City of El Paso – City Plan Commission Staff Report

REVISED
TO BE POSTPONED FOR FOUR WEEKS

Case No:	PZRZ14-00044
Application Type:	Rezoning
CPC Hearing Date:	September 25, 2014 **(to be postponed to the October 23, 2014 CPC Agenda)**
Staff Planner:	Arturo Rubio, 915-212-1613, *rubioax@elpasotexas.gov*
Location:	7063 Alameda Avenue
Legal Description:	All of Tracts 6B and 6G, Block 22, Ysleta Grant, City of El Paso, El Paso County, Texas
Acreage:	0.73-acre
Rep District:	3
Zoning:	C-3 (Commercial)
Existing Use:	Auto Sales/Dwelling/Salvage Yard
C/SC/SP/ZBA/LNC:	N/A
Request:	From C-3 (Commercial) to I-MU (Industrial-Mixed Use)
Proposed Use:	Auto Sales/Dwelling/Salvage Yard (Auto Parts Storage Only)
Property Owner:	Francisco and Remedios Ramirez
Representative:	Francisco Ramirez

SURROUNDING ZONING AND LAND USE

North: C-3 (Commercial) / Single-family dwellings
South: C-3 (Commercial) / Auto Sales/Retail
East: C-3 (Commercial) / Auto Sales/ and C-4sc (Commercial/special contract) / Automotive repair garage / Retail
West: C-3 (Commercial) and C-1/sc (Commercial/special contract) / Retail

Plan for El Paso Designation: G-4 Suburban (Walkable) (Mission Valley Planning Area)
Nearest Park: Ascarate Park (3,566 Feet)
Nearest School: Ascarate Elementary School (472 Feet)

NEIGHBORHOOD ASSOCIATIONS

No neighborhood, civic or business associations are registered within the subject property and surrounding properties this was verified through the latest Community Development Association Boundary Register.

NEIGHBORHOOD INPUT

Notice of a Public Hearing was mailed to all property owners within 300 feet of the subject property on September 2, 2014. The Planning Division has received one phone call in opposition to the rezoning request citing that there is no assurance that in the future there will not be any more problems with permitted uses, keeping the property clean and in compliance with all City Codes.

APPLICATION DESCRIPTION

The applicant is requesting to rezone the subject property from C-3 (Commercial) to I-MU (Industrial Mixed-Use). The Master Zoning Plan shows a mixed use development consisting auto sales, one dwelling unit and salvage yard. The C-3 district does not permit auto parts sales storage yard. The Master Zoning Plan is attached to this report (Attachment 4, pages 7-10). The subject property is currently under Code Compliance action. The proposed access is from Alameda Avenue. The proposed development incorporates mixed uses, and supports the I-MU (Industrial Mixed Use) district guidelines, and requirements.

PLANNING DIVISION RECOMMENDATION

The Planning Division recommends **approval with conditions** of rezoning the subject property from C-3 (Commercial) to I-MU (Industrial Mixed Use) and approval of the Master Zoning Plan based on the compatibility with the Plan El Paso Land Use Map in the Mission Valley Area and adjacent zone districts and uses in the area. The development supports the purpose, principles and guidelines of the I-MU (Industrial Mixed Use) district. The recommended conditions are based on the intensity of some of the uses permissible under the I-MU (Industrial Mixed Use):

> *1. That all outdoor auto parts storage shall be kept organized, secured and ordered in durable metal racks which must include brackets or other device to keep all parts secured neatly inside the shelves while in storage, and the racks shall not allow for stacking to exceed 6' (six feet) in height; and,*
>
> *2. That at no time shall any salvaged or inoperable vehicles be kept on the property for the purpose of dismantling for parts; and,*
>
> *3. That a 7' (seven feet) high masonry or rock screening wall be constructed along all property lines adjacent to any residential use or zone and that all outdoor storage areas be screened from all adjacent properties and the view from any right-of-way, and that at no time shall any merchandise be placed or secured to a rock wall or fence or be stored outside of a rack; and,*
>
> *4. That all outdoor auto parts storage areas be kept free of weeds and trash and be set back a minimum of 5' (five feet) from all property lines and any existing or proposed structures; and,*
>
> *5. That after the approval of the rezoning and the Master Zoning Plan, the owner shall have a maximum of 12 months from the Ordinance approval date to comply with all of the conditions of this rezoning.*

Plan El Paso-Future Land Use Map Designation

All applications for special permit shall demonstrate compliance with the following criteria:

G-4 – Suburban (Walkable): This sector applies to modern single-use residential subdivisions and office parks, large schools and parks, and suburban shopping centers. This sector is generally stable but would benefit from strategic suburban retrofits to supplement the limited housing tock and add missing civic and commercial uses.

