



## 2022 LOW INCOME HOUSING TAX CREDIT REQUEST FOR MUNICIPAL RESOLUTION

The City of El Paso requires the following information in order to process a request for support resolution for the Texas Dept. of Housing and Community Affairs as part of the 2022 Low Income Housing Tax Credit (LIHTC) application process. All 9% LIHTC applicants must fill out Sections A, B, and D. Section C is for 9% LIHTC applicants seeking City financial support. 4% HTC applicants must fill out sections A, B and D only.

- The deadline for 9% Housing Tax Credit Requests for Municipal Resolution is Friday, November 5, 2021 by 5:00 pm (MST)

### SECTION A. PROPERTY AND CONTACT INFORMATION

1. Applicant/Developer: \_\_\_\_\_
2. Contact Person: \_\_\_\_\_
3. Applicant Address: \_\_\_\_\_  
Phone: \_\_\_\_\_ E-Mail: \_\_\_\_\_
4. Name of Proposed Development: \_\_\_\_\_
5. Proposed Development Address/Location: \_\_\_\_\_
6. Type of Tax Credit requested of TDHCA (ex. 9% Statewide At-Risk or 9% Regional Competitive):  
\_\_\_\_\_

### SECTION B. PROJECT INFORMATION

1. Project type (rehabilitation, new construction, adaptive reuse, etc.): \_\_\_\_\_
2. Provide a written narrative explaining why the particular type of tax credit is being requested and how the proposed development meets TDHCA criteria and the City of El Paso adopted Evaluation Criteria for Requests for Local Government Support of LIHTC Proposals. To accomplish this, the narrative should include detailed descriptions of how the proposed development meets each of the criteria for Value Statements 2, 3, 4, and 5 in the City's adopted evaluation criteria (attached to this form). Narrative must be no more than 10 pages, single-spaced, 12 pt. Arial or Calibri font, 1" margins. Submit as Attachment B-2.
3. Total cost of development (as prepared by an Architect, Engineer or Contractor): \$ \_\_\_\_\_
4. Cost per square foot: \$ \_\_\_\_\_
5. Amount of tax credits being requested of TDHCA: \$ \_\_\_\_\_
6. Number of units & housing mix for proposed development (1, 2 or 3 bedroom) and Number of Affordable Units

Units/bedroom Size:	Total Quantity	Market Rate	80% AMI	60% AMI	50% AMI	30% AMI
1 Bedroom						
2 Bedroom						
3 Bedroom						
4 Bedroom						
<b>Totals</b>						

7. Is the proposed development site properly zoned for proposed development? Yes \_\_\_\_ No \_\_\_\_  
 a. Current Zoning: \_\_\_\_\_
8. Are property taxes current for the site? Yes \_\_\_\_ No \_\_\_\_  
 If yes, provide a copy of current property tax receipt, or print-out from:  
[https://actweb.acttax.com/act\\_webdev/elpaso/index.jsp](https://actweb.acttax.com/act_webdev/elpaso/index.jsp) Submit as Attachment B-8.
9. Is the property located in a flood zone? Yes \_\_\_\_ No \_\_\_\_
10. Submit location map showing the project site. Submit as Attachment B-10.
11. Submit project Site Plan (and renderings if available). Submit as Attachment B-11.

**SECTION C. FOR THOSE PROJECTS SEEKING FINANCIAL SUPPORT FROM CITY FUNDS**

1. Total amount of funds requested from City HOME/CDBG funds: \$ \_\_\_\_\_  
 Or, total amount of requested fee waiver from the City of El Paso: \$ \_\_\_\_\_

2. Indicate use of all funds by category and amount (for those requesting HOME/CDBG funds):

Acquisition:	\$ _____
Design/Soft Costs:	\$ _____
New Construction of Housing Units:	\$ _____
Rehabilitation/Conversion of Housing Units:	\$ _____
Funds from other sources:	\$ _____
Total Project Cost:	\$ _____

3. Relocation of Tenants (for rehabilitation and/or reconstruction developments):

How many of the existing dwelling units are occupied? \_\_\_\_\_ Vacant? \_\_\_\_\_  
 If completely vacant, how long has the property been vacant? \_\_\_\_\_  
 Are any of the units owner-occupied? \_\_\_\_\_  
 Will Temporary or permanent relocation be required? \_\_\_\_\_

4. Section 3 Agreement (for those requesting HOME/CDBG funds): If the project construction amount totals more than \$200,000, the owner/contractor agrees to meet or exceed Section 3 requirements by: (1) awarding at least 20% of the total dollar amount of all covered construction contracts to Section 3 businesses; and (2) offering 50% of new employment opportunities to Section 3 businesses. Section 3 is a provision of the Housing and Urban Development (HUD) Act of 1968 that requires that recipients of certain HUD financial assistance, to the greatest extent feasible, provide job training, employment, and contracting opportunities for low- or very-low income residents in connection with projects and activities in their neighborhoods. The HOME and CDBG funds administered by the City necessitate following Section 3 provisions.

Do you agree to meet or exceed the Section 3 requirements noted above? Yes \_\_\_\_ No \_\_\_\_

5. Submit the following financial documents (for those requesting HOME/CDBG funds):
- Applicant's financial statement or most recent audit. Submit as Attachment C-5.a.
  - Applicant's Current Income Tax Return. Submit as Attachment C-5.b.

