



UNLOCKING UPTOWN'S DEVELOPMENT POTENTIAL

PRESENTATION PURPOSE

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- **To amend Title 20 (Zoning):**
 - Eliminate off-street minimum parking requirements within the Downtown + Uptown and Surrounding Neighborhoods plan area.

If approved, additional changes to the City Code may be required.

KEY TAKEAWAYS

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- Downtown has a lot parking (too much) and has no off-street parking requirements
- Uptown has even more parking AND less development
- Parking hurts the City's (financial) bottom line
- Makes housing (and everything else) more expensive because the cost of “free” parking is bundled in the price of goods.

WHY ANALYZE PARKING?

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- Continuation of the Comprehensive Downtown Parking Study conducted by International Bridges in 2019;
- Implements the Downtown, Uptown, and Surrounding Neighborhoods Master Plan as directed by City Council in July 2023; and,
- Begins the implementation process of the Inclusive Neighborhoods Zoning Initiative as directed by City Council September 2023.

REFORMING PARKING REQUIREMENTS

THE CONCEPT

While El Paso's central business district allows developments to reduce parking through a special request process, it sets baseline requirements that are high relative to current auto ownership rates in the city and observed levels of use throughout the United States. These expectations are a key strategy to facilitate new development in DT+UT, especially for affordable housing options.

KEY STEPS

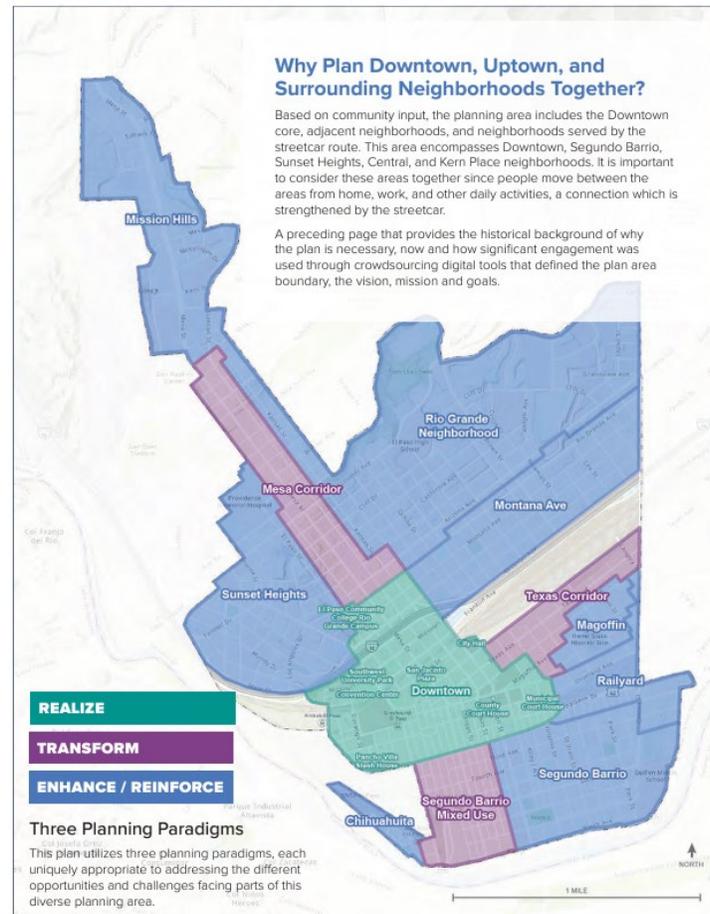
El Paso's progressive steps to implementing parking maximums should be complemented by eliminating parking minimums, allowing developers who wish to build no parking—or to utilize Downtown's larger parking market to meet customer and tenant demands—to do so as of right in development codes. A maximum requirement should be retained, as this ensures that parking is not overbuilt.

Land Use Type	Specific Use	Required Parking Ratio (from City Code of Ordinances)		Recommended Parking Ratio (DT + UT Plan)	
		Min	Max	Min	Max
Residential (Single and Multi-Family)	Duplex	2/dwelling unit		0/DU	2/DU
	Triplex	2/DU		0/DU	2/DU
	Quadplex	2/DU		0/DU	2/DU
	Single-family (attached/detached)	2/DU		0/DU	2/DU
	Age-Restricted (Senior) Apartment	0.7/DU		0/DU	0.7/DU
	Efficiency Apartment (Studio)	1/DU		0/DU	1/DU
	1 BR Apartment	15/DU		0/DU	15/DU
2+ BR Apartment	2/DU		0/DU	2/DU	
Retail	All types	1/360 sf GFA	1/250 sf GFA	1/360 sf GFA	1/250 sf GFA
Office	Office, Business	1/576 sf GFA	1/400 sf GFA	1/576 sf GFA	1/400 sf GFA

WHY ELIMINATE PARKING MINIMUMS

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- **The DT+UT & Surrounding Neighborhoods Master Plan (adopted July 2023) calls for the development of ~10,000 housing units**
- **Off-street parking requirements call for the reservation of otherwise buildable area for parking.**

SITE PLANNING TRADE-OFFS

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Changes in building area or use affect parking requirements

For every square foot of building, a parking ratio is required

For every square foot of building, a ratio of landscaped area is required

CURRENT DOWNTOWN OFF-STREET PARKING REGULATIONS

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Downtown El Paso Study Area

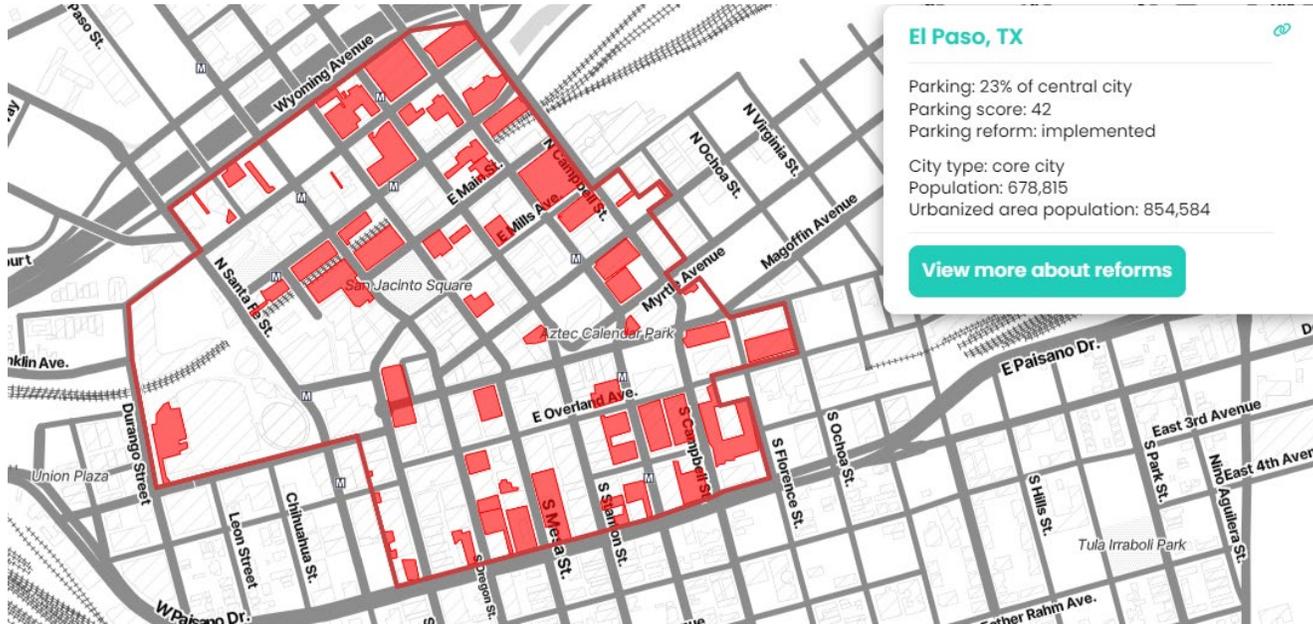
20.14.050.D. Off-street parking regulations shall not apply to properties in the Improvement District No. 3, established by Ordinance 736 and dated April 3, 1952. The boundaries of Improvement District No. 3 shall also include all property designated under the Downtown 2015 Plan.

