

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

DEPARTMENT: PLANNING & INSPECTION, PLANNING DIVISION

AGENDA DATE: August 22, 2019

PUBLIC HEARING DATE: September 17, 2019

CONTACT PERSON NAME AND PHONE NUMBER: PHILIP ETIWE, 915-212-1553, ETIWEPF@ELPASOTEXAS.GOV

DISTRICT(S) AFFECTED: 1

STRATEGIC GOAL: 3 – PROMOTE THE VISUAL IMAGE OF EL PASO

SUBGOAL: 3.2 – IMPROVE THE VISUAL IMPRESSION OF THE COMMUNITY

SUBJECT:

An Ordinance changing the zoning of a portion of Lot 1, Block 1, CVS Subdivision, City Of El Paso, El Paso County, Texas from C-1/C (Commercial/Condition) to G-Mu/C (General Mixed Use/Condition) and approving a Major Amendment to the Adopted Master Zoning Plan and Master Zoning Plan Report. The penalty is as provided for in Chapter 20.24 of the El Paso City Code. The proposed *rezoning and master zoning plan amendment* meet the intent of the Future Land Use designation for the property and is in accordance with Plan El Paso, the City's Comprehensive Plan. Subject Property: 2501 Mesa Street. Owner: MIMCO. PZRZ18-00052 (District 1).

BACKGROUND / DISCUSSION:

On May 30, 2019, the CPC reviewed and recommended approval of the proposed rezoning and master zoning plan report.

PRIOR COUNCIL ACTION:

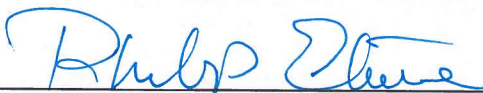
There is no prior City Council action on this proposed amendment.

AMOUNT AND SOURCE OF FUNDING:

N/A

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

DEPARTMENT HEAD:



(If Department Head Summary Form is initiated by Purchasing, client department should sign also)

ORDINANCE NO. _____

AN ORDINANCE CHANGING THE ZONING OF A PORTION OF LOT 1, BLOCK 1, CVS SUBDIVISION, CITY OF EL PASO, EL PASO COUNTY, TEXAS FROM C-1/C (COMMERCIAL/CONDITION) TO G-MU/C (GENERAL MIXED USE/CONDITION) AND APPROVING A MAJOR AMENDMENT TO THE ADOPTED MASTER ZONING PLAN AND MASTER ZONING PLAN REPORT. 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:

Pursuant to Section 20.04.360 of the El Paso City Code, the zoning of a portion of Lot 1, Block 1, CVS Subdivision, located in the City of El Paso, El Paso County, Texas, be changed from **C-1/C (Commercial/Condition)** to **G-MU/C (General Mixed Use/Condition)** and the **adopted Master Zoning Plan and Master Zoning Plan Report be amended**, as defined in Section 20.06.020, and that the zoning map of the City of El Paso be revised accordingly.

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

ADOPTED this ____ day of _____, 2019.

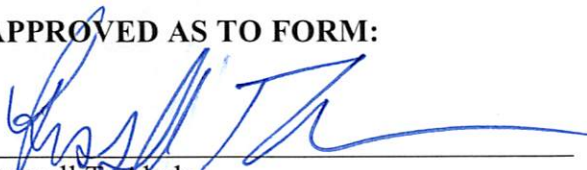
THE CITY OF EL PASO

Dee Margo, Mayor

ATTEST:

Laura D. Prine, City Clerk

APPROVED AS TO FORM:



Russell T. Abeln
Assistant City Attorney

APPROVED AS TO CONTENT:

Philip F. Etiwe, Director
Planning & Inspections Department

(Exhibits on the following pages)

ORDINANCE NO. _____

19-1007-2465 | 906404

N. Mesa Street & N. Oregon Street
RTA

PZRZ18-00052

**LEGAL BOUNDARY DESCRIPTION
METES AND BOUNDS
EXHIBIT A**

Property Description: A portion of Lot 1, Block 1, **CVS SUBDIVISION**, City of El Paso, El Paso County, Texas, and being more particularly described by metes and bounds as follows:

Commencing at a city monument lying on the northeast 15 feet of the centerline intersection of Oregon Street (120 feet public right-of-way line), and Cincinnati Avenue (120 feet public right-of-way line), THENCE, leaving said city monument, and along monument line, South 33°47'47" East, a distance of 635.00 feet to a point; THENCE, leaving said monument line, North 56°12'13" East, a distance of 25.00 feet to a point lying on the northerly right-of-way line of Oregon Street and said point being **THE TRUE POINT OF BEGINNING** of this property description;

THENCE, leaving said northerly right-of-way line, North 56°12'13" East, a distance of 122.00 feet to a point for a boundary corner;

THENCE, South 33°47'47" East, a distance of 70.00 feet to a point for a boundary corner;

THENCE, South 56°12'13" West, a distance of 122.00 feet to a point for a boundary corner;

THENCE, along said northerly right-of-line, North 33°47'47" West, a distance of 70.00 feet back to **THE TRUE POINT OF BEGINNING** of this boundary description.

Said parcel of land containing 0.196 of an acre (8,540.00 s.f.) of land, more or less.

A PLAT OF SURVEY OF EVEN DATE ACCOMPANIES THIS METES AND BOUNDS DESCRIPTION.

SLI ENGINEERING, INC.
Consulting Engineers—Land Surveyors

Guillermo Licon
Registered Professional Land Surveyor
Texas License No. 2998



February 01, 2019.
Job# 18-4285
M&B/



psrbb
commercial group inc.

March 5, 2019

MASTER ZONING PLAN REPORT

N. Mesa St. and N. Oregon St. Master Zoning Plan For a General Mixed-Use District

SECTION I

PURPOSE AND INTENT

The purpose of this Master Zoning Plan Report is to describe the characteristics, components and timing of the proposed land use within the development after rezoning the eastern half of Boston Street from N. Mesa to N. Oregon St. amending the boundary of the G-MU District within said property, provide a general statement of how the development relates to the city's comprehensive plan, to identify the permissible uses, and for approval of a major amendment to an approved Master Zoning Plan. The proposed Master Zoning Plan meets the following requirements of Title 20.04.200B:

- The requested amendment is in general conformity with the stated purposes and the purposes of the specific zoning district to which the property is subject to;
- The requested amendment meets all other applicable zoning, building, drainage, water quality, and safety code requirements, and any other applicable law or regulation; and
- The requested amendment will have no significant adverse impact on the health, safety, or general welfare of surrounding property owners or the public, or such impacts will be substantially mitigated.

OBJECTIVE

The objective of this Master Zoning Plan district is to allow for a use that meets the objectives of the G-MU within Title 20, Section 20.06.020.D.11. **The designed development involves a use allowed in various zoning districts with appropriate regulations, which together form an attractive and harmonious unit of the city. The regulations of this district are intended to allow for civic, commercial and recreational uses; as small-scale developments requiring flexibility because of unique design characteristics; or as transitional areas between dissimilar land uses. It is intended that the district regulations permit flexibility and encourage more creative, efficient and aesthetically desirable design and placement of land uses.**

SECTION II

CHARACTERISTICS AND COMPONENTS OF THIS DISTRICT

1. General Design Principles as per Title 20.10.360G are design principles to serve as guidelines that are met by this district.
 - a. Development Perspective
 - ii. That the development strategy utilized encourages infill and redevelopment in parity with new and existing neighborhoods. **This district will utilize infill and redevelopment in parity with existing adjacent developments.**
 - iii. That proposed development contiguous to urban areas be organized as town centers and neighborhoods and be integrated with the existing urban pattern. **This district redevelopment will be contiguous to urban areas and be integrated with the existing urban pattern.**
 - vi. That transportation corridors be planned and reserved in coordination with land use patterns. **This district will enhance the pedestrian elements between N. Mesa St. and the Mesa RTS and Street Car corridor along N. Oregon St. (further described by Boston Street Vacation Ordinance #017972).**
 - viii. That the development includes a framework of transit, pedestrian and bicycle systems that provide alternatives to the automobile. **This district has been redeveloped to provide for bicycle parking and to provide for enhanced pedestrian and bike movements between N. Mesa St. and the Mesa RTS and Street Car corridor along N. Oregon St (further described by Boston Street Vacation Ordinance #017972). The BRIO has existing stops at Glory Road Transfer Center and Hague, both within a 5-minute walk of the development. There is a Trolley stop at Boston Ave and N. Oregon St. directly across from the development site.**
 - x. That neighborhoods be compact, pedestrian-friendly, and mixed use. **This district is and will remain compact and pedestrian friendly.**

- xi. That ordinary activity of daily living occurs within walking distance of most dwellings. **This district is within walking distance of the UTEP housing complexes.**
- xii. That interconnected networks of streets be designed to disperse and reduce the length of vehicle trips. **The Boston Street Vacation Ordinance, #017972 which has occurred, will help to reduce the length of vehicle trips.**
- xiv. That appropriate building densities and land use be provided within walking distance of transit stops. **The proposed development will contain the appropriate building density and land use and be within walking distance of transit stops.**
- xv. That civic, institutional and commercial activity be embedded, and not isolated, in the development. **Commercial activity will be embedded in the development. This district will provide for an improved pedestrian walkway between the UTEP housing complexes, the Mesa RTS and Street Car corridor and to N. Mesa St. (further described by Boston Street Vacation Ordinance #017972).**

b. Building Perspective

- i. That buildings and landscaping contribute to the physical definition of streets as civic places. **An improved aesthetically pleasing pedestrian walkway between N. Oregon St. and N. Mesa St. will be provided to improve the walkability of the Mesa RTS and Street Car Corridor.**
- ii. That the design of streets and buildings reinforce safe environments. **An improved aesthetically pleasing pedestrian walkway between N. Oregon St. and N. Mesa St. will be provided to improve the walkability of the Mesa RTS and Street Car Corridor.**
- iii. That architecture and landscape design grow from local climate, topography, history and building practice. **This district will be redeveloped in character to existing neighborhood architecture, and landscaping.**
- iv. That public gathering spaces be provided in locations that reinforce community identity. **This district will provide a pedestrian walkway between N. Oregon St. and N. Mesa St. that is currently not present within this area.**
- vi. That principal buildings and facades, where possible, be located parallel to the frontage line to encourage a community-friendly environment. **This district will be redeveloped along the N. Mesa RTS and Street Car corridor that will be located parallel to the frontage line to provide a more walkable neighborhood between residential and transit users (further described by Boston Street Vacation Ordinance #017972 which has already occurred).**

- 2. General Design Elements as per Title 20.10.360G are design elements to serve as guidelines that are met by this district.

- c. Residences, shops, workplaces, and other buildings interwoven within the

neighborhood, all within proximity. **The development will be within proximity of existing shops, workplaces, and other buildings.**

- f. A coordinated transportation system with a hierarchy of appropriately designed facilities for pedestrians, bicycles, public transit and automotive vehicles. **This district contains the above General Design Elements by enhancing the pedestrian and bicycle movements between N. Mesa St. and the Mesa RTS and Street Car corridor along N. Oregon St.**
- 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. **An improved aesthetically pleasing pedestrian walkway between N. Oregon St. and N. Mesa St. will be provided to improve the walkability of the Mesa RTS and Street Car Corridor.**
- 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.

This district contains all the above General Design Elements by enhancing the pedestrian and bicycle movements between N. Mesa St. and the Mesa RTS and Street Car corridor along N. Oregon St.

3. Architectural Objectives as per Title 20.10.360G

- a. Architectural compatibility;
 - b. Human scale design;
 - d. Encouragement of pedestrian activity;
 - g. Buildings that contain special architectural features to signify entrances to the mixed-use development; and
- This district contains all the above objectives by being redeveloped to provide an architectural theme while providing for a pedestrian pathway between the N. Oregon St. RTS and N. Mesa St. corridor.**

4. Roadway Designs as per Title 20.10.360G – **This district will not only maintain the current short block roadway design, but will also provide improved vehicular, bicycle and pedestrian connectivity (further described by Boston Street Vacation Ordinance #017972).**

5. Parking – **Off-street parking within this district is provided including Handicap spaces as required by Code along with improved pedestrian and bicycle connectivity.**

6. Density – **This district will contain a proposed maximum FAR of 0.75:1**

- 7. Landscaping – This district contains landscaping that meet or exceeds requirements per Title 18 (Building and Construction) of the El Paso City Code by way of Alternative Design (additional canopy trees within the parkway, pedestrian pathways (further described by Boston Street Vacation Ordinance #017972, and the parking lot areas.**

SECTION III

PHASING

This district will be fully developed in one (1) phase.

SECTION IV

RELATION TO THE CITY'S COMPREHENSIVE PLAN

The Plan for El Paso states the Goals and Policies that define the form and function of the City. This Master Zoning Plan is in accordance with the goals and policies as per the following points:

Neighborhood Retrofits

Goal 1.3: The City of El Paso wishes to diversify its post-war and suburban neighborhoods in strategic locations to increase the variety of housing options, including rowhouses, apartments, and condominiums, and to expand opportunities for employment and neighborhood shopping without requiring long car trips.

Policy 1.3.2: Sun Metro bus routes and rapid transit system (RTS) stops and transfer centers offer independence to those who live in drivable neighborhoods but do not have access to a car. The land near transfer centers and RTS stops offers major redevelopment opportunities to take special advantage of those facilities. These locations are designated as overlays on the Future Land Use Map (see Goal 1.10).

Smart Location Principles

Goal 2.1: The City should change its growth pattern away from continuous outward expansion and toward integrated growth that minimizes environmental damage, reduces the need for excessive travel by private automobile, and can be served by public transportation.

Policy 2.1.4: Development is encouraged to integrate jobs into or near residential neighborhoods, or to re-balance existing communities by adding jobs within a ½-mile radius of residential neighborhoods or by adding residences within a ½-mile radius of concentrations of jobs.

Compact Urban

Goal 4.1: New and modified thoroughfares will match the existing or proposed character of land along their paths as well as serving their essential functions in the regional road network.

Policy 4.1.5: In Compact Urban areas, multimodal transportation design will become the norm to enhance neighborhood character, safety, and walkability. Character and function will be more important than capacity, and the street network will be sized to yield smaller blocks with greater “people moving” capacity.

Goal 4.2: El Paso’s thoroughfares will form a well-connected network of complete streets that support driving, walking, bicycling, and public transit.

Policy 4.2.3: Where optimal street connectivity cannot be or has not been provided, non-motorized connections should be added to reduce walking and bicycling trip lengths.