6. Submit the following Relocation documents (if applicable):
- a. Copy of Relocation Plan. Submit as Attachment C-6.a.
  - b. Proof of approval of Relocation Plan by HUD. Submit as Attachment C-6.b.
  - c. List of all households to be displaced, list must include date of issuance of General Information Notices and date of issuance of Relocation Notices for all households. Submit as Attachment C-6.c.

**Please note:** Phase I Environmental Assessment must be submitted to Community & Human Development for review prior to execution of any HOME or CDBG funding agreements.

**SECTION D. CERTIFICATIONS**

**RETURN COMPLETED 9% LIHTC REQUESTS FOR MUNICIPAL RESOLUTION WITH ALL ATTACHMENTS NO LATER THAN NOVEMBER 5, 2021 BY 5:00 PM (MST).**

**Submittals received after 5:00 pm on November 5, 2021 MST will not be considered for support.**

Applications must be submitted by emailing a link to your application contained within a file sharing service. Please notify DCHD staff by emailing [housingprograms@elpasotexas.gov](mailto:housingprograms@elpasotexas.gov) that your application has been stored with a file sharing service to include the link for access. DCHD must receive this email prior to the application deadline. Applications must be submitted electronically unless a waiver has been issued allowing you to submit your application in paper form. Instructions for submitting your paper application will be contained in the waiver for electronic submission.

**4% HTC REQUESTS FOR MUNICIPAL RESOLUTION WILL BE ACCEPTED ON A ROLLING BASIS THROUGHOUT THE YEAR**

Person authorized to sign on behalf of proposed development:

I/we declare that I/we have examined this request and, to the best of my/our knowledge and belief, the information contained therein is true, correct, and complete.

Signature (required): \_\_\_\_\_

Printed Name/Title: \_\_\_\_\_

Date: \_\_\_\_\_

**FOR STAFF USE ONLY:** Received by: \_\_\_\_\_ Date: \_\_\_\_\_

Review for Completeness by: \_\_\_\_\_

Evaluation Criteria for Requests for Local Government Support of LIHTC Proposals

Value Statement	Total Points	Evaluation Criteria and/or Scoring Breakdown (points)	Plan El Paso Reference (These goals and policies are to be referenced to ensure proposed projects comply with Plan El Paso. Proposals need not address all goals and policies referenced below; rather, listed goals and policies should be used to inform the scoring of proposals against the Evaluation Criteria.)
<p>1. Maximize affordable housing units within the City of El Paso with whatever combination of projects produces the most affordable housing units given allocation of funds for the region</p>	<p>35</p>	<p>a) 15 points for the proposal with the greatest number of units. All other proposals receive a point value equal to 15 multiplied by the percentage of units proposed as compared to the development with the greatest number of units. (ex. Development X proposes 50% of the total units that the development with the greatest number of units proposes. Points for Development X = 15 points x 50% = 7.5 points).</p> <p>b) 8 points for the development with the most units for households at or below 30% AMI. All other proposals receive a point total equal to 8 multiplied by the percentage of 30% AMI units compared to the development with the greatest number of 30% AMI units.</p> <p>c) 7 points for the development with the most units for households between 31% and 60% AMI. All other proposals receive a point total equal to 7 multiplied by the percentage of 31%-60% AMI units compared to the development with the greatest number of 31%-60% AMI units.</p> <p>d) 5 points for the development with the greatest number of units produced per amount of tax credit.</p>	<p>Goal 6.1 - Housing Supply (Policies 6.1.1 &amp; 6.1.2)</p>
<p>2. Support breaking the cycle of poverty and supporting upward mobility by either directly providing or facilitating availability of social services</p>	<p>20</p>	<p>Actively supporting residents of the project through provision of staffing, investments in programs/services, MOUs with other providers, and/or in house staff providing services.</p> <p>Categories of Services:</p> <p>a) Education (5 pts)</p> <p>b) Economic development/workforce and entrepreneurial development (including homeownership programs) (10 pts)</p> <p>c) Supportive/social services (5 pts)</p>	<p>Goal 5.12 - Museum &amp; Cultural Affairs                      Goal 5.14 - Schools                      Goal 5.17 - Civic Buildings                      Goal 7.12 - Educational Opportunities                      Goal 9.3 - Access to Healthcare (Policy 9.3.1)                      Goal 6.1 Housing Supply; supportive housing (Policy 6.1.3)                      Policy 10.7.6: Promote behavioral changes and consumption patterns that conserve energy                      Goal 10.16: Reduce "Food Miles" or the distance that food must travel to El Paso, and the associated pollution and fuel consumption associated with long-distance food transport.</p>