Off-street parking minimums were eliminated for Downtown in support of the *2015 Downtown Plan*, as many of the properties located within the boundary have no off-street parking and do not comply with the Zoning Ordinance.

CURRENT DOWNTOWN OFF-STREET PARKING SUPPLY

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A 2019 Parking Study commissioned by the International Bridges Department found that within Downtown there were 11,686 parking spaces—~2,200 on-street and ~9,400 off-street.

An analysis of Downtown El Paso shows that despite no off-street parking requirements, nearly 1/4 of all land is dedicated to surface parking.

The study found an excess parking supply for Downtown of approximately 4,000 spaces.

Source: *Parking Reform Network*

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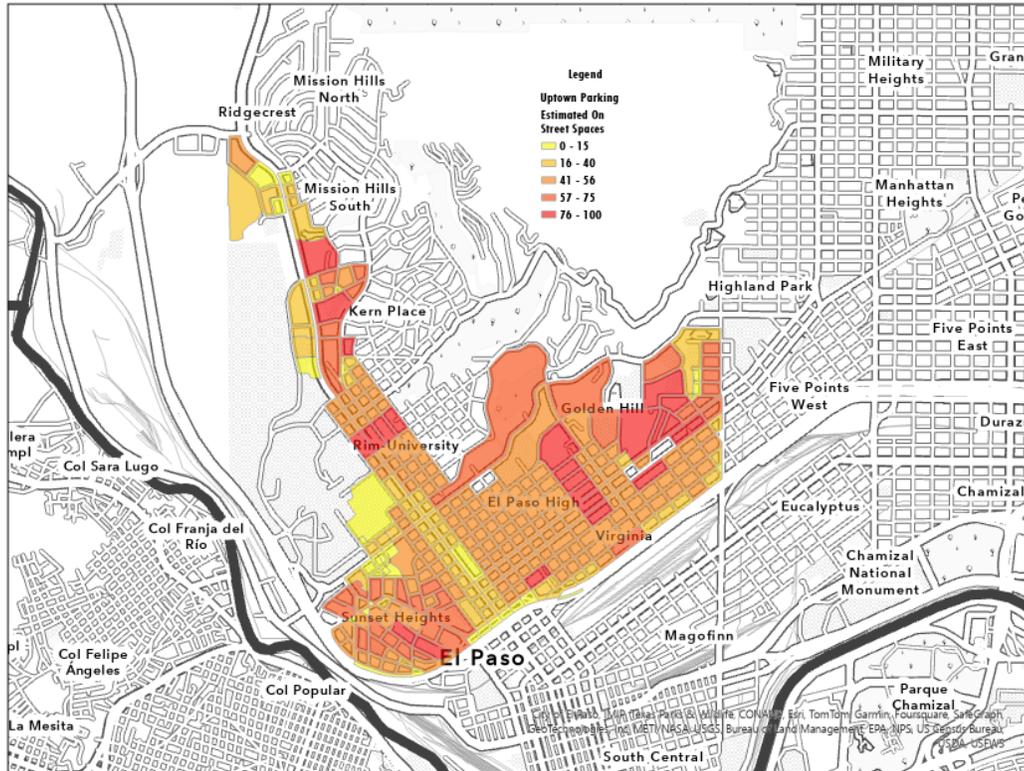
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UPTOWN AREA EXISTING CONDITIONS

CURRENT UPTOWN AREA PARKING SUPPLY

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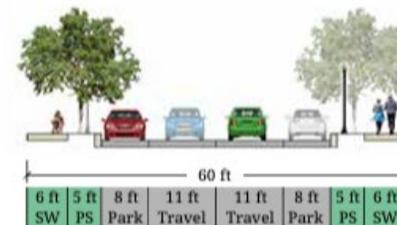


RESIDENTIAL LOCAL COMPACT URBAN AREA TYPE
60 FT TOTAL ROW



Typical streets within the study area have 70' of total ROW.

The street design accommodates on-street parking throughout the study area.



On Street Parking: 14,000

Off Street Parking (Excluding SFD): 12,600

Private Lots: 1,000

Total: ~27,000 parking spaces

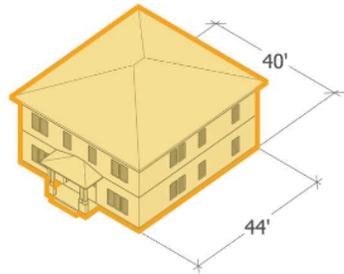
QUADPLEX CONFIGURATIONS AND LOT SIZES

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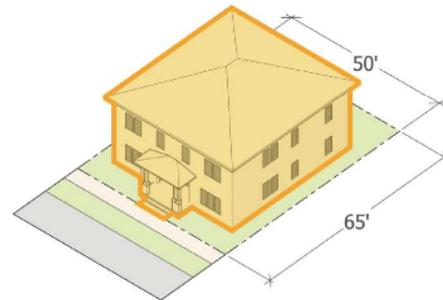
FOURPLEX VARIATIONS

