

Letter of Support – Parking Reform in El Paso  
June 30, 2025  
El Paso City Plan Commission  
El Paso City Hall

Re: Strong Support for Off-Street Parking and Loading Code Amendments

Dear May and City Council,

On behalf of the undersigned stakeholders, we write in strong support of the proposed amendments to El Paso's off-street parking and loading regulations. These reforms represent a bold, necessary step toward a more affordable, accessible, and sustainable future for our city.

### **Supporting the Elimination of Parking Minimums in El Paso**

El Paso's downtown and surrounding neighborhoods are at a pivotal moment. Eliminating parking minimums will build on recent momentum, allowing for:

- Greater flexibility in adaptive reuse of existing and historic structures,
- Lowered development costs that encourage housing production,
- Increased walkability and more vibrant, transit-oriented neighborhoods,
- Stronger alignment with public transit and micromobility systems.

We urge the Commission to approve full removal of parking minimums in the greater downtown area, including the older neighborhoods adjacent to it.

### **Additional Recommendations to Maximize Impact and Equity**

To further refine the proposed reforms, we encourage the Commission to adopt the following amendments:

- Multifamily Parking Near Single-Family Zones: Apply parking minimums only within 100 feet of R-districts, excluding properties near transit and those under 10,000 square feet. Allow shared parking and fully exempt MIHDB properties.
- Non-Residential Valet Exception: Eliminate parking minimums for commercial uses that maintain a valet permit during business hours, even near R-districts.
- Schools and Churches: Remove parking minimums for these institutions up to a reasonable size (e.g., 10,000 sq ft), and limit school requirements to elementary and middle schools only.
- Expand Transit-Oriented Parking Exemptions: Extend parking minimum elimination to areas within ½ mile of high-frequency bus routes to support ongoing transit investment.
- Reduce Multifamily Requirements: If not fully eliminated, cap requirements at 0.5 space per bedroom, not exceeding 1 space per dwelling/unit.
- Historic Exemptions: Exempt buildings constructed before 1967 from all off-street parking requirements, recognizing the legacy of older development patterns.

## Why This Matters for El Paso

Current parking mandates impose enormous financial and spatial costs:

- A single parking space can cost \$30,000 to build and add \$200/month to rent.
- Between 2010 and 2023, El Paso's residential parking mandates likely cost billions and consumed hundreds of acres of potential housing land.
- 67% of renters in El Paso own one or zero vehicles but are still required to rent excess parking they don't use.
- National data shows parking reform alone can boost homebuilding by 40–70%.

El Paso could lead in aligning land use with affordability, sustainability, and mobility goals—just as cities like Austin have successfully done. These changes will help reverse rising housing costs, attract equitable investment, and make El Paso a model for forward-thinking urban policy. Finally, some additional points to consider about other national best practices include

- Arbitrary and outdated parking codes are an administrative burden: El Paso, like many cities, maintains a long list of outdated and inconsistent parking requirements that add inefficiencies to the permitting and development process.
- Parking mandates drive up the cost of housing: Structured parking can exceed \$40,000 per space. These costs are passed on directly to homeowners and renters, reducing housing affordability.
- Removing mandates won't eliminate parking: Developers will still provide parking based on market demand, especially for commercial and residential uses. ADA, truck, and loading zone requirements remain intact.
- National examples prove success: Cities such as Seattle and Buffalo saw 60–70% of new housing developments take advantage of parking flexibility, saving millions and still meeting parking needs. Rents dropped by over \$200/month in some cases. Parking construction dropped 20–40% but remained adequate.
- Removing minimums supports sustainability and flexibility: With better land use, cities can invest more in walkability, biking, and transit—critical to achieving broader environmental and climate goals.

As El Paso charts its future, it can draw on this growing national momentum to support a more dynamic, inclusive, and economically resilient cityscape.

We thank you for your consideration and urge you to adopt these vital reforms.

Sincerely,



Ronald C. Malooly, Jr.  
President  
EPX Construction Partners