<p>3. Residents given an opportunity for inclusiveness and afforded an opportunity to access public services</p>	<p>10</p>	<p>Categories:  a) No physical barriers separating the development from the neighborhood and commercial/public services (4 pts)  b) Gathering points/areas that bring together residents of the project and residents of the neighborhood at large (3 pts)  c) Development has a mix of units at various income levels to include 80% AMI and/or market rate. (3 pts)</p>	<p>Goal 2.1 - Smart Location Principles  Goal 2.2 - Neighborhood Patterns  Goal 4.2 - Complete Streets (Policy 4.2.8)  Goal 4.5 - Network Principles; minimize isolating communities (Policy 4.5.8)  Goals 5.8 &amp; 5.9 - Parks  Goal 6.1 - Housing Supply (Policies 6.1.1, 6.1.2 &amp; 6.1.7)  Goal 6.2 - Existing Neighborhoods (Policy 6.2.1)  Goal 6.3 - Walkable Neighborhoods (Policies 6.3.1 - 6.3.3)  Goal 9.3 - Access to Healthcare  Goal 10.6 - Atmosphere; promote new development that encourages a sustainable lifestyle such as walking, cycling, the use of public transit, and reducing dependence upon automobiles (Policy 10.6.3) .</p>
<p>4. Local presence and long-term accountability in El Paso</p>	<p>15</p>	<p>Applicant has:  a) Past experience involved in a development team constructing, operating and/or providing affordable housing for residents who fit the demographic profile to be served in El Paso (4 pts)  b) A staff presence in El Paso of at least 5 employees (4 pts)  c) 5 or more years experience as part of a development team financing, building, operating or managing affordable housing in El Paso (4 pts)  d) Commitment to extended affordability beyond 30 years. (1 point for every 5 years of extended affordability beyond 30 years) (up to 3 pts)</p>	<p>N/A</p>

<p>5. Meets City smart growth initiative as set out in Plan El Paso</p>	<p>20</p>	<p>Each project will be evaluated and scored by City of El Paso staff.                  Tier 1 projects can score up to 20 points under this category.                  Tier 2 projects can score up to 10 points under this category.                  This is intended to prioritize Tier 1 projects while not ruling out creative, impactful projects in Tier 2.                  (See attached maps of Tier 1 and Tier 2 Areas)</p>	<p>Goal 1.1 - Downtown (If proposed project is located downtown)                  Goal 1.2 - Traditional Neighborhoods (Policy 1.2.3)                  Goal 1.3 - Neighborhood Retrofits; bus routes and RTS stops (Policies 1.3.1 &amp; 1.3.2)                  Goal 1.4 - New Neighborhoods                  Goal 1.5 - Outward Expansion                  Goal 1.9 - Industrial Lands (Policy 1.9.4)                  Goal 1.10 - Growth Areas and Overlays (Policies 1.10.3 - 1.10.5)                  Goal 2.1 - Smart Location Principles                  Goal 4.1 - Compact Urban Areas (Policy 4.1.2)                  Goal 4.7 - Air Quality (Policies 4.7.1 &amp; 4.7.3)                  Goal 4.11 - Public Transportation (Policies 4.11.2, 4.11.3 &amp; 4.11.6)                  Goal 6.1 - Housing Supply (Policies 6.1.1 - 6.1.3, 6.1.7)                  Goal 6.2 - Existing Neighborhoods (Policy 6.2.1)                  Goal 6.3 - Walkable Neighborhoods (Policies 6.3.1 - 6.3.3)                  Goal 6.4 - Housing Affordability                  Goal 7.3 - Dynamic Walkable Neighborhoods (Policy 7.3.3)                  Goal 7.11 - Complete Streets</p> <p>Goal 9.4 - Exposure to Environmental Risk (Policies 9.4.1a, 9.4.1c, 9.4.1e)                  Goal 9.5 - Encourage Physical Activity Through Design (Policies 9.5.4 &amp; 9.5.6)                  Goal 9.6 - Encourage Well-Being (Policy 9.6.6)                  Goal 10.5 - Stormwater; (Policy 10.5.2, Policy 10.5.7, Policy 10.5.9)                  Goal 10.6 - Atmosphere; promote both roof and non-roof strategies to mitigate the urban heat island effect (Policy 10.6.9).                  Goal 10.7 - Energy/Public transit (Policy 10.7.2).                  Goal 10.8: Protect and enhance ecologically sensitive areas such as aquifer recharge zones, hillsides, bosques, arroyos, wetlands, and plants and wildlife resources.                  Goal 10.9: Preserve the valuable natural resources of the mountain and hillside areas and minimize the exposure of potential environmental hazards associated with their development.                  Goal 10.10: Protect the community from risks associated with geologic conditions                  Goal 10.13: Protect City residents from the effects of excessive noise or vibration.                  Goal 10.14: Improve public safety by developing appropriate lighting and control standards.</p>
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**TOTAL POSSIBLE POINTS 100**

