



# PLAN IMPLEMENTATION AND ZONING CODE UPDATES

TARGETED CODE  
AMENDMENTS

AUGUST 2025



# PROJECT GOALS

## Overarching Strategy:

- Implement Approved Master Plans and Policies

## Policy-Related Outcomes:

- Address Housing Affordability
- Promote Housing Choice
- Reduce or Remove Barriers to Development
- Reinvest in Priority Areas



# WHY ARE WE DOING THIS?

**Housing Assessment – rents supportive of construction costs**

**Housing Affordability and Housing Needs –increase housing supply**

**Market Demand for 10k new housing units in the next 30 yrs.**

- Develop zoning code amendments to facilitate successful implementation of adopted plans and other priority initiatives
- Targeted effort focused on infill development (not a comprehensive zoning code update)
- May set the stage for potential additional code amendments in the future (separate project)

# Waitlist for low-income housing reaches 100,000

By Luis Rios / El Paso Inc. reporter Jun 22, 2025 Updated Jun 26, 2025 1



A mural made of 1 million half-inch glass tiles by artist Andrew Joseph Perez is revealed in December 2024 at HOME's new 80-unit Nuestra Señora apartment complex in Downtown El Paso.



# HOUSING SHORTFALL

**Table 1. Summary of Housing Need**

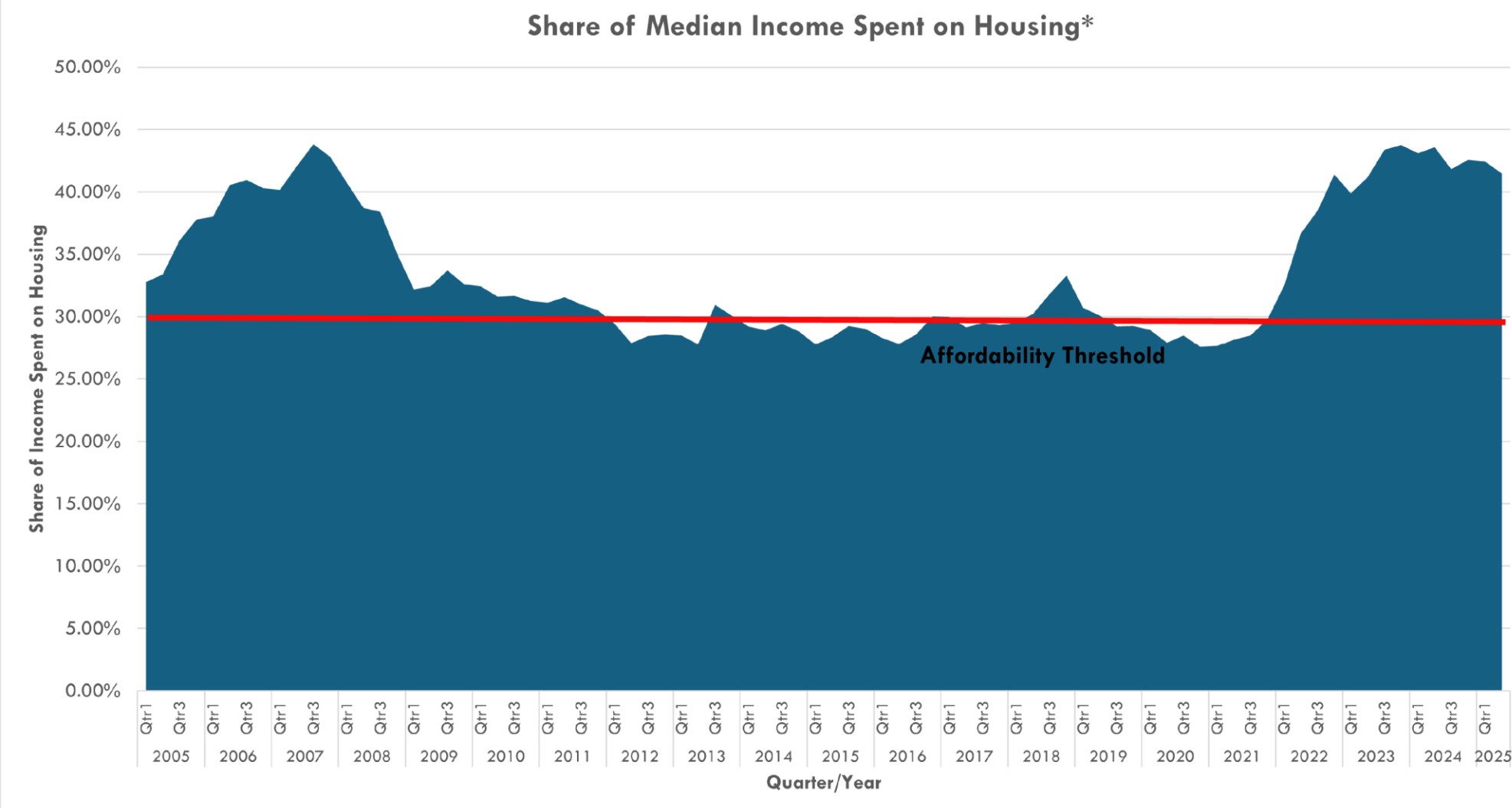
Description	City of El Paso								
	Existing Shortage			Projected Need			Total Housing Need		
	Owner	Rental	Total	Owner	Rental	Total	Owner	Rental	Total
Extremely Low Income (<30% AMI)	0	3,018	3,018	0	0	0	0	3,018	3,018
Very Low Income (31 - 50% AMI)	0	2,087	2,087	0	2,843	2,843	0	4,929	4,929
Low Income (51% - 80% AMI)	745	2,236	2,981	1,926	5,777	7,703	2,671	8,013	10,684
Moderate Income									
81% - 100% AMI	432	1,295	1,727	420	1,261	1,681	852	2,556	3,408
101% - 120% AMI	815	815	1,629	553	553	1,105	1,367	1,367	2,735
Middle Income									
121% - 150% AMI	894	894	1,788	1,140	1,140	2,280	2,034	2,034	4,069
Upper Income									
151% - 200% AMI	1,363	454	1,817	1,310	437	1,747	2,673	891	3,564
201% - 250% AMI	1,045	348	1,393	0	0	0	1,045	348	1,393
Greater than 250% AMI	1,448	483	1,931	0	0	0	1,448	483	1,931
<b>Total</b>	<b>6,742</b>	<b>11,630</b>	<b>18,372</b>	<b>5,349</b>	<b>12,010</b>	<b>17,360</b>	<b>12,091</b>	<b>23,640</b>	<b>35,731</b>

Note: Figures may not sum due to rounding

Source: ACS 1-Year & 5-Year Estimates, HUD Point-In-Time Estimates, JobsEQ, LEHD, CTPP, Economic & Planning Systems

**Source:** EPS, August 2025 *Draft*  
Housing Needs Assessment

# HOUSING AFFORDABILITY



Source: Federal Reserve Bank of Atlanta

\* Includes payment and interest, taxes, and insurance

# HOW WE GET THERE

## **1. Legalize Much of What is Existing**

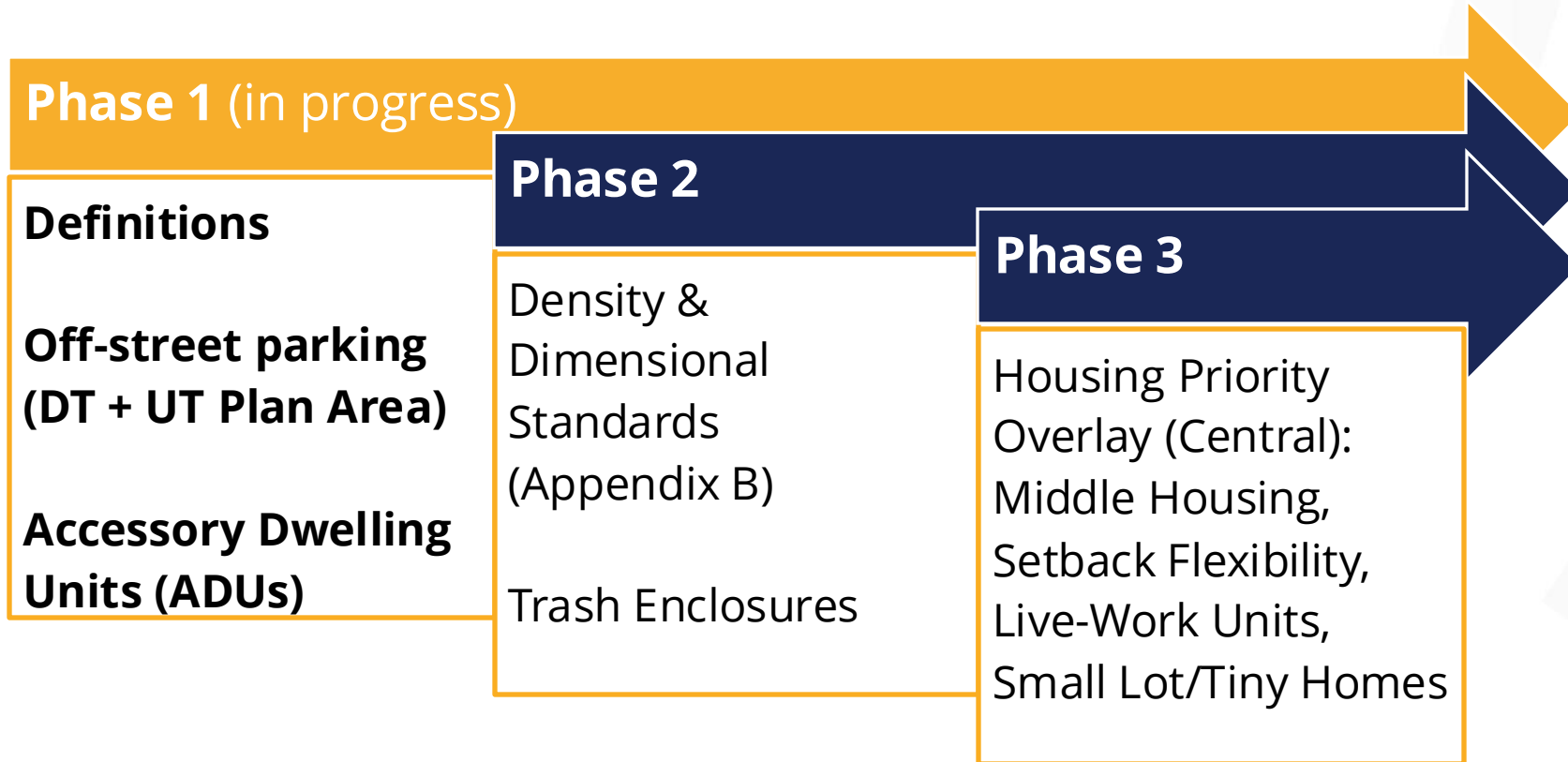
- Through a series of “quick fixes” that loosen requirements like setbacks and parking that legalize existing conditions in neighborhoods that existed prior to zoning regulations.