Policy 4.2.5: In Compact Urban areas, most new streets should have on-street parking to increase access to properties while calming traffic. Except on multiway boulevards, medians should be limited to short segments so that vehicular access to properties is not overly restricted.

Public Transportation

Goal 4.11: El Paso will have a safe, convenient, and economically viable public transit system that optimizes personal mobility, strengthens community character and economic vitality, and seamlessly integrates with other travel modes. The existing bus network will evolve into a multi-faceted regional transit network with frequent service on four Rapid Transit System (RTS) lines and, over time, other forms of high-capacity transit service.

Policy 4.11.2: The City should require major commercial and residential developments to provide adequate sidewalks and suitable areas for bus stops with bicycle storage.

Centers of Activity

Goal 7.4: Use retail demand to support innovative sustainable neighborhood development rather than auto-oriented destinations.

Policy 7.4.3: Encourage retail to cluster in community centers or near transit rather than along strips so that each neighborhood has multimodal access to a core area of services.

Access to Health Care

Goal 9.3: Improve access to medical care.

Policy 9.3.1: Distribute offices, clinics, laboratories, and hospitals amongst the various districts and neighborhoods that make up the City. Encourage consolidation of medical facilities to create efficiencies in providing care, such as the co-location of laboratories, diagnostic centers, and hospitals.

Policy 9.3.2: Locate medical care providers and human services at transit nodes and designated Transit-Oriented Development sites.

a. Encourage medical providers to locate at stations or bus stops with reduced parking footprints.

Environmental Risk Factor

Goal 9.4: Reduce exposure to environmental risk factors.

Policy 9.4.1: Reduce risk of injury and fatality due to vehicular accidents.

a. Lower design speeds on existing and proposed streets and highways. Retrofit streets to be more pedestrian-friendlier. Include on-street parking and street trees as barriers between pedestrians and moving travel lanes and which increase visual friction to discourage speeding. Include wide sidewalks and narrower travel lanes. Minimize crossing distance at intersections with pedestrian refuges, bulb-outs, speed tables, and other strategies.

This district is designed to meet all the above goals, policies and strategies of the Plan for El Paso. By redeveloping this site along the Mesa RTS corridor, to redevelop along the Mesa corridor, and to provide for a pedestrian pathway that will improve the pedestrian elements from the Mesa RTS corridor to the Mesa Street Corridor, are all factors that follow the Plan for El Paso.

SECTION V

ALLOWABLE USES OF THIS DISTRICT

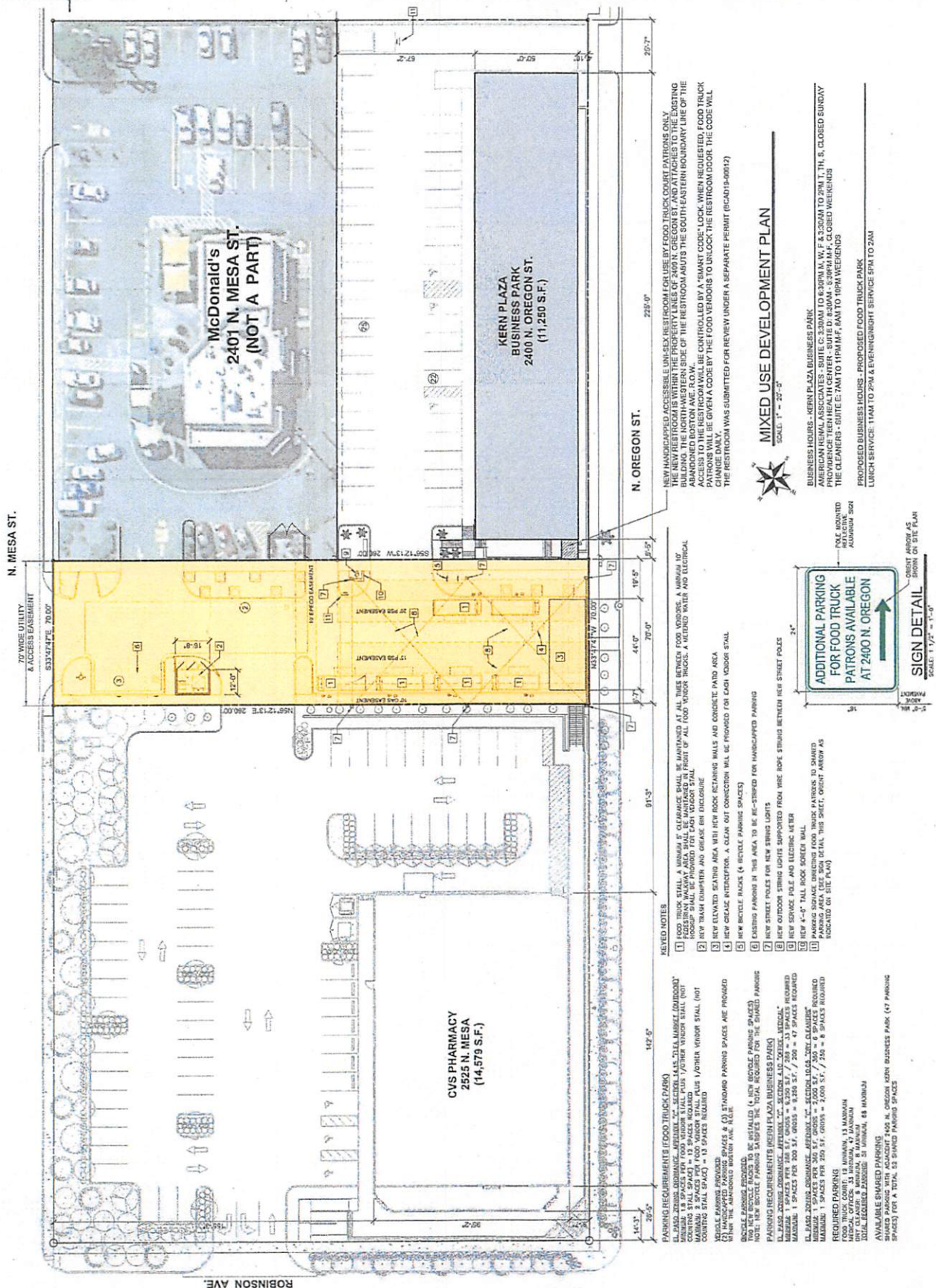
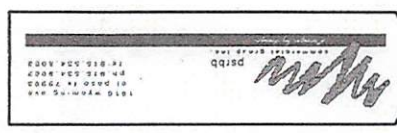
The table below is a proposed list of allowable uses in the General Mixed-Use District. As listed, a commercial pharmacy is an allowable use. The district will be a place in which a visitor will be surrounded with quality urbanism and well-designed buildings in the El Paso mercantile tradition. Community objectives will be supported with new urbanism and smart growth: walkable, connected neighborhoods, mixed land uses, and easy access for pedestrians and bicyclists. The district will have better connectivity to surrounding development. Narrowing rights-of-way also increases the overall connectivity of the street network, such as the narrowing of Boston Ave. with the Boston Ave. improvements. The district will also enable a sense of place that fosters walkability and active street life. Through a carefully-planned balance of development and preservation, El Paso will be recognized as a city uniquely in harmony with its natural setting, and become a mecca for outdoor enthusiasts, ecotourists and people seeking an excellent quality of life.

	Land Use Type	Minimum Area	LOT COVERAGE		Minimum Lot Width	Minimum Lot Depth	MAX BLDG HEIGHT (ft)	
			Minimum	Maximum			Primary Structure	Accessory Structure
1.0	Agriculture & related							
	Veterinary Treatment (Small)	1,500sqft	n/a	n/a	25'	60'	30'	30'
3.0	Education, Inst. & social							
	Adult day care center	1,500sqft	n/a	n/a	25'	60'	30'	30'
	Art Gallery	2,500sqft	n/a	n/a	25'	100'	50'	50'
	Child Care Facility, Type 6	3,600sqft	n/a	n/a	40'	90'	35'	35'
	Library	1,500sqft	n/a	n/a	25'	60'	30'	30'
	Museum	2,500sqft	n/a	n/a	25'	100'	50'	50'
	School (private or Trade)	3,600sqft	n/a	n/a	40'	90'	35'	35'
	School (vocational)	3,600sqft	n/a	n/a	40'	90'	35'	35'
	Social Fraternity	3,600sqft	n/a	n/a	40'	90'	35'	35'
	Social Fraternal Club	3,600sqft	n/a	n/a	40'	90'	35'	35'
	Synagogue	2,500sqft	n/a	n/a	25'	100'	50'	50'
	Temple	2,500sqft	n/a	n/a	25'	100'	50'	50'
	Union Hall	2,500sqft	n/a	n/a	25'	100'	50'	50'
	University College	3,600sqft	n/a	n/a	40'	90'	35'	35'
	Youth Organization	1,500sqft	n/a	n/a	25'	60'	30'	30'
4.0	Office & research services							
	ATM	100sqft	n/a	n/a	n/a	n/a	30'	30'
	Bank	2,000sqft	n/a	n/a	40'	70'	35'	35'
	Courier & Massage Center	1,500sqft	n/a	n/a	25'	60'	30'	30'
	Credit Union	2,000sqft	n/a	n/a	40'	70'	35'	35'
	Data processing center	1,500sqft	n/a	n/a	25'	60'	30'	30'
	Employment Agency	1,500sqft	n/a	n/a	25'	60'	30'	30'
	Financial Institution	2,000sqft	n/a	n/a	40'	70'	35'	35'
	Office, administrative	1,500sqft	n/a	n/a	25'	60'	50'	50'
	Office, Business	1,500sqft	n/a	n/a	25'	60'	50'	50'
	Office, medical	1,500sqft	n/a	n/a	25'	60'	50'	50'
	Office, professional	1,500sqft	n/a	n/a	25'	60'	50'	50'
	Radio Broadcasting	1,500sqft	n/a	n/a	25'	60'	30'	30'
	Research Laboratory	1,500sqft	n/a	n/a	25'	60'	30'	30'
	School, arts and crafts	3,600sqft	n/a	n/a	40'	90'	50'	50'
	Studio, dance or dance	3,600sqft	n/a	n/a	40'	90'	50'	50'
	Studio, photography	1,500sqft	n/a	n/a	25'	60'	50'	50'

Land Use Type	Minimum Area	Lot	LOT COVERAGE		Minimum Lot Width	Minimum Depth	Lot	MAX BLOB HEIGHT (1)	
			Minimum	Maximum				Primary Structure	Accessory Structure
	Telemarketing agency	1,500sqft	n/a	n/a	25'	60'		50'	50'
	Television broadcasting	1,500sqft	n/a	n/a	25'	60'		50'	50'
5.0	Manufacturing								
	Brewery	1,500sqft	n/a	n/a	25'	60'		50'	50'
	Computer electronics	1,500sqft	n/a	n/a	25'	60'		50'	50'
6.0	Medical and Related								
	Clinic	1,500sqft	n/a	n/a	25'	60'		50'	50'
	Drug Store	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Hospital	3,600sqft	n/a	n/a	40'	90'		50'	50'
	Intermediate care (elderly)	3,600sqft	n/a	n/a	40'	90'		50'	50'
	Medical lab	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Medical treatment facility	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Optical dispensary	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Pharmacy	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Rest home	3,600sqft	n/a	n/a	40'	90'		50'	50'
8.0	Motor vehicle sales and service								
	Automobile parts sales	1,500sqft	n/a	n/a	25'	60'		30'	30'
9.0	Parking & Loading								
	Garage or lot parking (commercial)	n/a	n/a	n/a	n/a	n/a		50'	50'
	Garage or lot parking (community)	n/a	n/a	n/a	n/a	n/a		50'	50'
	Garage or lot parking (private)	n/a	n/a	n/a	n/a	n/a		50'	50'
	Parking reduction	n/a	n/a	n/a	n/a	n/a		n/a	n/a
10.0	Personal services								
	Barber shop	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Beauty salon	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Dry Cleaning Shop	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Dry Cleaners	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Laundromat (<5,000sqft)	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Locksmith	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Message parlor	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Photofinishing lab	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Shoe repair shop	3,600sqft	n/a	n/a	40'	90'		30'	30'
11.00	Recreation & amusement								
	Amusement game complex	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Billiard and pool hall	3,600sqft	n/a	n/a	40'	90'		30'	30'
	Bingo hall	3,600sqft	n/a	n/a	40'	90'		30'	30'
	Exercise facility	2,000sqft	n/a	n/a	25'	60'		50'	50'

Land Use Type	Minimum Lot Area	LOT COVERAGE		Minimum Lot Width	Minimum Depth	MAX BLDG HEIGHT (1)	
		Minimum	Maximum			Primary Structure	Accessory Structure
Laser games center	2,500sqft	n/a	n/a	40'	90'	50'	50'
Movie Theater (indoor/outdoor)	2,500sqft	n/a	n/a	40'	90'	50'	50'
Nightclub, bar	1,500sqft	n/a	n/a	25'	60'	30'	30'
Open Space	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Racquetball club	2,600sqft	n/a	n/a	40'	90'	50'	50'
Roller skating facility	2,600sqft	n/a	n/a	40'	90'	50'	50'
Skateboarding facility	1,500sqft	n/a	n/a	25'	60'	30'	30'
Theatre, performing	2,600sqft	n/a	n/a	40'	90'	50'	50'
12.00 Repair services							
Commercial equipment repair	1,500sqft	n/a	n/a	25'	60'	30'	30'
Electronic equipment repair	1,500sqft	n/a	n/a	25'	60'	30'	30'
Household goods repair	1,500sqft	n/a	n/a	25'	60'	30'	30'
Personal goods repair	1,500sqft	n/a	n/a	25'	60'	30'	30'
Precision Equipment repair	1,500sqft	n/a	n/a	25'	60'	30'	30'
13.00 Residential							
Apartments	500sqft	n/a	n/a	10'	50'	50'	50'
Dwelling, resident watchmen	500sqft	n/a	n/a	10'	60'	50'	50'
Hotel	2,600sqft	n/a	n/a	40'	90'	50'	50'
Lodging house	1,500sqft	n/a	n/a	25'	60'	30'	30'
Live-work flex unit	500sqft	n/a	n/a	10'	50'	50'	50'
Motel	2,600sqft	n/a	n/a	40'	90'	50'	50'
Quadruplex	2,600sqft	n/a	n/a	40'	90'	50'	50'
Rooming house	1,500sqft	n/a	n/a	25'	60'	50'	50'
14.0 Sales, retail & wholesale							
Bakery	2,000sqft	n/a	n/a	25'	60'	30'	30'
Book store	1,500sqft	n/a	n/a	25'	60'	30'	30'
Boutique	1,500sqft	n/a	n/a	25'	60'	30'	30'
Cafeteria	2,000sqft	n/a	n/a	25'	60'	30'	30'
Convenience store	2,000sqft	n/a	n/a	25'	60'	30'	30'
Delicatessen	1,500sqft	n/a	n/a	25'	60'	30'	30'
Drug Store	1,500sqft	n/a	n/a	25'	60'	30'	30'
Flea market (with mobile food truck vendors)	1,000 s.f.	n/a	n/a	25'	50'	15'	15'
Flower Shop	2,000sqft	n/a	n/a	25'	60'	30'	30'
Grocery	2,000sqft	n/a	n/a	25'	60'	30'	30'
Hobby store	1,500sqft	n/a	n/a	25'	60'	30'	30'
Ice cream parlor	1,500sqft	n/a	n/a	25'	60'	30'	30'
Music Store	2,000sqft	n/a	n/a	25'	60'	30'	30'
Newspaper printing	1,500sqft	n/a	n/a	25'	60'	30'	30'
Nursery (greenhouse)	1,000sqft	n/a	n/a	20'	30'	50'	50'

