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

DEPARTMENT: **City Development Department, Planning Division**

AGENDA DATE: **Introduction: October 9, 2012**
Public Hearing: October 30, 2012

CONTACT PERSON/PHONE: Arturo Rubio, (915) 541-4633, rubioax@elpasotexas.gov

DISTRICT(S) AFFECTED: 1

SUBJECT:
An Ordinance changing the zoning of the following real property know as: Parcel 1: Lots 1 to 6 and portion of 7, Block 209, Alexander Addition, City of El Paso, El Paso County Texas, from C-1 (Commercial) to G-MU (General-Mixed Use); and , Parcel 2; Portion of Lots 7 to 10, Block 209, Alexander Addition City of El Paso, El Paso County, Texas, from C-1 (Commercial) to G-MU (General-Mixed Use); and , Parcel 3: Parcels 11 to 20, Block 209, Alexander Addition, City of El Paso, El Paso County, Texas, from A-O/sp (Apartment Office/Special Permit) to G-MU (General-Mixed Use), and repealing special permit no. SP93-04. The penalty is as provided for in Chapter 20.24 of the El Paso City Code. Subject Property: 2501 and 2025 North Mesa. Property Owner: EP Del Mesa Partners, LP. PZRZ12-00019 **(District 1)**

BACKGROUND / DISCUSSION:

PRIOR COUNCIL ACTION:

AMOUNT AND SOURCE OF FUNDING:
N/A

BOARD / COMMISSION ACTION:
City Plan Commission (CPC) – Approval Recommendation 6-0

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

LEGAL: (if required) N/A **FINANCE:** (if required) N/A

DEPARTMENT HEAD: Mathew S. McElroy
Director, City Development Department

_____

APPROVED FOR AGENDA:

CITY MANAGER: _____ **DATE:** _____

ORDINANCE NO. _____

AN ORDINANCE CHANGING THE ZONING OF THE FOLLOWING REAL PROPERTY KNOWN AS:
PARCEL 1: LOTS 1 TO 6 AND PORTION OF 7, BLOCK 209, ALEXANDER ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS, FROM C-1 (COMMERCIAL) TO G-MU (GENERAL-MIXED USE); AND,
PARCEL 2: PORTION OF LOTS 7 TO 10, BLOCK 209, ALEXANDER ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS, FROM C-1 (COMMERCIAL) TO G-MU (GENERAL-MIXED USE); AND,
PARCEL 3: PARCELS 11 TO 20, BLOCK 209, ALEXANDER ADDITION, CITY OF EL PASO, EL PASO COUNTY, TEXAS, FROM A-O/SP (APARTMENT OFFICE/SPECIAL PERMIT) TO G-MU (GENERAL-MIXED USE); AND REPEALING SPECIAL PERMIT NO. SP93-04. 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:

1. That the zoning of *Parcel 1: Lots 1 to 6 and portion of 7, Block 209, Alexander Addition, City of El Paso, El Paso County, Texas,* and as more particularly described by metes and bounds on the attached Exhibit "A", incorporated by reference*; and, Parcel 2: portion of Lots 7 to 10, Block 209, Alexander Addition, City of El Paso, El Paso County, Texas,* and as more particularly described by metes and bounds on the attached Exhibit "A", incorporated by reference*; and Parcel 3: Parcels 11 to 20, Block 209, Alexander Addition, City of El Paso, El Paso County, Texas,* and as more particularly described by metes and bounds on the attached Exhibit "A", incorporated by reference, be changed as listed for **PARCEL 1: FROM C-1 (COMMERCIAL) TO G-MU (GENERAL-MIXED USE); AND, PARCEL 2: FROM C-1 (COMMERCIAL) TO G-MU (GENERAL-MIXED USE); AND PARCEL 3: FROM A-O/SP (APARTMENT OFFICE/SPECIAL PERMIT) TO G-MU (GENERAL-MIXED USE),** such land uses allowed as being reflected in the Master Zoning Plan attached as **Exhibit "B"** and the Master Zoning Report attached as **Exhibit "C"** incorporated herein for all purposes, and that the zoning map of the City of El Paso be revised accordingly, and repeal of special permit no. SP93-04 granted April 27, 1993 to satisfy parking requirements which is no longer necessary.

PASSED AND APPROVED this _____ day of _____, 2012.

(Signatures on following page.)

135265/12-1007-390.007v1 – Planning/PZRZ12-00019/ORD/Rezoning
Document Author: LCUE

THE CITY OF EL PASO

ATTEST:

John F. Cook

Mayor

Richarda Duffy Momsen, City Clerk

APPROVED AS TO FORM:

Karla M. Nieman
Assistant City Attorney

APPROVED AS TO CONTENT:

Mathew S. McElroy, Director
City Development Department

EXHIBIT "A"

Prepared for: Mimco Inc.
August 17, 2012

METES AND BOUNDS DESCRIPTION

Description of a parcel of land being Lots 1 through 6 and a portion of Lots 6 Through 10, Block 209, Alexander Addition, City of El Paso, El Paso County, Texas, and being more particularly described by metes and bounds as follows:

Commencing for reference at an existing city monument lying North 37°30'00" West 10.00 Feet and North 52°30'00" East 10.00 feet from the centerline intersection of Oregon Street and University Avenue from which an existing city monument lying on the monument line of Oregon Street and Cincinnati Avenue bears North 37°30'00" West a distance of 1649.76 feet; Thence along the monument line of Oregon Street North 37°30'00" West a distance of 1015.00 feet to a point; Thence leaving said monument line, North 52°30'00" East along the northwesterly right of way line of Boston Avenue a distance of 163.00 feet to a found x chiseled on concrete on the northeasterly line of a 16 foot Alley for the "**TRUE POINT OF BEGINNING**"

Thence leaving said right of way line of Boston Avenue and along the line of said 16 foot Alley, North 37°30'00" West a distance of 156.00 feet to a point on the common line of Lots 6 and 7, Block 209, Alexander Addition;

Thence along said line, North 52°30'00" East a distance of 77.00 feet to a found PK nail with shiner;

Thence leaving said line, North 37°30'00" West a distance of 104.00 feet to a found chiseled x on concrete on the southeasterly right of way line of Robinson Avenue.

Thence along said right of way line, North 52°30'00" East a distance of 45.00 feet to a found chiseled x on concrete on the southwesterly right of way line of Mesa Street;

Thence along said right of way line, South 37°30'00" East a distance of 260.00 feet to a found chiseled x on concrete on the northwesterly right of way line of Boston Street;

Thence along said right of way line, South 52°30'00" West a distance of 122.00 feet to the **"TRUE POINT OF BEGINNING"** and containing 23,712 square feet or 0.5444 acres of land more or less.