## **2. Create Tools for Planned (New) Growth**

- Develop tools (like new zoning districts) to facilitate development that does not already exist but is called for in adopted plans and policies.

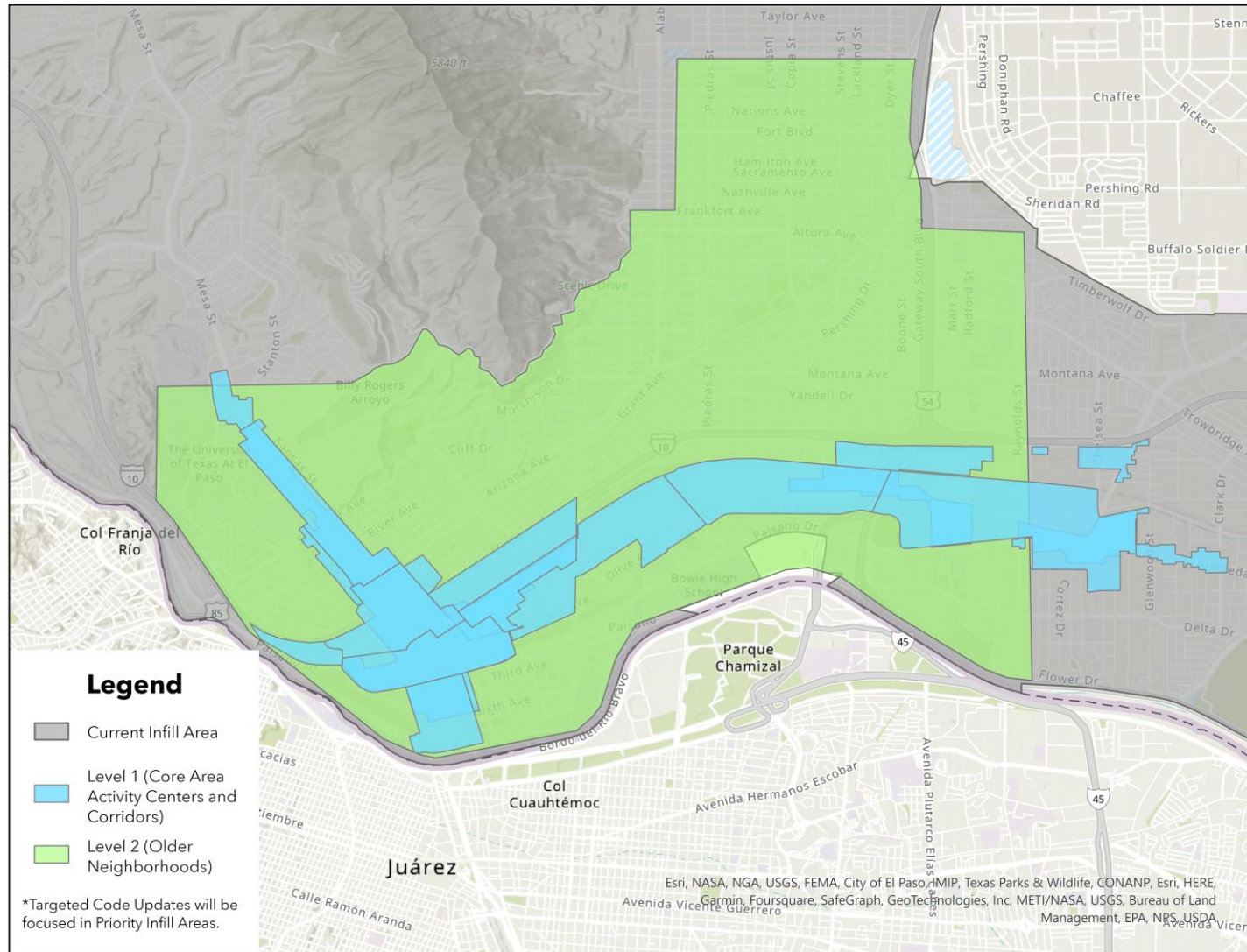
# CODE AMENDMENTS PHASING

Targeted Code Amendments planned throughout 2025





# PRIORITY HOUSING AREA (PROPOSED)



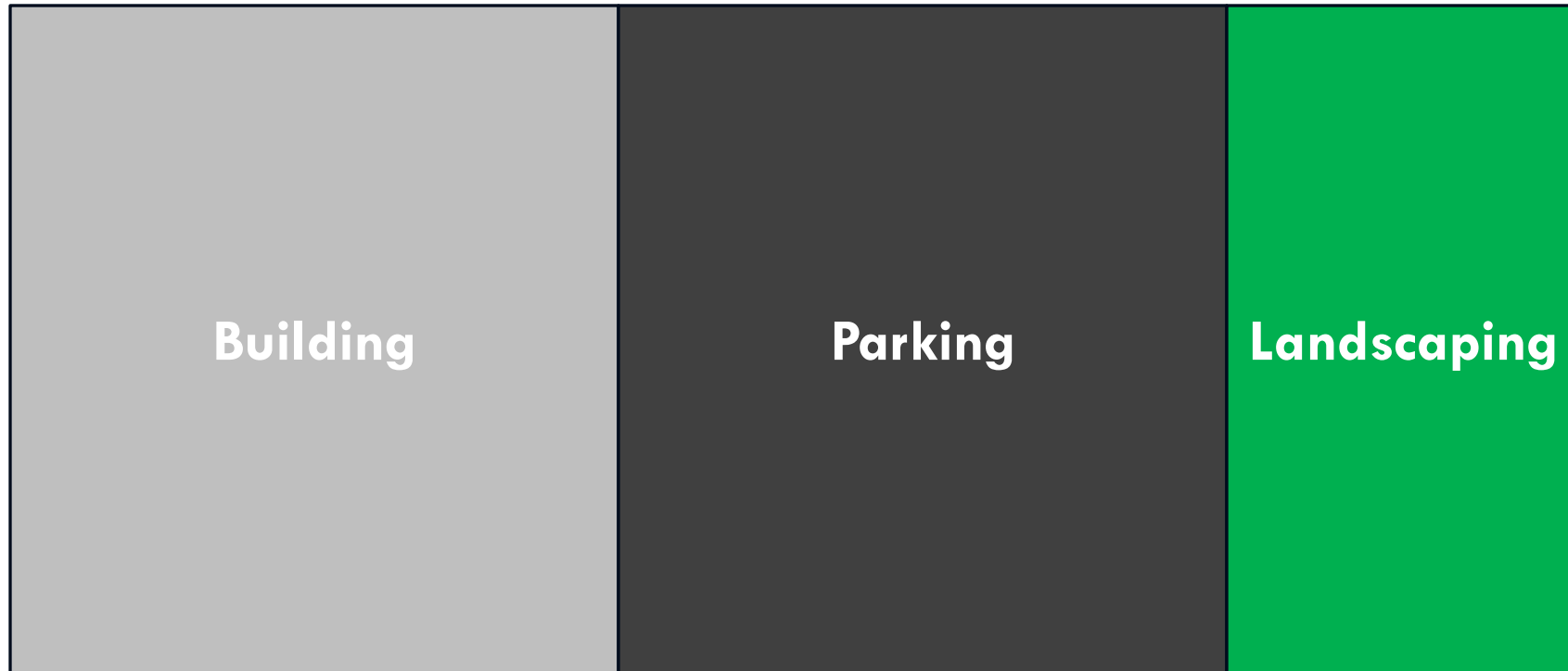
- Narrow focus for targeted code updates and regulatory/financial incentives
- Align overlapping plan boundaries
- Distinguish Core Area Centers and Corridors from Older Neighborhoods (Pre-1930)

An aerial, black-and-white photograph of an urban area. On the left, a multi-story building with a dark roof is visible. To its right and below are several parking lots filled with cars. A wide street runs vertically through the center of the image. On the right side of the street, there are more parking spaces, some of which are empty. The overall scene depicts a typical city environment with infrastructure for vehicles.

# **PARKING AMENDMENTS**

**UNLOCKING UPTOWN  
AND SURROUNDING  
NEIGHBORHOOD'S  
DEVELOPMENT  
POTENTIAL**

# SITE PLANNING TRADE-OFFS



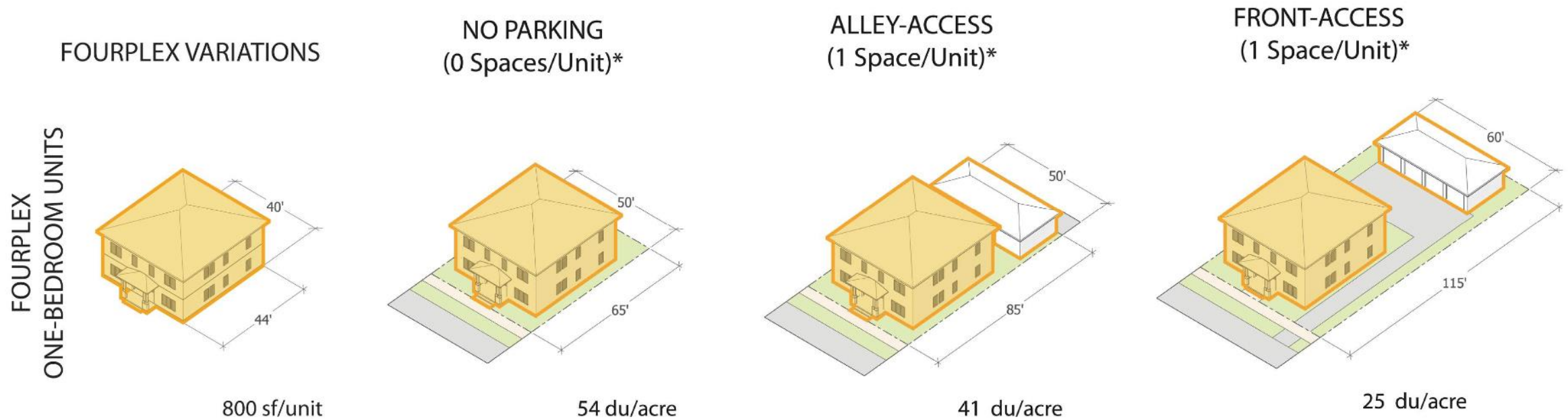
Changes in building area or use affect parking requirements