The purpose of the I-MU (Industrial Mixed Use) District is to accommodate, encourage and promote innovatively designed developments involving diverse commercial and industrial land uses, which together form an attractive and harmonious unit of the city. The regulations of this district are intended to allow for developments with good access and high visibility that are designed to create compatibility between diverse uses and adjacent zoning districts. It is intended that the district regulations permit uses serving the entire community, and allow flexibility and encourage more creative, efficient and aesthetically desirable design and placement of land uses.

COMMENTS:

Planning Division –Transportation

TIA is not required.

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.

City Development Department – Plan Review
No comments received

City Development Department - Land Development
We have reviewed subject plats and recommend **Approval**.
No comments.

Fire Department
Recommend "Approval " of " Re-Zoning Application" as presented.
******NOTE ******* PZRZ 14-00044
In accordance with the requirements of the Zoning Code Section 20.04.160 Content of application the Fire Planning Division has reviewed the submitted "Detailed Site Plan for the following: **Elevations, Perspective of the building, Dimensions, square footage and height of all structures, Number of dwelling units in Multi- family structures, and Driveways** as applicable to following sections of the fire code; *Sections 503 and Appendix D Fire Apparatus Access Roads, Section 903 Automatic Sprinkler Systems, Section 905 Standpipe Systems.*

> "**When required as per section 905.3.1, 905.4 and 905.5 all fire protections system plans shall be submitted separately to Fire Plan Review for further requirements and comments".**

The Fire Planning Division has reviewed the submitted " Preliminary Site Plan Application" as per requirements of the Zoning Code Section 20.04.160 Content of application and has determined that the submission DOES comply within the zoning regulations.

El Paso Water Utilities (EPWU/PSB)
EPWU does not object to this request.
Alameda Avenue is a Texas Department of Transportation (TxDOT) right-of-way. All proposed water and sanitary sewer work to be performed within Alameda Avenue right-of-way requires written permission from TxDOT.
Water:
1. There is an existing 12-inch diameter water main extending along Alameda Avenue that is available for service, the water main is located approximately 33-ft south from the center line of the right-of-way.
2. There is an existing 6-inch diameter water main extending along Ramos Ct. that is available for service, the water main is located approximately 12.5-ft north from the center line of the right-of-way.
3. EPWU records indicate an active 3/4-inch water meter serving the subject property. The service address for this meter is 7063 Alameda.
4. Previous water pressure from fire hydrant #3096 located approximately 43-ft south of Abraham Ct. has yield a static pressure of 100 (psi), a residual pressure of 70 (psi), and a discharge of 904 gallons per minute.
5. 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 is an existing 10-inch diameter sanitary sewer main extending along Alameda Avenue that is available for service, the sewer main is located approximately 24-ft north from the center line of the right-of-way.
2. There is an existing 8-inch diameter sewer main extending along Ramos Ct. that is available for service, the sewer main is located approximately 5-ft south from the center line of the right-of-way.

General:

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.

Sun Metro

Sun Metro does not oppose this request. Routes 61 and 62 provide services along Alameda with bus stops located within 250 ft. from the subject site.