FOURPLEX ONE-BEDROOM UNITS



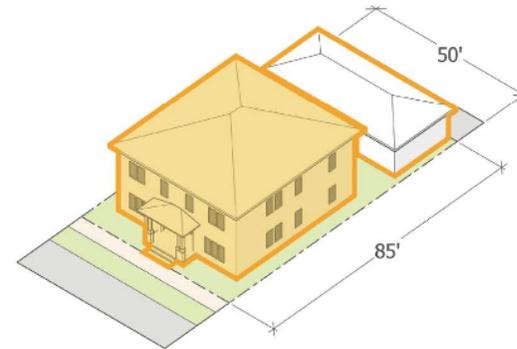
800 sf/unit

NO PARKING
(0 Spaces/Unit)*



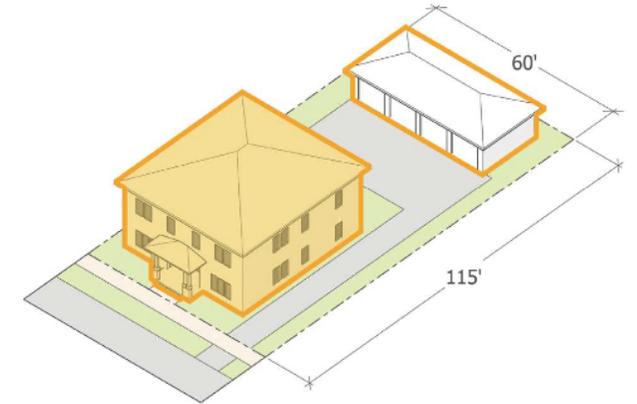
54 du/acre

ALLEY-ACCESS
(1 Space/Unit)*



41 du/acre

FRONT-ACCESS
(1 Space/Unit)*



25 du/acre

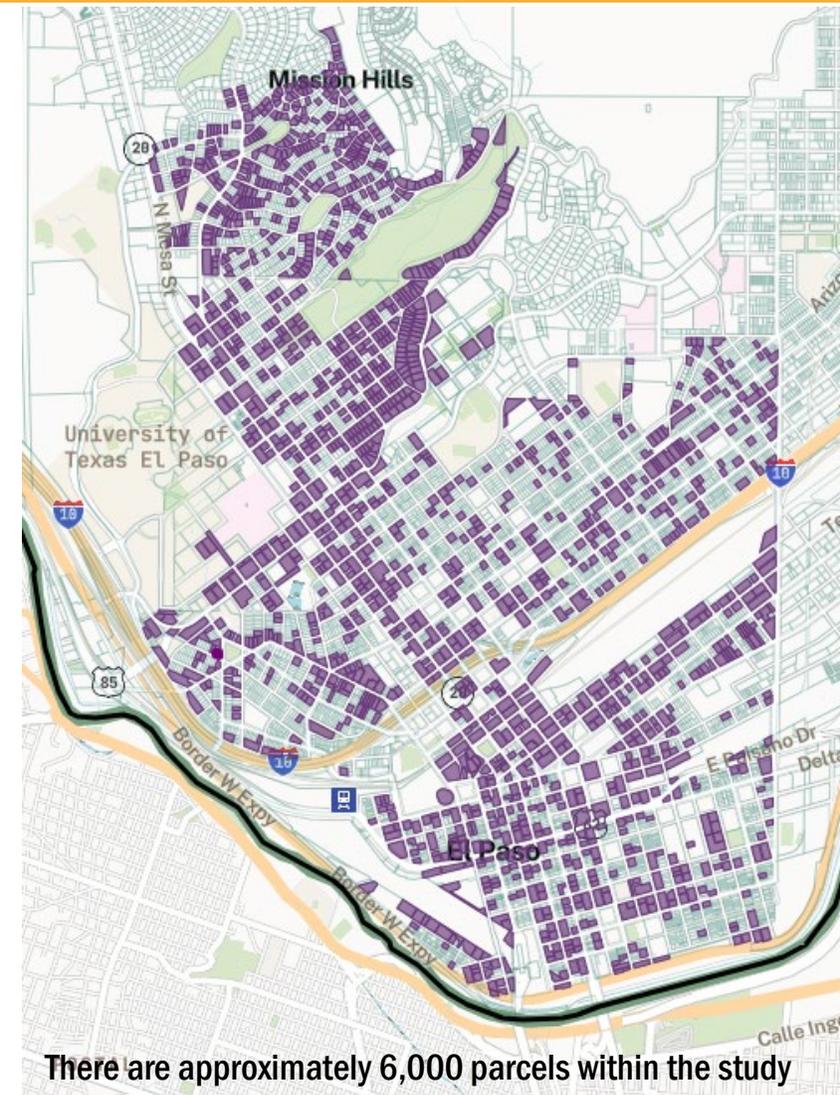
Existing conditions allow a fourplex one parking space/unit

TYPICAL STUDY AREA LOT DIMENSIONS

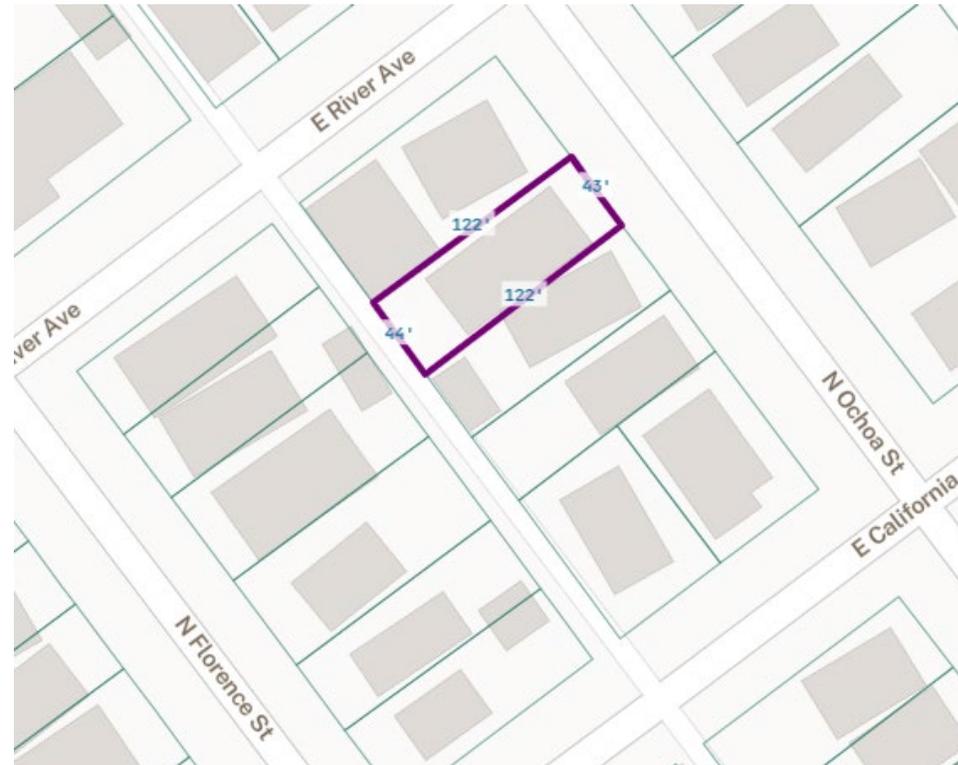
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In order to provide adequate off-street parking for a quadplex, lot widths must be 60' and lots must be at least 7,500 SF.



There are approximately 6,000 parcels within the study area. Only 29% are over 7,500 SF.



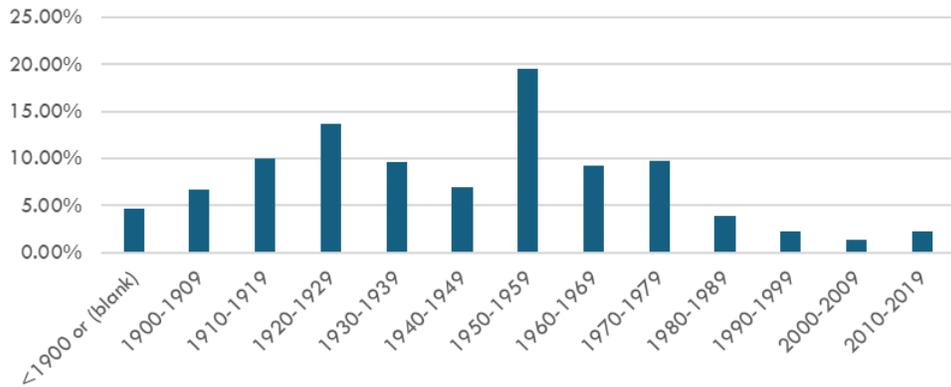
Typical lots widths within the study area range from 26 to 50 feet.

UPTOWN RESIDENTIAL DEVELOPMENT EXISTING CONDITIONS

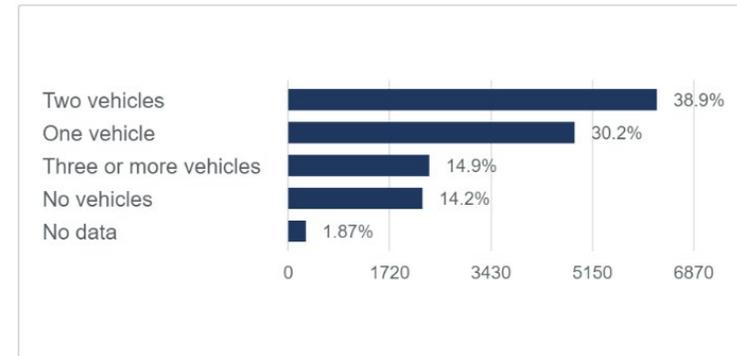
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Study Area: Year Built



Private Auto Availability



Pre-1940 Residential Building Characteristics	
Average Lot Size (SF)	6042
Average Living Area (SF)	2053
Lot Coverage	23%
Average Number of Garage Spaces	0.73
Share of Residential Properties With No Parking	55%