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

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

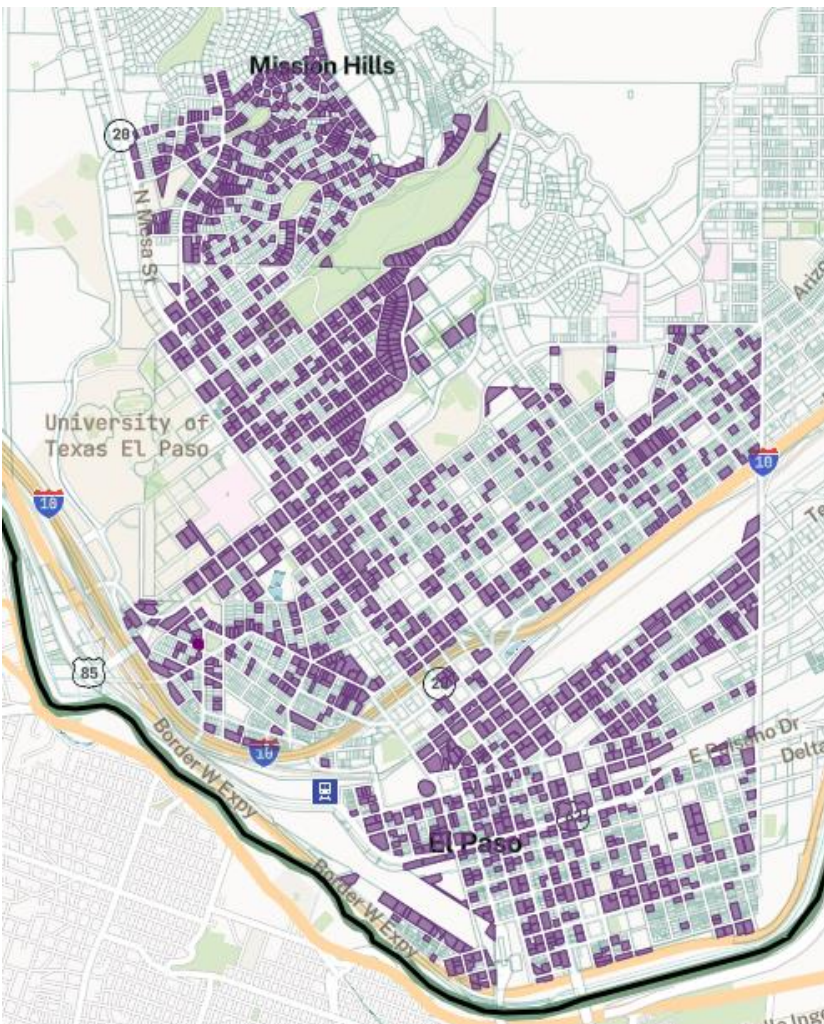


# QUADPLEX CONFIGURATIONS AND LOT SIZES

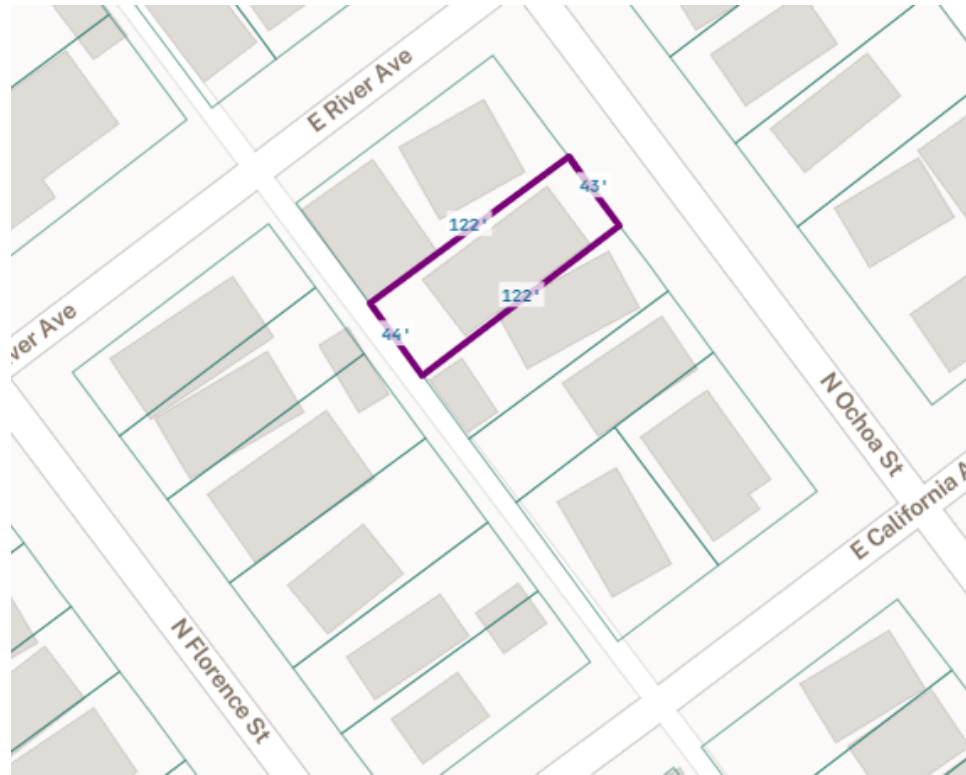


Existing lot conditions allow a fourplex one parking space/unit

# TYPICAL STUDY AREA LOT DIMENSIONS



There are approximately 6,000 parcels within the study area. Only 26% are over 8,600 SF.



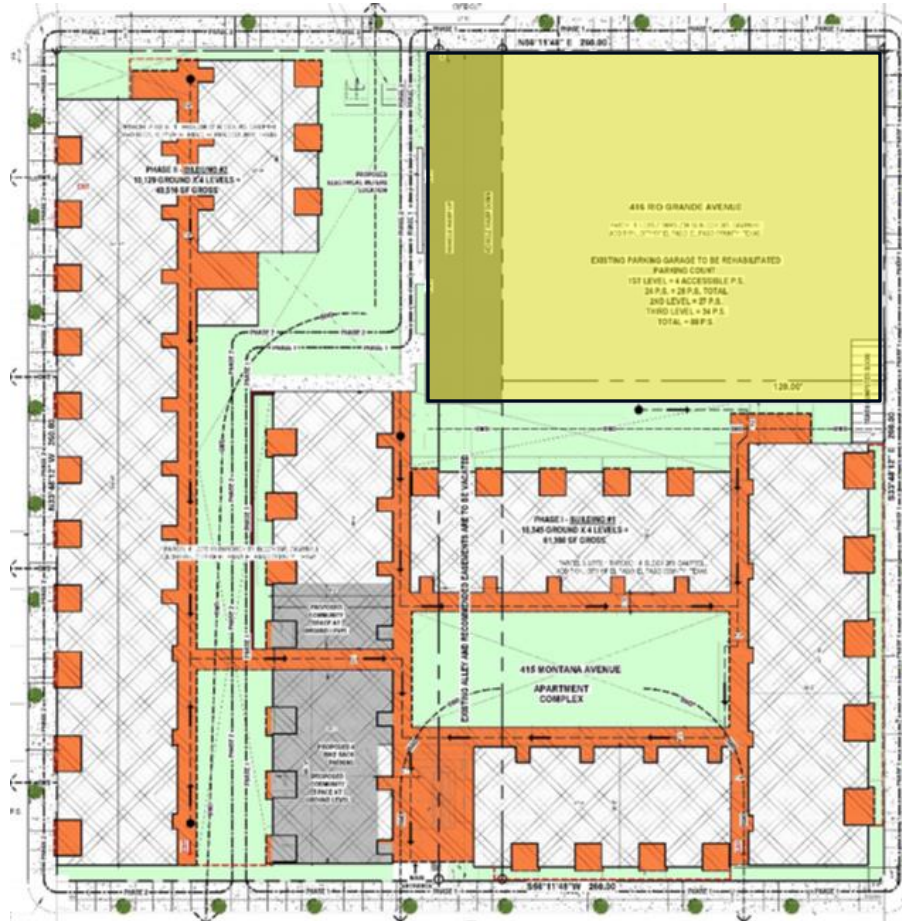
Typical lots widths within the study area range from 26 to 50 feet.

To provide adequate off-street parking for a quadplex, lot widths must be 72' and lots must be at least ~8,600 SF.

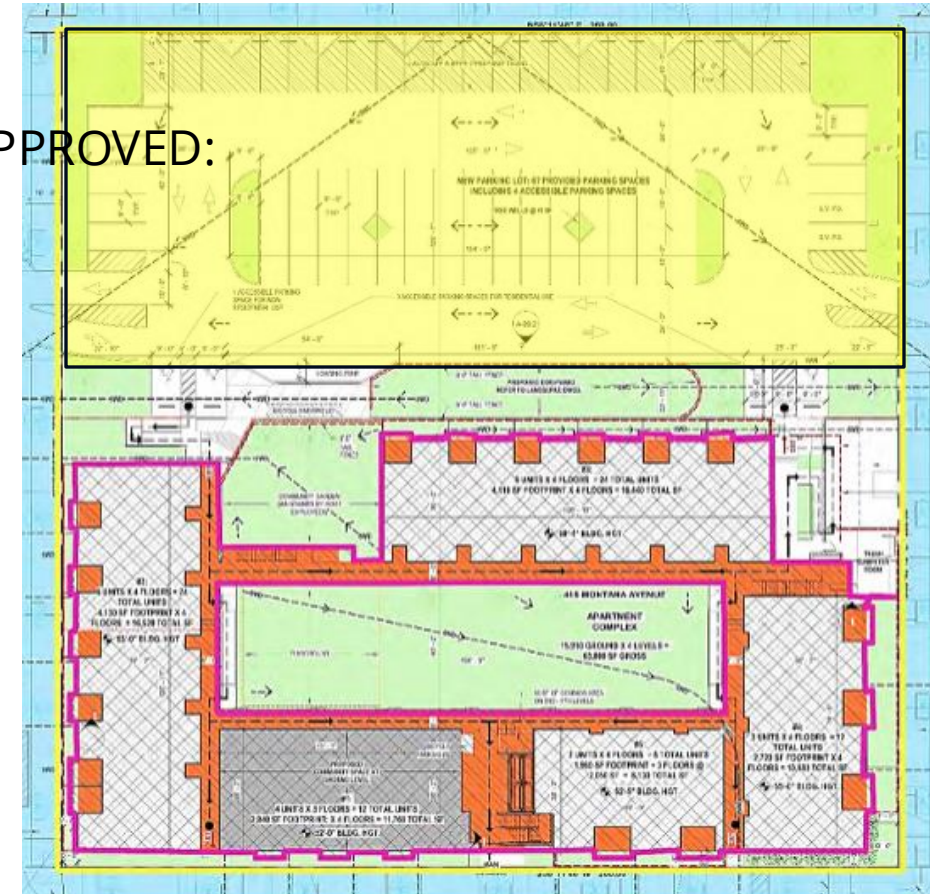


# PARKING AND HOUSING UNITS

PROPOSED:



APPROVED:



To address off-street parking, the development reduced the number of units from 133 to 80 (-  
**53**). Parking area increased from ~25% of the site to ~50%



## REFORMING PARKING REQUIREMENTS

### THE CONCEPT

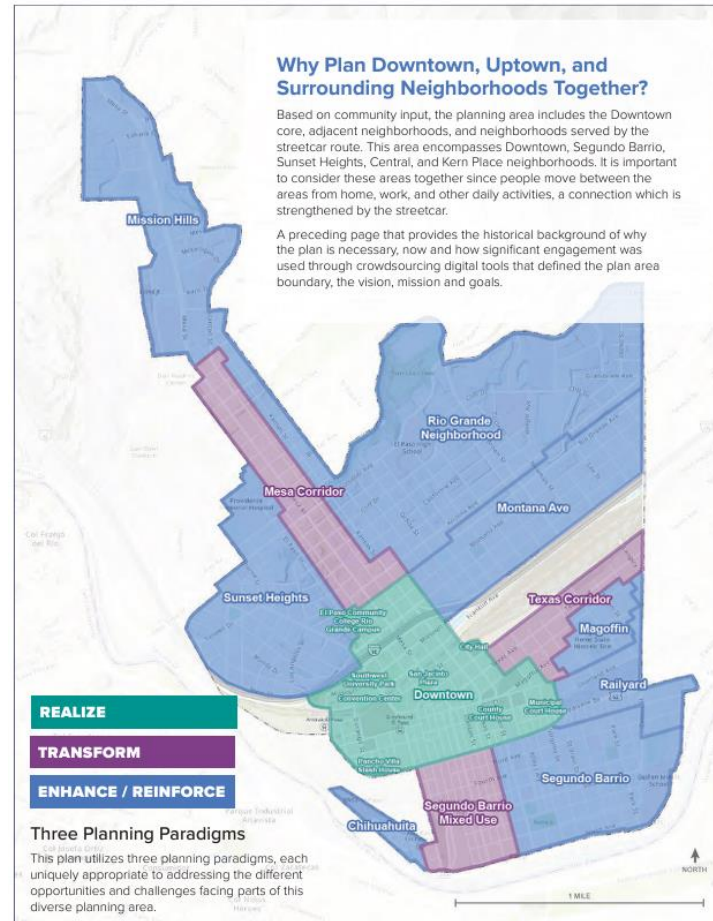
While El Paso's central business district allows developments to reduce parking through a special request process, it sets baseline requirements that are high relative to current auto ownership rates in the city and observed levels of use throughout the United States. These expectations are a key strategy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

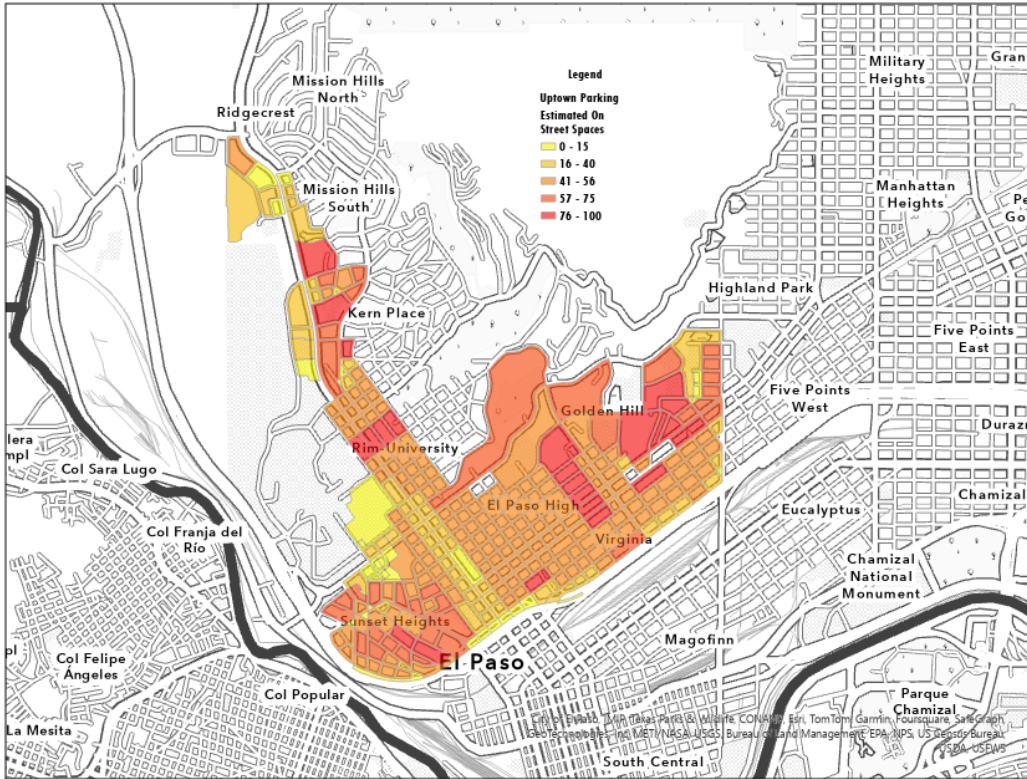
Land Use Type	Specific Use	Required Parking Ratio (from City Code of Ordinances)		Recommended Parking Ratio (DT + UT Plan)	
		Min	Max	Min	Max
Residential (Single and Multi-Family)	Duplex	2/dwelling unit		0/DU	2/DU
	Triplex	2/DU		0/DU	2/DU
	Quadplex	2/DU		0/DU	2/DU
	Single-family (attached/detached)	2/DU		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	1.5/DU		0/DU	1.5/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?



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

# CURRENT UPTOWN AREA PARKING SUPPLY



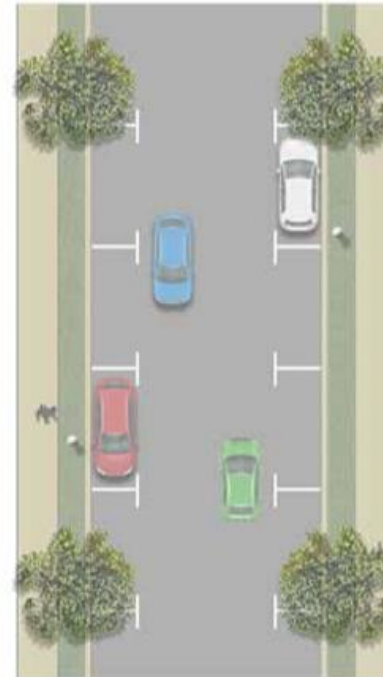
**On Street Parking: 14,000**

**Off Street Parking (Excluding SFD): 12,600**

**Private Lots: 1,000**

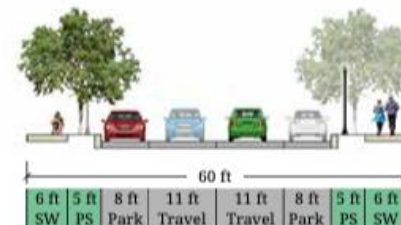
**Total: ~27,000 parking spaces**

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.