Ron R. Conde
R.P.L.S. No. 5152

STATE OF TEXAS
REGISTERED
RONALD ROBERT CONDE
5152
PROFESSIONAL
LAND SURVEYOR

8-17-12

CONDE INC
ENGINEERING / LAND SURVEYING / PLANNING
6080 SURETY DRIVE / SUITE 100 / EL PASO, TEXAS 79905
(915) 592-0283 FAX (915) 592-0286

EXHIBIT "B"

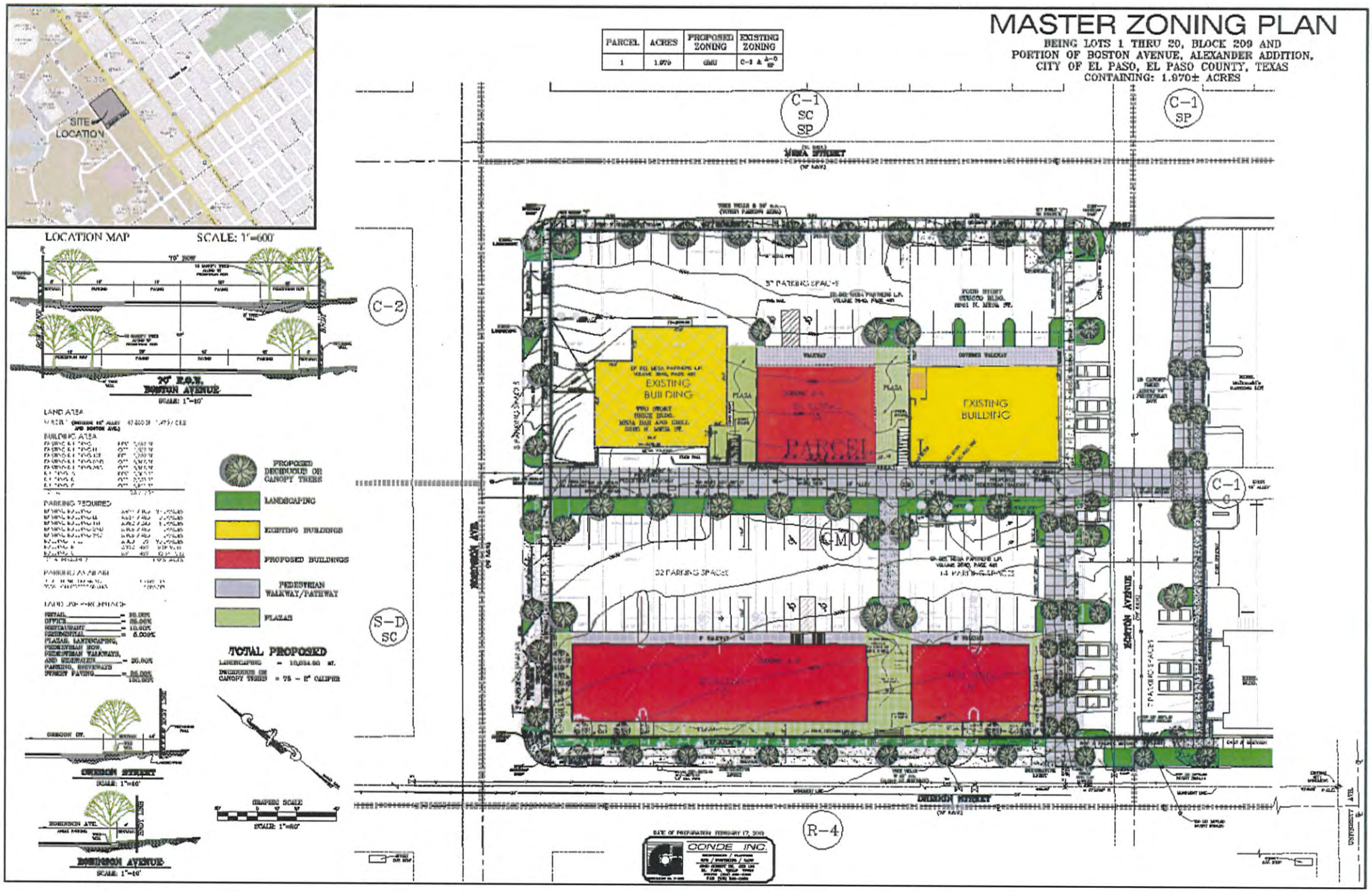

MASTER ZONING PLAN
BEING LOTS 1 THRU 20, BLOCK 209 AND
PORTION OF BOSTON AVENUE, ALEXANDER ADDITION,
CITY OF EL PASO, EL PASO COUNTY, TEXAS
CONTAINING: 1.970± ACRES
PARCEL | ACRES | PROPOSED ZONING | EXISTING ZONING
1 | 1.970 | GMU | C-2 & A-0 SP
SITE LOCATION
LOCATION MAP
SCALE: 1"=600'
70' R.O.W.
BOSTON AVENUE
SCALE: 1"=40'
LAND AREA
BUILDING AREA
PARKING REQUIRED
PARKING AVAILABLE
LAND USE PERCENTAGE
PROPOSED DECIDUOUS OR CANOPY TREES
LANDSCAPING
EXISTING BUILDINGS
PROPOSED BUILDINGS
PEDESTRIAN WALKWAY/PATHWAY
PLAZAS
TOTAL PROPOSED
LANDSCAPING = 10,034.00 sf.
DECIDUOUS OR CANOPY TREES = 75 - 2" CALIPER
GRAPHIC SCALE
SCALE: 1"=60'
OREGON STREET
SCALE: 1"=40'
ROBINSON AVE.
SCALE: 1"=40'
C-1 SC SP
C-1 SP
C-2
S-D SC
R-4
MESA STREET
ROBINSON AVE.
BOSTON AVENUE
OREGON STREET
UNIVERSITY AVE.
EXISTING BUILDING
PARCEL
EXISTING BUILDING
PLAZA
32 PARKING SPACES
14 PARKING SPACES
CONDE INC.

EXHIBIT "C"

MASTER ZONING PLAN

Mesa and Oregon Master Zoning Plan for a General Mixed Use District

SECTION I

PURPOSE AND INTENT-

The purpose of this Master Zoning Plan is to provide detail on the compatibility between land use and structures within and adjacent to this district. The district is intended to provide a unified community as described within the City of El Paso Comprehensive Plan and Smart Growth Objectives as follows:

- **To permit a small-scale development that will be flexible and unique in design.**
- **To permit a more creative, efficient and aesthetically desirable design and placement of a mix of land uses (commercial, retail, office and Residential) while providing for an improved pedestrian corridor between Mesa Street and the Mesa RTS and the Street Car corridor along Oregon Street.**
- **To redevelop an existing site that will be sensitive to the natural topographic conditions while providing for Street fronting buildings along the Mesa RTS and Street Car corridor as described within the newly adopted Comprehensive Plan for El Paso.**

OBJECTIVE

The objective of this Master Zoning Plan district is to allow for a mix of uses that meets the objectives of the GMU within Title20, Section 20.06.020.D.9. **This district will accommodate, encourage and promote an innovatively designed mix of uses along with improved pedestrian mobility between Mesa Street and the Mesa RTS and the Street Car corridor along Oregon Street.**