Police Department

No comments received

Texas Department of Transportation

Without any additional information,

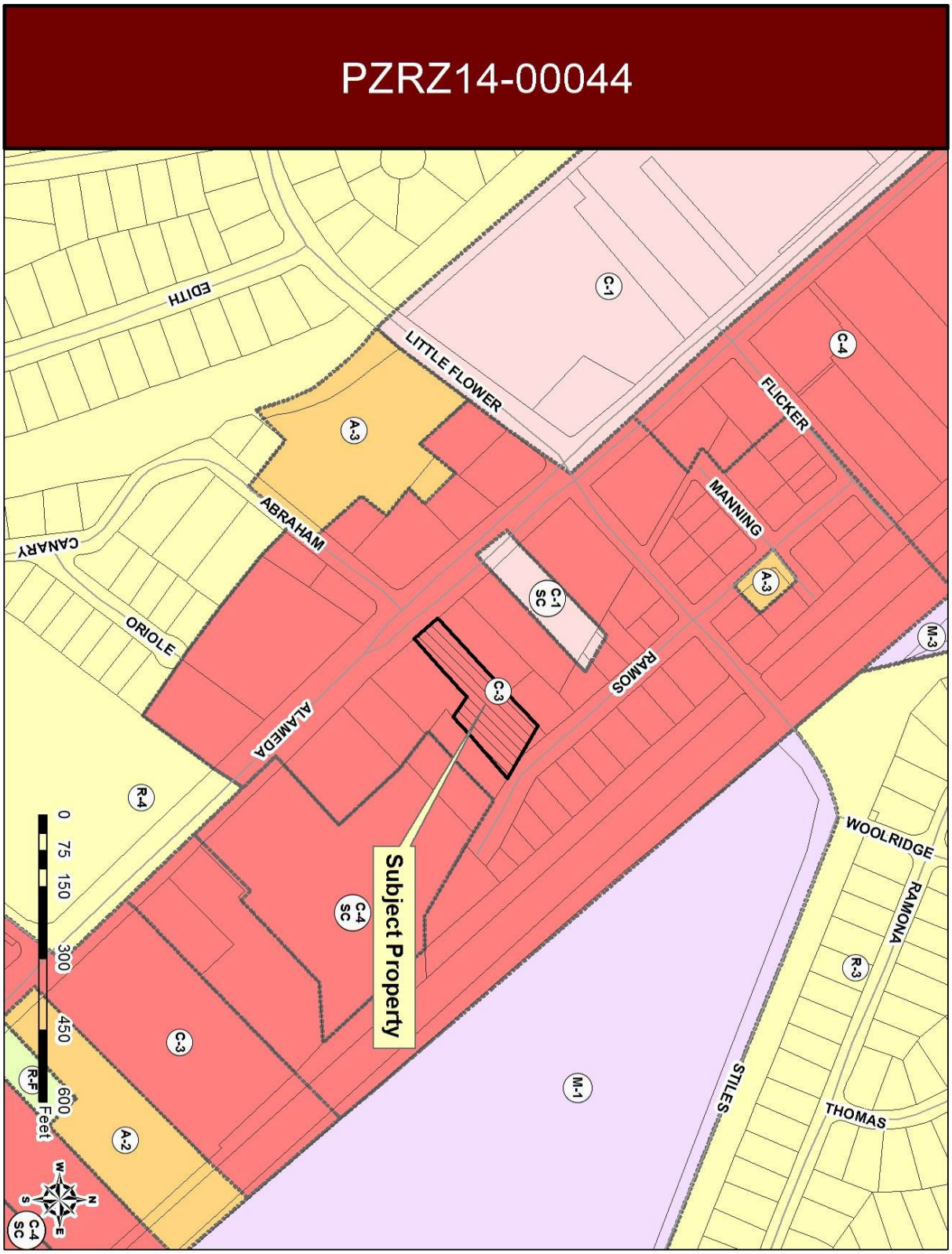
- as per the Texas Roadway Design Manual the maximum driveway width for a Two-way Commercial Driveway shall be 30 ft.
- will need to construct sidewalk and Type II curb as per TxDOT standards/details. TxDOT standards CCCG12 and PED12A .
- location of the driveway shall be approved by the TxDOT Access Management Committee.

Note: Applicant is coordinating with TXDOT representative on addressing all comments as no additional structures or additions are proposed.

