City of El Paso – City Plan Commission Staff Report
REVISED

Case No:	PZRZ14-00044
Application Type:	Rezoning
CPC Hearing Date:	November 20, 2014 (**Postponed from the November 6, 2014 CPC hearing**)
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, 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 for the September 25, 20414 CPC Agenda. A re-notification was mailed on October 7, 2014 due to a postponement by the CPC with a rescheduled hearing date of October 23, 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. The Planning Division also received one letter in opposition citing auto parts blowing all over the area, rear loading access through mostly a residential area as a safety hazard, incompatibility of use with the residential area, and the hazard the auto parts present to the residential area (Attachment 5, page 12). On October 14, 2014, Planning Division received a petition in opposition to the rezoning request with 34 signatures (attachment 6, page 13-15). On October 21, 2014, the Planning Division received a petition with 16 signatures in support of the rezoning request from Mr. Francisco Ramirez property owner.

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 of auto sales, one dwelling unit and a salvage yard. The C-3 (Commercial) district does not permit auto salvage (auto parts sales storage yard). The Master Zoning Plan is attached to this report (Attachment 4, pages 8-11). 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 all vehicular access and driveways shall be prohibited from Ramos Road; and,*
>
> *6. 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 – Building Development and Permitting
No comments received

City Development Department – Landscaping
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,

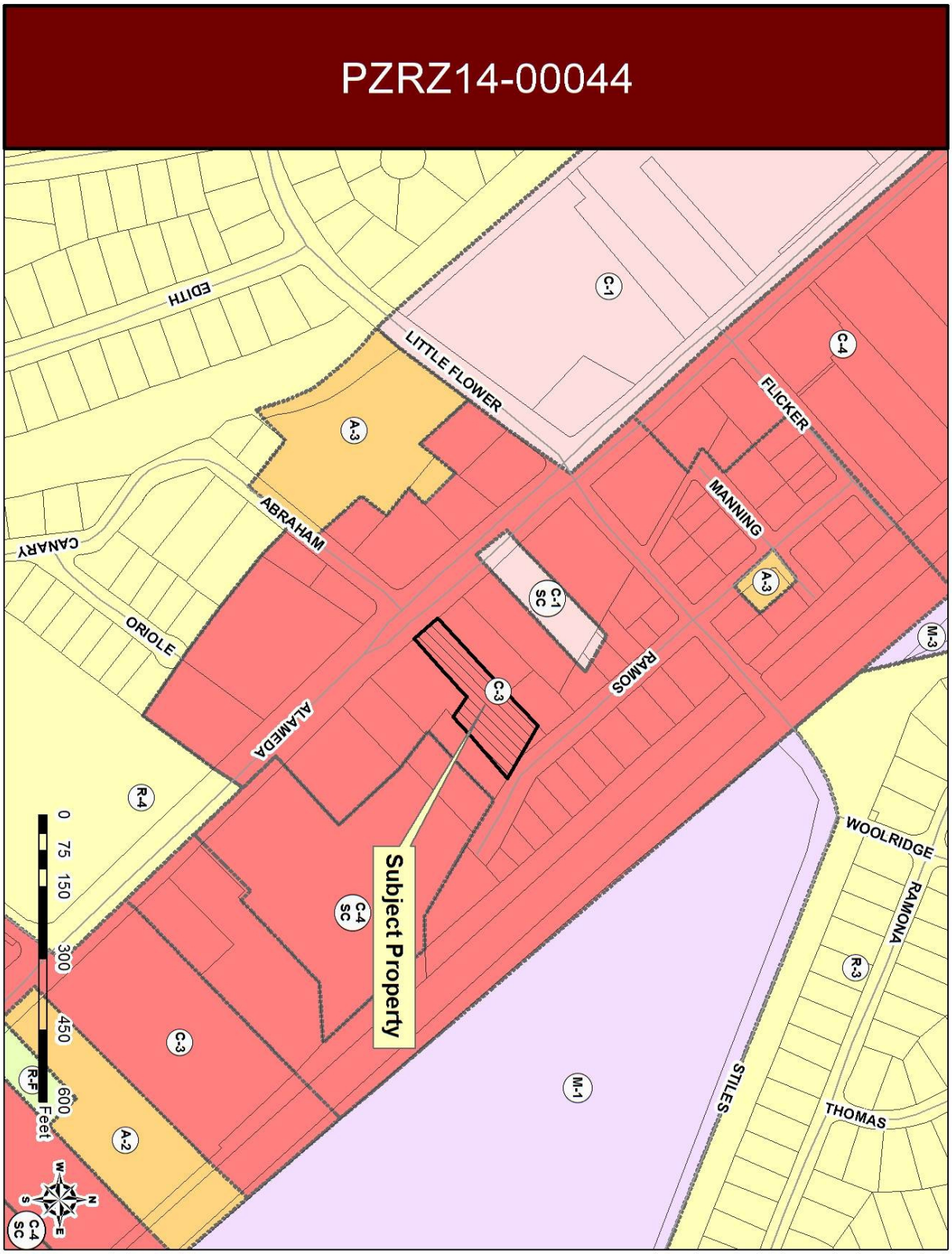
- as per the Texas Roadway Design Manual the maximum driveway width for a Two-way Commercial Driveway shall be 30 ft.
- will need to construct sidewalk and Type II curb as per TxDOT standards/details. TxDOT standards CCCG12 and PED12A .
- location of the driveway shall be approved by the TxDOT Access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