# VIDEO FEED PARKING STUDY BOUNDARY

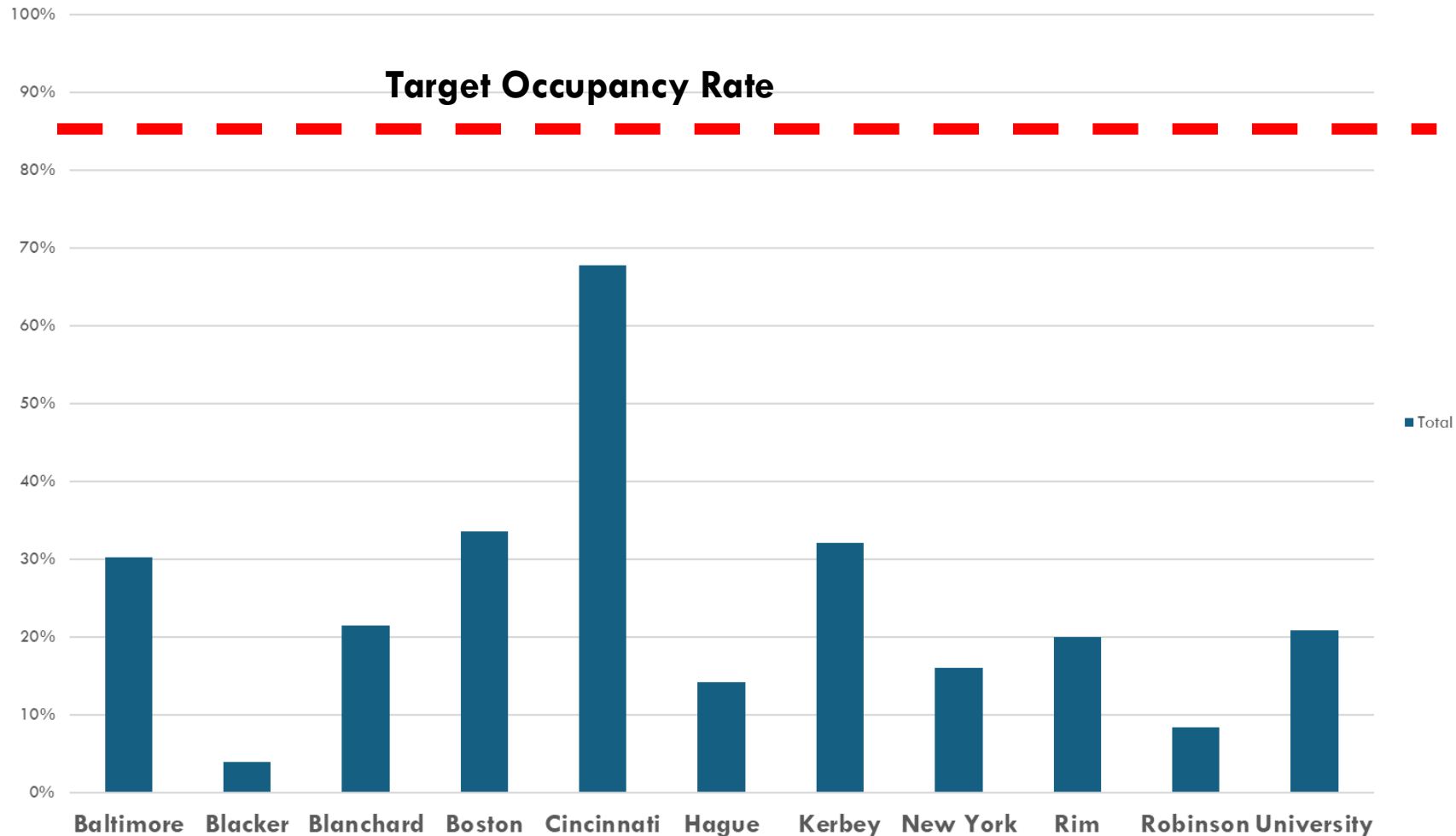


- Analyzed 11 streets (22 intersections) for approximately 2 weeks between October 2023 and February 2024, coinciding with UTEP being in-session.



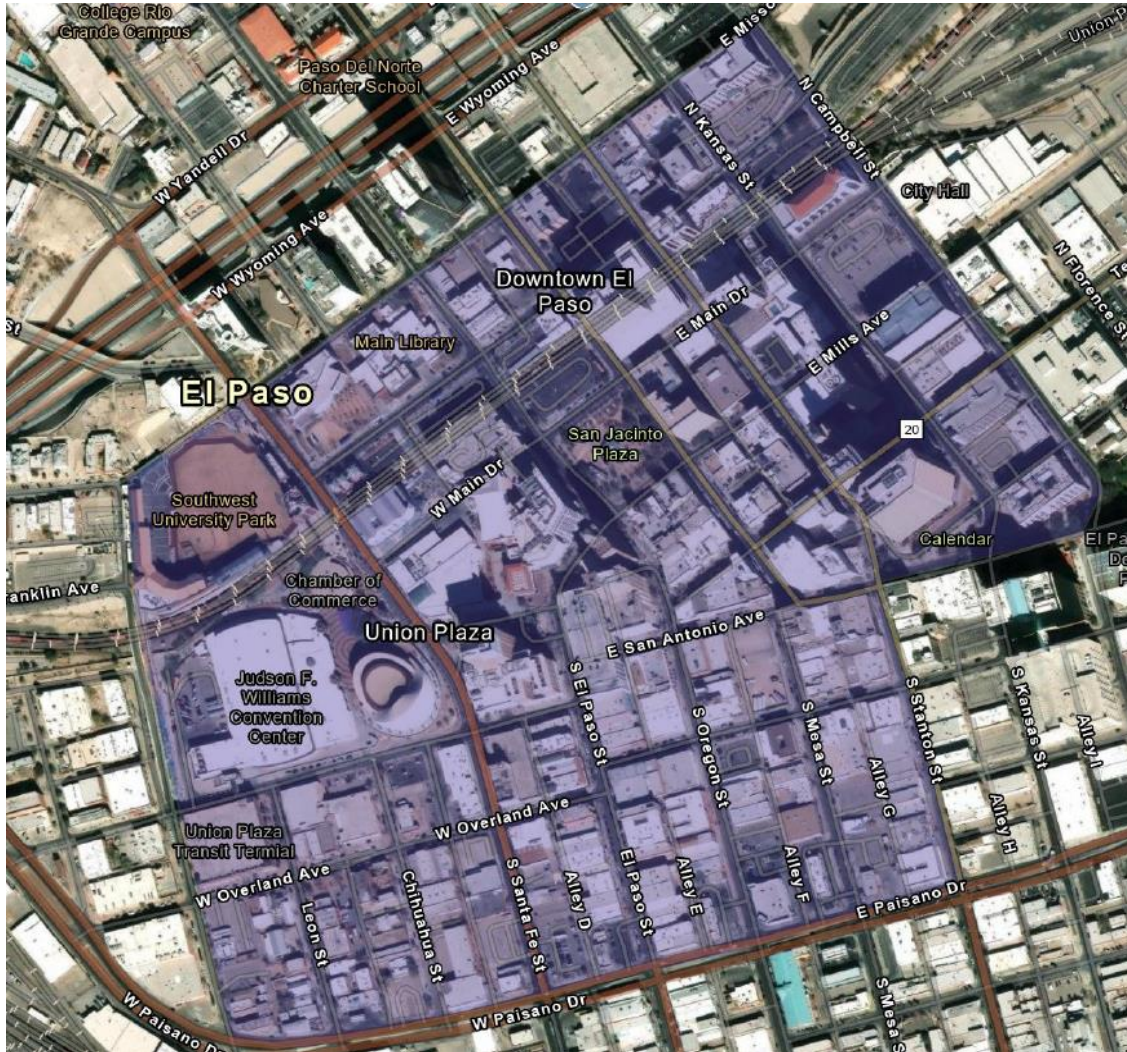
# AVERAGE DAILY UTILIZATION RATES

Average Daily Utilization Rates



- Target occupancy is ~85% leaving one vacant space per block.
- Overall, average daily parking occupancy was 27%

# HOW MUCH LAND AREA WOULD THE REQUIRED PARKING CONSUME?



- **The market assessment identified:**
  - 10,000 housing units
  - 145,000 SF retail
  - 290,000 SF office
- **In sum, this would require ~18,000 off-street parking spaces, which would consume 139 acres**
- **Approximately 54 city blocks**



# ACCESSORY DWELLING UNITS





# ACCESSORY DWELLING UNITS

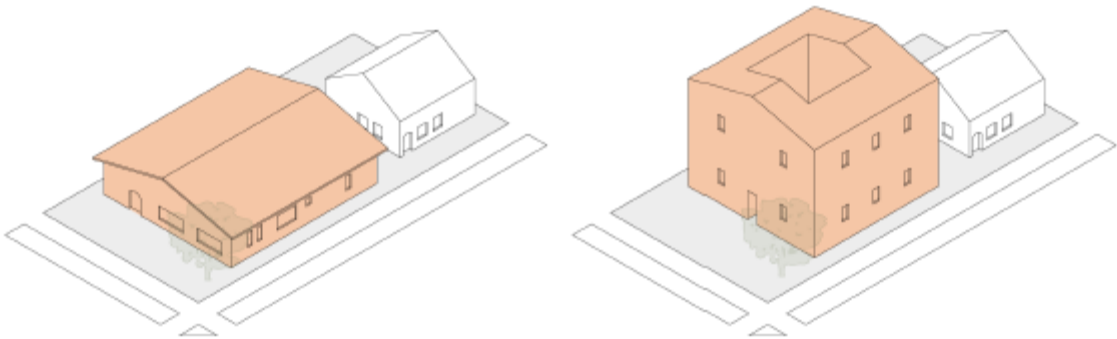
## Overview of Proposed Changes:

- Eliminate requirement of the homeowner living on-site;
- Expand the allowance of ADU's to all residential uses;
- Remove the minimum lot size requirement;
- No limitation on the number of bedrooms, only the size of the unit;
- Allows for setbacks to be reduced to 0' on the side and rear;
- Eliminates off-street parking requirements for ADU's

# ACCESSORY DWELLING UNITS

## PROPOSED AMENDMENTS:

**Allowed Districts:** ADUs are permitted in all residential zone districts and for all residential uses, including apartments.



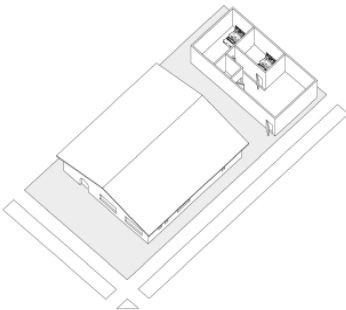
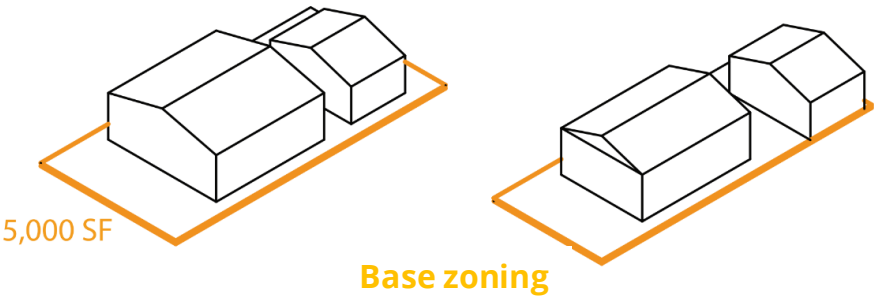
**Setback:**  
There is no minimum side or rear yard setbacks, however, ADUs must be placed at least 60 feet from the front property line.