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 (following the Plan for El Paso –" Mesa Street near UTEP" - depicted on page 2.24)
    a. Development Perspective:
    (1).The natural infrastructure and visual character of the development area be retained as derived from existing topography, riparian corridors and other environmentally sensitive areas. **This district will not only retain the natural topography, but will also enhance the current site by providing for a mix of uses within a more walkable district.**
    (2).That the development strategy utilized encourages infill and redevelopment in parity with new and existing neighborhoods. **This district will be redeveloped to**

provide a mix of uses that will be compatible and more walkable to the existing neighborhoods.
(3). That proposed development contiguous to urban areas be organized as town centers and neighborhoods, and integrated with the existing urban pattern. **This district redevelopment will provide for street fronting buildings along the Mesa RTS corridor while providing for pedestrian elements between Mesa Street and the Mesa RTS and Street Car corridor along Oregon street.**

(6). That transportation corridors be planned and reserved in coordination with land use patterns. **This district will enhance the pedestrian elements between Mesa Street and the Mesa RTS and Street Car corridor along Oregon Street.**

(8). That the development includes a framework of transit, pedestrian and bicycle systems that provide alternatives to the automobile. **This district will be redeveloped to provide for bicycle parking and to provide for enhanced pedestrian and bike movements between Mesa Street and the Mesa RTS and Street Car corridor along Oregon Street.**

(9). That neighborhoods with town centers be the preferred pattern of development and that developments specializing in single use be discouraged. **This district will provide for a mix of uses while providing for an improved pedestrian element that will be the focal point of the district.**
(10). That neighborhoods be compact, pedestrian –friendly, and mixed use. **This district will be redeveloped to provide a mix of uses, street fronting buildings along the Mesa RTS and Street Car corridor while providing for enhanced pedestrian walkability.**
(11). That the ordinary activity of daily living occurs within walking distance of most dwellings. **This district will be redeveloped to provide for a mix of uses abutting the UTEP housing complexes.**
(12). That interconnected network of streets be designed to disperse and reduce the length of vehicle trips. **This district will be redeveloped in order to provide for improved vehicular, transit, bicycle and pedestrian movements by way of wider sidewalks and Street trees to enhance pedestrian safety and shade.**
(15). That civic, institutional and commercial activity be embedded, and not isolated, in the development. **This district will provide for an improved pedestrian corridor between the UTEP housing complexes, the Mesa RTS and Street Car corridor, a mix of uses within the district and to Mesa street.**
(16). That a range of open space including parks, squares, and playgrounds be distributed within the development. **This district will not contain parks or playground areas; however, it will contain an attractive pedestrian corridor between Oregon and Mesa street.**
(17). That a development have sufficient size to accommodate the mixed-use concentration of uses. **This district will be redeveloped in order to accommodate a mix of uses while improving pedestrian and transit movements.**

b. Building Perspective:
(1). That buildings and landscaping contribute to the physical definition of streets and civic places. **This district will be redeveloped to provide for street fronting buildings that will improve the street scape and walkability of the Mesa RTS and Street Car**

corridor. Moreover, an improved aesthetically pleasing pedestrian corridor between Oregon and Mesa street will be provided.

(2). That the design of streets and buildings reinforce safe environments. **This district will be redeveloped to provide for street fronting buildings that will improve the street scape and walkability of the Mesa RTS and Street Car corridor. Moreover, an improved aesthetically pleasing pedestrian corridor between Oregon and Mesa street will be provided.**

(3). 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, landscaping and topography.**

(4). That public gathering spaces be provided in locations that reinforce community identity. **This district will provide a pedestrian corridor between Oregon and Mesa street that will serve as a public gathering place that is currently not present within this area.**

(6). 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 to provide buildings along the Mesa RTS and Street Car corridor that will be located parallel to the frontage line in order to provide a more walkable neighborhood between residential and transit users.**

2. General Design Elements as per Title 20.10.360G are design elements to serve as guidelines that are met by this District.
   a. Neighborhoods limited in size and orientated toward pedestrian activity.
   b. A variety of housing types, jobs, shopping, services, and public facilities.
   c. Residences, shops, workplaces, and other buildings interwoven within the neighborhood, all within close proximity.
   d. A network of interconnecting streets and blocks that maintain respect for the natural landscape.
   e. Natural features and undisturbed areas that are incorporated into the open space of the neighborhood.
   f. A coordinated transportation system with a hierarchy of appropriately designed facilities for pedestrians, bicycles, public transit, and automotive vehicles.
   g. Well- configured squares, plazas, greens, landscaped streets, preserves, greenbelts, or parks dedicated to the collective social activity, recreation, and visual enjoyment of the neighborhood.
   h. Buildings, spaces, and other features that act as landmarks, symbols, and focal points for community identity.
   i. Compatibility of buildings and other improvements as determined by their arrangement, bulk, form, character, and landscaping to establish a livable and harmonious environment.

   This district contains all the above General Design characteristics by providing a mix land uses that will enhance the pedestrian and bicycle movements between Mesa Street and the Mesa RTS and Street Car corridor along Oregon Street.

3. Architectural objectives as per Title 20.10.360G
   a. Architectural compatibility
   b. Human scale design
   c. Integration of uses
   d. Encouragement of pedestrian activity
   e. Buildings that relate to and are orientated toward the street and surrounding buildings
   f. Residential scale buildings in any mixed residential area

g. Buildings that contain special architectural features to signify entrances to the mixed-use development, and
h. Buildings that focus activity on neighborhood open space, square or plaza.
i. **This district contains all the above objectives by being redeveloped to provide a mix of uses sensitive to the natural topography and surrounding architectural themes while providing for a pedestrian pathway between the Oregon RTS and Mesa street corridor that will serve as a great public gathering place for the neighborhood.**

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 #017524).**

5. Parking – **off-street parking for the mix of uses within this district will be provided along with improved pedestrian and bicycle connectivity. However, due to on-street parking along Oregon and Mesa as well as the goal of providing enhanced pedestrian connectivity, this district will not be able to provide the required amount of off-street parking.**

6. Setbacks – **this district will have zero (0) setbacks.**

7. Density – **this district will contain a maximum FAR of .50:1**

8. Landscaping – **this district will contain landscaping that will meet and exceed 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 #017524), and the parking lot areas).**

9. Sub districts – **this district will not have any sub districts.**

SECTION III

PHASING

This district will be fully redeveloped in one (1) phase within a two (2) year timeframe.

SECTION IV

RELATIONSHIP TO THE PLAN FOR EL PASO

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:

1. Regional Land Use Patterns

Goal - 1.3 - Neighborhood Retrofits

The City of El Paso wishes to diversify its post-war and suburban neighborhoods in strategic locations in order to increase the variety of housing options, including row houses, 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 systems (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 and policies 1.10.3 and 1.10.4-e and f).

2. Urban Design

Goal 2.2 – Neighborhood Patterns
The City of El Paso should change its growth pattern away from homogeneous land uses

And return to a pattern of compact well-connected mixed-use neighborhoods.

Policy 2.2.1 –
City officials should consider the following neighborhood patterns when evaluating rezoning request and also when locating and designing development on public land, seeking to achieve voluntary compliance with as many patterns as practical. While the land development code and state law ultimately dictate what shall be approved by the City, all design approaches that could increase the function, aesthetics, sustainability, marketability, and livability of projects should be discussed as part of the land development process. Consensus approaches should become changes to the land development code. The illustrative plans I various elements of *Plan El Paso* demonstrate the application of these design principals to a wide variety of sites within El Paso.