Note: Applicant has coordinated with TXDOT representative and has addressed all comments as no additional structures or additions are proposed.

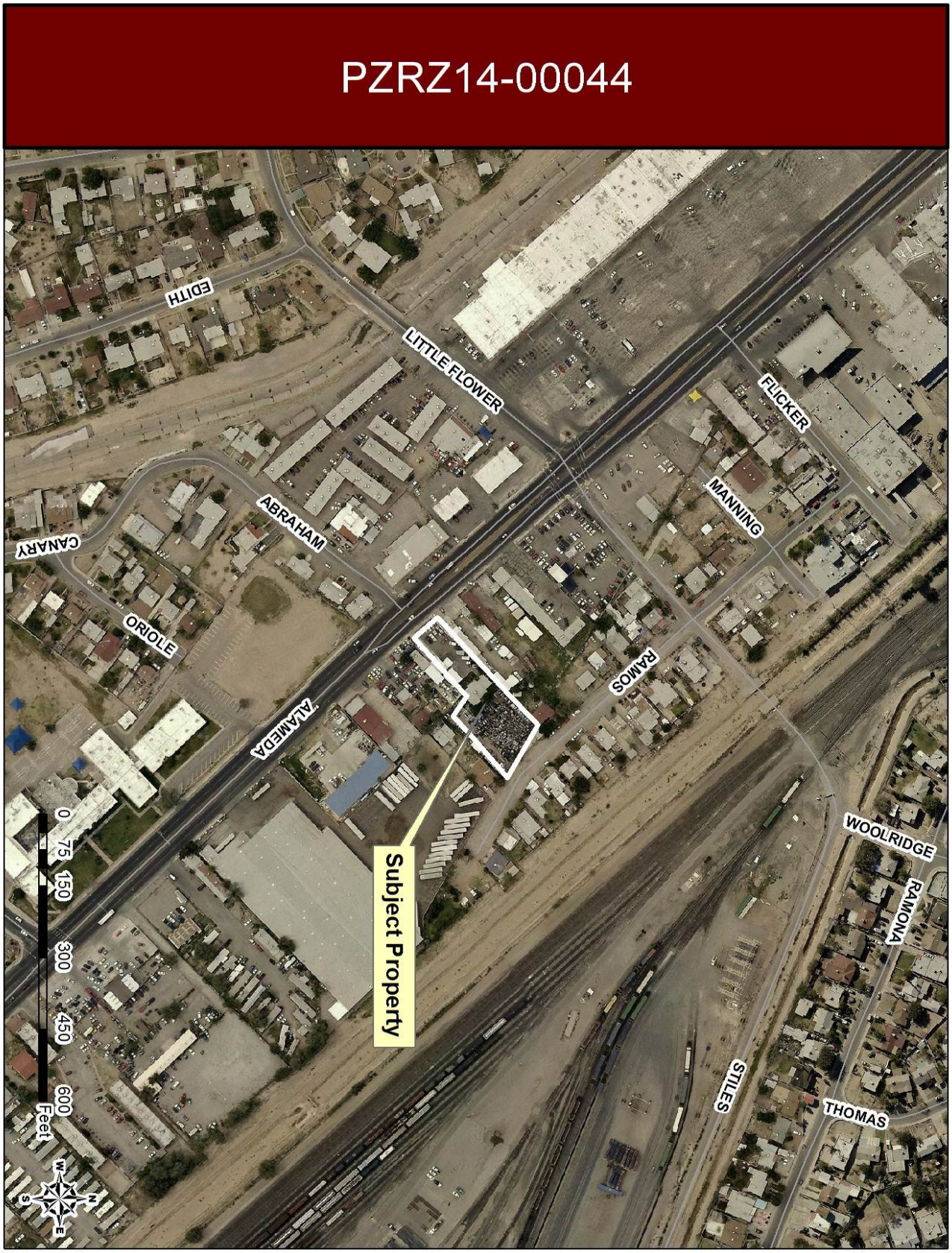
Attachments:

Attachment 1: Zoning Map
Attachment 2: Aerial Map
Attachment 3: Master Zoning Plan
Attachment 4: Master Zoning Plan Report
Attachment 5: Opposition Letters
Attachment 6: Petition in Opposition
Attachment 7: Petition in Support

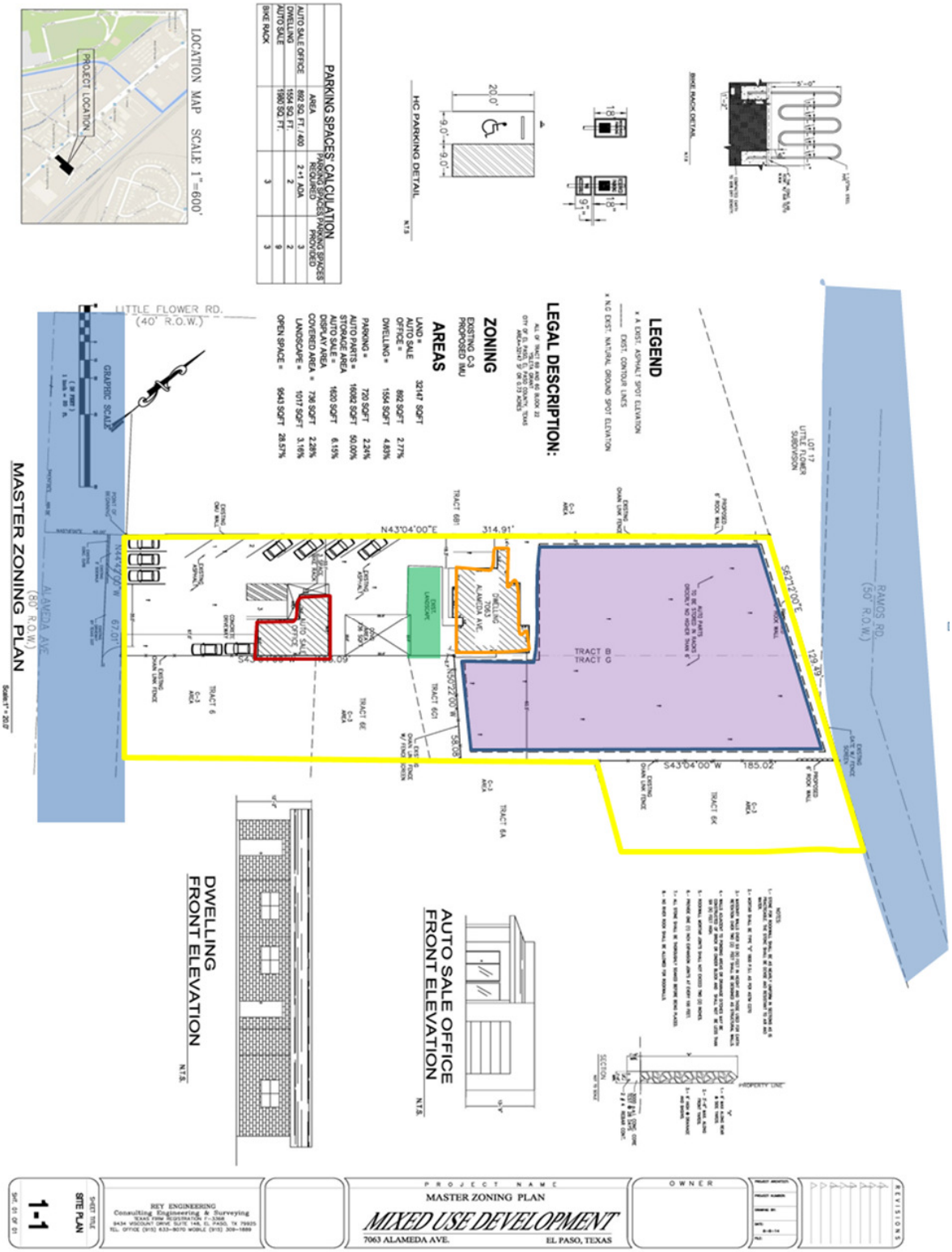
ATTACHMENT 1: ZONING MAP



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).

ATTACHMENT 5: OPPOSITION LETTERS

From: FreMatMan@aol.com
To: Rubio, Arturo
Subject: Ramos Court & Re-zoning
Date: Tuesday, September 23, 2014 9:57:28 PM

Re:Zoning Case No. PZRZ14-00044

Mr. Rubio:

Our family at 7051 Ramos Court oppose the re-zoning of the property located at 7063 Alameda Avenue.

1) Mr. Ramirez has repeatedly demonstrated that he is a poor neighbor and we do not trust him to do the right thing. He insists on having access through Ramos Court, adjacent to the back of the property, by hauling old car parts in and out. Some of the items currently stored on his property blow over the back fence and pose a hazard to the neighborhood, particularly the old car batteries.
2) We have no idea what he proposes to do on re-zoned property but it is incompatible with the residential Ramos Court.
3) If the rezoning is granted, we request that no access be allowed to Ramos Court and that the City Building Inspector periodically visit the site to look for hazardous chemicals.

Olga Valenzuela Mattson

7063 ALAMEDA ZONING

CASE NO. PZRZ14-00044

RECEIVED
OCT 29 2014

I am representing Mrs. Anita Valenzuela, my mother-in-law and a 66 year resident of Ramos Court. She is a 96 year old widow and has dementia, so the family is working very hard to keep up her quality of life in her own home. I am opposing this rezoning for three reasons: the proposed "junkyard" is unsuitable for the Ramos Court neighborhood; the property owner won't adhere to the proposed conditions and this junkyard adds "insult to injury" for the residents.

First, while the address of the property in question is 7063 Alameda, it is two distinctive lots with the front lot for used car sales, called Flamingo Motors, the middle a residence essentially cutting off the back lot, the junkyard, accessed through Ramos Court. Regardless of the current zoning, which is a subject for another day, Ramos Court is a little residential neighborhood about one block long, with a couple of exceptions, one being this yard. Besides being unsightly, trash blows over the existing fence and we're worried about potentially hazardous wastes, such as old battery acid. I've also learned that there is a potential violation of the Outside Storage of Combustible Wastes (OSCOM) regulations administered by the Fire Department due to the piles of plastic car bumpers. We don't want the children playing around a junkyard and remembering my own childhood, over the wall and inside the yard. We got rid of two junkyards in the past 30 years on Alameda near Delta, do we need another one?