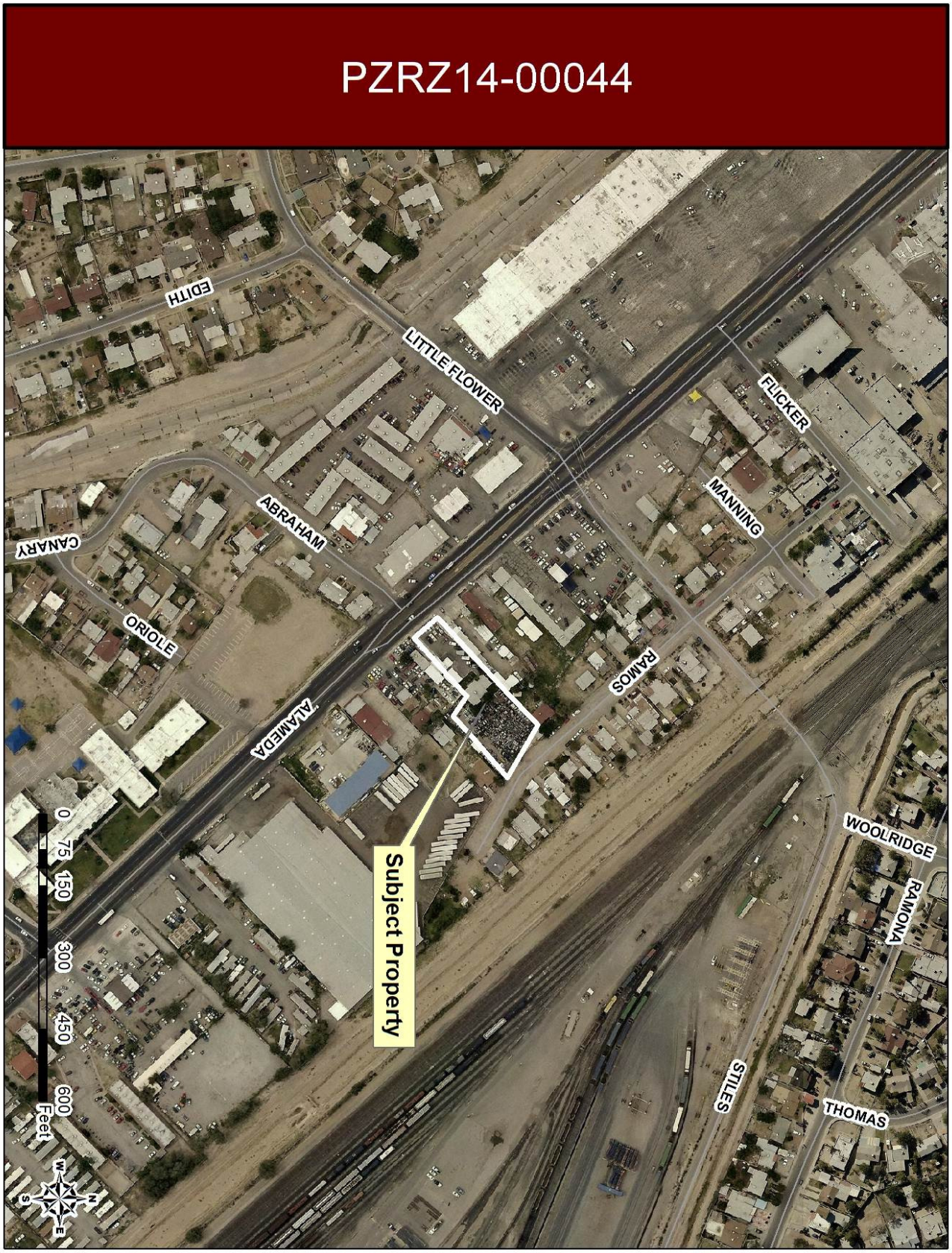
Attachments:

Attachment 1: Zoning Map
Attachment 2: Aerial Map
Attachment 3: Master Zoning Plan
Attachment 4: Master Zoning Plan Report