Goal 2.4 –Building & Site Design Principles
The City of El Paso supports designing buildings and sites in a complementary manner so that building contributes to convivial street spaces.

Policy 2.4.1
The relationships between the fronts and backs of buildings are encouraged to ensure that public spaces have natural surveillance from buildings and to avoid the blighting influence created when the backs of buildings face public spaces.

a. Fronts of buildings should face the fronts of other buildings, or the sides where necessary; fronts should never face the backs of other buildings.
b. Residences may face minor and major arterials to avoid presenting blank wall to streets. Alleys may be provided to create a vehicular entry to the lots instead of vehicular access directly from the arterial.

Policy 2.4.5

The careless placement of off-street surface parking lots can blight surrounding properties and public spaces. This blight can be avoided by using the following principals:

b. Buildings should have no more than 20% of their lots devoted to surface parking lots, with no individual lot larger than 2 acres.
c. Parking lots should be designed for pedestrians as well as cars with pathways with double allees of trees.

Policy 2.4.6
In non-residential and mixed-used developments, business and other community services on
the ground floor should be strongly encouraged to be accessible directly from sidewalks along a public space, such as a street, paseo, or plaza, instead of accessible from a parking lot.

3. Transportation

Goal 4.2 – Complete Streets
El Paso's thoroughfares will from 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.

Goal 4.7 Air Quality
Improve the region's air quality through more sustained and energy-efficient transportation and land use practices.

Policy 4.7.1
Encourage compact land uses and urban design patterns that increase travel choices, reduce reliance on single-occupant vehicle travel, and reduce the overall number of vehicle-miles traveled.

Goal 4.10 – Parking
The City will strategically manage the amount, location, and physical form of on-street and off-street parking to help achieve the Transportation and Regional Land Use Patterns goals of *Plan El Paso.*

Policy 4.10.1
The effective supply of parking can be increased by building more spaces or by reducing demand.
b. As part of a long-term strategy, land devoted to surface parking lots on existing developed areas should be reduced through shared parking strategies, reduction in parking demand, and infill development on un-needed parking lots.

Goal 4.11 – Public Transportation

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 multifaceted 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.

4. Economic Development

Goal 7.4- Centers of Activity
Use retail demand to support innovative sustainable neighborhood development rather that auto-oriented destinations.

Policy 7.4.1
Develop district-wide parking strategies to allow more intense development on individual sites.

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.

5. Central: Strategies for Addressing Community Concerns – MESA STREET NEAR UTEP (Plan for El Paso pages 2.24 – 2.27)

General Recommendations

a. New, street-oriented buildings should embrace the sidewalks and face the street with windows and doors.

c. Parking lots should be located mid-block.

This district is designed to meet all the above goals, policies and strategies of the Plan for El Paso. By redeveloping this site to be a mix-of-uses, to have new street-orientated buildings along the Mesa RTS corridor, to redevelop the existing buildings abutting Mesa to allow for future proposed strategies for 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.

MESA, BOSTON AND OREGON

GENERAL DATA REQUIRED

FOR THE MIXED USE DISTRICT

	Land Use Type	Minimum Lot Area	LOT COVERAGE Minimum	LOT COVERAGE Maximum	Minimum Lot Width	Minimum Lot Dept	MAX BLDG HEIGHT (1) Primary Structure	MAX BLDG HEIGHT (1) 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'	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 Lot Area	LOT COVERAGE Minimum	LOT COVERAGE Maximum	Minimum Lot Width	Minimum Lot Dept	MAX BLDG HEIGHT (1) Primary Structure	MAX BLDG HEIGHT (1) 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 part 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'	80'	50'	50'

	Land Use Type	Minimum Lot Area	LOT COVERAGE Minimum	LOT COVERAGE Maximum	Minimum Lot Width	Minimum Lot Dept	MAX BLDG HEIGHT (1) Primary Structure	MAX BLDG HEIGHT (1) 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'
	Quadraplex	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'	80'	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'	80'	30'	30'
	Convenience store	2,000sqft	n/a	n/a	25'	80'	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'
	Flower Shop	2,000sqft	n/a	n/a	25'	80'	30'	30'
	Grocery	2,000sqft	n/a	n/a	25'	80'	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'	80'	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 Lot Area	LOT COVERAGE Minimum	LOT COVERAGE Maximum	Minimum Lot Width	Minimum Lot Dept	MAX BLDG HEIGHT (1) Primary Structure	MAX BLDG HEIGHT (1) 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

MEMORANDUM

DATE: September 27, 2012

TO: The Honorable Mayor and City Council
Joyce A. Wilson, City Manager

FROM: Arturo Rubio, Senior Planner

SUBJECT: **PZRZ12-00019**

The City Plan Commission (CPC), on September 6, 2012, voted 6-0 to recommend **approval** of rezoning the subject property from Parcel 1: from C-1 (Commercial) to G-MU (General-Mixed Use); and , Parcel 2; from C-1 (Commercial) to G-MU (General-Mixed Use); and , Parcel 3: from A-O/sp (Apartment Office/Special Permit) to G-MU (General-Mixed Use) and the Master Zoning Plan, also repealing special permit no. SP93-04 approved April 27, 1993 to satisfy parking requirements and no longer necessary on parcel 3 zoned A-O/sp (Apartment Office/special permit).

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

Planning Division did not receive any opposition to the request from the public.

Attachment:
Staff Report

City of El Paso – City Plan Commission Staff Report

Case No:	PZRZ12-00019
Application Type:	Rezoning
CPC Hearing Date:	September 6, 2012
Staff Planner:	Arturo Rubio, 915-541-4633, *rubioax@elpasotexas.gov*
Location:	2501 and 2025 North Mesa Street
Legal Description:	Parcel 1: Lots 1 to 6 and portion of 7, Block 209, Alexander Addition, City of El Paso, El Paso County, Texas Parcel 2: Portion of Lots 7 to 10, Block 209, Alexander Addition, City of El Paso, El Paso County, Texas Parcel 3: Parcels 11 to 20, Block 209, Alexander Addition, City of El Paso, El Paso County, Texas
Acreage:	1.55 acres
Rep District:	1
Zoning:	Parcel 1: C-1 (Commercial) Parcel 2: C-1 (Commercial) Parcel 3: A-O/sp (Apartment Office/special Permit)
Existing Use:	Restaurant, Financial Institution and Parking Lot
Request:	Parcel 1: From C-1 (Commercial) to G-MU (General-Mixed Use) Parcel 2: From C-1 (Commercial) to G-MU (General-Mixed Use) Parcel 3: From A-O/sp (Apartment Office/special permit) to G-MU (General-Mixed Use)
Proposed Use:	Mixed Use Development
Property Owner:	EP Del Mesa Partners, LP
Representative:	Conde, Inc.