The second general reason is that the conditions imposed in the Planning Division Recommendations cannot or will not be followed by Mr. Ramirez, the property owner. While they are an attempt, I'm sure in good faith, to get him to "clean up," the end result is Mr. Ramirez gets to keep his junkyard. I don't know the man, I've never met him, but he is currently in violation of a Court Compliance Order to clean up his yard under the existing zoning and has been fined twice for failing to do so. What makes us think he'll observe these conditions? Now if he gets an OSCOM Permit he'll have to have a 20 feet setback from the fences, not 5 feet in the conditions, and 20 feet separation between junk piles. As provided in the last condition, we're all going to be back here in 12 months. I firmly believe in property rights and free enterprise, but he appears to have a failed business model, car parts "in" and nothing "out," nothing selling. Let Mr. Ramirez sell his cars at Flamingo Motors and live in his nice house and move his junkyard elsewhere.

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OCT 29 2014

Thirdly, insult to injury. I don't know if you know the story of Ramos Court, but it was incorporated into the City as a dusty little Street. We (my late father-in-law, others, me) have tried for 60 years to get the City to improve the Street, but its' been too expensive. Then, the June 2011 Flood, the loss of half of the peoples' personal property and the damage to the homes, the Water District paying for a fraction of the damages, the lawsuit, the damaged floors, walls and furniture still visible, El Paso Water Utilities and the City finally improving the Street. Over $1 million dollars spent, but no money for the homes. So you can't blame the people who have lost their peace of mind from feeling upset with just another insult, you get a junkyard!

In conclusion, please turn down this rezoning request. Enforce the current zoning restrictions. He's probably going to have a big Fire Department problem also. Since Mr. Ramirez would rather pay the Court fines than clean up his yard, have the City hire a contractor to haul all the junk away and send him the bill. With all respect to the planners and the Alameda Revitalization Corridor, this effort in supplying Mr. Ramirez a "carrot" in the form of new zoning and not a "stick" in the form of a Court hearing to clean up his junkyard is an effort sure to fail and will only prolong the agony.

Fred Mattson

10/29/14

F.M.

From:	FreMatMan@aol.com
To:	Rubio, Arturo
Cc:	reggie1305@yahoo.com
Subject:	Ramos Court Zoning
Date:	Wednesday, October 29, 2014 10:02:42 AM

Mr. Rubio,

I believe Mr. Ramirez is in violation of the Outside Storage of Combustible Material (OSCOM) Permit requirements due to his stacked plastic car bumpers. . He needs to have a fire plan, a permit fee, $1 million in liability insurance, a buffer zone of 20 feet (not 5 feet) from the fences and a separation space of 20 feet between each unit. I have filed a complaint with the Fire Prevention Unit of the El Paso Fire Department and they will have a Code Compliance Inspector follow up.

Fred Mattson

ATTACHMENT 6: PETITION IN OPPOSITION

PZR214-00044

RECEIVED OCT 15 2014

Block the request of Francisco and Remedios Ramirez to change the zoning from C-3(commercial) to I-MU(Industrial Mixed use) on their property at 7063 Alameda.

- In doing so we can avoid the above mentioned from holding their buisness and using Ramos CT as a through street.
- This petition will be presented to City Plan Commision on September 25th .
- Please sign the petition and help the residents of Ramos Ct. Avoid this change and any future dealings with the above mentioned.

Name	Address	Phone #	Signature
Regino Espinoza	7075 Ramos Ct	328 9819	Regino Espinoza
Miguel Espinoza	7067 Ramos Ct	772-2903	Miguel Espinoza
ANA Espinoza	7075 Ramos Ct	252-3200	Ana Espinoza
Brenda Ochoa	7062 Ramos Ct	867 3402	Brenda Ochoa
Antonio Ochoa	7062 Ramos Ct	867 3402	Antonio Ochoa
MARIO GUERRA	7052 Ramos Ct	9156334354	Mario Guerra
Inocenta Espinola	7065 Ramos	779-8083	Inocenta Espinoza
Sandra Vazquez	7063 Ramos	803-3289	[illegible]
SAENZ JESUS	7060 Ramos	7721139	Jesus Saenz 9/21/14
Teresa Moreno	7059 Ramos	254-2369	Teresa Moreno
Gloria R. Nunez	114 Manning Way	779-1888	Gloria R. Nunez
Geronimo Felix	105 Manning Way 106 Manning Way 108 Manning Way	253-1750	[illegible]
MANUEL NEVAREZ	106 Manning Way	7795849	Manuel Nevarez
DAVID D. VALENZUELA	7051 Ramos Ct	240-0793	D. D. Valenzuela
Olga M. Gonzalez	7054 Ramos	228-5672	Olga M. Gonzalez
Maria y Lucy Chaires, Foso Ramos, Ma Jesus Chaires			
Victor Garcia	7053 Ramos Ct	778-0415	Victor Garcia