1. Regional Land Use Patterns			MAXIMUM POINTS: 4
Goal	Policy	Criteria	Points
<b>Downtown</b>			
<p><b>Goal 1.1:</b> The City of El Paso places the highest priority on the reinvigoration of Downtown, whose strategic location, walkable blocks, and historic buildings will once again make Downtown a vibrant destination and center of culture, shopping, government, and the arts. These policies, and the policies in the Downtown Element of <i>Plan El Paso</i>, apply to land in the G-1 "Downtown" growth sector on the Future Land Use Map.</p>	<p><b>Policy 1.1.1:</b> City policies and programs should encourage the rehabilitation of upper stories of existing Downtown buildings as office, retail, entertainment, and residential space. Financial incentives should be considered to encourage investment from the private sector.</p>	For developments in the G-1 "Downtown" Future Land Use Area, the development includes rehabilitation of existing buildings.	1
		For developments in the G-1 "Downtown" Future Land Use Area, the development includes a mixed-use component or multiple uses, such as office, retail, or entertainment that is in addition to residential space. Uses that are intended for exclusive use of residents in low income housing shall not qualify.	1
		For developments in the G-1 "Downtown" Future Land Use Area, the development includes new construction with three or more habitable stories.	1
		For developments in the G-1 "Downtown" Future Land Use Area, the development utilizes shared parking agreements with existing private or municipal parking resources to satisfy at least 50% of its required off-street parking.	1
<b>Traditional Neighborhoods</b>			
<p><b>Goal 1.2:</b> The City of El Paso highly values the traditional neighborhoods that were laid out in all directions from Downtown and will maintain and improve their highly walkable character, transit accessibility, diverse mix of land uses, and historic building stock. These policies apply to land in the G-2 "Traditional Neighborhood" growth sector on the Future Land Use Map. Also see goals and policies in the Urban Design Element.</p>	<p><b>Policy 1.2.3:</b> Vacant and underutilized parcels in and around the City's traditional neighborhoods can be excellent locations for redevelopment that adds housing, shopping, employment, entertainment, and recreational options for nearby residents and transit patrons. Redevelopment of such sites should mesh with the scale and character of these existing neighborhoods rather than imposing a suburban or high-rise model on traditional neighborhoods. The City's zoning and development regulations should be modified accordingly. Additional infill incentives should be considered by the City.</p>	For developments in the G-2 "Traditional Neighborhood" Future Land Use Area, the development's structures show a general conformance with the scale and character of the existing neighborhood (defined as those residential properties within a 1/4 mile proximity of the subject property) in terms of building height and residential density.	1

<b>Neighborhood Retrofits</b>			
<p><b>Goal 1.3:</b> 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 rowhouses, apartments, and condominiums, and to expand opportunities for employment and neighborhood shopping without requiring long car trips.</p>	<p><b>Policy 1.3.1:</b> Most neighborhoods, even new ones, would benefit from a greater variety of activities within walking and bicycling distance. For instance, a greater number of smaller parks are preferable to a few larger ones that are accessible only to those with a private vehicle. Likewise, smaller schools often become the centerpiece of their neighborhoods rather than distant facilities to which most students must be driven or bused each day. This policy is most applicable within the G-3 "Post-War" and G-4 "Suburban" growth sectors on the Future Land Use Map.</p>	<p>For developments in the G-3 "Post-War" or G-4 "Suburban" Future Land Use Areas, the development shall either:</p> <ul style="list-style-type: none"> <li>a. Provide, on site, at least 1.5 acres of parkland for every 100 dwelling units</li> <li>b. Locate within 1/2 mile of existing parkland that satisfies the parkland calculation described in "a"</li> </ul>	1
		<p>For developments in the G-3 "Post-War" or G-4 "Suburban" Future Land Use Areas, the development shall be located within a 1/2 mile walking distance from an existing elementary, middle or high school. The entirety of the path from the development to the school must be served by sidewalks.</p>	1
	<p><b>Policy 1.3.2:</b> Sun Metro bus routes and rapid transit system (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).</p>	<p>For developments in the G-3 "Post-War" or G-4 "Suburban" Future Land Use Areas, the development shall either:</p> <ul style="list-style-type: none"> <li>a. Locate within a 1/2 mile walking distance from an existing or future RTS stop</li> <li>b. Locate within a 1/4 mile walking distance from an existing standard Sun Metro bus stop</li> </ul> <p>In either case, the entirety of the path from the development to the transit stop must be served by sidewalks.</p>	1
<b>Outward Expansion</b>			
<p><b>Goal 1.5:</b> The City of El Paso has grown primarily by outward expansion. This pattern has become untenable because the undevelopable wedges created by Fort Bliss and the Franklin Mountains have forced outward expansion so far from central El Paso. The amount of commuting required by this development pattern throughout the City will be increasingly impractical in an era of high gasoline prices and the need to control climatic changes caused in part by overuse of fossil fuels. The City of El Paso will be cautious about authorizing further outward expansion until it can be demonstrated to be essential to accommodate growth and the land to be</p>	<p><b>Policy 1.5.2:</b> This plan discourages urban development of irrigated farmland along the Rio Grande, which is designated in the O-3 "Agriculture" open-space sector. The City and EPWU-PSB should ensure that their individual regulations are complementary and do not encourage unnecessary development of irrigated farmland. Consideration needs to be given to incentivizing preservation of agricultural lands, including conducting a full evaluation of best practices that could mitigate their full development.</p>	<p>The development is located in any of the Future Land Use Areas listed here:</p> <ul style="list-style-type: none"> <li>a. O-1 "Preserve"</li> <li>b. O-2 "Natural"</li> <li>c. O-3 "Agriculture"</li> <li>d. O-5 "Remote"</li> </ul>	-2



developed is an excellent location for expansion.	<b>Policy 1.5.3:</b> Arroyos are ravines carved over many years by rainfall moving across the earth. Arroyos feature a high degree of biodiversity and are an important part of the local ecology and landscape and the regional drainage pattern. This plan discourages urban development of remaining critical arroyos	The development is located within, or causes the disturbance of a FEMA designated arroyo.	-2
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**Outward Expansion**