SURROUNDING ZONING AND LAND USE

North: C-2/sc/sp (Commercial/special contract/special permit) Restaurants/Retail
South: C-1/c/ (Commercial/condition) Restaurants, R-4 (Residential) UTEP
East: R-4 (Residential) UTEP
West: C-2/sc/sp (Commercial/special contract/special permit) Restaurants/Retail

Plan El Paso Designation: G-2, Traditional Neighborhood-Walkable (Northwest Planning Area)
Nearest Park: Arroyo Park (1,063 Feet)
Nearest School: Mesita Elementary School (2,872 Feet)

NEIGHBORHOOD ASSOCIATIONS

El Paso Central Business Association

NEIGHBORHOOD INPUT

Notice of a Public Hearing was mailed to all property owners within 300 feet of the subject property on July 24, 2012. The Planning Division has not received any letters or phone calls in support or opposition of the rezoning request.

CASE HISTORY

Parcel 3 zoned A-O/sp has a special permit Ordinance No. 011381 to satisfy parking requirements. The special permit is no longer required and will be repealed as the development includes standard parking, shared parking and on-street parking as part of the G-MU (General Mixed Use) guidelines.

On April 14, 2009 the City Council approved the vacation of Boston Avenue with conditions to prevent obstruction of the existing alley for City and utility access, a 15-foot pedestrian walkway connecting Mesa Street to Oregon Street, completion of pedestrian walkway within 2 years and that the full length and width of a pedestrian walkway be retained as an easement and no structures shall be constructed. On April 3, 2012 the City Council approved an amendment to the vacation Ordinance to allow a one year extension to complete improvements on the pedestrian walkway and to add a minimum of 18 canopy trees along the interior of each of the pedestrian walkways to include any closure along Oregon. The applicant will satisfy all conditions of the vacation as shown on the Master Zoning Plan.

APPLICATION DESCRIPTION

The applicant is requesting to rezone the subject property from C-1 (Commercial) and A-O/sp (Apartment Office/special permit) to G-MU (General Mixed Use). The Master Zoning Plan shows a mixed use development that includes retail, office, restaurant and residential uses. The existing and proposed development will support the Mesa Street Rapid Transit System (RTS) by increasing density, pedestrian traffic and improving connectivity. The Mesa RTS along Oregon Street, Mesa Street and the vacated Boston Avenue will provide pedestrian connectivity from surrounding residential and commercial developments along Mesa and UTEP. The development has one phase within a two year timeframe. The proposed access is from Robinson Street and Boston Avenue. The proposed development incorporates many smart growth principles (see attached MZP and MZP report pgs. 7-18).

PLANNING DIVISION RECOMMENDATION

The Planning Division recommends **approval** of rezoning the subject property from C-1 (Commercial) and A-O/sp (Apartment Office) to G-MU (General Mixed Use) and the Master Zoning Plan based on the compatibility with the Plan El Paso and the adjacent properties in the area. This development complies with the purpose and guidelines of the G-MU Zone District, and furthers the City Council direction to promote smart growth.

Plan El Paso-Future Land Use Map Designation

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

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

The purpose of the G-MU (General Mixed Use) 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.

COMMENTS:

City Development Department – Planning Division- Transportation

1. Landscaping may pose visibility obstructions as per Section 12.68 (Visibility Obstructions) of the El Paso City Code.
2. Provide sidewalks dimensions. Sidewalks shall comply with Section 19.21 of the El Paso City Code. Sidewalks shall be continuous across driveway and shall comply with ADA standards.

3. Angled parking request required for the angled parking on Robinson Avenue. Applicant shall submit a request to El Paso Department of Transportation to incorporate angled parking within right-of-way in accordance with Chapter 12 (Vehicles and Traffic) of the El Paso City Code.
4. Provide parking aisle width dimensions as per Section 20.14.040 (Design and Construction) of the El Paso City Code
5. Wheel stops shall be provided for all parking spaces adjacent to pedestrian paths and city right-of-way.
6. Clarify if the 16' alley will be vacated. Alley cannot be called a pedestrian walkway.

City Development Department – Planning Division- Land Development

1. No Objection
2. Grading plan and permit shall be required.*

Storm Water Pollution Prevention Plan and/or permit required.*

Drainage plans must be approved by the City Development Department, Land Development Section.*

3. * This requirement will be applied at the time of development.

City Development Department – Building Permits & Inspections- Plan Review

No comments received.

Sun Metro

Proposed rezoning & project are immediately adjacent to a transit corridor that will house fixed-route, Rapid Transit Service (RTS), and the future streetcar services. It is recommended that applicant/developer actively coordinate with Sun Metro to assure proper integration of all transit services.

Fire Department

No comments received.

El Paso Water Utilities

1. EPWU requires that no trees be placed above or in the vicinity of existing water/sewer mains or fire hydrants (10-foot separation).

2. A 6-inch standard curb shall be constructed in front of the existing water meter (1 ½") that services 2501 N. Mesa and the ground and the meter box be adjusted to the top of the curb to protect the water meter. Alternatively, the water meter may be relocated by EPWU at the Developer's cost.

EPWU-PSB Comments Water:

3. There is an existing 12-inch diameter water main along the east side of Oregon Street. Also, there are existing 6-inch diameter water mains along Robinson Avenue and Boston Avenue. These mains are available for service.

4. There is an existing 1-inch diameter copper main along the alley that extends from 120-feet north of Boston Avenue.

5. There is an existing 24-inch diameter water main along the east side of Oregon Street. No direct service connections are allowed to this main as per the El Paso Water Utilities-Public Service Board Rules and Regulations.

6. Previous water pressure readings from fire hydrant #358 located at the northwest intersection of Mesa Street and Boston Avenue have yield a static pressure of 102 pounds per square inch (psi), a residual pressure of 98 psi, and a discharge of 1404 gallons per minute. The Owner should, for his own protection and at his own expense, install at the discharge side of the water meter a pressure regulator, strainer and relief valve, to be set for pressure as desired by the customer. The Owner shall be responsible for the operation and maintenance of the above-described water pressure regulating device.

Sanitary Sewer:

7. There is an existing 18-inch diameter sanitary sewer main along the 16-foot alley within Block 209, Alexander Addition. No direct service connections are allowed to this main as per the El Paso Water Utilities-Public Service Board Rules and Regulations. Sanitary sewer service to the property requires the extension of 8-inch diameter sewer mains along the alley and Oregon Street.

General:

8. EPWU requires a new service application to serve the subject subdivision. The following items are

required at the time of application: (1) hard copy of subdivision plat with street names and addresses; (2) finalized set of street improvement plans, including storm sewer; (3) digital copy of subdivision plat; (4) benchmark check; and (5) construction schedule. Service will be provided in accordance with the current EPWU – PSB Rules and Regulations. The owner is responsible for the costs of any necessary on-site and off-site extensions, relocations or adjustments of water and sanitary sewer lines and appurtenances.

CITY PLAN COMMISSION OPTIONS

The City Plan Commission may consider the following options and additional options that it identifies when reviewing the rezoning application:

1. Recommend approval of the application finding that the rezoning is in conformance with the review criteria of Plan El Paso as reflected in CPC report or other criteria that the CPC identifies from the Plan.