- **55% of residential properties were developed prior to 1930, before the City’s zoning regulations and proliferation of automobile ownership.**
- **54% of residential properties have no off-street parking, while 21% have one space.**
- **11% of residents do not own a car, while 34% own one.**

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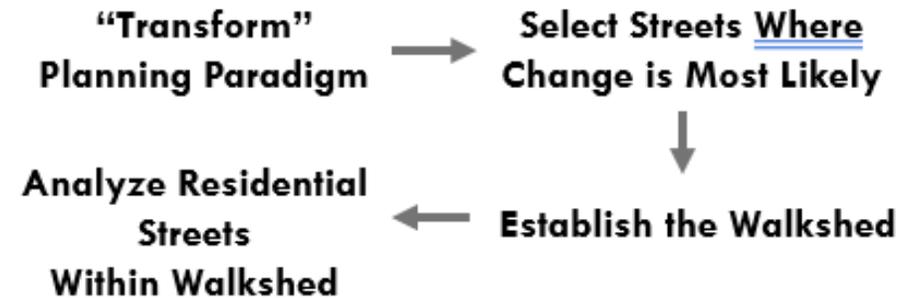
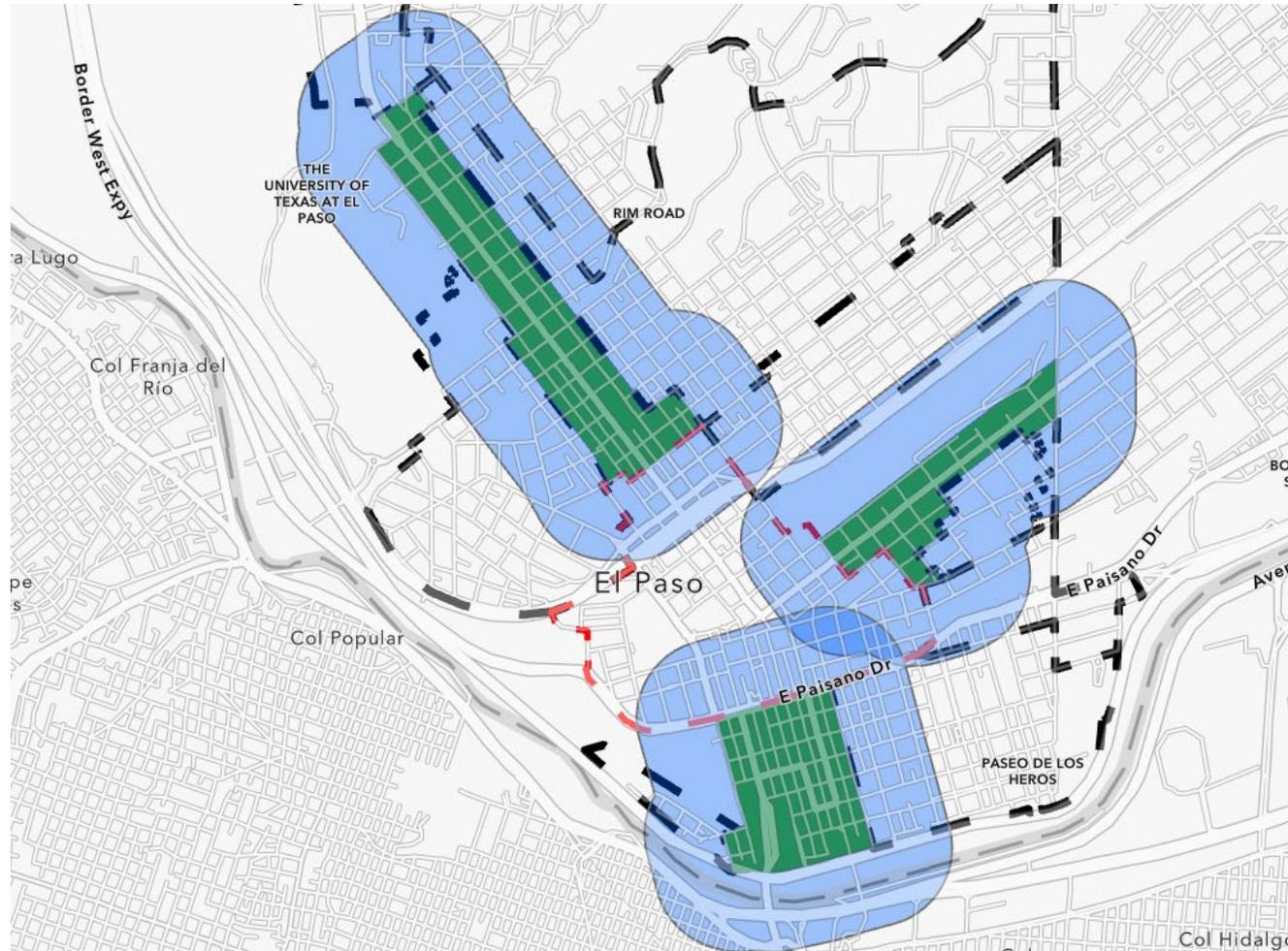
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PARKING OCCUPANCY STUDY

ANALYZING MESA/STANTON CORRIDOR

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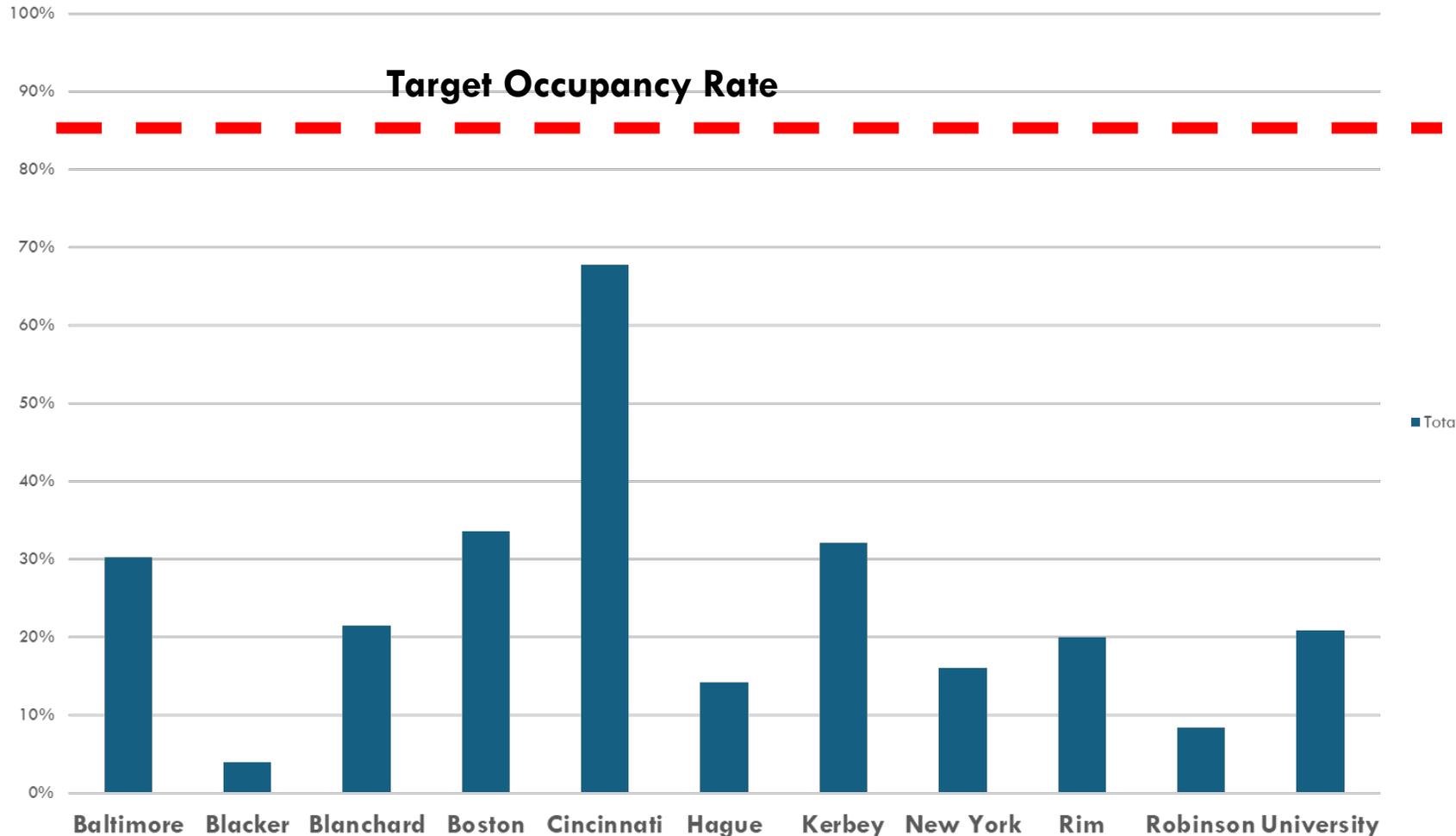
- The Downtown + Uptown and Surrounding Neighborhoods Master Plan called for three areas to be Transformed.
- The Mesa/Stanton Corridor was selected because it calls for the greatest number of new units and is where parking meters demonstrate current parking is most in-demand.