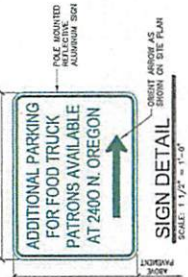
Land Use Type	Minimum Area	Lot	LOT COVERAGE		Minimum Lot Width	Minimum Lot Depth	MAX BLDG HEIGHT (ft)	
			Minimum	Maximum			Primary Structure	Accessory Structure
Office retail (low volume)	2,000sqft		n/a	n/a	25'	80'	30'	30'
Other wholesale establish.	3,600sqft		n/a	n/a	40'	90'	50'	50'
Print and copy shop	1,500sqft		n/a	n/a	25'	60'	30'	30'
Produce stand	1,000sqft		n/a	n/a	20'	50'	15'	15'
Restaurant (all)	1,000sqft		n/a	n/a	20'	50'	50'	50'
Shopping center (ccmm.)	3,600sqft		n/a	n/a	40'	90'	50'	50'
Snow cone stand	500sqft		n/a	n/a	10'	50'	50'	50'
Specialty shop	1,000sqft		n/a	n/a	20'	50'	50'	50'
Sporting goods	1,000sqft		n/a	n/a	20'	50'	50'	50'
Supermarket	6,000sqft		n/a	n/a	100'	50'	30'	30'
16.0 Temporary uses								
Christmas tree stand	500sqft		n/a	n/a	10'	50'	15'	15'
Firewood sales	500sqft		n/a	n/a	10'	50'	15'	15'
Neighborhood fair	3,600sqft		n/a	n/a	40'	90'	50'	50'
Package liquor store	1,500sqft		n/a	n/a	25'	60'	30'	30'
Pet shop (incl. grooming)	1,500sqft		n/a	n/a	25'	60'	30'	30'
17.0 Towers and related struct.								
Personal Wireless Facility	n/a		n/a	n/a	n/a	n/a	n/a	n/a
Radio Broadcasting	n/a		n/a	n/a	n/a	n/a	n/a	n/a
Television broadcasting	n/a		n/a	n/a	n/a	n/a	n/a	n/a
19.0 Utility & misc. facilities								
Government use building	n/a		n/a	n/a	n/a	n/a	n/a	n/a
Misc. utility facility	n/a		n/a	n/a	n/a	n/a	n/a	n/a



MIXED USE DEVELOPMENT PLAN

SCALE: 1" = 25'-0"

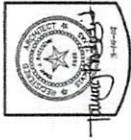
BUSINESS HOURS - KERN PLAZA BUSINESS PARK
AMERICAN REAL ASSOCIATES - SUITE C, 3:30AM TO 6:30PM M, W, F, 3:30AM TO 2PM T, TH, S, CLOSED SUNDAY
PROVIDENCE THERAPEUTIC CENTER - SUITE D, 10:00AM - 5:00PM M-F, 10:00AM - 5:00PM WEDNESDAY
THE CLEANERS - SUITE E, 7AM TO 11PM M-F, 10AM TO 10PM WEEKENDS
PROPOSED BUSINESS HOURS - PROPOSED FOOD TRUCK PARK
LUNCH SERVICE: 11AM TO 2PM & EVENING SERVICE 5PM TO 2AM



NEW HANDICAPPED ACCESSIBLE UN-REX RESTROOM FOR USE BY FOOD TRUCK COURT PATRONS ONLY
THE NEW RESTROOM IS WITHIN THE PROPERTY LINES OF 2400 N. OREGON ST. AND ATTACHES TO THE EXISTING RESTROOM BUILDING. THE NEW RESTROOM WILL BE LOCATED ON THE SOUTH-EASTERN BOUNDARY LINE OF THE AMERICAN REAL ASSOCIATES. ACCESS TO THE RESTROOM WILL BE CONTROLLED BY A "SMART CODE" LOCK. WHEN REQUESTED, FOOD TRUCK PATRONS WILL BE GIVEN A CODE BY THE FOOD VENDORS TO UNLOCK THE RESTROOM DOOR. THE CODE WILL BE PROVIDED TO THE FOOD VENDORS BY THE FOOD VENDORS. THE RESTROOM WAS SUBMITTED FOR REVIEW UNDER A SEPARATE PERMIT (RCAD15-00012)

- KEYED NOTES**
1. FOOD TRUCK STALL, A MINIMUM 5' CLEARANCE SHALL BE MAINTAINED AT ALL TIMES BETWEEN FOOD VENDORS. A MAXIMUM 10' CLEARANCE SHALL BE MAINTAINED BETWEEN FOOD VENDORS. THE FRONT OF ALL FOOD VENDORS SHALL BE MAINTAINED AT ALL TIMES. THE FRONT OF ALL FOOD VENDORS SHALL BE MAINTAINED AT ALL TIMES. THE FRONT OF ALL FOOD VENDORS SHALL BE MAINTAINED AT ALL TIMES.
 2. NEW TRASH ENCLOSURE AND GREASE BIN ENCLOSURE
 3. NEW ELIMINATED SEATING AREA WITH NEW ROCK RETAINING WALLS AND CONCRETE PATIO AREA
 4. NEW CEILING INTERSECTION, A CLEAN OUT CONNECTION SHALL BE PROVIDED FOR EACH OUTDOOR STALL
 5. NEW BICYCLE RACKS (4 BICYCLE PARKING SPACES)
 6. EXISTING PARKING IN THIS AREA TO BE RE-STRIPPED FOR HANDICAPPED PARKING
 7. NEW STREET POLES FOR NEW STREET LIGHTS
 8. NEW OUTDOOR STRING LIGHTS SUPPORTED FROM WIRE POLE STRUNG BETWEEN NEW STREET POLES
 9. NEW 4" x 4" TALL TRUCK BORDER WALL
 10. NEW 4" x 4" TALL TRUCK BORDER WALL
 11. NEW 4" x 4" TALL TRUCK BORDER WALL
 12. NEW 4" x 4" TALL TRUCK BORDER WALL
 13. NEW 4" x 4" TALL TRUCK BORDER WALL
 14. NEW 4" x 4" TALL TRUCK BORDER WALL
 15. NEW 4" x 4" TALL TRUCK BORDER WALL
 16. NEW 4" x 4" TALL TRUCK BORDER WALL
 17. NEW 4" x 4" TALL TRUCK BORDER WALL

PARKING REQUIREMENTS (FOOD TRUCK PARK)
EL PASO ZONING ORDINANCE, ARTICLE 11, SECTION 11.05, 11.06, 11.07, 11.08, 11.09, 11.10, 11.11, 11.12, 11.13, 11.14, 11.15, 11.16, 11.17, 11.18, 11.19, 11.20, 11.21, 11.22, 11.23, 11.24, 11.25, 11.26, 11.27, 11.28, 11.29, 11.30, 11.31, 11.32, 11.33, 11.34, 11.35, 11.36, 11.37, 11.38, 11.39, 11.40, 11.41, 11.42, 11.43, 11.44, 11.45, 11.46, 11.47, 11.48, 11.49, 11.50, 11.51, 11.52, 11.53, 11.54, 11.55, 11.56, 11.57, 11.58, 11.59, 11.60, 11.61, 11.62, 11.63, 11.64, 11.65, 11.66, 11.67, 11.68, 11.69, 11.70, 11.71, 11.72, 11.73, 11.74, 11.75, 11.76, 11.77, 11.78, 11.79, 11.80, 11.81, 11.82, 11.83, 11.84, 11.85, 11.86, 11.87, 11.88, 11.89, 11.90, 11.91, 11.92, 11.93, 11.94, 11.95, 11.96, 11.97, 11.98, 11.99, 12.00, 12.01, 12.02, 12.03, 12.04, 12.05, 12.06, 12.07, 12.08, 12.09, 12.10, 12.11, 12.12, 12.13, 12.14, 12.15, 12.16, 12.17, 12.18, 12.19, 12.20, 12.21, 12.22, 12.23, 12.24, 12.25, 12.26, 12.27, 12.28, 12.29, 12.30, 12.31, 12.32, 12.33, 12.34, 12.35, 12.36, 12.37, 12.38, 12.39, 12.40, 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MIMCO INC.
COMMERCIAL REAL ESTATE MANAGEMENT & INVESTMENTS
Vacated Boston Ave. ROW, El Paso, Texas 79902
A New Food Truck Park

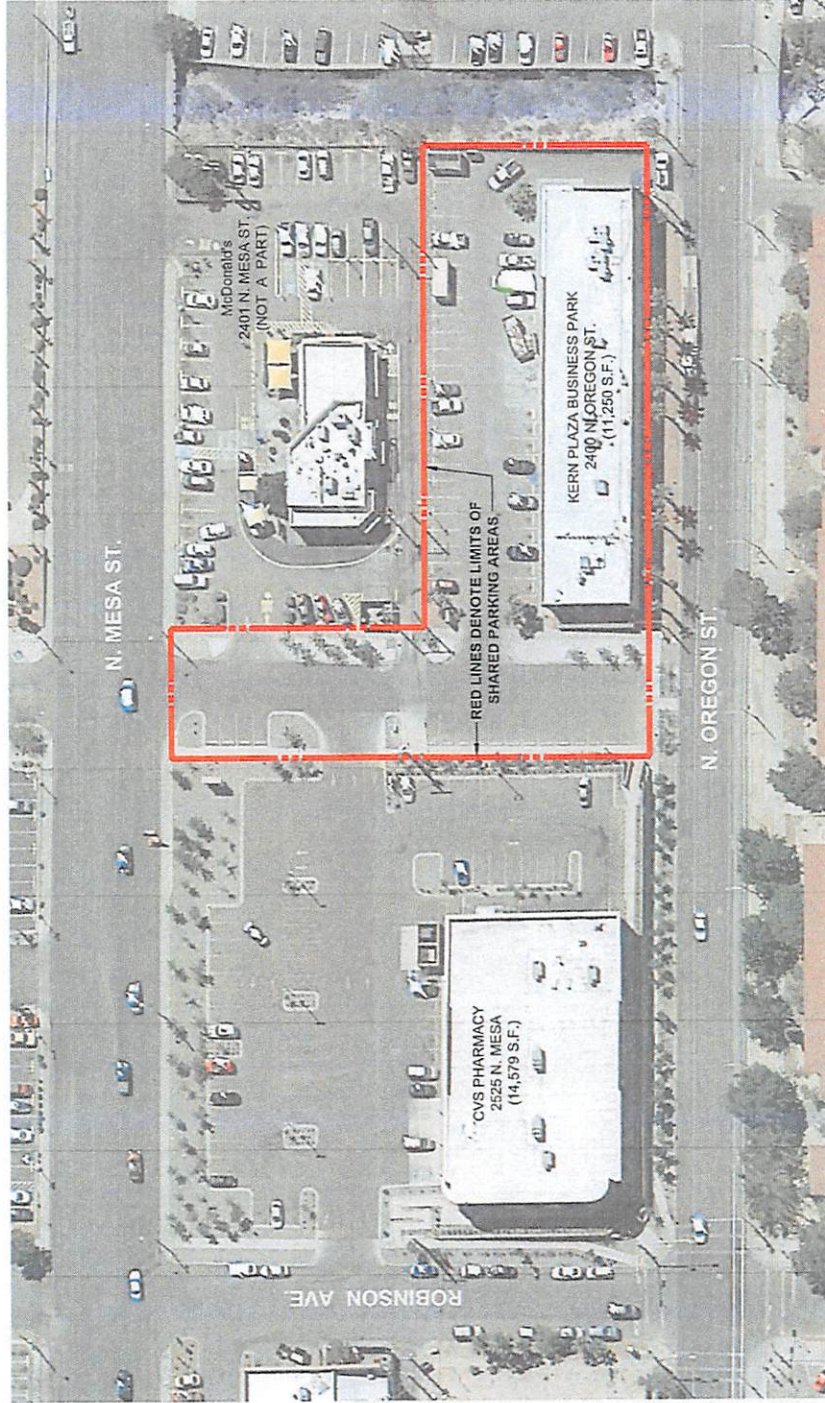


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Mimco

COMMISSION No.
18-005
DATE: FEB. 2019
SUPPLEMENTAL
DRAWING
SECTION
1 OF 1



SHARED PARKING LOCATION MAP
SCALE: 1" = 30'-0"



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MEMORANDUM

DATE: August 8, 2019

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

FROM: Anne Guayante - Planning & Inspections

SUBJECT: PZRZ18-00052

The City Plan Commission unanimously recommended **approval** (7-0) of the proposed rezoning and master zoning plan amendment at its May 30, 2019 meeting.

The CPC found that the rezoning and master zoning plan amendment is in conformance with Plan El Paso. The CPC also determined that the rezoning and master zoning plan amendment 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 and master zoning plan amendment would have no negative effects on the natural environment, socio-economic conditions, and property values in the vicinity or the city as a whole.

As of July 24, 2019, Planning staff has not received any opposition to the rezoning and master zoning plan amendment, though the Police Department does not support the applicant's request.

Property Owner: MIMCO, Inc.

Applicant: Tommy Razloznik, AIA – PSRBB Commercial Group, Inc.