<p><b>Goal 1.9:</b> The regional economy depends heavily on manufacturing. The City of El Paso will designate ample land that is well-suited for industrial facilities that are best located north of the border and will ensure that industrial facilities do not adversely affect the health, safety, or welfare of the community. These policies apply to land in the G-7 "Industrial" growth sector on the Future Land Use Map.</p>	<p><b>Policy 1.9.5:</b> Obsolete industrial sites and railyards pose technical challenges to redevelopment but are often ideally located within the City to offer new choices and opportunities for El Paso residents. The City should take affirmative steps to maximize this potential. These sites are generally in the G-7 "Industrial" growth sector on the Future Land Use Map.</p>	<p>For developments in the G-7 "Industrial and/or Railyards" Future Land Use Area, the development includes a mixed-use component or multiple uses, such as office, retail, or entertainment that is in addition to residential space. Uses that are intended for exclusive use of residents in low income housing shall not qualify.</p>	1
		<p>For developments in the G-7 "Industrial and/or Railyards" Future Land Use Area, the development shall either:</p> <ul style="list-style-type: none"> <li>a. Provide, on site, at least 1.5 acres of parkland for every 100 dwelling units</li> <li>b. Locate within 1/2 mile of existing parkland that satisfies the parkland calculation described in "a"</li> </ul>	1

**2. Urban Design** **MAXIMUM POINTS: 4**

Goal	Policy	Criteria	Points
<b>Smart Location Principles</b>			
<p><b>Goal 2.1:</b> The City should change its growth pattern away from continuous outward expansion and toward integrated growth that minimizes environmental damage, reduces the need for excessive travel by private automobile, and can be served by public transportation.</p>	<p><b>Policy 2.1.2:</b> Preferred locations for new development are sites near areas with a minimum of 90 intersections per square mile, as measured within ½-mile of the project's boundary.</p>	<p>The development's surroundings have a minimum of 90 intersections per square mile, as measured within 1/2 mile of the project's boundary.</p>	1
	<p><b>Policy 2.1.3:</b> Construction of high-rise buildings should be encouraged only in areas well-served by public transit.</p>	<p>The development includes new construction with three or more habitable stories in areas within 1/2 mile of a RTS or Streetcar route.</p>	1