AVERAGE DAILY UTILIZATION RATES

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Average Daily Utilization Rates

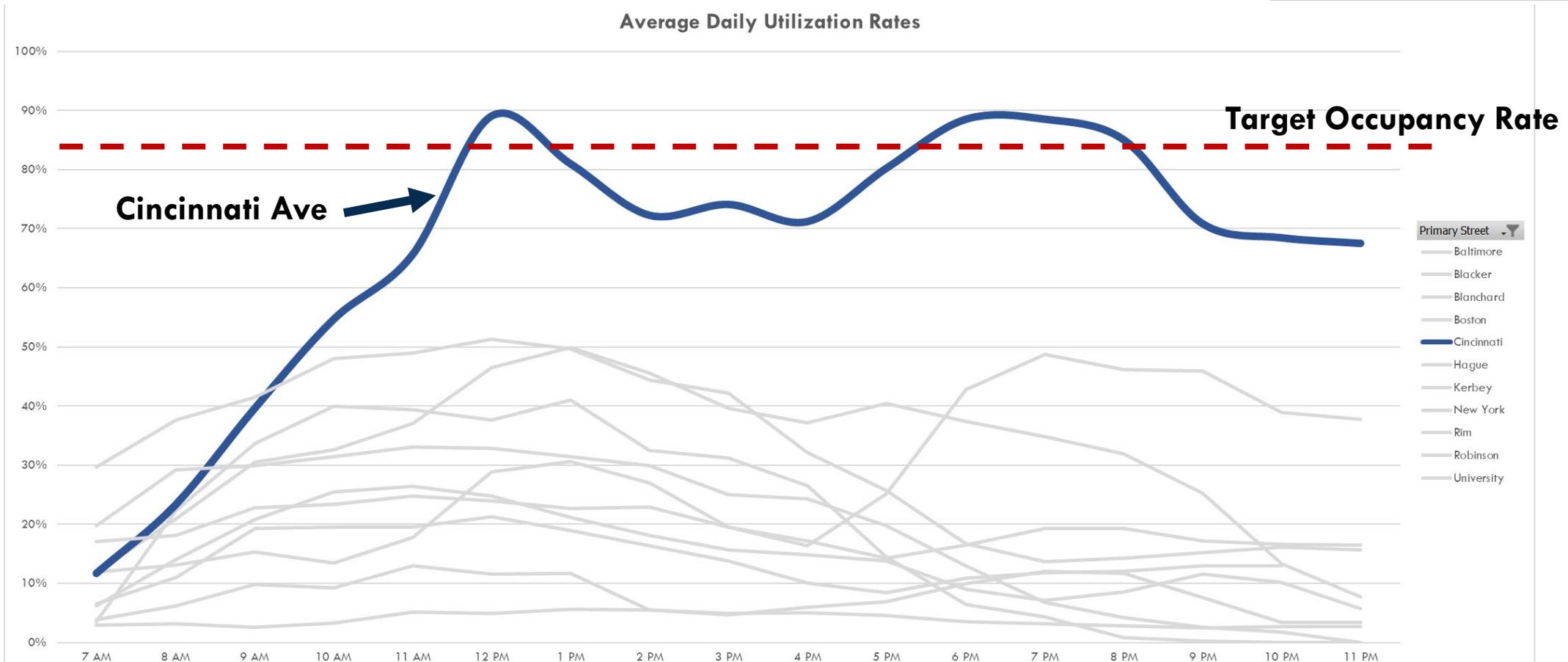


- **Target occupancy is ~85% leaving one vacant space per block.**
- **Within our study area, no street achieved this.**

UTILIZATION BY TIME OF DAY

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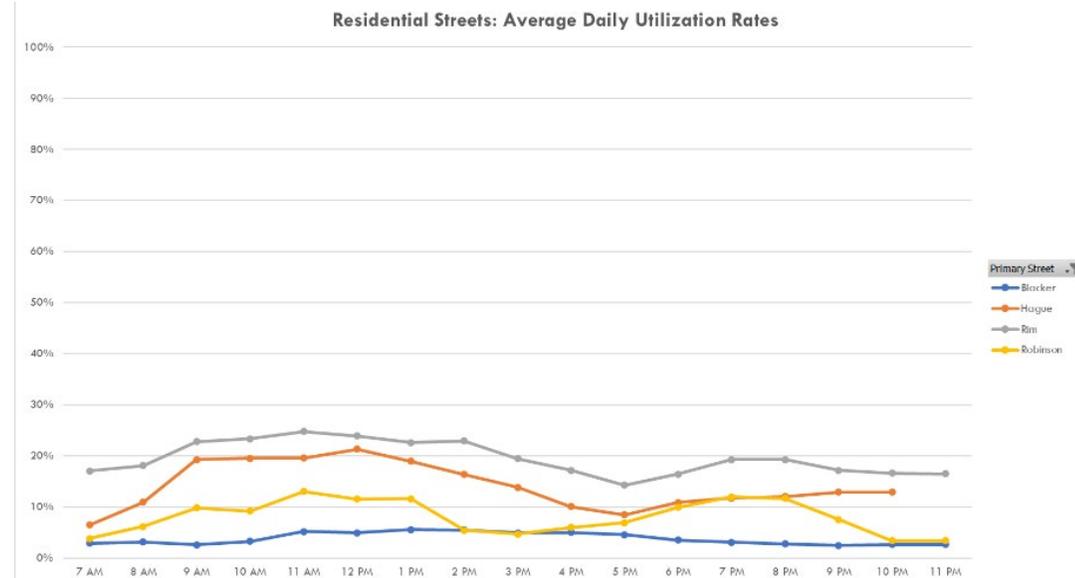
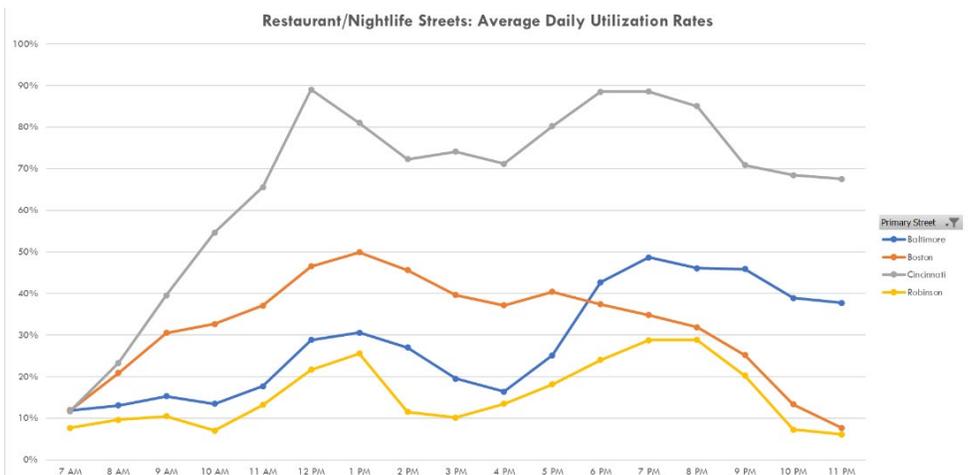
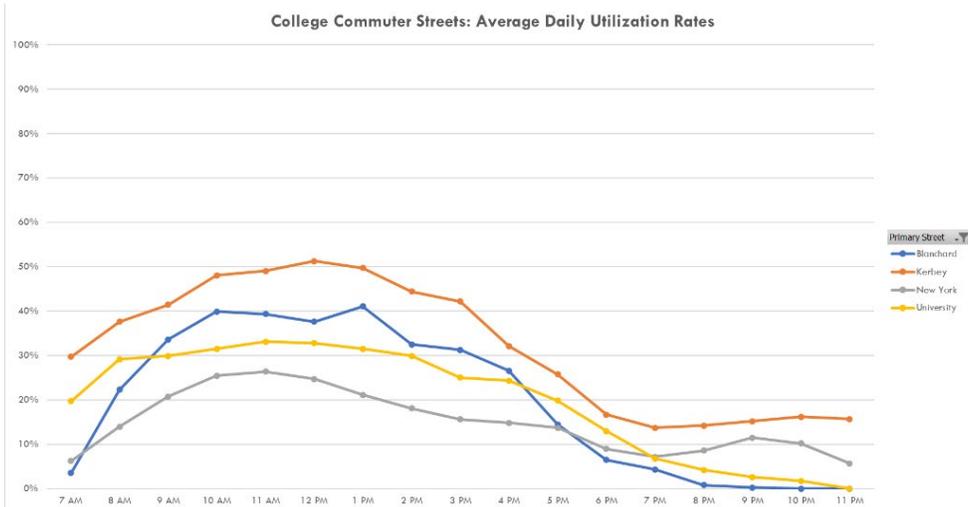
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STUDY AREA STREET TYPOLOGIES