Attachments: Staff Report

2501 Mesa Street

City Plan Commission — 5/30/2019

REZONING



CASE NUMBER: PZRZ18-00052
CASE MANAGER: Anne Guayante, 212-1814, GuayanteAM@elpasotexas.gov
PROPERTY OWNER: MIMCO, Inc
REPRESENTATIVE: Tommy Razloznik, AIA, PSRBB Commercial Group, Inc.
LOCATION: 2501 Mesa Street (District 1)
PROPERTY AREA: 0.01 acres
REQUEST: Rezone from C-1/c (C-1/condition) to G-MU/c (General Mixed Use/condition) and Major Amendment to Adopted Master Zoning Plan
RELATED APPLICATIONS: SUET19-00001 (Easement Vacation)
PUBLIC INPUT: None

SUMMARY OF REQUEST: The applicant wishes to add a food truck court use to the vacated alley which comprises part of 2501 Mesa Street to their existing General Mixed Use District and approved Master Zoning Plan for that district. This will require them to rezone half of that vacated alley from C-1/c (Commercial/condition) to G-MU/c (General Mixed Use/condition), and amend their adopted Master Zoning Plan so that the boundary encompasses the entire vacated alley, and to add a flea market use, which is the closest definition available within Title 20 to a food truck court.

SUMMARY OF DCC RECOMMENDATION: The Development Coordinating Committee recommends **APPROVAL** of the request, provided that the applicant continue to coordinate with the El Paso Police Department to address concerns that the Police Department has with the proposed use. A meeting was held between the applicant, Planning Staff, and the Police Department to address those concerns.

PZRZ18-00052



Figure A. Subject Property & Immediate Surroundings

DESCRIPTION OF REQUEST: The applicant is proposing a new food truck court on the subject property. This proposed use most closely aligns with the flea market use within the El Paso City Code, and meets all applicable supplemental regulations for that proposed use. In order to allow the proposed use on the subject property, the southeasterly half of the former right of way must be rezoned to the G-MU (General Mixed Use) District, the G-MU Master Plan and Master Plan Report must be adjusted to reflect the new boundaries. The G-MU Master Plan must also be updated to show the layout of the proposed food truck court. And, finally, the G-MU Master Plan Report must be updated to reflect the proposed flea market use.

This food truck court would contain spots for six food trucks with permanent electrical hookups for each, a restroom, an elevated seating area, bicycle racks able to accommodate four bicycles, overhead string lights, and a pedestrian walkway.

Twelve parking stalls are required for the proposed use, and five spaces, to include one ADA space, are provided on site. The remaining seven will be located immediately next door at 2400 N. Oregon Street. The applicant has applied for and received approval of a Shared Parking Agreement, PSHP19-00001, with the owner of that property. This allows the shared parking agreement to satisfy their parking requirements.

The condition on a portion of the subject property requires the coordination of proposed driveway design and locations onto Mesa Street. This condition does not impose any additional restrictions on the subject property because this coordination and approval is required for all points of access onto Texas Department of Transportation-owned rights of way like Mesa Street.

PREVIOUS CASE HISTORY: The majority of the subject property was rezoned from the C-1 (Commercial) zoning district to the G-MU Zoning District in 2012, with a major amendment in 2015 that established the current building configuration on the subject property. The zoning district extended beyond the then-current borders of the subject property to the centerlines of the adjacent streets. The adjacent portion of Boston Avenue was vacated in 2013, and was combined with the subject property in 2016. Because the G-MU rezoning only extended to the centerline of Boston Street, the other half of the street remained within its former C-1/c (Commercial/conditions) zoning district. When that portion of Boston Street was vacated and combined with the subject property, a split-zoned lot was created. Part of the current request seeks to resolve that split by rezoning the remaining portion of the former Boston Street right-of-way to match the rest of the subject property.

COMPATIBILITY WITH NEIGHBORHOOD CHARACTER: To the north, east, and south of the subject property are commercial developments of a similar scale to the existing and proposed uses on the subject property. To the immediate west of the subject property is the University of El Paso at Texas Campus, with student housing directly abutting the subject property. The subject property is bounded by Mesa Street, a major arterial, and Oregon Street, a minor arterial. It takes its access from Mesa Street.

COMPLIANCE WITH PLAN EL PASO/REZONING POLICY – When evaluating whether a proposed rezoning is in accordance with Plan El Paso, consider the following factors:	
Criteria	Does the Request Comply?
<p>Future Land Use Map: Proposed zone change is compatible with the Future Land Use designation for the property:</p> <p>G-2, Traditional Neighborhood: G-2 neighborhoods already have walkable thoroughfare grids, a mix of uses and housing types, historic buildings, parks, and a strong sense of character. The City's priorities are improving public infrastructure, restoring any abandoned buildings, and infilling empty lots and parking lots with street-oriented buildings.</p>	<p>The G-MU (General Mixed Use) District is compatible with the G-2, Traditional Neighborhood Sector. The proposed food truck court generally aligns with the small scale, walkable commercial uses that this designation is intended to allow.</p>

COMPLIANCE WITH PLAN EL PASO/REZONING POLICY – When evaluating whether a proposed rezoning is in accordance with Plan El Paso, consider the following factors:	
<p>Compatibility with Surroundings: The proposed zoning district is compatible with those surrounding the site:</p> <p>G-MU (General Mixed-Use) District: The purpose of this district is to accommodate, encourage and promote innovatively designed developments involving the combining and mixing of uses allowed in various zoning districts with appropriate regulations, which together form an attractive and harmonious unit of the city. The regulations of this district are intended to allow for large-scale developments that are able to function as individual neighborhoods or an integrated collection (two or more) of individual neighborhoods supported by civic, commercial and recreational uses; as small-scale developments requiring flexibility because of unique design characteristics; or as transitional areas between dissimilar land uses. It is intended that the district regulations permit flexibility and encourage more creative, efficient and aesthetically desirable design and placement of land uses.</p>	<p>Other properties in the immediate area are zoned C-1 (Commercial), C-2 (Commercial), S-D (Special Development), and R-4 (Residential). The commercially-zoned and Special Development properties are all developed as commercial uses, and the R-4 property is UTEP. The G-MU zoning designation, and the existing and proposed development, are compatible uses of a similar scale to the existing commercial development and compatible with UTEP, which is a major institution.</p>
<p>Preferred Development Locations: Is the property in a “Compact Urban” area?</p>	<p>The subject property is within a Compact Urban Area as defined in Plan El Paso. It is within the G-2, Traditional Neighborhood, Future Land Use Designation and is bounded by two arterial roadways.</p>
THE PROPOSED ZONING DISTRICT’S EFFECT ON THE PROPERTY AND SURROUNDING PROPERTY, AFTER EVALUATING THE FOLLOWING FACTORS:	
<p>Historic District or Special Designations & Study Area Plans: Any historic district or other special designations that may be applicable. Any adopted small areas plans, including land-use maps in those plans.</p>	<p>The subject property is not within the boundaries of any overlay districts or study plan areas. It is governed by an existing Master Zoning Plan, which is being amended to accommodate the current request.</p>
<p>Potential Adverse Effects: Potential adverse effects that might be caused by approval or denial of the requested rezoning.</p>	<p>Concerns have been expressed by the police department, mainly about the existing pedestrian conditions along Mesa Street and certain nuisances associated with the nearby Cincinnati entertainment district. However, these conditions would remain present within the neighborhood of the subject property whether or not the proposed food truck court was developed. In the future, the City may wish to partner with TXDOT and interested stakeholders to address these concerns in a holistic manner.</p>
<p>Natural Environment: Anticipated effects on the natural environment.</p>	<p>The subject property is not within an arroyo or other environmentally sensitive area. No negative impacts are anticipated to the environment as the result of the approval of the applicant’s request.</p>
<p>Stability: Whether the area is stable or in transition.</p>	<p>The immediate area surrounding the subject property has been relatively stable for the past several years, with the most recent commercial rezonings occurring</p>

COMPLIANCE WITH PLAN EL PASO/REZONING POLICY – When evaluating whether a proposed rezoning is in accordance with Plan El Paso, consider the following factors:	
	in 2008. The subject property was rezoned to its current district in 2012.
Socioeconomic & Physical Conditions: Any changed social, economic, or physical conditions that make the existing zoning no longer suitable for the property.	The streetcar began its operations in the fall of 2018, and the subject property directly abuts it.

ADEQUACY OF PUBLIC FACILITIES, SERVICES AND INFRASTRUCTURE: The subject property takes access from Mesa Street, a major arterial. No adverse comments were received by any of the public or private utility providers and public facilities, services, and infrastructure are deemed adequate.

SUMMARY OF DEPARTMENTAL REVIEW COMMENTS: The police department is opposed to the proposed rezoning due to the existing pedestrian conditions along Mesa Street and negative externalities associated with the nearby bars along the 200 block of Cincinnati Street, which is across Mesa and one block north from the subject property. No other reviewing departments expressed objections to the inclusion of the remainder of the subject property within the existing General Mixed Use District, or with the amendments proposed for the Master Zoning Plan and Master Zoning Plan Report.

PUBLIC COMMENT: The subject property lies within the boundaries of the El Paso Central Business Association. They were notified as required on December 18, 2018. Notice was mailed to adjacent property owners within 300 feet on May 16, 2019. No public comment was received in support of or opposition to the applicant's request.

RELATED APPLICATIONS: The applicant is also requesting vacation of an easement that runs down the center of the former Boston Street right of way, this application is case number SUET19-00001.

CITY PLAN COMMISSION OPTIONS:

The purpose of the Zoning Ordinance is to promote the health, safety, morals and general welfare of the City. The City Plan Commission has the authority to advise City Council on Zoning matters. In evaluating the request, the CPC may take any of the following actions:

1. **Recommend Approval** of the rezoning request, finding that the request is in conformance with the review criteria of Plan El Paso as reflected in the Staff Report, or that the request is in conformance with other criteria that the CPC identifies from the Comprehensive Plan. (Staff Recommendation)
2. **Recommend Approval of the rezoning request With Modifications** to bring the request into conformance with the review criteria of Plan El Paso as reflected in the Staff Report, or other criteria that the CPC identifies from the Comprehensive Plan.
3. **Recommend Denial** of the rezoning request, finding that the request does not conform to the review criteria of Plan El Paso as reflected in the Staff Report, or other criteria that the CPC identifies from the Comprehensive Plan.

ATTACHMENTS:

1. Master Zoning Plan and Master Zoning Plan Report
2. Zoning Map
3. Future Land Use Map
4. Department Comments
5. Neighborhood Notification Boundary Map

ATTACHMENT 1
SEE PAGES 6 - 20

LEGAL DESCRIPTION

BEING LOTS 1 THROUGH 20 AND 16 FOOT ALLEY, BLOCK 209, ALEXANDER ADDITION, AN ADDITION TO THE CITY OF EL PASO, EL PASO COUNTY, TEXAS, ACCORDING TO THE PLAT THEREOF FILED IN VOLUME 11, PAGE 63, EL PASO COUNTY PLAT RECORDS AND A PORTION OF BOSTON STREET AS PER AMENDED ORDINANCE NO. 017972, ACCORDING TO INSTRUMENT NO. 20130025014, EL PASO COUNTY REAL PROPERTY RECORDS. TOTAL CONTAINING: 1.9697 ACRES

METES & BOUNDS DESCRIPTION

DESCRIPTION OF A PARCEL OF LAND BEING LOTS 1 THROUGH 20 AND 16 FOOT ALLEY, BLOCK 209, ALEXANDER ADDITION, AN ADDITION TO THE CITY OF EL PASO, EL PASO COUNTY, TEXAS, ACCORDING TO THE PLAT THEREOF FILED IN VOLUME 11, PAGE 63, EL PASO COUNTY PLAT RECORDS AND THE NORTHWESTERLY HALF OF THAT VACATED PORTION OF BOSTON STREET DESCRIBED BY AMENDED ORDINANCE NO. 017972, ACCORDING TO INSTRUMENT NO. 20130025014, EL PASO COUNTY REAL PROPERTY RECORDS, AND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

COMMENCING FOR REFERENCE A FOUND CITY MONUMENT DISK AT THE MONUMENT LINE INTERSECTION RUNNING 10' EAST AND PARALLEL WITH THE N. OREGON STREET CENTERLINE AND 10' NORTH AND PARALLEL WITH THE CINCINNATI AVENUE CENTERLINE, THENCE ALONG N. OREGON STREET MONUMENT LINE, SOUTH 33°47'47" EAST A DISTANCE OF 375.00 FEET TO A POINT,

THENCE LEAVING SAID MONUMENT LINE, NORTH 56°12'13" EAST A DISTANCE OF 25.00 FEET TO A FOUND ½" REBAR WITH CAP STAMPED "5152" AT THE INTERSECTION OF EAST RIGHT OF WAY LINE OF N. OREGON STREET (70 FOOT RIGHT OF WAY) WITH THE SOUTH RIGHT OF WAY LINE OF E. ROBINSON AVENUE (70 FOOT RIGHT OF WAY) AND THE "TRUE POINT OF BEGINNING".

THENCE ALONG THE SOUTH RIGHT OF WAY LINE OF E. ROBINSON AVENUE, NORTH 56°12'13" EAST A DISTANCE OF 260.00 FEET TO A FOUND "X" IN CONCRETE AT THE WEST RIGHT OF WAY ON N. MESA STREET (70 FOOT RIGHT OF WAY);

THENCE ALONG THE WEST RIGHT OF WAY ON N. MESA STREET, SOUTH 33°47'47" EAST A DISTANCE OF 330.00 FEET TO A POINT AT THE SOUTH RIGHT OF WAY OF THAT VACATED PORTION OF BOSTON STREET;

THENCE ALONG THE SOUTH RIGHT OF WAY OF THAT VACATED PORTION OF BOSTON STREET, SOUTH 56°12'13" WEST A DISTANCE OF 260.00 FEET TO A POINT AT THE EAST RIGHT OF WAY LINE OF N. OREGON STREET;

THENCE ALONG THE EAST RIGHT OF WAY LINE OF N. OREGON STREET, NORTH 33°47'47" WEST A DISTANCE OF 330.00 FEET TO "TRUE POINT OF BEGINNING" AND CONTAINING IN ALL 85,800 SQUARE FEET OR 1.9697 ACRES OF LAND MORE OR LESS.

BEARING BASIS IS U.S. STATE PLANE, TEXAS CENTRAL 4203, NAD 1983, AS DERIVED USING GPS RTK METHODS.