**Owner Occupancy:** Property owners are not required to reside on-site.

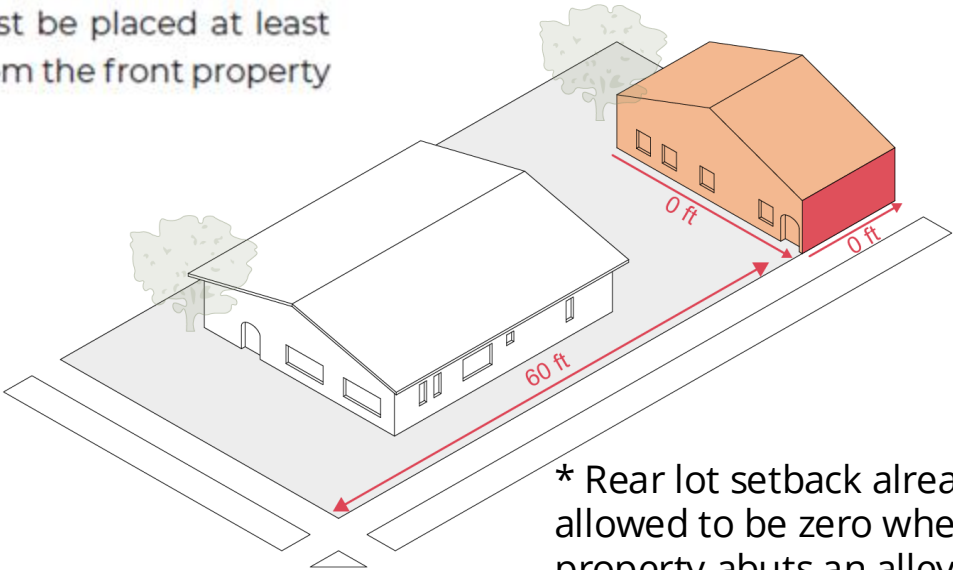
**Lot Size**  
Min. lot size requirement must meet base zoning

Before

After



**Bedrooms:**  
There is no maximum limit on the number of bedrooms allowed in an ADU.



\* Rear lot setback already allowed to be zero when property abuts an alley

# ACCESSORY DWELLING UNITS

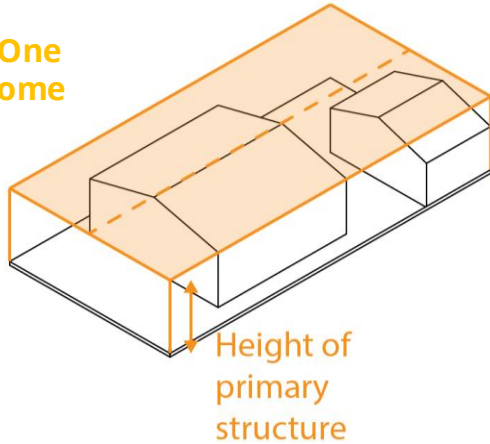
## WHAT'S NOT CHANGING:

### Height Restrictions

ADU can't exceed height of primary structure.

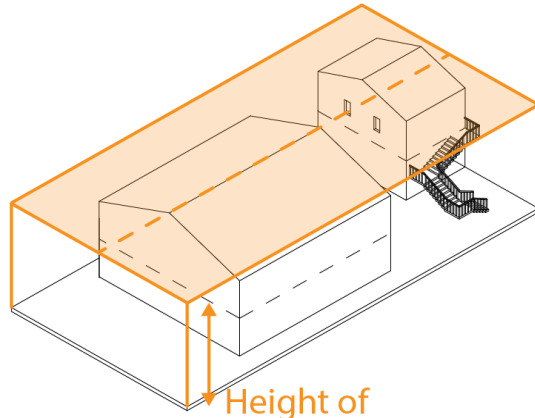
#### Single Family One Story home

Typical condition: 15 ft max.



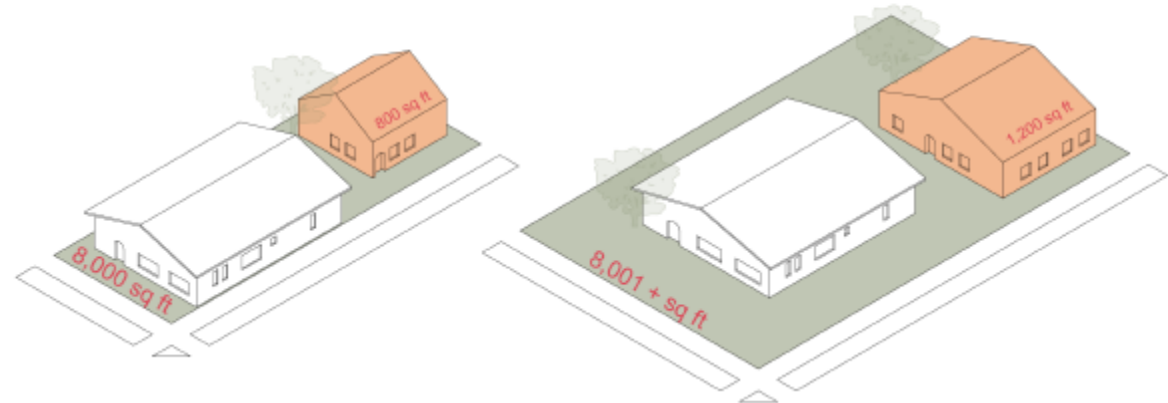
Height of primary structure

Two-story house: 35 ft max. height allowed



Height of primary structure

**Structure Size:** There is no minimum ADU size requirement. However, the maximum allowable size is 800 square feet for lots smaller than 8,000 square feet and 1,200 square feet for lots larger than 8,001 square feet.



### IBC & IRC Fire Safety Requirements

- 2 hr fire rated walls on 0-lot line construction
- No Openings allowed on 2 hr fire rated walls
- Bedrooms must have an operable window with a 5 SF net opening



# DEFINITIONS

## Proposed Definition Amendments:

- **Amending existing definitions:**
  - Accessory Dwelling Unit
  - Adaptive Reuse
  - Apartment building
  - Building, Height of
  - Emergency shelter
  - Live-Work Flex Unit
  - Lodging House
  - Townhouse
- **Creating new definitions:**
  - Accessory Dwelling Unit-Attached/Interior
  - Accessory dwelling unit – Detached
  - Housing Priority Area
  - Mixed Use Development
  - Apartment, Large
  - Apartment, Medium
  - Apartment, Small

# STAKEHOLDER ENGAGEMENT

## **Neighborhood Associations engaged:**

- Chihuahuita Neighborhood Association – 9.3.24
- Familias Unidas del Chamizal – 6.1.24
- Friends of Sunset Heights Civic Group – 8.4.25
- Kern Place Neighborhood Association – 7.17.24
- Rim Area Neighborhood Association – 8.15.24 and 8.26.24
- Rio Grande Neighborhood Association – 7.22.24
- Southside Neighborhood Association – 7.11.24
- Sunrise Civic Group – 8.15.24
- Sunset Heights Neighborhood Association – 7.10.24 and 9.10.24

# STAKEHOLDER ENGAGEMENT

## **Additional Organizations that have been engaged:**

- Five Points Business Association—8.21.24
- District 2 Community Meeting—11.21.24
- Neighborhood Coalition – 9.17.24
- American Institute of Architects (AIA) El Paso Chapter – 6.12.25
- American Association of Retired Persons (AARP, El Paso Office) - 3.4.25
- Developer's Focus Group – 6.26.24
- Greater El Paso Association of Realtors (GEPAR) - 11.7.24 and 8.7.25
- Urban Land Institute (ULI), El Paso Chapter – 7.2.25



# ENGAGEMENT POST ORDINANCE INTRODUCTION

## **Additional Meetings:**

- Sunrise Civic Group – 7.28, 7.29, 8.5
- Friends of Sunset Heights – 8.4
- Greater El Paso Association of Realtors (GEPAR) - 8.7
- Town Hall – 8.14

# ENGAGEMENT SUMMARY

## INSIGHTS

**25 public meetings**, including neighborhood organizations, special interest groups, and a town hall

**Newspaper Notice (x4)**

**Social Media Outreach :**

- **2 Reels**
- **4 Posts**

**Total Views – 34,087**

**Accounts Reached – 20,619**

**Interactions – 1,778**

# LETTERS OF SUPPORT

## **Organizations**

- American Institute of Architects (AIA) El Paso Chapter
- Opportunity Center for the Homeless
- Wright & Dalbin Architects
- InSitu Architects
- Rio Grande Neighborhood Association
- Rim Area Neighborhood Association
- Friends of Sunset Heights (Parking Only)
- EPX Construction Partners
- MIMCO
- Commercial Screen Printing & Embroidery

## **Individuals:**

- Alby Bocanegra
- Robert Palacios
- Charlie Intebi
- Johnny Escalante
- Carlos Gallinar
- Scott Winton
- Matthew Guzman (Parking Only)



# LETTERS OF OPPOSITION

## **Organizations**

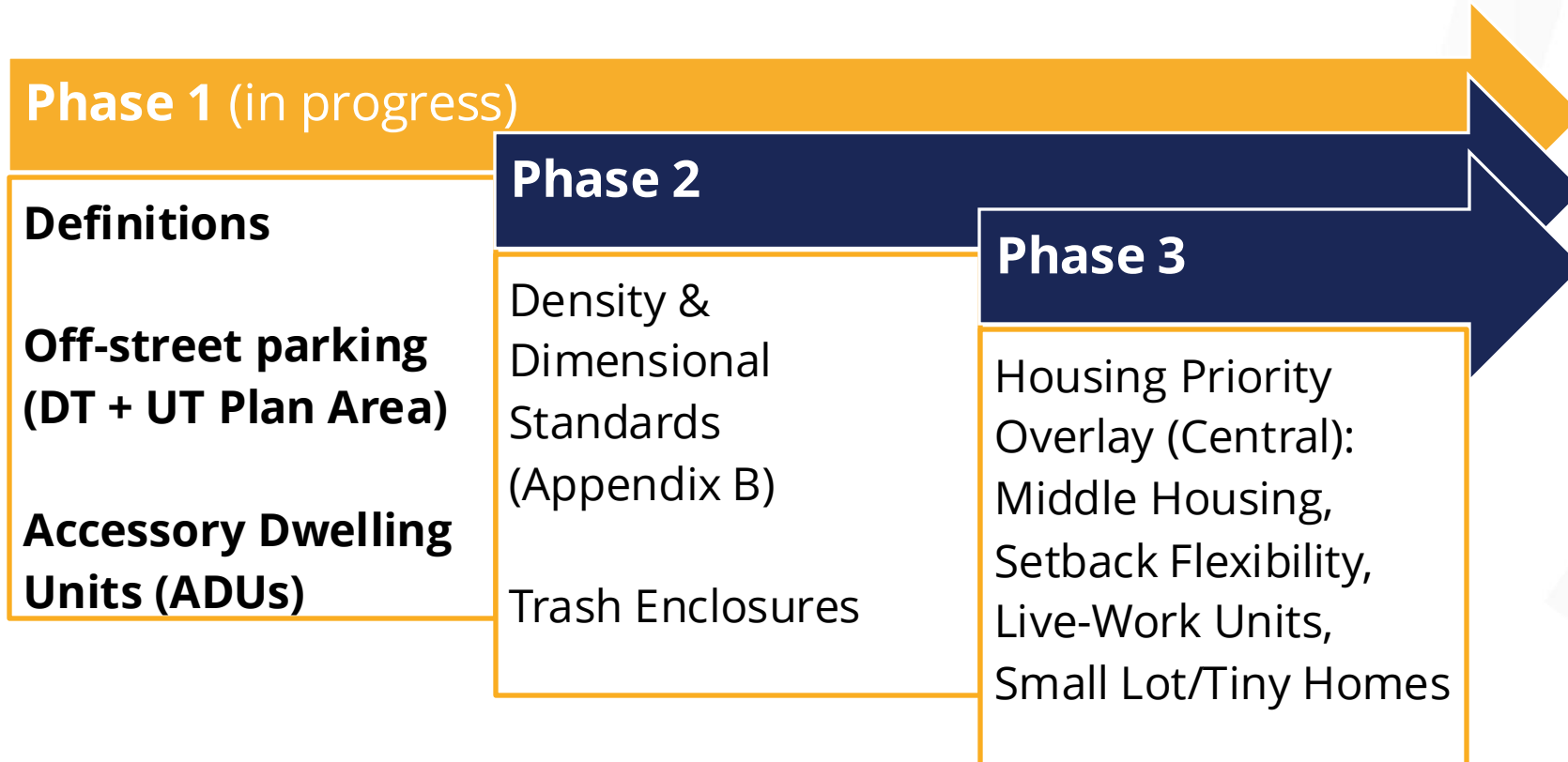
- Friends of Sunset Heights (ADUs only)