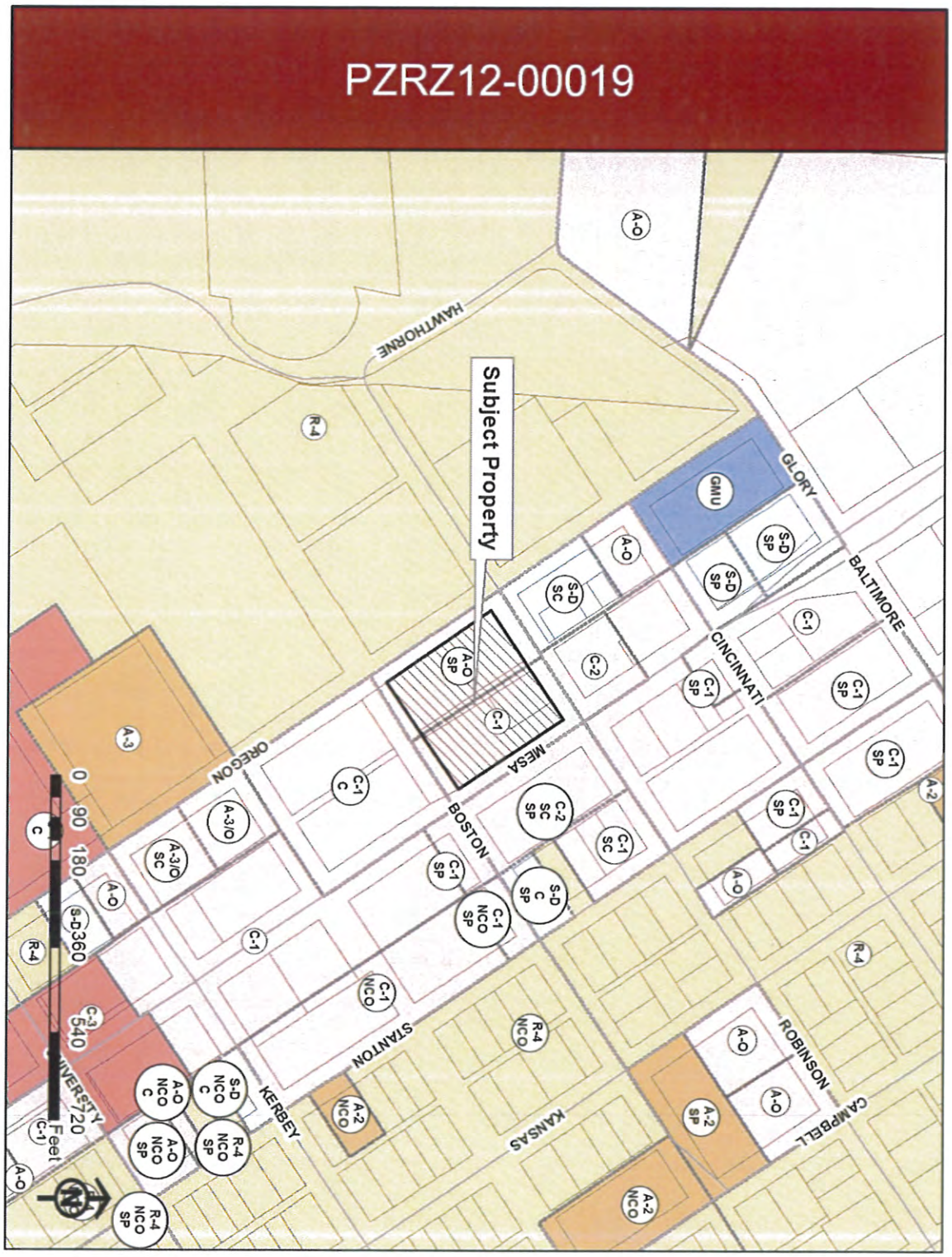
2. Recommend approval of the application with modifications to bring the rezoning into conformance with the review criteria in Plan El Paso as reflected in CPC report or other criteria from the Plan as identified by the CPC.

3. Deny the application finding that the rezoning does not conform to the review criteria in Plan El Paso as reflected in CPC report or other criteria identified in the Plan by the CPC.

Attachments:

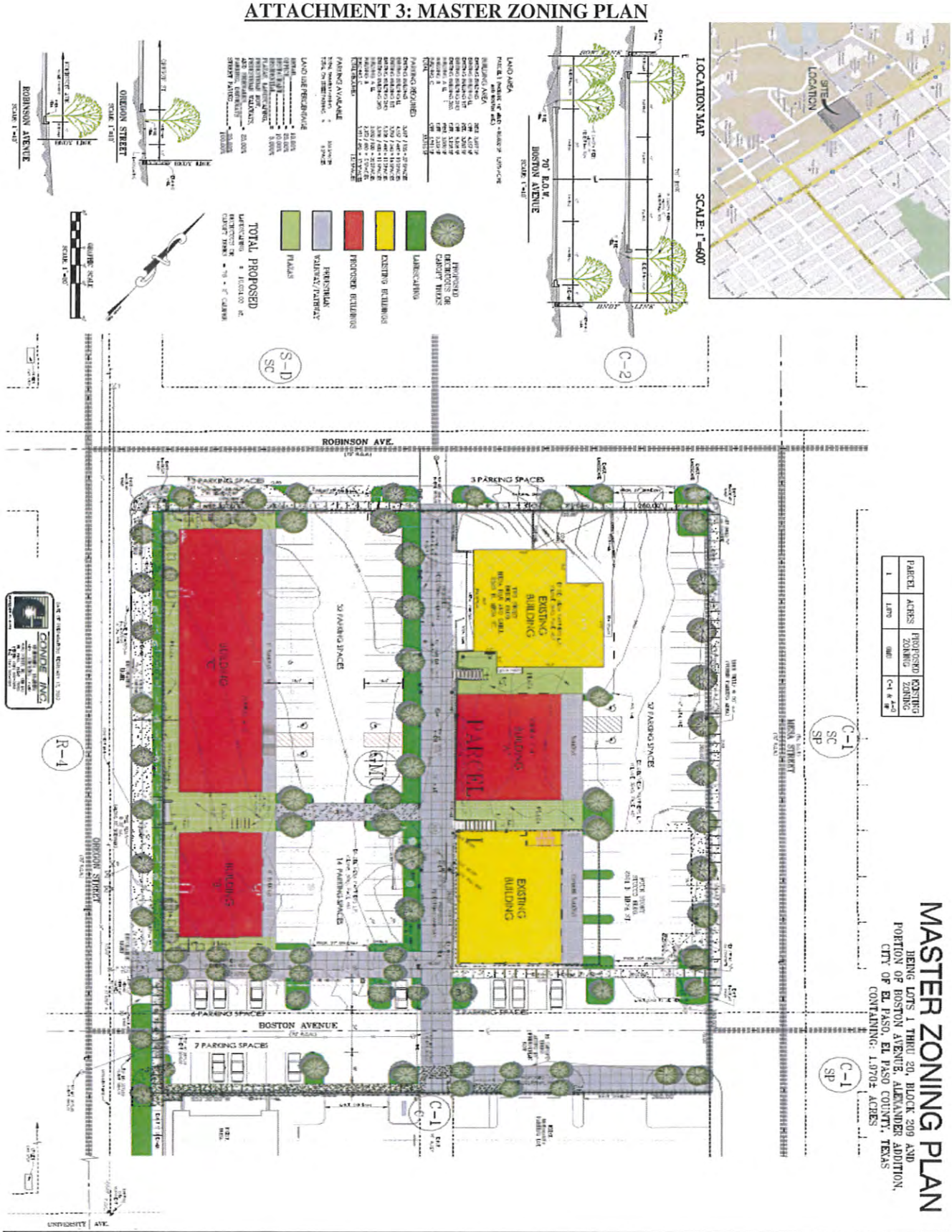
Attachment 1: Zoning Map
Attachment 2: Aerial Map
Attachment 3: Master Zoning Plan
Attachment 4: Master Zoning Plan Report