CVS PARKING TABLE

PARKING PROVIDED	63 PARKING SPACES (1 SPACE/250 S.F.) (CVS PHARMACY)
	21 PARKING SPACES (BOSTON AVE.)
PARKING REQUIRED	58 PARKING SPACES (1 SPACE/250 S.F., MAXIMUM)
	49 PARKING SPACES (1 SPACE/300 S.F., MINIMUM)

FOOD TRUCK PARK PARKING REQUIREMENTS

EL PASO ZONING ORDINANCE, APPENDIX "C", SECTION 14.15 "FLEA MARKET (OUTDOOR)"
MINIMUM: 1.8 SPACES PER FOOD VENDOR STALL PLUS 1/OTHER VENDOR STALL (NOT COUNTING STALL SPACE) = 11 SPACES REQUIRED
MAXIMUM: 2 SPACES PER FOOD VENDOR STALL PLUS 1/OTHER VENDOR STALL (NOT COUNTING STALL SPACE) = 12 SPACES REQUIRED

AVAILABLE PARKING WITHIN THE VACATED BOSTON AVE. R.O.W. = 5 PARKING SPACES

BICYCLE PARKING PROVIDED:
TWO NEW BICYCLE RACKS (4 NEW BICYCLE PARKING SPACES) TO BE INSTALLED.
SEE KEYED NOTE #5

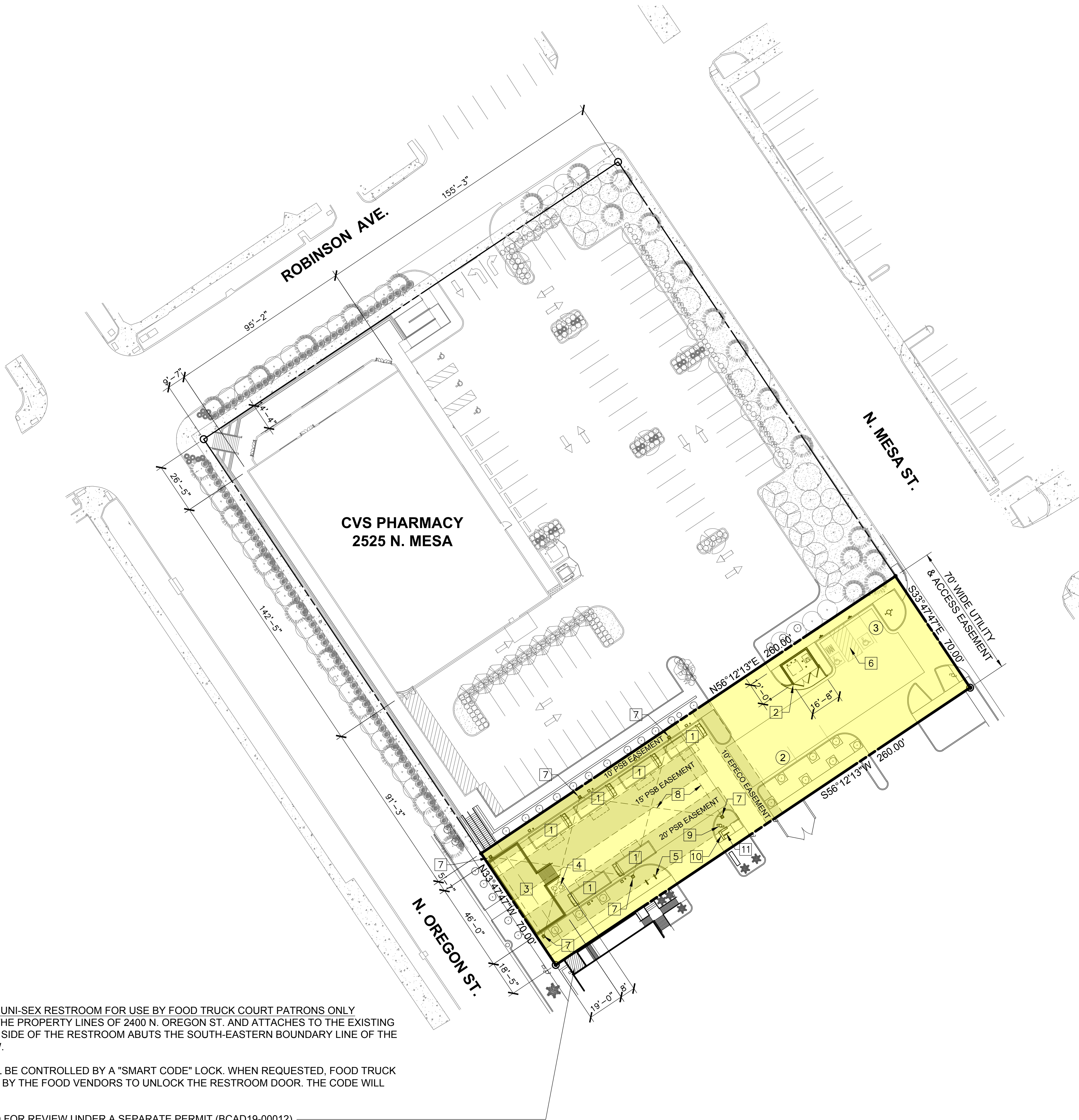
KEYED NOTES

- 1 FOOD TRUCK STALL. A MINIMUM 5' CLEARANCE SHALL BE MAINTAINED AT ALL TIMES BETWEEN FOOD VENDORS. A MINIMUM 10' PEDESTRIAN WALKWAY AREA SHALL BE MAINTAINED IN FRONT OF ALL FOOD VENDOR TRUCKS. A METERED WATER AND ELECTRICAL HOOKUP SHALL BE PROVIDED FOR EACH VENDOR STALL
- 2 NEW TRASH DUMPSTER AND GREASE BIN ENCLOSURE
- 3 NEW ELEVATED SEATING AREA WITH NEW ROCK RETAINING WALLS AND CONCRETE PATIO AREA
- 4 NEW GREASE INTERCEPTOR. A CLEAN OUT CONNECTION WILL BE PROVIDED FOR EACH VENDOR STALL
- 5 NEW BICYCLE RACKS (4 BICYCLE PARKING SPACES)
- 6 EXISTING PARKING IN THIS AREA TO BE RE-STRIPED FOR HANDICAPPED PARKING
- 7 NEW STREET POLES FOR NEW STRING LIGHTS
- 8 NEW OUTDOOR STRING LIGHTS SUPPORTED FROM WIRE ROPE STRUNG BETWEEN NEW STREET POLES
- 9 NEW SERVICE POLE
- 10 NEW 4'-0" TALL ROCK SCREEN WALL
- 11 NEW UNISTRUT SERVICE PANEL

NEW HANDICAPPED ACCESSIBLE UNI-SEX RESTROOM FOR USE BY FOOD TRUCK COURT PATRONS ONLY
THE NEW RESTROOM IS WITHIN THE PROPERTY LINES OF 2400 N. OREGON ST. AND ATTACHES TO THE EXISTING BUILDING. THE NORTH-WESTERN SIDE OF THE RESTROOM ABUTS THE SOUTH-EASTERN BOUNDARY LINE OF THE ABANDONED BOSTON AVE. R.O.W.

ACCESS TO THE RESTROOM WILL BE CONTROLLED BY A "SMART CODE" LOCK. WHEN REQUESTED, FOOD TRUCK PATRONS WILL BE GIVEN A CODE BY THE FOOD VENDORS TO UNLOCK THE RESTROOM DOOR. THE CODE WILL CHANGE DAILY.

THE RESTROOM WAS SUBMITTED FOR REVIEW UNDER A SEPARATE PERMIT (BCAD19-00012)



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changes by design

COMMISSION No.
18-055
DATE: FEB. 2019
REVISIONS
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1 OF 1

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March 5, 2019

MASTER ZONING PLAN REPORT

N. Mesa St. and N. Oregon St. **Master Zoning Plan** **For a General Mixed-Use District**

SECTION I

PURPOSE AND INTENT

The purpose of this Master Zoning Plan Report is to describe the characteristics, components and timing of the proposed land use within the development after rezoning the eastern half of Boston Street from N. Mesa to N. Oregon St. amending the boundary of the G-MU District within said property, provide a general statement of how the development relates to the city's comprehensive plan, to identify the permissible uses, and for approval of a major amendment to an approved Master Zoning Plan. The proposed Master Zoning Plan meets the following requirements of Title 20.04.200B:

- **The requested amendment is in general conformity with the stated purposes and the purposes of the specific zoning district to which the property is subject to;**
- **The requested amendment meets all other applicable zoning, building, drainage, water quality, and safety code requirements, and any other applicable law or regulation; and**
- **The requested amendment will have no significant adverse impact on the health, safety, or general welfare of surrounding property owners or the public, or such impacts will be substantially mitigated.**

OBJECTIVE

The objective of this Master Zoning Plan district is to allow for a use that meets the objectives of the G-MU within Title 20, Section 20.06.020.D.11. **The designed development involves a use allowed in various zoning districts with appropriate regulations, which together form an attractive and harmonious unit of the city. The regulations of this district are intended to allow for civic, commercial and recreational uses; as small-scale developments requiring flexibility because of unique design characteristics; or as transitional areas between dissimilar land uses. It is intended that the district regulations permit flexibility and encourage more creative, efficient and aesthetically desirable design and placement of land uses.**

SECTION II

CHARACTERISTICS AND COMPONENTS OF THIS DISTRICT

1. General Design Principles as per Title 20.10.360G are design principles to serve as guidelines that are met by this district.
 - a. Development Perspective
 - ii. That the development strategy utilized encourages infill and redevelopment in parity with new and existing neighborhoods. **This district will utilize infill and redevelopment in parity with existing adjacent developments.**
 - iii. That proposed development contiguous to urban areas be organized as town centers and neighborhoods and be integrated with the existing urban pattern. **This district redevelopment will be contiguous to urban areas and be integrated with the existing urban pattern.**
 - vi. That transportation corridors be planned and reserved in coordination with land use patterns. **This district will enhance the pedestrian elements between N. Mesa St. and the Mesa RTS and Street Car corridor along N. Oregon St. (further described by Boston Street Vacation Ordinance #017972).**
 - viii. That the development includes a framework of transit, pedestrian and bicycle systems that provide alternatives to the automobile. **This district has been redeveloped to provide for bicycle parking and to provide for enhanced pedestrian and bike movements between N. Mesa St. and the Mesa RTS and Street Car corridor along N. Oregon St (further described by Boston Street Vacation Ordinance #017972). The BRIO has existing stops at Glory Road Transfer Center and Hague, both within a 5-minute walk of the development. There is a Trolley stop at Boston Ave and N. Oregon St. directly across from the development site.**
 - x. That neighborhoods be compact, pedestrian-friendly, and mixed use. **This district is and will remain compact and pedestrian friendly.**

- xi. That ordinary activity of daily living occurs within walking distance of most dwellings. **This district is within walking distance of the UTEP housing complexes.**
- xii. That interconnected networks of streets be designed to disperse and reduce the length of vehicle trips. **The Boston Street Vacation Ordinance, #017972 which has occurred, will help to reduce the length of vehicle trips.**
- xiv. That appropriate building densities and land use be provided within walking distance of transit stops. **The proposed development will contain the appropriate building density and land use and be within walking distance of transit stops.**
- xv. That civic, institutional and commercial activity be embedded, and not isolated, in the development. **Commercial activity will be embedded in the development. This district will provide for an improved pedestrian walkway between the UTEP housing complexes, the Mesa RTS and Street Car corridor and to N. Mesa St. (further described by Boston Street Vacation Ordinance #017972).**

b. Building Perspective

- i. That buildings and landscaping contribute to the physical definition of streets as civic places. **An improved aesthetically pleasing pedestrian walkway between N. Oregon St. and N. Mesa St. will be provided to improve the walkability of the Mesa RTS and Street Car Corridor.**
- ii. That the design of streets and buildings reinforce safe environments. **An improved aesthetically pleasing pedestrian walkway between N. Oregon St. and N. Mesa St. will be provided to improve the walkability of the Mesa RTS and Street Car Corridor.**
- iii. That architecture and landscape design grow from local climate, topography, history and building practice. **This district will be redeveloped in character to existing neighborhood architecture, and landscaping.**
- iv. That public gathering spaces be provided in locations that reinforce community identity. **This district will provide a pedestrian walkway between N. Oregon St. and N. Mesa St. that is currently not present within this area.**
- vi. That principal buildings and facades, where possible, be located parallel to the frontage line to encourage a community-friendly environment. **This district will be redeveloped along the N. Mesa RTS and Street Car corridor that will be located parallel to the frontage line to provide a more walkable neighborhood between residential and transit users (further described by Boston Street Vacation Ordinance #017972 which has already occurred).**

2. General Design Elements as per Title 20.10.360G are design elements to serve as guidelines that are met by this district.

- c. Residences, shops, workplaces, and other buildings interwoven within the

neighborhood, all within proximity. **The development will be within proximity of existing shops, workplaces, and other buildings.**

- f. A coordinated transportation system with a hierarchy of appropriately designed facilities for pedestrians, bicycles, public transit and automotive vehicles. **This district contains the above General Design Elements by enhancing the pedestrian and bicycle movements between N. Mesa St. and the Mesa RTS and Street Car corridor along N. Oregon St.**
- 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. **An improved aesthetically pleasing pedestrian walkway between N. Oregon St. and N. Mesa St. will be provided to improve the walkability of the Mesa RTS and Street Car Corridor.**
- 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.

This district contains all the above General Design Elements by enhancing the pedestrian and bicycle movements between N. Mesa St. and the Mesa RTS and Street Car corridor along N. Oregon St.

3. Architectural Objectives as per Title 20.10.360G

- a. Architectural compatibility;
 - b. Human scale design;
 - d. Encouragement of pedestrian activity;
 - g. Buildings that contain special architectural features to signify entrances to the mixed-use development; and
- This district contains all the above objectives by being redeveloped to provide an architectural theme while providing for a pedestrian pathway between the N. Oregon St. RTS and N. Mesa St. corridor.**

4. Roadway Designs as per Title 20.10.360G – **This district will not only maintain the current short block roadway design, but will also provide improved vehicular, bicycle and pedestrian connectivity (further described by Boston Street Vacation Ordinance #017972).**

5. Parking – **Off-street parking within this district is provided including Handicap spaces as required by Code along with improved pedestrian and bicycle connectivity.**

6. Density – **This district will contain a proposed maximum FAR of 0.75:1**

7. Landscaping – **This district contains landscaping that meet or exceeds requirements per Title 18 (Building and Construction) of the El Paso City Code by way of Alternative Design (additional canopy trees within the parkway, pedestrian pathways (further described by Boston Street Vacation Ordinance #017972, and the parking lot areas.**

SECTION III

PHASING

This district will be fully developed in one (1) phase.