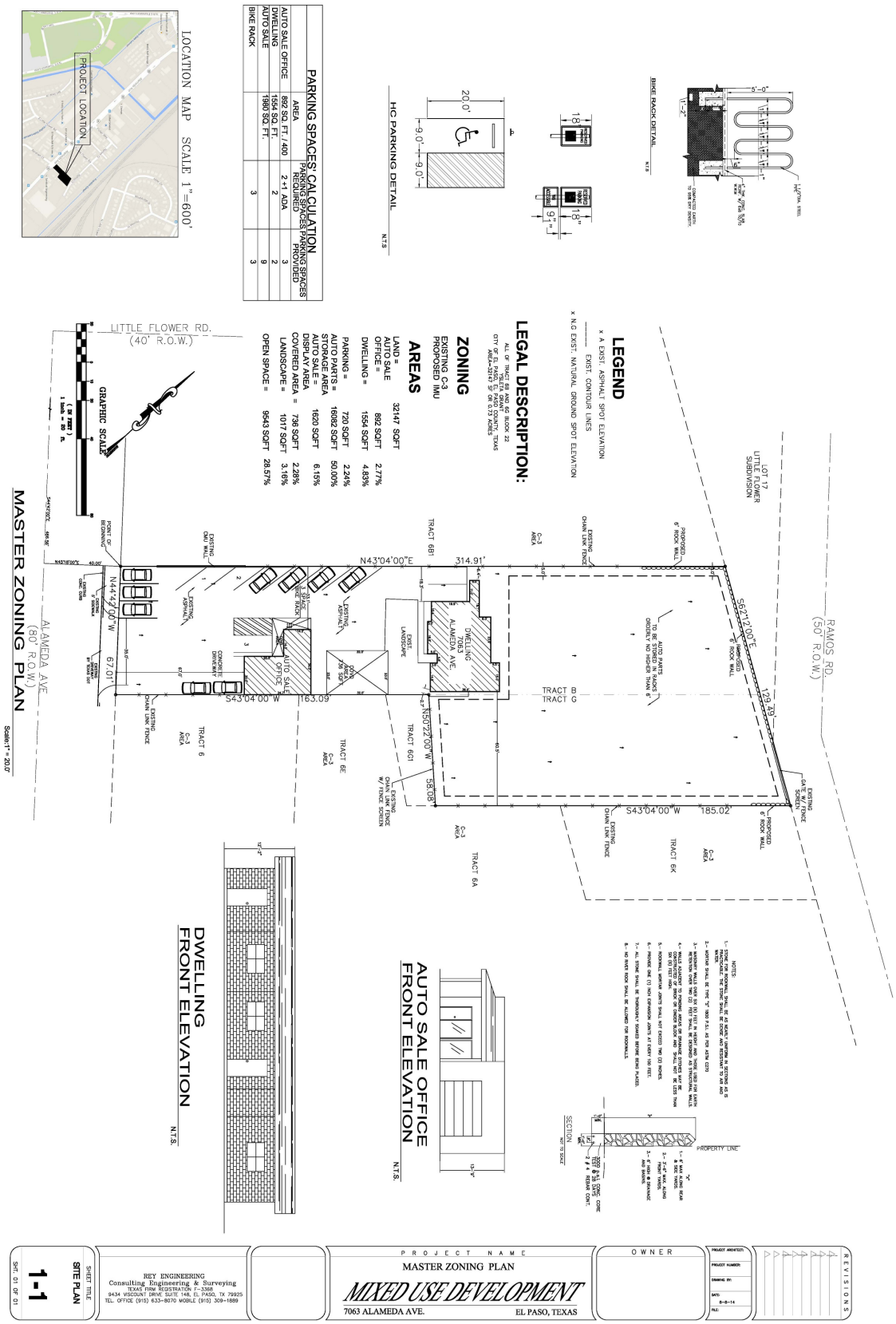
ATTACHMENT 1: ZONING MAP



ATTACHMENT 2: AERIAL MAP



ATTACHMENT 3: MASTER ZONING PLAN



ATTACHMENT 4: MASTER ZONING PLAN REPORT

Master Zoning Plan
7063 Alameda

Currently, the Alameda Avenue Corridor has significant challenges in the incorporation of uses and appropriate development and infrastructure to support an existing and very diverse mix of uses, to include commercial and residential building types. The design principles for the proposed development serve to support the guidelines of the Industrial Mixed Use District within a mixed-use development while maintaining compatibility with the existing zone district. 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 a dwelling unit, car sales and auto parts sales, serve to complement a mixture of commercial and dwelling unit uses currently existing within the area; however, the lack of flexibility of conventional zone districts has proven to be difficult for the incorporation of current and future development. The proposed development also serves to support the Alameda Corridor Revitalization effort.

A. Development Perspective.

1. The natural infrastructure and visual character of the development area will be retained by the inclusion of green areas in the center of the development to complement the existing dwelling unit so as to protect and complement existing topography, riparian corridors and other environmentally sensitive areas.
2. The proposed development encourages infill and redevelopment in parity with new and existing neighborhoods in the surrounding area by adding a mix of dwelling unit and commercial uses.
3. 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.
4. A mixture of dwelling units and commercial uses will be distributed evenly throughout the mixed-use development.
5. The transportation corridors along Alameda Avenue will serve to complement, plan, and reserve proposed uses in coordination with land use patterns.
6. The natural or man-made green corridors and open space areas will be used to define and connect commercial uses to other facilities within the development, and these areas will allow for connectivity to outside development where feasible.
7. The development includes a framework of transit, pedestrian and bicycle systems that provide alternatives to the automobile.
8. The commercial uses and dwelling unit mix will be the preferred pattern of development and the development specializing in single use are discouraged.
9. The surrounding neighborhoods are compact, pedestrian-friendly, and include a wide array of mixed uses to include dwelling units and commercial uses.
10. The ordinary activity of daily living of surrounding neighborhoods and communities occurs within walking distance of most uses within the proposed development.