ATTACHMENT 1: ZONING MAP



ATTACHMENT 2: AERIAL MAP

ATTACHMENT 3: MASTER ZONING PLAN



ATTACHMENT 4: MASTER ZONING PLAN REPORT

MASTER ZONING PLAN

Mesa and Oregon Master Zoning Plan for a General Mixed Use District

SECTION I

PURPOSE AND INTENT-

The purpose of this Master Zoning Plan is to provide detail on the compatibility between land use and structures within and adjacent to this district. The district is intended to provide a unified community as described within the City of El Paso Comprehensive Plan and Smart Growth Objectives as follows:

- **To permit a small-scale development that will be flexible and unique in design.**
- **To permit a more creative, efficient and aesthetically desirable design and placement of a mix of land uses (commercial, retail, office and Residential) while providing for an improved pedestrian corridor between Mesa Street and the Mesa RTS and the Street Car corridor along Oregon Street.**
- **To redevelop an existing site that will be sensitive to the natural topographic conditions while providing for Street fronting buildings along the Mesa RTS and Street Car corridor as described within the newly adopted Comprehensive Plan for El Paso.**

OBJECTIVE

The objective of this Master Zoning Plan district is to allow for a mix of uses that meets the objectives of the GMU within Title20, Section 20.06.020.D.9. **This district will accommodate, encourage and promote an innovatively designed mix of uses along with improved pedestrian mobility between Mesa Street and the Mesa RTS and the Street Car corridor along Oregon Street.**

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 (following the Plan for El Paso –" Mesa Street near UTEP" - depicted on page 2.24)
    a. Development Perspective:
    (1).The natural infrastructure and visual character of the development area be retained as derived from existing topography, riparian corridors and other environmentally sensitive areas. **This district will not only retain the natural topography, but will also enhance the current site by providing for a mix of uses within a more walkable district.**
    (2).That the development strategy utilized encourages infill and redevelopment in parity with new and existing neighborhoods. **This district will be redeveloped to**

provide a mix of uses that will be compatible and more walkable to the existing neighborhoods.
(3). That proposed development contiguous to urban areas be organized as town centers and neighborhoods, and integrated with the existing urban pattern. **This district redevelopment will provide for street fronting buildings along the Mesa RTS corridor while providing for pedestrian elements between Mesa Street and the Mesa RTS and Street Car corridor along Oregon street.**

(6). That transportation corridors be planned and reserved in coordination with land use patterns. **This district will enhance the pedestrian elements between Mesa Street and the Mesa RTS and Street Car corridor along Oregon Street.**

(8). That the development includes a framework of transit, pedestrian and bicycle systems that provide alternatives to the automobile. **This district will be redeveloped to provide for bicycle parking and to provide for enhanced pedestrian and bike movements between Mesa Street and the Mesa RTS and Street Car corridor along Oregon Street.**

(9). That neighborhoods with town centers be the preferred pattern of development and that developments specializing in single use be discouraged. **This district will provide for a mix of uses while providing for an improved pedestrian element that will be the focal point of the district.**
(10). That neighborhoods be compact, pedestrian –friendly, and mixed use. **This district will be redeveloped to provide a mix of uses, street fronting buildings along the Mesa RTS and Street Car corridor while providing for enhanced pedestrian walkability.**
(11). That the ordinary activity of daily living occurs within walking distance of most dwellings. **This district will be redeveloped to provide for a mix of uses abutting the UTEP housing complexes.**
(12). That interconnected network of streets be designed to disperse and reduce the length of vehicle trips. **This district will be redeveloped in order to provide for improved vehicular, transit, bicycle and pedestrian movements by way of wider sidewalks and Street trees to enhance pedestrian safety and shade.**
(15). That civic, institutional and commercial activity be embedded, and not isolated, in the development. **This district will provide for an improved pedestrian corridor between the UTEP housing complexes, the Mesa RTS and Street Car corridor, a mix of uses within the district and to Mesa street.**
(16). That a range of open space including parks, squares, and playgrounds be distributed within the development. **This district will not contain parks or playground areas; however, it will contain an attractive pedestrian corridor between Oregon and Mesa street.**
(17). That a development have sufficient size to accommodate the mixed-use concentration of uses. **This district will be redeveloped in order to accommodate a mix of uses while improving pedestrian and transit movements.**

b. Building Perspective:
(1). That buildings and landscaping contribute to the physical definition of streets and civic places. **This district will be redeveloped to provide for street fronting buildings that will improve the street scape and walkability of the Mesa RTS and Street Car**

corridor. Moreover, an improved aesthetically pleasing pedestrian corridor between Oregon and Mesa street will be provided.

(2). That the design of streets and buildings reinforce safe environments. **This district will be redeveloped to provide for street fronting buildings that will improve the street scape and walkability of the Mesa RTS and Street Car corridor. Moreover, an improved aesthetically pleasing pedestrian corridor between Oregon and Mesa street will be provided.**

(3). 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, landscaping and topography.**

(4). That public gathering spaces be provided in locations that reinforce community identity. **This district will provide a pedestrian corridor between Oregon and Mesa street that will serve as a public gathering place that is currently not present within this area.**

(6). 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 to provide buildings along the Mesa RTS and Street Car corridor that will be located parallel to the frontage line in order to provide a more walkable neighborhood between residential and transit users.**

2. General Design Elements as per Title 20.10.360G are design elements to serve as guidelines that are met by this District.
   a. Neighborhoods limited in size and orientated toward pedestrian activity.
   b. A variety of housing types, jobs, shopping, services, and public facilities.
   c. Residences, shops, workplaces, and other buildings interwoven within the neighborhood, all within close proximity.
   d. A network of interconnecting streets and blocks that maintain respect for the natural landscape.
   e. Natural features and undisturbed areas that are incorporated into the open space of the neighborhood.
   f. A coordinated transportation system with a hierarchy of appropriately designed facilities for pedestrians, bicycles, public transit, and automotive vehicles.
   g. Well- configured squares, plazas, greens, landscaped streets, preserves, greenbelts, or parks dedicated to the collective social activity, recreation, and visual enjoyment of the neighborhood.
   h. Buildings, spaces, and other features that act as landmarks, symbols, and focal points for community identity.
   i. Compatibility of buildings and other improvements as determined by their arrangement, bulk, form, character, and landscaping to establish a livable and harmonious environment.