SECTION IV

RELATION TO THE CITY'S COMPREHENSIVE PLAN

The Plan for El Paso states the Goals and Policies that define the form and function of the City. This Master Zoning Plan is in accordance with the goals and policies as per the following points:

Neighborhood Retrofits

Goal 1.3: The City of El Paso wishes to diversify its post-war and suburban neighborhoods in strategic locations to increase the variety of housing options, including rowhouses, apartments, and condominiums, and to expand opportunities for employment and neighborhood shopping without requiring long car trips.

Policy 1.3.2: Sun Metro bus routes and rapid transit system (RTS) stops and transfer centers offer independence to those who live in drivable neighborhoods but do not have access to a car. The land near transfer centers and RTS stops offers major redevelopment opportunities to take special advantage of those facilities. These locations are designated as overlays on the Future Land Use Map (see Goal 1.10).

Smart Location Principles

Goal 2.1: The City should change its growth pattern away from continuous outward expansion and toward integrated growth that minimizes environmental damage, reduces the need for excessive travel by private automobile, and can be served by public transportation.

Policy 2.1.4: Development is encouraged to integrate jobs into or near residential neighborhoods, or to re-balance existing communities by adding jobs within a ½-mile radius of residential neighborhoods or by adding residences within a ½-mile radius of concentrations of jobs.

Compact Urban

Goal 4.1: New and modified thoroughfares will match the existing or proposed character of land along their paths as well as serving their essential functions in the regional road network.

Policy 4.1.5: In Compact Urban areas, multimodal transportation design will become the norm to enhance neighborhood character, safety, and walkability. Character and function will be more important than capacity, and the street network will be sized to yield smaller blocks with greater “people moving” capacity.

Goal 4.2: El Paso’s thoroughfares will form a well-connected network of complete streets that support driving, walking, bicycling, and public transit.

Policy 4.2.3: Where optimal street connectivity cannot be or has not been provided, non-motorized connections should be added to reduce walking and bicycling trip lengths.

Policy 4.2.5: In Compact Urban areas, most new streets should have on-street parking to increase access to properties while calming traffic. Except on multiway boulevards, medians should be limited to short segments so that vehicular access to properties is not overly restricted.

Public Transportation

Goal 4.11: El Paso will have a safe, convenient, and economically viable public transit system that optimizes personal mobility, strengthens community character and economic vitality, and seamlessly integrates with other travel modes. The existing bus network will evolve into a multi-faceted regional transit network with frequent service on four Rapid Transit System (RTS) lines and, over time, other forms of high-capacity transit service.

Policy 4.11.2: The City should require major commercial and residential developments to provide adequate sidewalks and suitable areas for bus stops with bicycle storage.

Centers of Activity

Goal 7.4: Use retail demand to support innovative sustainable neighborhood development rather than auto-oriented destinations.

Policy 7.4.3: Encourage retail to cluster in community centers or near transit rather than along strips so that each neighborhood has multimodal access to a core area of services.

Access to Health Care

Goal 9.3: Improve access to medical care.

Policy 9.3.1: Distribute offices, clinics, laboratories, and hospitals amongst the various districts and neighborhoods that make up the City. Encourage consolidation of medical facilities to create efficiencies in providing care, such as the co-location of laboratories, diagnostic centers, and hospitals.

Policy 9.3.2: Locate medical care providers and human services at transit nodes and designated Transit-Oriented Development sites.

a. Encourage medical providers to locate at stations or bus stops with reduced parking footprints.

Environmental Risk Factor

Goal 9.4: Reduce exposure to environmental risk factors.

Policy 9.4.1: Reduce risk of injury and fatality due to vehicular accidents.

a. Lower design speeds on existing and proposed streets and highways. Retrofit streets to be more pedestrian-friendlier. Include on-street parking and street trees as barriers between pedestrians and moving travel lanes and which increase visual friction to discourage speeding. Include wide sidewalks and narrower travel lanes. Minimize crossing distance at intersections with pedestrian refuges, bulb-outs, speed tables, and other strategies.

This district is designed to meet all the above goals, policies and strategies of the Plan for El Paso. By redeveloping this site along the Mesa RTS corridor, to redevelop along the Mesa corridor, and to provide for a pedestrian pathway that will improve the pedestrian elements from the Mesa RTS corridor to the Mesa Street Corridor, are all factors that follow the Plan for El Paso.

SECTION V

ALLOWABLE USES OF THIS DISTRICT

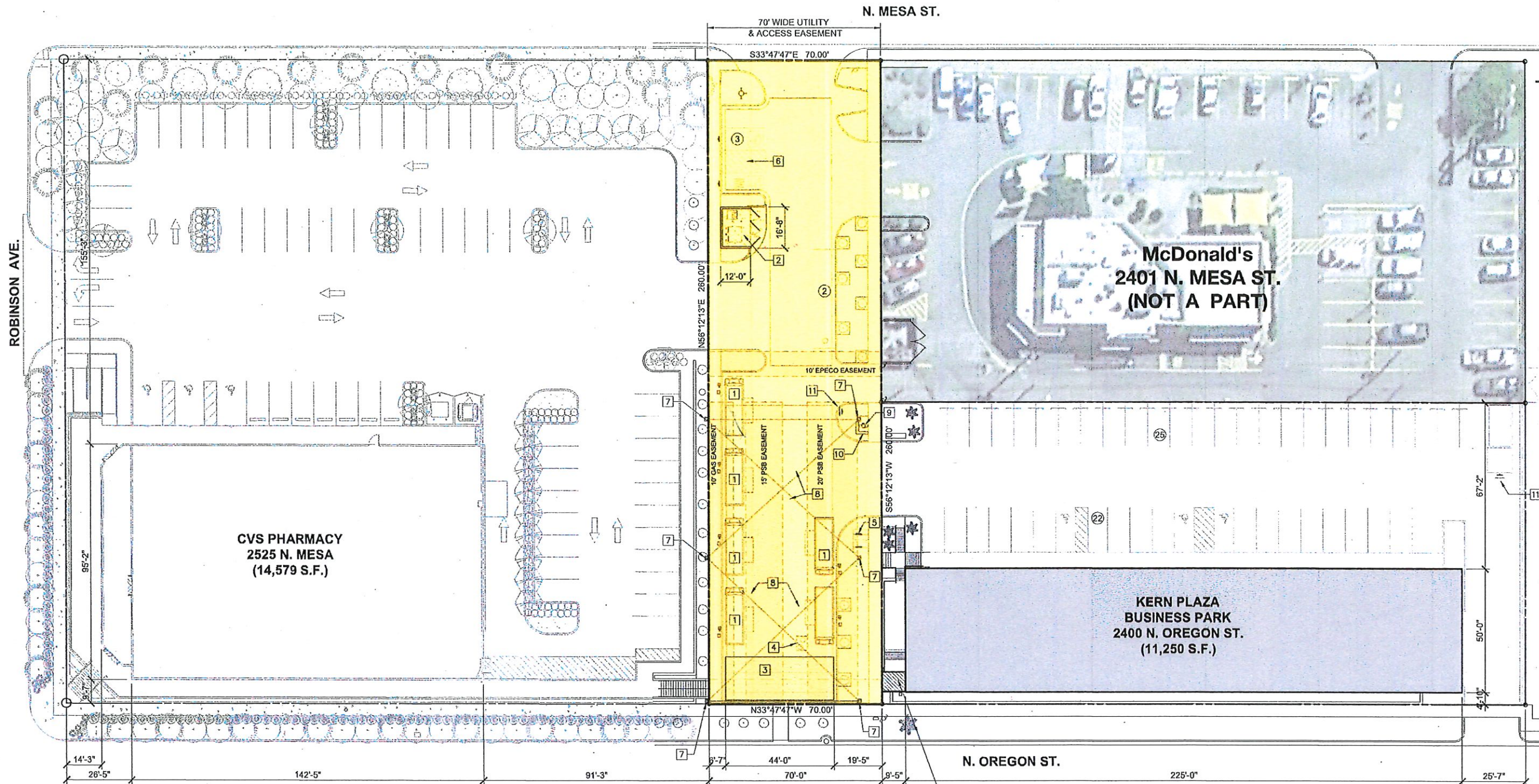
The table below is a proposed list of allowable uses in the General Mixed-Use District. As listed, a commercial pharmacy is an allowable use. The district will be a place in which a visitor will be surrounded with quality urbanism and well-designed buildings in the El Paso mercantile tradition. Community objectives will be supported with new urbanism and smart growth: walkable, connected neighborhoods, mixed land uses, and easy access for pedestrians and bicyclists. The district will have better connectivity to surrounding development. Narrowing rights-of-way also increases the overall connectivity of the street network, such as the narrowing of Boston Ave. with the Boston Ave. improvements. The district will also enable a sense of place that fosters walkability and active street life. Through a carefully-planned balance of development and preservation, El Paso will be recognized as a city uniquely in harmony with its natural setting, and become a mecca for outdoor enthusiasts, eco-tourists and people seeking an excellent quality of life.

Land Use Type	Minimum Area	Lot	LOT COVERAGE		Minimum Lot Width	Minimum Depth	Lot	MAX BLDG HEIGHT (ft)	
			Minimum	Maximum				Primary Structure	Accessory Structure
1.0	Agriculture & related								
	Veterinary Treatment (Small)	1,500sqft	n/a	n/a	25'	60'		30'	30'
3.0	Education, instr. & social								
	Adult day care center	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Art Gallery	2,500sqft	n/a	n/a	25'	100'		50'	50'
	Child Care Facility, Type 6	3,600sqft	n/a	n/a	40'	90'		30'	30'
	Library	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Museum	2,500sqft	n/a	n/a	25'	100'		50'	50'
	School (private or Trade)	3,600sqft	n/a	n/a	40'	90'		35'	35'
	School (vocational)	3,600sqft	n/a	n/a	40'	90'		35'	35'
	Social Fraternity	3,600sqft	n/a	n/a	40'	90'		35'	35'
	Social Fraternal Club	3,600sqft	n/a	n/a	40'	90'		35'	35'
	Synagogue	2,500sqft	n/a	n/a	25'	100'		50'	50'
	Temple	2,500sqft	n/a	n/a	25'	100'		50'	50'
	Union Hall	2,500sqft	n/a	n/a	25'	100'		50'	50'
	University College	3,600sqft	n/a	n/a	40'	90'		35'	35'
	Youth Organization	1,500sqft	n/a	n/a	25'	60'		30'	30'
4.0	Office & research services								
	ATM	100sqft	n/a	n/a	n/a	n/a		30'	30'
	Bank	2,000sqft	n/a	n/a	40'	70'		35'	35'
	Courier & Message Center	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Credit Union	2,000sqft	n/a	n/a	40'	70'		35'	35'
	Data processing center	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Employment Agency	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Financial Institution	2,000sqft	n/a	n/a	40'	70'		35'	35'
	Office, administrative	1,500sqft	n/a	n/a	25'	60'		50'	50'
	Office, Business	1,500sqft	n/a	n/a	25'	60'		50'	50'
	Office, medical	1,500sqft	n/a	n/a	25'	60'		50'	50'
	Office, professional	1,500sqft	n/a	n/a	25'	60'		50'	50'
	Radio Broadcasting	1,500sqft	n/a	n/a	25'	60'		30'	30'
	Research Laboratory	1,500sqft	n/a	n/a	25'	60'		30'	30'
	School, arts and crafts	3,600sqft	n/a	n/a	40'	90'		50'	50'
	Studio, dance or dance	3,600sqft	n/a	n/a	40'	90'		50'	50'
	Studio, photography	1,500sqft	n/a	n/a	25'	60'		50'	50'

Land Use Type	Minimum Area	Lot	LOT COVERAGE		Minimum Lot Width	Minimum Depth	Lot	MAX BLDG HEIGHT (1)	
			Minimum	Maximum				Primary Structure	Accessory Structure
Telemarketing agency	1,500sqft		n/a	n/a	25'	60'		50'	50'
Television broadcasting	1,500sqft		n/a	n/a	25'	60'		50'	50'
5.0 Manufacturing									
Brewery	1,500sqft		n/a	n/a	25'	60'		50'	50'
Computer electronics	1,500sqft		n/a	n/a	25'	60'		50'	50'
6.0 Medical and Related									
Clinic	1,500sqft		n/a	n/a	25'	60'		50'	50'
Drug Store	1,500sqft		n/a	n/a	25'	60'		30'	30'
Hospital	3,600sqft		n/a	n/a	40'	90'		50'	50'
Intermediate care (elderly)	3,600sqft		n/a	n/a	40'	90'		50'	50'
Medical lab	1,500sqft		n/a	n/a	25'	60'		30'	30'
Medical treatment facility	1,500sqft		n/a	n/a	25'	60'		30'	30'
Optical dispensary	1,500sqft		n/a	n/a	25'	60'		30'	30'
Pharmacy	1,500sqft		n/a	n/a	25'	60'		30'	30'
Nest home	3,600sqft		n/a	n/a	40'	90'		50'	50'
8.0 Motor vehicle sales and service									
Automobile parts sales	1,500sqft		n/a	n/a	25'	60'		30'	30'
9.0 Parking & Loading									
Garage or lot parking (commercial)	n/a		n/a	n/a	n/a	n/a		50'	50'
Garage or lot parking (community)	n/a		n/a	n/a	n/a	n/a		50'	50'
Garage or lot parking (private)	n/a		n/a	n/a	n/a	n/a		50'	50'
Parking reduction	n/a		n/a	n/a	n/a	n/a		n/a	n/a
10.0 Personal services									
Barber shop	1,500sqft		n/a	n/a	25'	60'		30'	30'
Beauty salon	1,500sqft		n/a	n/a	25'	60'		30'	30'
Dry Cleaning Shop	1,500sqft		n/a	n/a	25'	60'		30'	30'
Dry Cleaners	1,500sqft		n/a	n/a	25'	60'		30'	30'
Laundromat (<5,000sqft)	1,500sqft		n/a	n/a	25'	60'		30'	30'
Locksmith	1,500sqft		n/a	n/a	25'	60'		30'	30'
Message parlor	1,500sqft		n/a	n/a	25'	60'		30'	30'
Photo/finishing lab	1,500sqft		n/a	n/a	25'	60'		30'	30'
Shoe repair shop	3,600sqft		n/a	n/a	40'	90'		30'	30'
11.00 Recreation & amusement									
Amusement game complex	1,500sqft		n/a	n/a	25'	60'		30'	30'
Billiard and pool hall	3,600sqft		n/a	n/a	40'	90'		30'	30'
Bingo hall	3,600sqft		n/a	n/a	40'	90'		30'	30'
Exercise facility	2,000sqft		n/a	n/a	25'	60'		50'	50'

