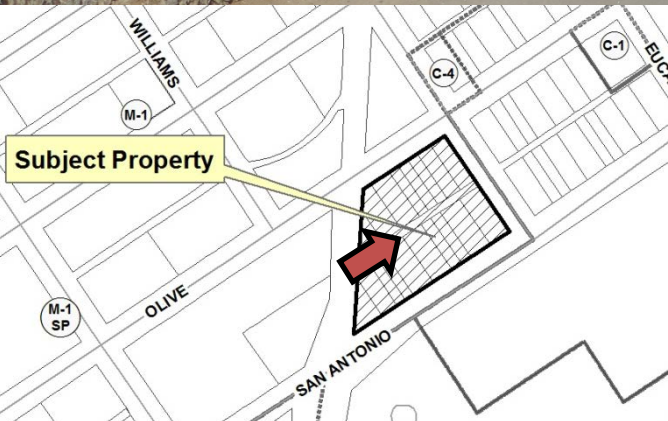
Storage of supplies, equipment, goods



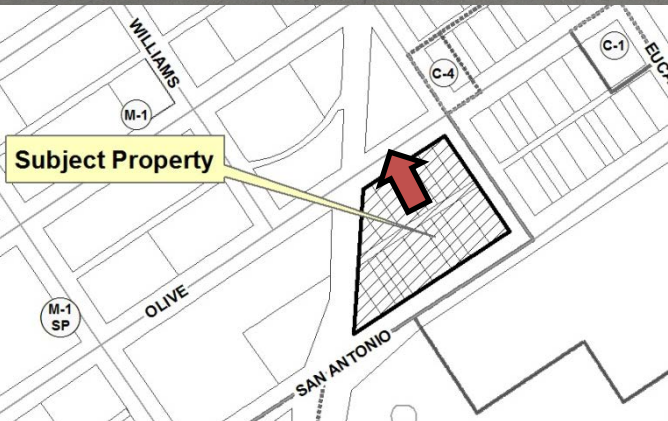


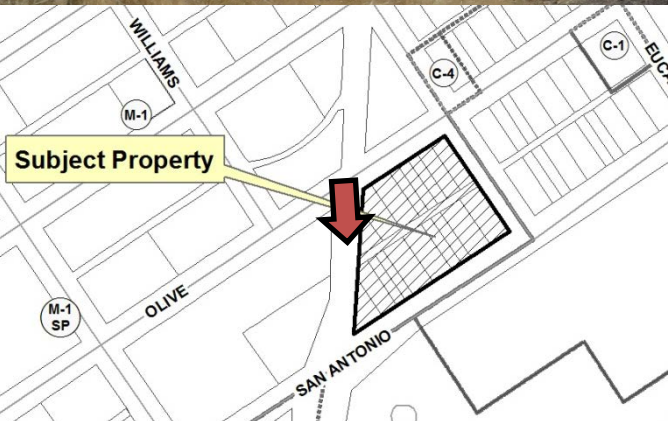


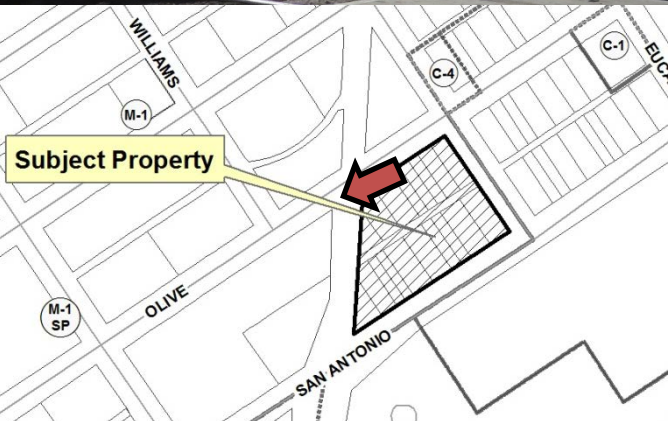












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