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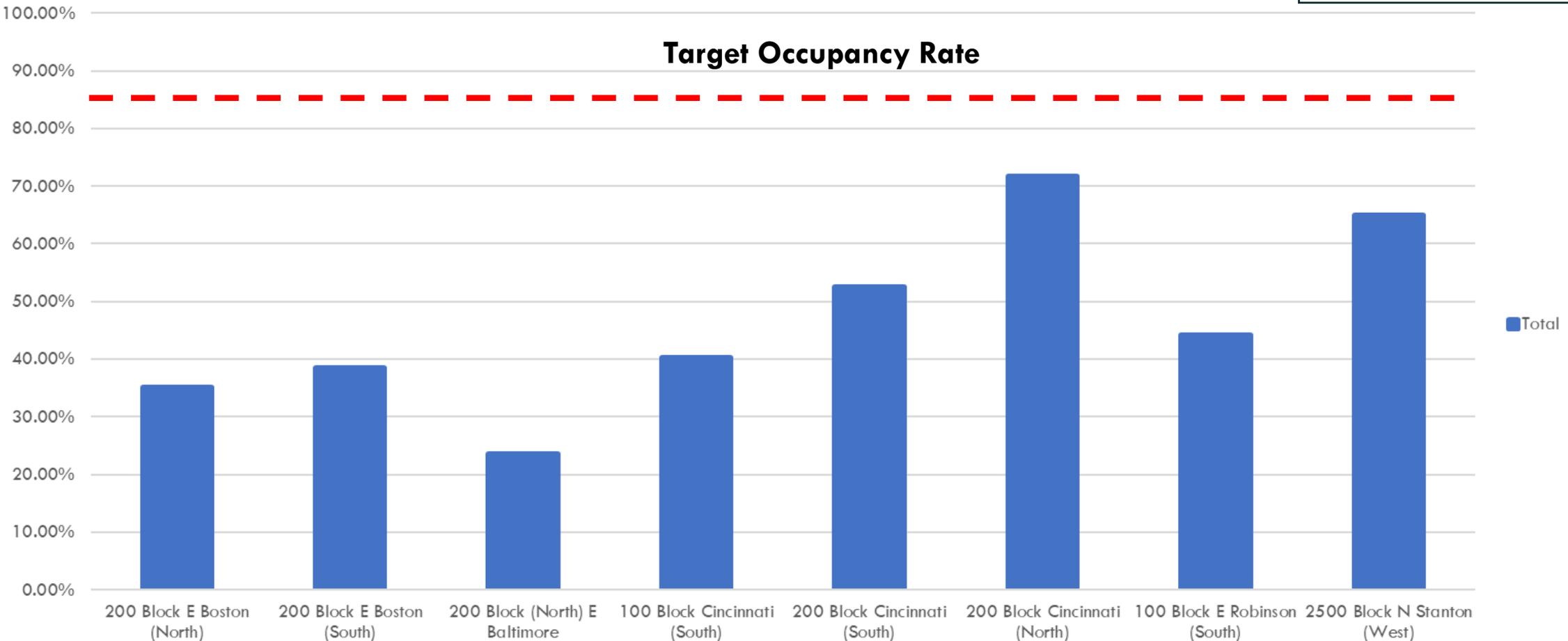
PARKING METER UTILIZATION

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Uptown Parking Meter Utilization: April - September 2023