Land Use Type	Minimum Lot Area	LOT COVERAGE		Minimum Lot Width	Minimum Lot Depth	MAX BLDG HEIGHT (1)	
		Minimum	Maximum			Primary Structure	Accessory Structure
Laser games center	3,600sqft	n/a	n/a	40'	90'	50'	50'
Movie Theater (indoor/outdoor)	3,600sqft	n/a	n/a	40'	90'	50'	50'
Nightclub, bar	1,500sqft	n/a	n/a	25'	60'	30'	30'
Open Space	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Racquetball club	3,600sqft	n/a	n/a	40'	90'	50'	50'
Roller skating facility	3,600sqft	n/a	n/a	40'	90'	50'	50'
Skateboarding facility	1,500sqft	n/a	n/a	25'	60'	30'	30'
Theatre, performing	3,600sqft	n/a	n/a	40'	90'	50'	50'
12.00 Repair services							
Commercial equipment repair	1,500sqft	n/a	n/a	25'	60'	30'	30'
Electronic equipment repair	1,500sqft	n/a	n/a	25'	60'	30'	30'
Household goods repair	1,500sqft	n/a	n/a	25'	60'	30'	30'
Personal goods repair	1,500sqft	n/a	n/a	25'	60'	30'	30'
Precision Equipment repair	1,500sqft	n/a	n/a	25'	60'	30'	30'
13.00 Residential							
Apartment	500sqft	n/a	n/a	10'	50'	50'	50'
Dwelling, resident watchmen	500sqft	n/a	n/a	10'	50'	50'	50'
Hotel	3,600sqft	n/a	n/a	40'	90'	50'	50'
Lodging house	1,500sqft	n/a	n/a	25'	60'	50'	50'
Live-work flex unit	500sqft	n/a	n/a	10'	50'	50'	50'
Motel	3,600sqft	n/a	n/a	40'	90'	50'	50'
Quadruplex	3,600sqft	n/a	n/a	40'	90'	50'	50'
Rooming house	1,500sqft	n/a	n/a	25'	60'	50'	50'
14.0 Sales, retail & wholesale							
Bakery	2,000sqft	n/a	n/a	25'	60'	30'	30'
Book store	1,500sqft	n/a	n/a	25'	60'	30'	30'
Boutique	1,500sqft	n/a	n/a	25'	60'	30'	30'
Cafeteria	2,000sqft	n/a	n/a	25'	60'	30'	30'
Convenience store	2,000sqft	n/a	n/a	25'	60'	30'	30'
Deicassian	1,500sqft	n/a	n/a	25'	60'	30'	30'
Drug Store	1,500sqft	n/a	n/a	25'	60'	30'	30'
Flea market (with mobile food truck vendors)	1,000 s.f.	n/a	n/a	25'	50'	15'	15'
Flower Shop	2,000sqft	n/a	n/a	25'	60'	30'	30'
Grocery	2,000sqft	n/a	n/a	25'	60'	30'	30'
Hobby store	1,500sqft	n/a	n/a	25'	60'	30'	30'
Ice cream parlor	1,500sqft	n/a	n/a	25'	60'	30'	30'
Music Store	2,000sqft	n/a	n/a	25'	60'	30'	30'
Newspaper printing	1,500sqft	n/a	n/a	25'	60'	30'	30'
Nursery (greenhouse)	1,000sqft	n/a	n/a	20'	50'	50'	50'

Land Use Type	Minimum Area	Lot	LOT COVERAGE		Minimum Lot Width	Minimum Depth	Lot	MAX BLDG HEIGHT (1)	
			Minimum	Maximum				Primary Structure	Accessory Structure
Other retail (low volume)	2,000sqft		n/a	n/a	25'	60'		30'	30'
Other wholesale establish.	3,600sqft		n/a	n/a	40'	90'		50'	50'
Print and copy shop	1,500sqft		n/a	n/a	25'	60'		30'	30'
Produce stand	1,000sqft		n/a	n/a	20'	50'		15'	15'
Restaurant (all)	1,000sqft		n/a	n/a	20'	50'		50'	50'
Shopping center (comm.)	3,600sqft		n/a	n/a	40'	90'		50'	50'
Snow cone stand	500sqft		n/a	n/a	10'	50'		50'	50'
Specialty shop	1,000sqft		n/a	n/a	20'	50'		50'	50'
Sporting goods	1,000sqft		n/a	n/a	20'	50'		50'	50'
Supermarket	5,000sqft		n/a	n/a	100'	50'		30'	30'
16.0 Temporary uses									
Christmas tree stand	500sqft		n/a	n/a	10'	50'		15'	15'
Firewood sales	500sqft		n/a	n/a	10'	50'		15'	15'
Neighborhood fair	3,600sqft		n/a	n/a	40'	90'		50'	50'
Package liquor store	1,500sqft		n/a	n/a	25'	60'		30'	30'
Pet shop (incl. grooming)	1,500sqft		n/a	n/a	25'	60'		30'	30'
17.0 Towers and related struct.									
Personal Wireless Facility	n/a		n/a	n/a	n/a	n/a		n/a	n/a
Radio Broadcasting	n/a		n/a	n/a	n/a	n/a		n/a	n/a
Television broadcasting	n/a		n/a	n/a	n/a	n/a		n/a	n/a
19.0 Utility & misc. facilities									
Government use building	n/a		n/a	n/a	n/a	n/a		n/a	n/a
Minor utility facility	n/a		n/a	n/a	n/a	n/a		n/a	n/a



PARKING REQUIREMENTS (FOOD TRUCK PARK)

EL PASO ZONING ORDINANCE, APPENDIX "C", SECTION 14.15 "FLEA MARKET (OUTDOOR)"
MINIMUM: 1.8 SPACES PER FOOD VENDOR STALL PLUS 1/OTHER VENDOR STALL (NOT COUNTING STALL SPACE) = 12 SPACES REQUIRED
MAXIMUM: 2 SPACES PER FOOD VENDOR STALL PLUS 1/OTHER VENDOR STALL (NOT COUNTING STALL SPACE) = 13 SPACES REQUIRED

VEHICLE PARKING PROVIDED:

(2) HANDICAPPED PARKING SPACES & (3) STANDARD PARKING SPACES ARE PROVIDED WITHIN THE ABANDONED BOSTON AVE. R.O.W.

BICYCLE PARKING PROVIDED:

TWO NEW BICYCLE RACKS TO BE INSTALLED (4 NEW BICYCLE PARKING SPACES)
NOTE: NEW BICYCLE PARKING SATISFIES THE TOTAL REQUIRED FOR THE SHARED PARKING

PARKING REQUIREMENTS (KERN PLAZA BUSINESS PARK)

EL PASO ZONING ORDINANCE, APPENDIX "C", SECTION 4.10 "OFFICE, MEDICAL"
MINIMUM: 1 SPACES PER 288 S.F. GROSS = 9,250 S.F. / 288 = 33 SPACES REQUIRED
MAXIMUM: 1 SPACES PER 200 S.F. GROSS = 9,250 S.F. / 200 = 47 SPACES REQUIRED

EL PASO ZONING ORDINANCE, APPENDIX "C", SECTION 10.05 "DRY CLEANERS"
MINIMUM: 1 SPACES PER 360 S.F. GROSS = 2,000 S.F. / 360 = 6 SPACES REQUIRED
MAXIMUM: 1 SPACES PER 250 S.F. GROSS = 2,000 S.F. / 250 = 8 SPACES REQUIRED

REQUIRED PARKING

FOOD TRUCK COURT: 12 MINIMUM, 13 MAXIMUM
MEDICAL OFFICES: 33 MINIMUM, 47 MAXIMUM
DRY CLEANER: 6 MINIMUM, 8 MAXIMUM
TOTAL REQUIRED PARKING: 51 MINIMUM, 68 MAXIMUM

AVAILABLE SHARED PARKING

SHARED PARKING WITH ADJACENT 2400 N. OREGON KERN BUSINESS PARK (47 PARKING SPACES) FOR A TOTAL 52 SHARED PARKING SPACES

KEYED NOTES

1. FOOD TRUCK STALL. A MINIMUM 5' CLEARANCE SHALL BE MAINTAINED AT ALL TIMES BETWEEN FOOD VENDORS. A MINIMUM 10' PEDESTRIAN WALKWAY AREA SHALL BE MAINTAINED IN FRONT OF ALL FOOD VENDOR TRUCKS. A METERED WATER AND ELECTRICAL HOOKUP SHALL BE PROVIDED FOR EACH VENDOR STALL.
2. NEW TRASH DUMPSTER AND GREASE BIN ENCLOSURE
3. NEW ELEVATED SEATING AREA WITH NEW ROCK RETAINING WALLS AND CONCRETE PATIO AREA
4. NEW GREASE INTERCEPTOR. A CLEAN OUT CONNECTION WILL BE PROVIDED FOR EACH VENDOR STALL
5. NEW BICYCLE RACKS (4 BICYCLE PARKING SPACES)
6. EXISTING PARKING IN THIS AREA TO BE RE-STRIPED FOR HANDICAPPED PARKING
7. NEW STREET POLES FOR NEW STRING LIGHTS
8. NEW OUTDOOR STRING LIGHTS SUPPORTED FROM WIRE ROPE STRUNG BETWEEN NEW STREET POLES
9. NEW SERVICE POLE AND ELECTRIC METER
10. NEW 4'-0" TALL ROCK SCREEN WALL
11. PARKING SIGNAGE DIRECTING FOOD TRUCK PATRONS TO SHARED PARKING AREA (SEE SIGN DETAIL THIS SHEET, ORIENT ARROW AS INDICATED ON SITE PLAN)



NEW HANDICAPPED ACCESSIBLE UNI-SEX RESTROOM FOR USE BY FOOD TRUCK COURT PATRONS ONLY
THE NEW RESTROOM IS WITHIN THE PROPERTY LINES OF 2400 N. OREGON ST. AND ATTACHES TO THE EXISTING BUILDING. THE NORTH-WESTERN SIDE OF THE RESTROOM ABUTS THE SOUTH-EASTERN BOUNDARY LINE OF THE ABANDONED BOSTON AVE. R.O.W.
ACCESS TO THE RESTROOM WILL BE CONTROLLED BY A "SMART CODE" LOCK. WHEN REQUESTED, FOOD TRUCK PATRONS WILL BE GIVEN A CODE BY THE FOOD VENDORS TO UNLOCK THE RESTROOM DOOR. THE CODE WILL CHANGE DAILY.
THE RESTROOM WAS SUBMITTED FOR REVIEW UNDER A SEPARATE PERMIT (BCAD19-00012)



MIXED USE DEVELOPMENT PLAN

SCALE: 1" = 20'-0"

BUSINESS HOURS - KERN PLAZA BUSINESS PARK

AMERICAN RENAL ASSOCIATES - SUITE C: 3:30AM TO 6:30PM M, W, F & 3:30AM TO 2PM T, TH, S, CLOSED SUNDAY
PROVIDENCE TEEN HEALTH CENTER - SUITE D: 8:30AM - 5:30PM M-F, CLOSED WEEKENDS
THE CLEANERS - SUITE E: 7AM TO 11PM M-F, 8AM TO 10PM WEEKENDS

PROPOSED BUSINESS HOURS - PROPOSED FOOD TRUCK PARK

LUNCH SERVICE: 11AM TO 2PM & EVENING/NIGHT SERVICE 5PM TO 2AM



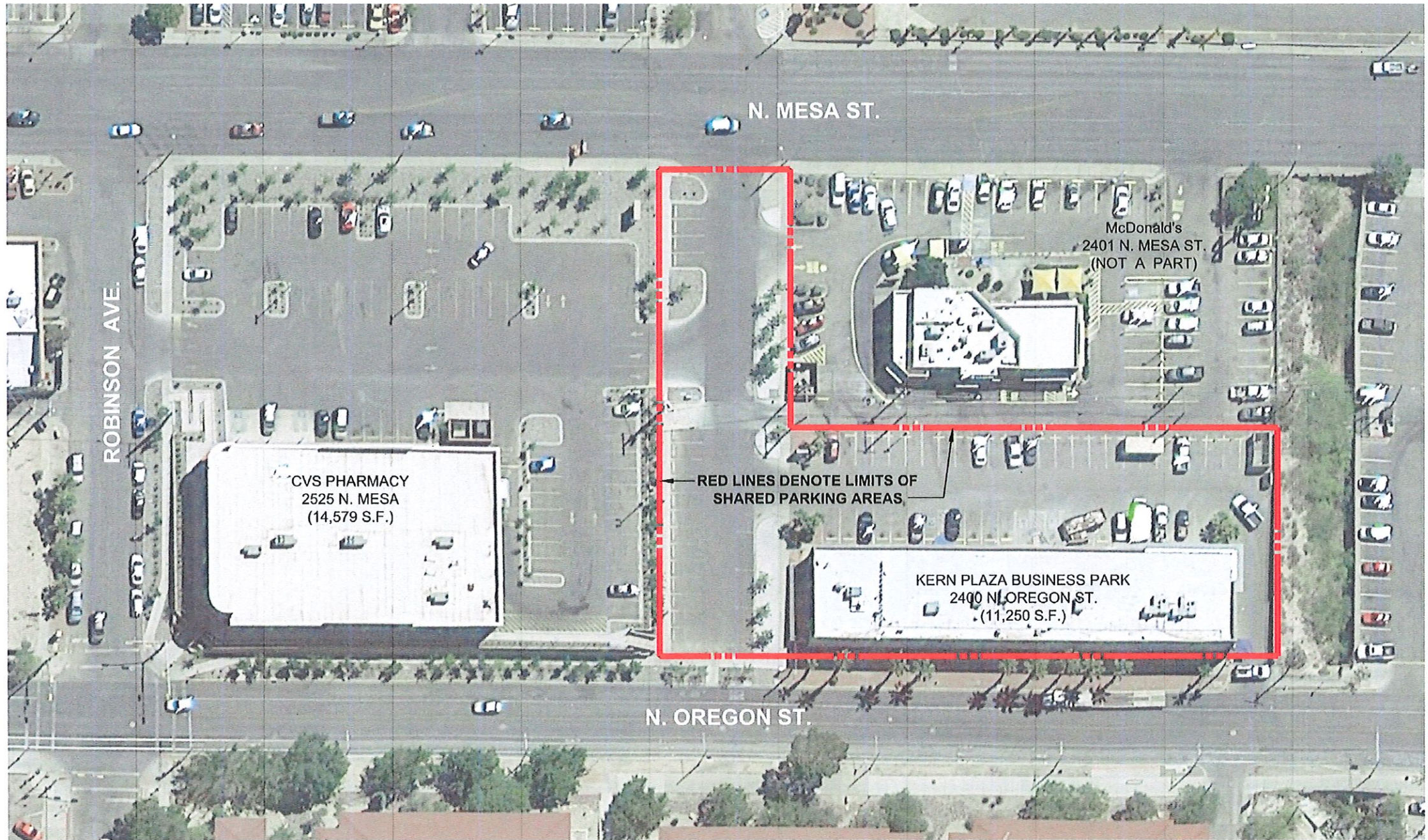
A New Food Truck Park
Vacated Boston Ave. ROW, El Paso, Texas 79902
MIMCO INC.
COMMERCIAL REAL ESTATE MANAGEMENT & INVESTMENTS