## **Individuals:**

- Matthew Guzman (ADUs only)
- Daniel Rubio (ADUs only)

# CODE AMENDMENTS PHASING

Targeted Code Amendments planned throughout 2025



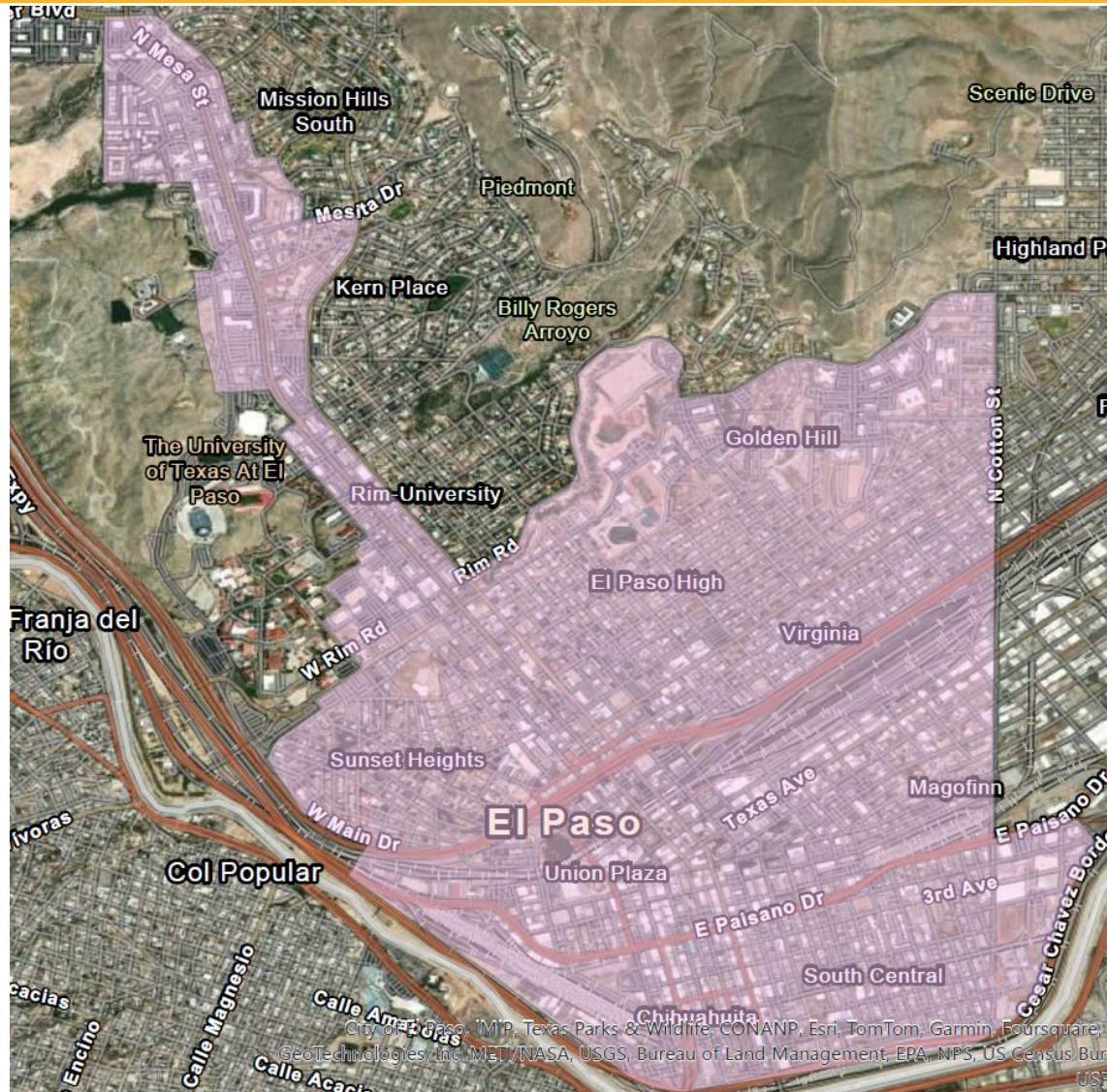
# REQUESTED COUNCIL ACTION

1. Amend Chapter 20.14 to no longer require off-street parking for properties located within the Downtown, Uptown, and Surrounding Neighborhoods Master Plan area.
2. Update Section 20.10.035 to encourage the development or conversion of existing structures to accessory dwelling units.
3. Amend Chapter 20.02 (Definitions) to create alignment with future phases of the proposed zoning code updates.



# **RED LINES, ADDITIONAL DATA & ANALYSIS**

# PROPOSED PARKING BOUNDARY



# AMENDED DEFINITIONS

20.02.029. Accessory Dwelling Unit. "Accessory dwelling unit" or ADU means ~~an accessory~~ an additional, subordinate dwelling unit located on the same lot as the principal residential use that includes its own independent living facilities with provisions for sleeping, cooking, and sanitation bathing, and toilet room facilities, and is designed for residential occupancy independent of the principal residential use. ~~building that is intended to be used as a dwelling unit.~~

20.02.033. Adaptive Reuse. "Adaptive reuse" means the conversion or change of use of all or any part of an existing building to a ~~nother residential use, a mixed use or any~~ use allowed in the underlying district or any construction to expand or modify an existing non-residential building ~~located to another use in an area designated with an adaptive reuse overlay that meets the development guidelines adopted in the city's comprehensive plan for the area.~~

20.02.074. Apartment building (s) (five or more units) "Apartment building (s) (five or more units)" means a building ~~, or~~ part of a building, or multiple buildings containing five or more ~~attached dwelling units~~ in total on any one parcel.

20.02.156. Building, Height of "Height of building" means the vertical distance measured from the mean elevation of ~~the street curb~~ any abutting right of way (including alleys) or finished grade within the lot limits—whichever is greater—to the highest point of the structure, exclusive of chimneys, ventilators, air conditioners and ducts, elevator equipment, flagpoles, communication antennas, church spires, belfries, water towers, or other similar vertical projections.





# AMENDED DEFINITIONS

20.02.337 – Emergency shelter "Emergency shelter" means a facility that provides temporary housing and appropriate supportive services to more than five persons, exclusive of the support staff, whom have been victims of a crime **or who have been affected by disasters or crises**, and are seeking shelter on an emergency basis. The persons seeking shelter could for example, be victims of domestic violence, sexual assault, or human trafficking. This use does not include a homeless shelter or halfway house as defined in this Title.

20.02.516. Live-Work Flex Unit. "Live-work flex unit" means a building **that contains-with** one or more dwelling units **and-as well as one principal** commercial use(s) that **is-owned-and/or-are** operated by one of the residents.

20.02.526. Lodging House (Single Room Occupancy). "Lodging house" (Single Room Occupancy) means a **dwelling structure** other than a hotel, motel or tourist home, that provides living units that have separate sleeping areas and some combination of shared bath, toilet facilities. The structure may or may not have separate or shared cooking facilities for residents. **where, for compensation and by prearrangement, lodging, meals, or lodging and meals, are provided to more than five persons unrelated by blood or marriage to the owner or operator, including residential fraternity and sorority houses.**

20.02.1092. Townhouse. "Townhouse" (or rowhouse) means **a single-family dwelling** an attached or detached residential structure designed to be **sold-occupied** as a unit, but forming one of a group or series of **three-or-more-attached-single-family-dwellings** buildings that may be separated from one another by **common** property lines and/or part of condominium regime.



# NEW DEFINITIONS

20.02.029.1. Accessory Dwelling Unit-Attached/Interior “Accessory dwelling unit - Attached/Interior” means an ADU that is located within (internal) or attached to the principal residential use. Within the principal dwelling means space such as a finished basement or attic. Attached to the principal dwelling means space such as a converted attached garage or structural addition.

20.02.029.2. Accessory dwelling unit - Detached . “Accessory dwelling unit - Detached ” means an ADU that is separated at least five feet (roof to roof) from the principal residential use typically at ground level or above a detached garage or other similar structure.



# NEW DEFINITIONS

20.02.471.1. Housing Priority Area. "Housing Priority Area" means the adopted geographic area of the City where housing development and redevelopment is prioritized.

20.02.573. Mixed Use Development. "Mixed Use Development" means the combination of two or more land use categories (commercial, industrial, office, or residential) contained within a single property or building.