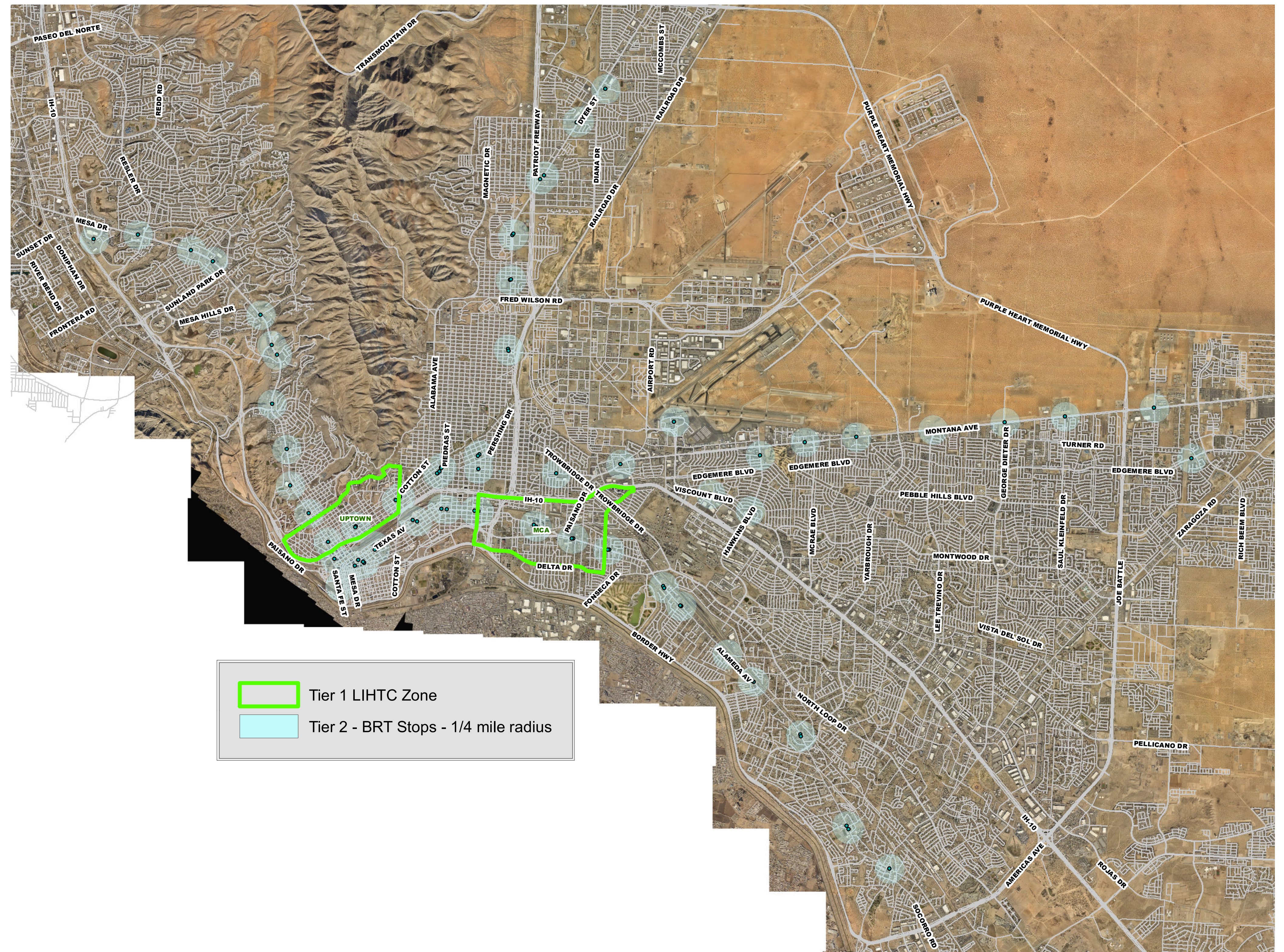
<p><b>Policy 2.1.4:</b> Development is encouraged to integrate jobs into or near residential neighborhoods, or to re-balance existing communities by adding jobs within a ½-mile radius of residential neighborhoods or by adding residences within a ½-mile radius of concentrations of jobs.</p>	<p>The development either:</p> <ul style="list-style-type: none"> <li>a. provides on-site commercial and/or office space in which potential employers may establish</li> <li>b. locates within a 1/2 mile walking distance of an existing retail/office/manufacturing employment center. The path from the development to the employment center must be served by sidewalks.</li> </ul>	<p>1</p>
<p><b>Policy 2.1.6:</b> Development is encouraged along existing or planned bicycle networks where additional segments and/or secure bicycle storage can be added to the network.</p>	<p>For developments located along thoroughfares outfitted with existing dedicated bicycle infrastructure (such as a dedicated bicycle lane), the site shall provide at least 1 bicycle parking space or bicycle storage container for every 5 dwelling units.</p>	<p>1</p>
<p><b>Policy 2.1.7:</b> Development is discouraged on sites or portions of sites within the 100-year or moderate-risk floodplains as defined by the Federal Emergency Management Agency (FEMA). Where development must occur within floodplains, development should be located on previously developed floodplains or in nonconveyance areas without flooding potential.</p>	<p>The development is located within a 100-year or moderate-risk floodplain as defined by FEMA.</p>	<p>-1</p>
<p><b>Policy 2.1.10:</b> Development is discouraged on land with slopes greater than 15% and on land designated O-2 "Natural" on the Future Land Use Map.</p>	<p>The development is located in a O-2 "Natural" Future Land Use Map Area, or on land on which more than 20% of the site area has slopes greater than 15%</p>	<p>-2</p>
<p><b>Policy 2.1.11:</b> Development is discouraged on sites where imperiled species or ecological communities have been identified.</p>	<p>The development is located on sites where imperiled species or ecological communities have been identified.</p>	<p>-2</p>
<p><b>Policy 2.1.14:</b> Development is strongly discouraged on irrigated farmland unless the proposed development commits to permanently keep at least 50% of the land for farming or to subdivide the land into tracts that are themselves large enough to support small-scale farming.</p>	<p>For project's located on land that is currently or recently was utilized as irrigated farmland, the development commits to permanently keep at least 50% of the land area for farming.</p>	<p>1</p>

6. Housing			MAXIMUM POINTS: 2
Goal	Policy	Criteria	Points
<b>Housing Supply</b>			
<b>Goal 6.1:</b> Maintain a sustainable and efficient housing supply for all residents of El Paso.	<b>Policy 6.1.1:</b> Strive to distribute a variety of housing types throughout the City to expand choices available to meet the financial, lifestyle, and cultural needs of El Paso's diverse population. Strongly encourage housing types that take into account non-traditional households and multi-generational families.	The project provides at least two types of housing from the following list of building types: a. Apartment building b. Mixed-Use building c. Townhome/Rowhouse d. Duplex/Triplex/Quadruplex The building type containing the smallest number of dwelling units shall nevertheless contain at last 20% of the project's total number of dwelling units.	1
<b>Existing Neighborhoods</b>			
<b>Goal 6.2:</b> Preserve and revitalize El Paso's existing neighborhoods.	<b>Policy 6.2.1:</b> Actively seek opportunities to retrofit suburban subdivisions to improve connectivity, add high quality parks, and introduce limited commercial uses where possible.	The development includes commercial space in which neighborhood serving retail businesses capable of serving surrounding residents as well as affordable housing residents may locate. The commercial space shall have a minimum 1,000 square feet of contiguous floor space.	1
<b>Walkable Neighborhoods</b>			
<b>Goal 6.3:</b> El Paso's neighborhoods should become the most connected and walkable in the southwest.	<b>Policy 6.3.1:</b> The City should encourage all new residential developments to be complete and connected, using the design principles under Goals 2.1 through 2.6 of the Urban Design Element, City-developed rating systems, SmartCode, and/or national standards such as LEED-ND as tools to assess the design of proposed developments.	All residential buildings earn a LEED Silver certification or higher	1
<b>Housing Affordability</b>			
<b>Goal 6.4:</b> Expand opportunities for affordable housing through new tools, technologies, and partnerships.	<b>Policy 6.4.1:</b> Adopt the "Housing + Transportation" formula developed by the Center for Neighborhood Technology as a tool to determine the true cost of living in various locations around El Paso.	The development is located in a census tract whose Housing + Transportation costs exceed 50% of per capita income for that census tract.	-2
9. Health			MAXIMUM POINTS: 1
Goal	Policy	Criteria	Points
<b>Environmental Risk Factors</b>			