Target Occupancy Rate

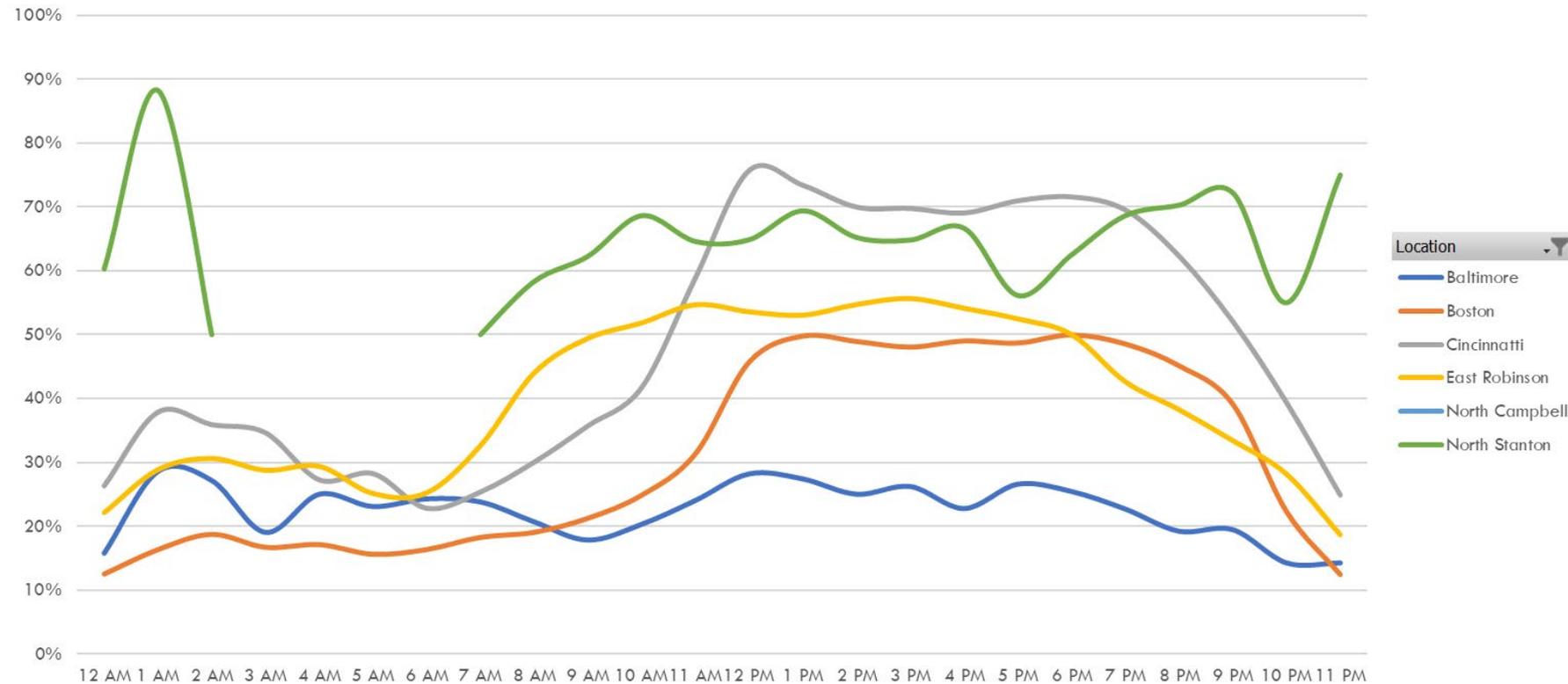


PARKING METER UTILIZATION

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Uptown Parking Meter Utilization: Time of Day



PROPOSED RECOMMENDATIONS

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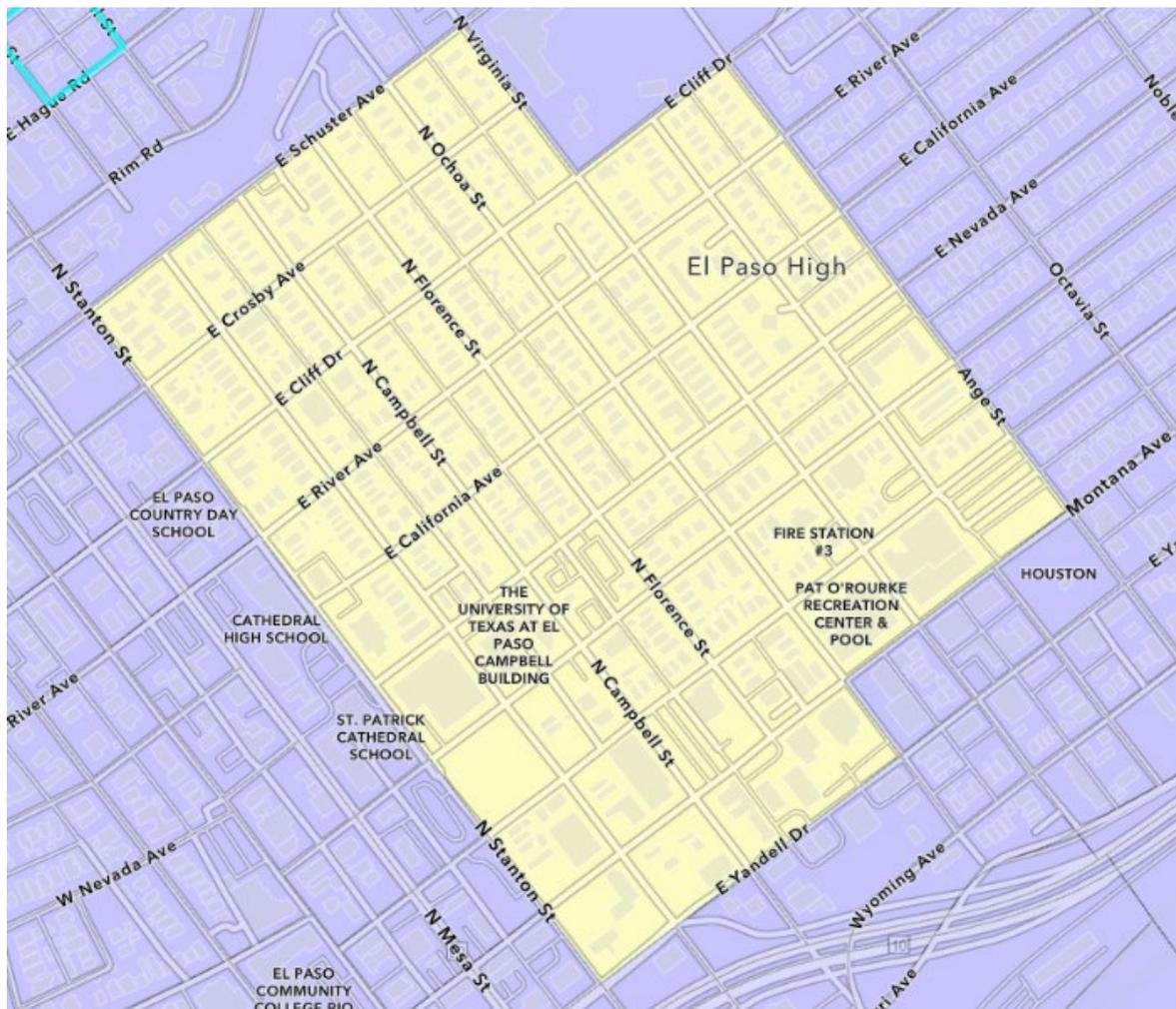
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- **On-Street parking utilization is 27% occupancy for residential streets and commercial streets, suggesting significant parking oversupply.**
- **As a result:**
 - **Eliminate minimum off-street parking requirements within the Downtown, Uptown, and Surrounding Neighborhoods Master Plan area**

HOW MUCH LAND AREA WOULD THE REQUIRED PARKING CONSUME?

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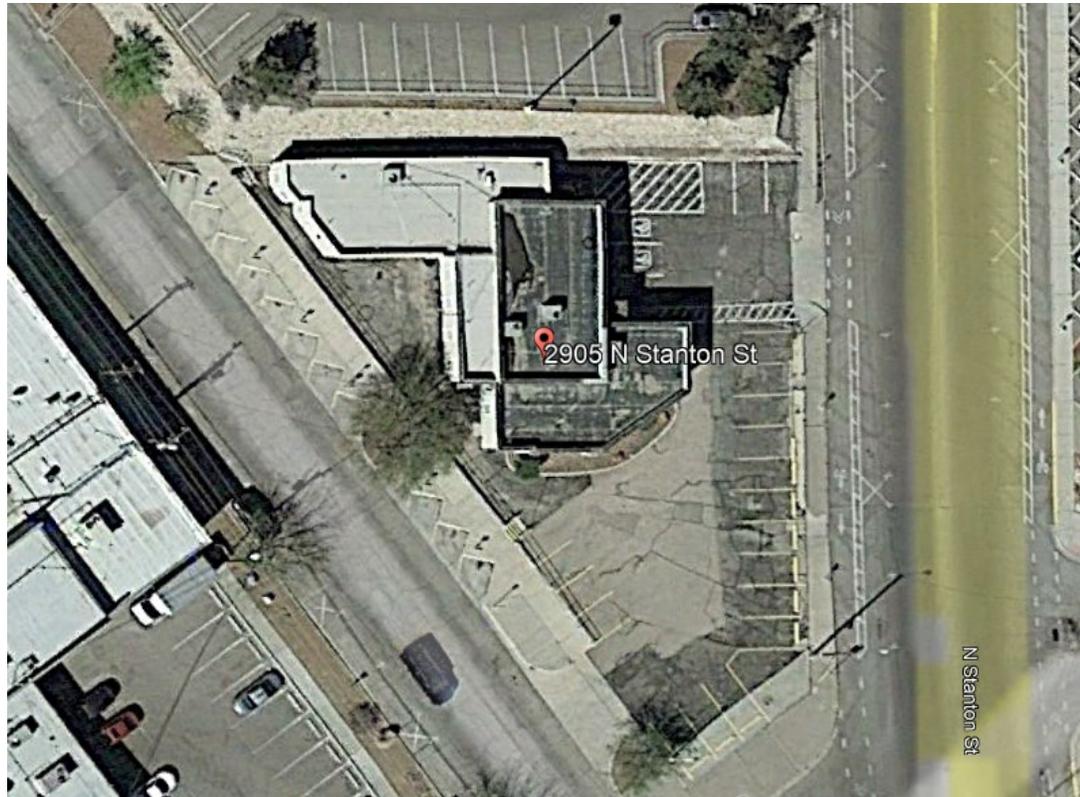