1010 WYOMING AVE
EL PASO, TX 79903
PH: 916.534.8002
FX: 916.534.8003
psrb
commercial group inc.

Commission No.
18-055
DATE: FEB. 2019
REVISIONS
SUPPLEMENTAL
DRAWING
SD2.0
1 OF 1

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SHARED PARKING LOCATION MAP

SCALE: 1" = 30'-0"



A New Food Truck Park
Vacated Boston Ave. ROW, El Paso, Texas 79902



1810 WYOMING AVE
EL PASO TX 79903
PH: 915.534.5082
FX: 915.534.5083



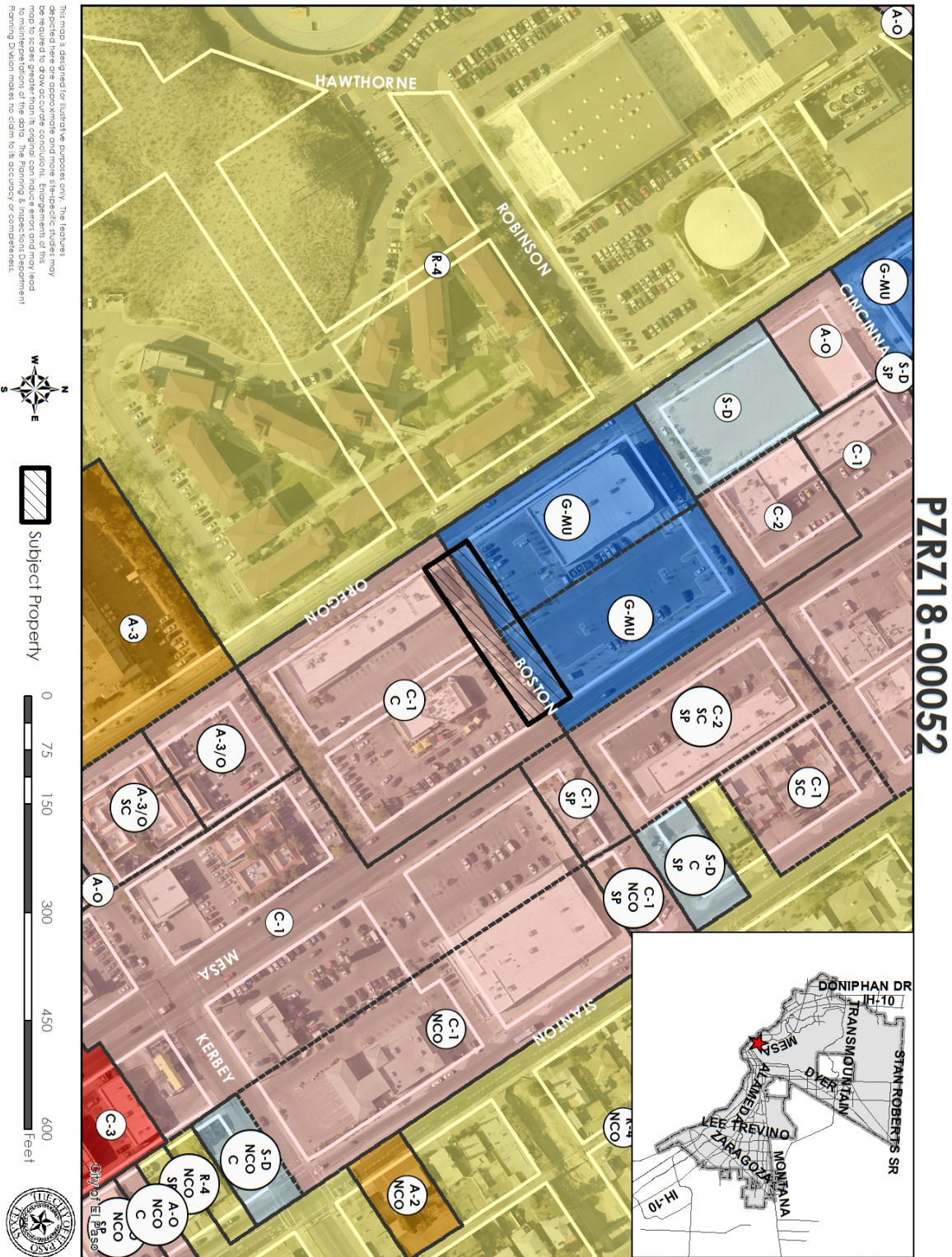
COMMISSION No.
18-055

DATE: FEB. 2019
REVISIONS

SUPPLEMENTAL
DRAWING
SD3.0

1 OF 1

ATTACHMENT 2

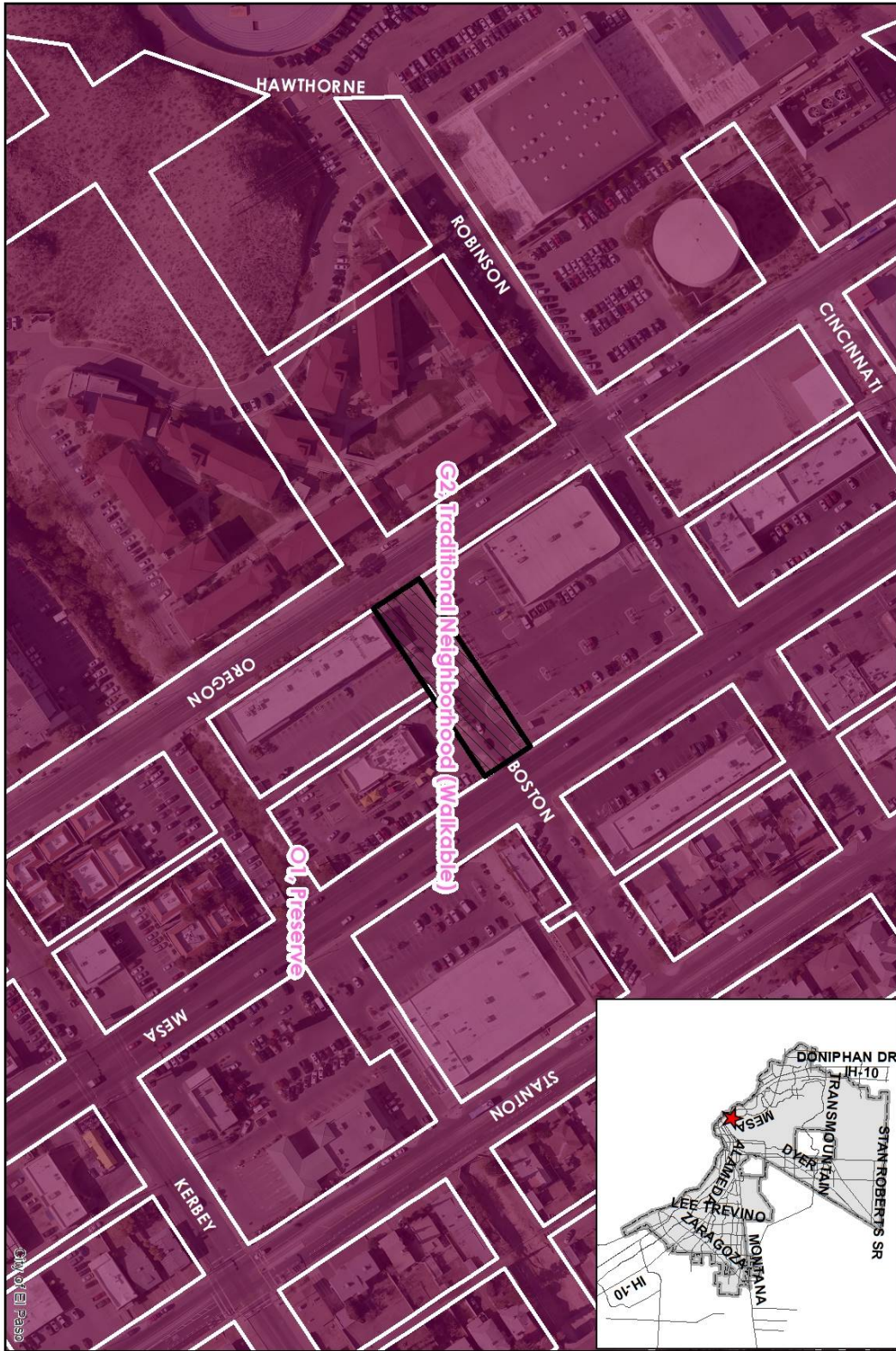
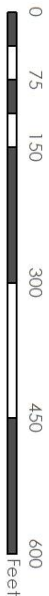


ATTACHMENT 3

This map is designed for illustrative purposes only. The features depicted here are approximate and more site-specific studies may be required to draw accurate conclusions. Enhancements of this map to scales greater than 1:10,000 can induce errors and may lead to misinterpretation. The Planning Division does not warrant the accuracy of this map. Planning Division makes no claim to its accuracy or completeness.



Subject Property



PZR18-00052

ATTACHMENT 4

Planning and Inspections Department - Planning Division

1. See police department comments below.

Texas Department of Transportation

No objections

Planning and Inspections Department – Plan Review & Landscaping Division

Recommend approval

Planning and Inspections Department – Land Development

1. No objections to proposed rezoning & master zoning plan amendment.

Fire Department

Recommend approval

Police Department

Ms. Guayante,

Here are the comments and concerns from EPPD/WSRCC.

- Increased pedestrian traffic (intoxicated) from the Cincinnati Entertainment District (CED) across N. Mesa. *(Applicant to continue to work with the Police Department regarding enforcement)*
- Inadequate pedestrian safety while crossing N. Mesa Street. *(Applicant to further coordination with the Texas Department of Transportation (TXDOT), as Mesa Street is a TXDOT right of way.)*
- Lack of security: if the food court will operate during the hours of the CED, violent incidents involving intoxicated patrons will occur, creating calls for service to the EPPD and affect the safety of the UTEP student dormitories (Miner Village) *(Applicant has indicated intention to hire security if need arises)*
- High potential for pedestrian fatalities. *(Applicant to continue working with the Police Department on enforcement)*
- Noise and exhaust pollution from the food trucks (generators and patrons) across from the UTEP student dormitories (Miner Village) will result in calls for service to the EPPD. *(Site will have permanent electrical hookups for each food truck stall, and thus no generators will be running)*
- Public health issues: as there are no public restrooms, patrons would either choose to vacate themselves publically or attempt to use the facilities of the businesses in the surrounding areas. This will create calls for service to the EPPD. In addition who would be responsible for cleanup of the area? *(A unisex restroom has been constructed at 2400*

Oregon, also owned by MIMCO, for the use of the food truck patrons. Public health approvals will be needed for the food truck court prior to it beginning its operations)

- Will the vendors still be required to obtain a temporary use permit? *(The food truck court use will be permanent, with leases lasting multiple months for each stall)*

Sun Metro

No objections

Environmental Services Division

If trash receptacles are on site, make sure a contractor is available to provide clean up

El Paso Water Utilities

El Paso Water (EPWater) does not object to this request, as long as a full width utility easement is retained to accommodate the existing water mains, sanitary sewer mains and appurtenances.

Water:

1. There is an existing 6-inch diameter water main that extends along the north portion of Boston Ave. This main is available for service.
2. There is an existing 4--inch diameter water main that extends along the alley between Mesa St and Oregon St. This main is available for service.
3. EPWater records indicate there is one (1) 1 ½-inch domestic and one (1) 1 ½-inch irrigation water services serving the subject property. The address for these services is 2525 N. Mesa St.
4. Previous water pressure reading from fire hydrant # 358 located at the northwest corner of Mesa St. and Boston Ave., yielded a static pressure of 104 psi, a residual pressure 100 psi and a discharge of 1678 gallons per minute. The owner should, for his own protection and at his own expense, install at the discharge side of each water meter a pressure regulator, strainer and relief valve, to be set for pressure as desired by the customer. The Lot owner shall be responsible for the operation and maintenance of the above-described water pressure regulating device.

Sanitary Sewer:

1. There are no existing sanitary sewer main in Boston Ave.
2. There is an existing 12-inch diameter water main extending along Oregon St, located approximately 20-foot west of Oregon St eastern right-of-way line. This water main is available for service.
3. There is an existing 18-inch diameter sanitary sewer main, that extends along the west side of Oregon St. No direct service connections are allowed to this main as per the El Paso Water Rules & Regulations.

General:

1. No building, reservoir, structure, parking stalls or other improvement, other than asphaltic paving (HMAC), shall be constructed or maintained on the above referenced

Water main, appurtenances and water services without the written consent of EPWater-PSB. The Developer shall refrain from constructing rock walls, signs, buildings, curbs or any structure that will interfere with the access to the water main or water services. EPWater-PSB requires access to the water main, appurtenances, and meters within the easement 24 hours a day, seven (7) days a week.

2. EPWU requires a new service application to provide additional service to the property. New service applications are available at 1154 Hawkins, 3rd floor and should be made 6 to 8 weeks in advance of construction to ensure water for construction work. A site plan, utility plan, grading and drainage plans, landscaping plan, the legal description of the property and a certificate-of-compliance are required at the time of application. Service will be provided in accordance with the current EPWU – PSB Rules and Regulations. The applicant 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.

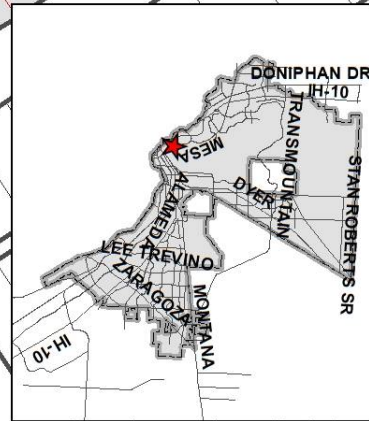
ATTACHMENT 5

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 Subject Property
 Parcels within 300 feet

0 75 150 300 450 600
 Feet



PZR18-00052