<p><b>Goal 9.4:</b> Reduce exposure to environmental risk factors.</p>	<p><b>Policy 9.4.1:</b> Reduce risk of injury and fatality due to vehicular accidents.</p> <p>a. Lower design speeds on existing and proposed streets and highways. Retrofit streets to be more pedestrian-friendly. Include on-street parking and street trees as barriers between pedestrians and moving travel lanes and which increase visual friction to discourage speeding. Include wide sidewalks and narrower travel lanes. Minimize crossing distance at intersections with pedestrian refuges, bulb-outs, speed tables, and other strategies.</p>	<p>If the development utilizes an internal vehicle circulation network, the thoroughfares utilize pedestrian-friendly design elements, including at least two of the following:</p> <p>a. design speeds of 20 miles per hour or lower  b. sidewalks greater than 5 feet in width  c. street trees  d. intersections with pedestrian refuges, bulb-outs, speed tables, et cetera</p>	1
	<p><b>Policy 9.4.1:</b> Reduce risk of injury and fatality due to vehicular accidents.</p> <p>e. Promote the use of woonerven (a woonerf is a street in which pedestrians and cyclists have legal priority over automobile drivers, and which exhibit extremely low design speeds), shared spaces, curbless streets, and stripe-free zones as ways to create very traffic calmed residential streets that need less right-of-way than conventional streets. Use highly textured road beds to slow traffic.</p>	<p>If the development utilizes an internal vehicle circulation network, <i>woonerven</i> are utilized.</p>	2
<p><b>Physical Activity</b></p>			
<p><b>Goal 9.5:</b> Encourage physical activity through the design of the built environment.</p>	<p><b>Policy 9.5.6:</b> Integrate walkable neighborhood design with transit stations according to techniques and policies described in Regional Land Use Patterns, Urban Design, and Housing Elements.</p>	<p>For developments located on local or collector thoroughfares, as determined by the Major thoroughfare Plan, at least 50% of units are located within 15 feet of the property line facing a public right-of-way, and the entrances face the public right-of-way.</p>	1
<p><b>10. Sustainability</b></p>			<p><b>MAXIMUM POINTS: 1</b></p>
<b>Goal</b>	<b>Policy</b>	<b>Criteria</b>	<b>Points</b>
<p><b>Stormwater</b></p>			

<p><b>Goal 10.5:</b> Protect the community from floods and reduce the risk of flood damage.</p>	<p><b>Policy 10.5.9:</b> Design necessary flood control facilities to blend with and enhance developments through concepts such as park-ponds and retention of natural arroyos. Design stormwater retention facilities so they may be used during dry months.</p>	<p>If on-site ponding is required, it is designed to serve as a park-pond.</p>	<p>1</p>
<p><b>Atmosphere</b></p>			
<p><b>Goal 10.6:</b> Reduce greenhouse gas emissions to meet the national ambient air quality standards for all air pollutants in the El Paso area and mitigate the heat island effect.</p>	<p><b>Policy 10.6.9:</b> Promote both roof and non-roof strategies to mitigate the urban heat island effect. a. Roof Strategies. Create shade for roofs by using vegetated roofs.</p>	<p>At least 50% of buildings feature vegetated roofs</p>	<p>1</p>
	<p><b>Policy 10.6.9:</b> Promote both roof and non-roof strategies to mitigate the urban heat island effect. a. Roof Strategies. Create shade for roofs by using pergolas, solar panels, and other devices to shade parking garages, and flat and sloped roofs.</p>	<p>At least 50% of building roof area is shaded via pergolas, solar panels, or other devices.</p>	<p>1</p>
	<p><b>Policy 10.6.9:</b> Promote both roof and non-roof strategies to mitigate the urban heat island effect. B. Non-roof Strategies. Create shade for the ground by installing vegetative ground cover and trees in planting strips, swales, and verges instead of pavement or dark rocks.</p>	<p>The development utilizes bioswales to filter stormwater.</p>	<p>1</p>
	<p><b>Policy 10.6.9:</b> Promote both roof and non-roof strategies to mitigate the urban heat island effect. B. Non-roof Strategies. Create shade for the ground by minimizing surface parking lots and the size of expanses of asphalt and other low albedo paving surfaces.</p>	<p>Greater than 25% of the lot area is developed with impermeable surfaces, to exclude buildings.</p>	<p>-1</p>
<p><b>Noise and Vibration</b></p>			
<p><b>Goal 10.13:</b> Protect City residents from the effects of excessive noise or vibration.</p>	<p><b>Policy 10.13.1:</b> Discourage residential development in areas with high noise generators such as airports, freight railway tracks, or grade separated highways, without noise mitigation measures.</p>	<p>The development is located either: a. within 1/2 mile of an airport b. along a grade separated highway, freeway/expressway, or super arterial</p>	<p>-1</p>