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- In doing so we can avoid the above mentioned from holding their buisness and using Ramos CT as a through street.
- This petition will be presented to City Plan Commision on September 25th .
- Please sign the petition and help the residents of Ramos Ct. Avoid this change and any future dealings with the above mentioned.

33.6 % OPPO

Name	Address	Phone #	Signature
Elvira Garcia	7053 Ramos	7780415	Elvira D. Garcia
Patricia Lara	113 Manning	422-0937	Patricia Lara
Ricardo Lara	113 Manning	6309552	Ricardo Lara
Socorro Reyes	113 Manning	8672391	Socorro Reyes
Ramon Ontiveros	327-2313	124½ Little Flower	R Ontiveros
Alicia Ontiveros	124½ Little Flower	8416762	A Ontiveros
Reynaldo Sias	118 N. Little Flower	918-691-8567	Reynaldo Sias
Olga V. Mattson for Anita H. Valenzuela	7051 Ramos CT	915-772-6018	Olga V. Mattson for Anita H. Valenzuela
Dolores A. Valenzuela	7051 Ramos	915-346-2762	Dolores A. Valenzuela
Jacobo Lechuga	7071 Ramos	9153196436	Jacobo Lechuga
Oralia Vega	7071 Ramos	9153196436	Oralia Vega
Jim Edwards	7061 Ramos	(915) 269-5672	Jim Edwards
Manuel De la Cruz	107 N Little Flower	(915) 500-5102	[illegible]
Teresa Rodriguez	7066 Ramos	(915) 771-7071	[illegible]
Jose Perez	7066 Ramos	772-2606	[illegible]
Victor Macias	7065 Alameda	7784811	[illegible]
Ruben Rodriguez	7059 Alameda	772-8806	[illegible] 10-15-14

ATTACHMENT 6: PETITION IN OPPOSITION

RECEIVED
OCT 1 2014

PZR14-00044

9/21/14

Yo Jesus Saenz Reboco
LA FIRMA QUE LE DI A!
SEÑOR RAMIREZ MI FIRMA
QUE CUENTA ES LA DE Hoy
9/21/14 Jesus Saenz 7721139

Mead

ATTACHMENT 7: PETITION IN SUPPORT

September/19/2014

I am aware that the property in 7063 Alameda Ave. Has request a zoning change. This change is from a C3 to an IMV. This change wont affect my property in any way.
I have no problems with this change.... PZR14-00044

7045 ALAMEDA AVE	HUGO BAIDERRAMA
109 ORIOLE WAY	SIGIFREDO MURILLO
7060 Ramos CT	JESUS. SAENZ
7059 ALAMEDA AVE.	RUBEN RODRIGUEZ
126 Oriole Way	Alfredo GARCIA
106 Abrahams Ct	Horacio Macias
7069 Alameda St	Luis Alvarez
106 & 108 Abraham Ct	Jose Rocha Jr (2)
7065 Alameda	V. Macias
7077 Alameda Ave	Juan. M. SANDOVAL
7095 ALAMEDA AV.	BLAS OROONEZ
104 Little Fowler	RUBEN RODRIGUEZ
7043 Alameda	Armando Arredondo
7058 ALAMEDA	Homer Salome
7025 ALAMEDA	JOHN SALOM
105 Abraham Ct.	Jose Rocha