11. The interconnected networks of streets along Alameda Avenue are designed to disperse and reduce the length of vehicle trips.
12. The surrounding neighborhoods are located within a wide range of housing types and price levels to accommodate people of diverse ages and incomes.
13. There are appropriate building densities and land uses provided within walking distance of transit stops to support both the existing residential and commercial uses.
14. The civic, institutional and commercial activity is embedded, and not isolated, from the proposed development.
15. The existing range of open space including parks, squares, and playgrounds are distributed or are being added as part of the Alameda Corridor revitalization within the surrounding areas of development.
16. The proposed development has sufficient size to accommodate the mixed-use concentration of uses proposed.

B. Building Perspective.

1. The existing buildings and landscaping support the Alameda Corridor Revitalization effort and will contribute to the physical definition of streets as civic places.
2. The revitalization of the design of streets and buildings reinforce safe environments.
3. The architecture and landscape design grow from local climate, topography, history and building practice.
4. The public gathering spaces are provided in locations that reinforce community identity.
5. The preservation and renewal of historic buildings is facilitated in support of the Alameda Corridor Revitalization Project.
6. The principal buildings and facades, 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.

1. The existing neighborhoods are limited in size and oriented toward pedestrian activity.
2. There is an existing variety of housing types, jobs, shopping, services, and public facilities in the surrounding area to include live-work flex units.
3. Residences, shops, workplaces, and other buildings are integrated within the neighborhood and exist within a close proximity.
4. Alameda Avenue as a major arterial serves a network of interconnecting streets and blocks which maintains and respects the natural landscape, residential and commercial uses. Modifications will be made to ensure that all driveways, vehicle and bicycle parking areas are accessible and proportionate in number. Public transit and bicycle as modes of transportation are encouraged as part of the proposed development.

5. 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.
6. 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.
7. 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.
8. 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.
9. 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.
10. The proposed development serves to classify uses deploying an urban range to arrange in useful order the typical context groupings of natural and urban areas to ensure compatibility of land uses.

D. Architectural Objectives.

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

1. Architectural compatibility within the Alameda Corridor and surrounding development;
2. Human scale design;
3. Integration of uses as proposed by the Mixed Use Development Plan;
4. Encourage pedestrian activity through the support and limit of vehicle alternatives such as bus transit and bicycle use;
5. Buildings that relate to and are oriented toward the street and surrounding buildings in support of the Alameda Corridor;
6. Dwelling scale buildings in the mixed use area;
7. Buildings that contain special architectural features to signify entrances to the mixed-use development and support the Alameda Corridor Revitalization Project; and,
8. Buildings that focus activity on a commercial/residential/industrial mixed-use development.

E. Roadway Design.

The roadway design and proposed upgrades as part of the Alameda Corridor Revitalization Project, 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 to support the

Alameda Corridor Revitalization Project. The requirements of Title 19 (Subdivisions) of this Code will be in conformance in all instances.

F. Parking.

The proposed development complies with the minimum requirements of off-street parking per Title 20, Chapter 20.14 (Off-Street Parking and Loading Requirements) and proposes to reduce excess parking and encourage other forms of transportation to include bus transit and bicycle options in support of the mixed use development and sustainability goals of the Alameda Corridor. Community parking facilities or shared parking situations are encouraged in lieu of traditional off-street parking design, if needed. The parking concept permits the collocation 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 new structures with the exception of storage areas and utility and trash facilities which require 5 feet setbacks to property lines. For existing structures on the subject property, there are existing setbacks; however, the goal would be to place any new structures (buildings) at a zero setback within the I-MU (Industrial Mixed Use) district.

H. Landscaping.

Existing uses comply with the landscaping requirements of Title 18 (Building and Construction). Any additional uses will be subject to the full requirements of Title 18 (Building and Construction). Landscaping, streetscape, and other green areas proposed are shown on the Master Zoning Plan.

I. Uses.

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:

Automobile Sales (storage, repair and rental)
Dwelling Unit
Salvage Yard (auto parts storage only).