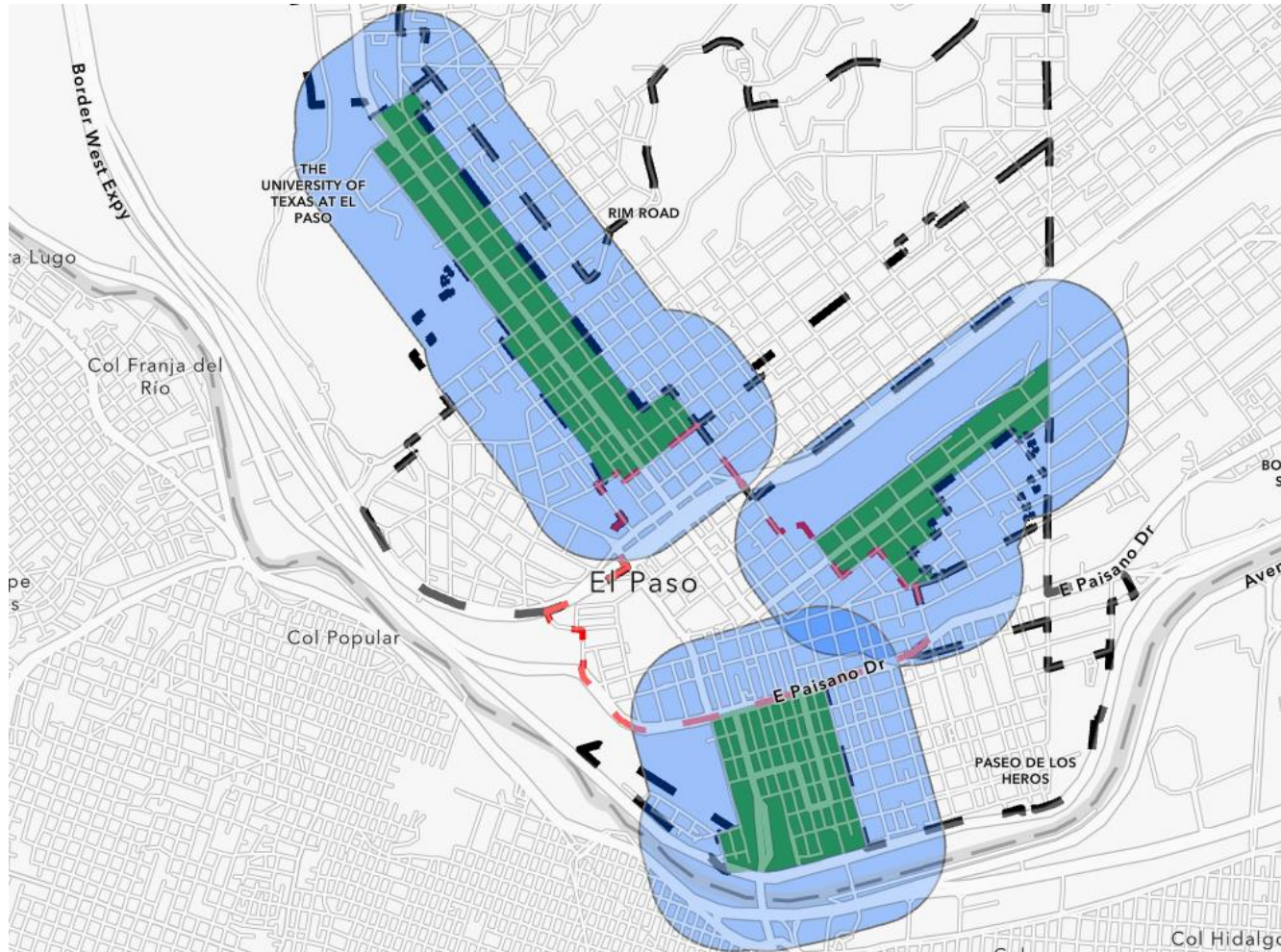
20.02.072.1. Apartment, Large. "Apartment, Large" means one or more residential buildings containing more than twenty (20) units.

20.02.072.2. Apartment, Medium. "Apartment, Medium" means one or more residential buildings containing more than eight units (8) but not more than twenty (20) in total.

20.02.072.3. Apartment, Small. "Apartment, Small" means one or more residential buildings containing more than four (4) units but not more than eight (8) in total.



# ANALYZING MESA/STANTON CORRIDOR



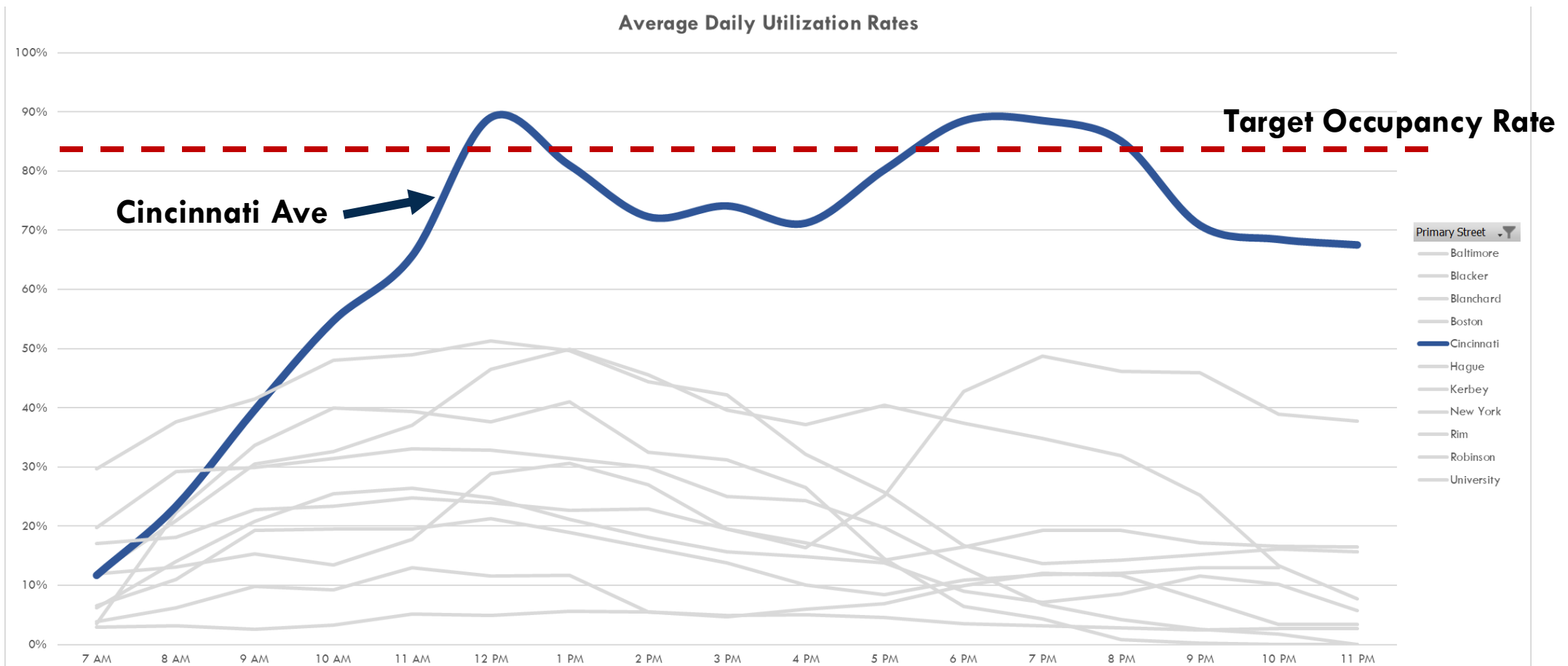
- The Downtown + Uptown and Surrounding Neighborhoods Master Plan called for three areas to be Transformed.
- The Mesa/Stanton Corridor was selected because it calls for the greatest number of new units and is where parking meters demonstrate current parking is most in-demand.





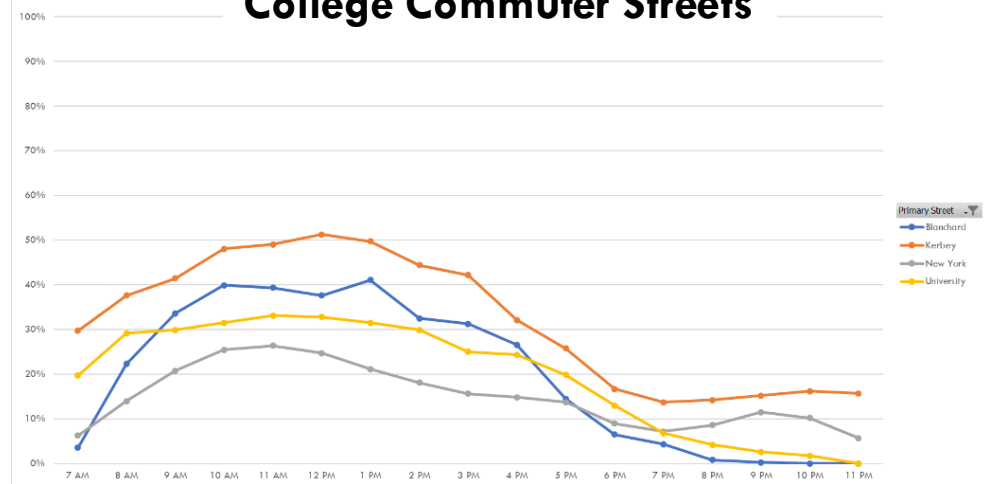
# UTILIZATION BY TIME OF DAY

- **Most Utilized Street: Cincinnati**

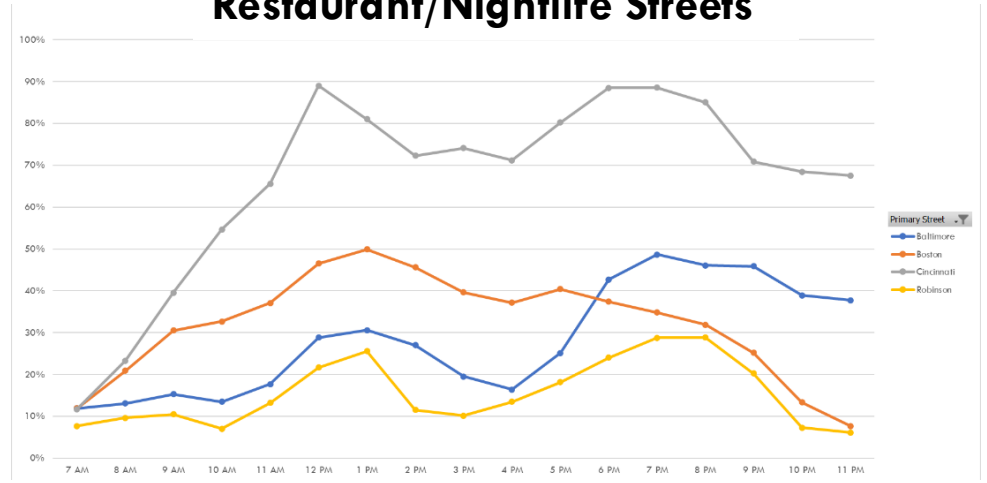


# STUDY AREA STREET TYPOLOGIES & DAILY UTILIZATION RATES

College Commuter Streets



Restaurant/Nightlife Streets



Residential Streets