   This district contains all the above General Design characteristics by providing a mix land uses that will enhance the pedestrian and bicycle movements between Mesa Street and the Mesa RTS and Street Car corridor along Oregon Street.

3. Architectural objectives as per Title 20.10.360G
   a. Architectural compatibility
   b. Human scale design
   c. Integration of uses
   d. Encouragement of pedestrian activity
   e. Buildings that relate to and are orientated toward the street and surrounding buildings
   f. Residential scale buildings in any mixed residential area

g. Buildings that contain special architectural features to signify entrances to the mixed-use development, and
h. Buildings that focus activity on neighborhood open space, square or plaza.
i. **This district contains all the above objectives by being redeveloped to provide a mix of uses sensitive to the natural topography and surrounding architectural themes while providing for a pedestrian pathway between the Oregon RTS and Mesa street corridor that will serve as a great public gathering place for the neighborhood.**

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 #017524).**

5. Parking – **off-street parking for the mix of uses within this district will be provided along with improved pedestrian and bicycle connectivity. However, due to on-street parking along Oregon and Mesa as well as the goal of providing enhanced pedestrian connectivity, this district will not be able to provide the required amount of off-street parking.**

6. Setbacks – **this district will have zero (0) setbacks.**

7. Density – **this district will contain a maximum FAR of .50:1**

8. Landscaping – **this district will contain landscaping that will meet and exceed 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 #017524), and the parking lot areas).**

9. Sub districts – **this district will not have any sub districts.**

SECTION III

PHASING

This district will be fully redeveloped in one (1) phase within a two (2) year timeframe.

SECTION IV

RELATIONSHIP TO THE PLAN FOR EL PASO

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:

1. Regional Land Use Patterns

Goal - 1.3 - Neighborhood Retrofits

The City of El Paso wishes to diversify its post-war and suburban neighborhoods in strategic locations in order to increase the variety of housing options, including row houses, 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 systems (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 and policies 1.10.3 and 1.10.4-e and f).

2. Urban Design

Goal 2.2 – Neighborhood Patterns
The City of El Paso should change its growth pattern away from homogeneous land uses

And return to a pattern of compact well-connected mixed-use neighborhoods.

Policy 2.2.1 –
City officials should consider the following neighborhood patterns when evaluating rezoning request and also when locating and designing development on public land, seeking to achieve voluntary compliance with as many patterns as practical. While the land development code and state law ultimately dictate what shall be approved by the City, all design approaches that could increase the function, aesthetics, sustainability, marketability, and livability of projects should be discussed as part of the land development process. Consensus approaches should become changes to the land development code. The illustrative plans I various elements of *Plan El Paso* demonstrate the application of these design principals to a wide variety of sites within El Paso.

Goal 2.4 –Building & Site Design Principles
The City of El Paso supports designing buildings and sites in a complementary manner so that building contributes to convivial street spaces.

Policy 2.4.1
The relationships between the fronts and backs of buildings are encouraged to ensure that public spaces have natural surveillance from buildings and to avoid the blighting influence created when the backs of buildings face public spaces.

a. Fronts of buildings should face the fronts of other buildings, or the sides where necessary; fronts should never face the backs of other buildings.
b. Residences may face minor and major arterials to avoid presenting blank wall to streets. Alleys may be provided to create a vehicular entry to the lots instead of vehicular access directly from the arterial.

Policy 2.4.5

The careless placement of off-street surface parking lots can blight surrounding properties and public spaces. This blight can be avoided by using the following principals:

b. Buildings should have no more than 20% of their lots devoted to surface parking lots, with no individual lot larger than 2 acres.
c. Parking lots should be designed for pedestrians as well as cars with pathways with double allees of trees.

Policy 2.4.6
In non-residential and mixed-used developments, business and other community services on
the ground floor should be strongly encouraged to be accessible directly from sidewalks along a public space, such as a street, paseo, or plaza, instead of accessible from a parking lot.

3. Transportation

Goal 4.2 – Complete Streets
El Paso's thoroughfares will from 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.

Goal 4.7 Air Quality
Improve the region's air quality through more sustained and energy-efficient transportation and land use practices.

Policy 4.7.1
Encourage compact land uses and urban design patterns that increase travel choices, reduce reliance on single-occupant vehicle travel, and reduce the overall number of vehicle-miles traveled.

Goal 4.10 – Parking
The City will strategically manage the amount, location, and physical form of on-street and off-street parking to help achieve the Transportation and Regional Land Use Patterns goals of *Plan El Paso.*

Policy 4.10.1
The effective supply of parking can be increased by building more spaces or by reducing demand.
b. As part of a long-term strategy, land devoted to surface parking lots on existing developed areas should be reduced through shared parking strategies, reduction in parking demand, and infill development on un-needed parking lots.

Goal 4.11 – Public Transportation

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 multifaceted 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.

4. Economic Development

Goal 7.4- Centers of Activity
Use retail demand to support innovative sustainable neighborhood development rather that auto-oriented destinations.

Policy 7.4.1
Develop district-wide parking strategies to allow more intense development on individual sites.

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.

5. Central: Strategies for Addressing Community Concerns – MESA STREET NEAR UTEP (Plan for El Paso pages 2.24 – 2.27)

General Recommendations

a. New, street-oriented buildings should embrace the sidewalks and face the street with windows and doors.

c. Parking lots should be located mid-block.

This district is designed to meet all the above goals, policies and strategies of the Plan for El Paso. By redeveloping this site to be a mix-of-uses, to have new street-orientated buildings along the Mesa RTS corridor, to redevelop the existing buildings abutting Mesa to allow for future proposed strategies for 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.

MESA, BOSTON AND OREGON

GENERAL DATA REQUIRED

FOR THE MIXED USE DISTRICT

	Land Use Type	Minimum Lot Area	LOT COVERAGE Minimum	LOT COVERAGE Maximum	Minimum Lot Width	Minimum Lot Depth	MAX BLDG HEIGHT (1) Primary Structure	MAX BLDG HEIGHT (1) 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'	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 Lot Area	LOT COVERAGE Minimum	LOT COVERAGE Maximum	Minimum Lot Width	Minimum Lot Dept	MAX BLDG HEIGHT (1) Primary Structure	MAX BLDG HEIGHT (1) 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 part 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'	80'	50'	50'

	Land Use Type	Minimum Lot Area	LOT COVERAGE Minimum	LOT COVERAGE Maximum	Minimum Lot Width	Minimum Lot Depth	MAX BLDG HEIGHT (1) Primary Structure	MAX BLDG HEIGHT (1) 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'
	Quadraplex	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'	80'	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'	80'	30'	30'
	Convenience store	2,000sqft	n/a	n/a	25'	80'	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'
	Flower Shop	2,000sqft	n/a	n/a	25'	80'	30'	30'
	Grocery	2,000sqft	n/a	n/a	25'	80'	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'	80'	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 Lot Area	LOT COVERAGE Minimum	LOT COVERAGE Maximum	Minimum Lot Width	Minimum Lot Dept	MAX BLDG HEIGHT (1) Primary Structure	MAX BLDG HEIGHT (1) 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