- **The market assessment identified:**
 - 10,000 housing units
 - 145,000 SF retail
 - 290,000 SF office
- **In sum, this would require ~18000 off-street parking spaces, which would consume 139 acres**
- **Approximately 54 city blocks**

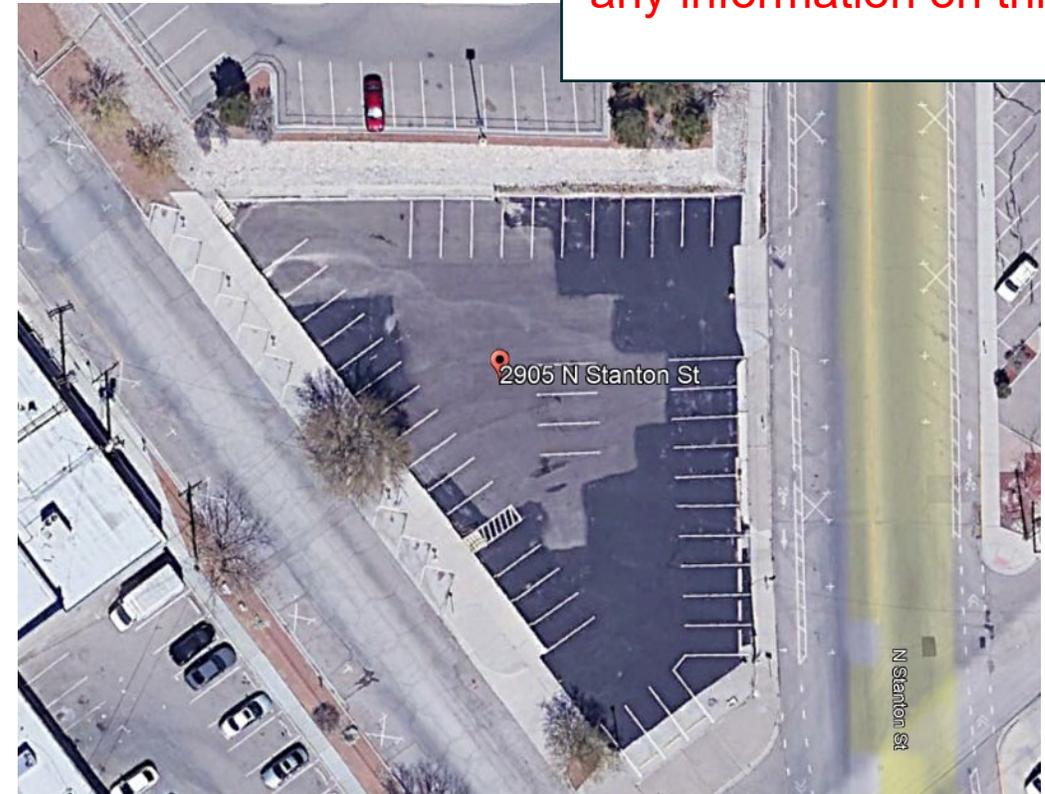
ALIGNMENT WITH STRATEGIC PLAN: GOAL 1.1, EXPAND THE TAX BASE

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Assessed Value (2019): \$350,099
City Taxes: \$3,177
Improvement Value: \$160,000



Assessed Value (2020): \$158,849
City Taxes: \$1,441 taxes
Improvement Value: \$15,000

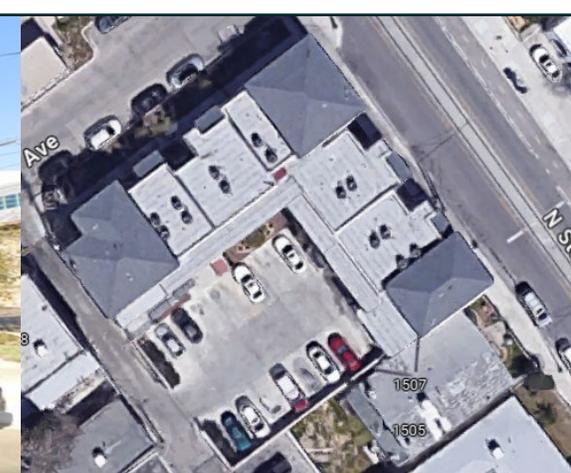
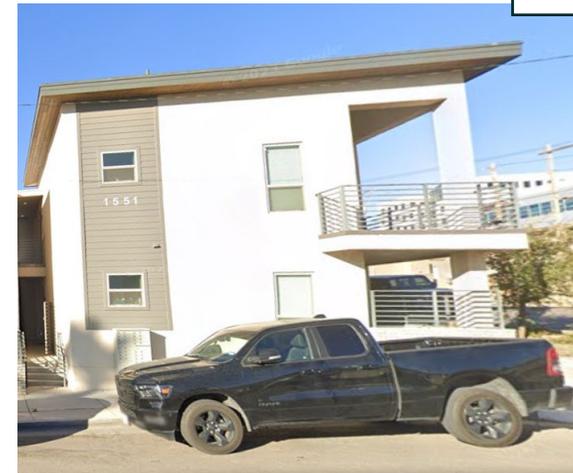
PRE VS. POST ZONING ADOPTION OFF-STREET PARKING REQUIREMENTS

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Year Built: 1906
Taxes/Acre (2023): \$55,500
Total Units: 11
Required/Provided Parking: 17/0
Land Area for Parking Required/Provided: 150/0%



Year Built: 2016
Taxes/Acre (2023): \$20,757
Total Units: 14
Required/Provided Parking: 27/15
Land Area for Parking Required/Provided: 61/34%

PARKING AND HOUSING AFFORDABILITY

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- A single parking space can cost between \$5-10,000 (including land), according to estimates.
- Parking costs are passed onto owners and renters, either by increasing the total cost of mortgages or rent.
- Building more units increases development profitability and decreases rents to offset development costs.

HOW WILL WE ENSURE ADEQUATE PARKING SUPPLY?

Explore other change to the City Code, such as:

- **Expand Current Meter District;**
- **Introduce Dynamic Pricing;**
- **Residential Permit Program; and**
- **Parking Benefit District**

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OTHER CITIES REFORMING PARKING REQUIREMENTS

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- **According to the Parking Reform Network, more than 2,700 U.S. cities have eliminated parking requirements for a portion of or the entire City.**
- **El Paso would join 30 other Texas cities to have eliminated parking requirements for an expanded geographic area, with Austin, Texas being the largest to eliminate parking for its entire City.**

SUMMARY

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- **Prioritize the housing of people over automobile storage by removing off-street parking requirements in the Downtown, Uptown and Surrounding Neighborhoods Master Plan area.**