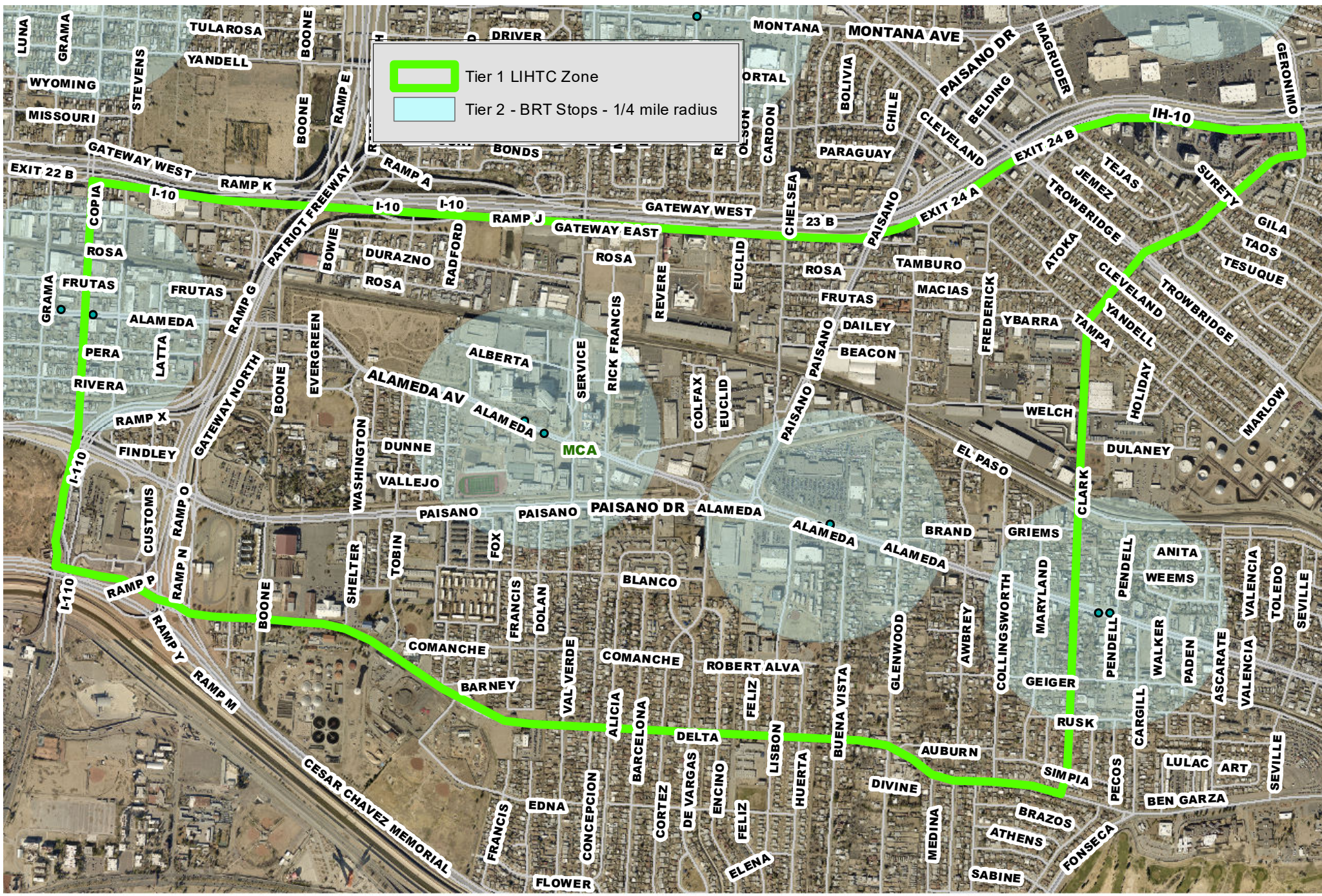




 Tier 1 LIHTC Zone

 Tier 2 - BRT Stops - 1/4 mile radius





**Tier 1 LIHTC Zone**

**Tier 2 - BRT Stops - 1/4 mile radius**

MCA

LUNA GRAMA STEVENS TULAROSA BOONE DRIVER MONTANA MONTANA AVE MAGRUDER GERONIMO  
WYOMING MISSOURI GATEWAY WEST RAMP E BOONE ORTAL BOLIVIA CHILE PAISANO DR BELDING  
EXIT 22 B I-10 RAMP K PATRIOT FREEWAY RAMP A BONDS OLSON CARDON PARAGUAY CLEVELAND EXIT 24 B IH-10  
COPIA ROSA FRUTAS ROSA RAMP J GATEWAY WEST GATEWAY EAST 23 B CHELSEA PAISANO EXIT 24 A  
FRUTAS ALAMEDA ALAMEDA AV ALAMEDA SERVICE RICK FRANCIS REVERE EUCLID ROSA TAMBURO MACIAS  
GRAMA PERA LATA FRUTAS BOONE EVERGREEN ALBERTA COLFAX EUCLID PAISANO PAISANO DAILEY BEACON  
RIVERA FINDLEY GATEWAY NORTH BOONE WASHINGTON DUNNE VALLEJO ALAMEDA ALAMEDA YBARRA TROWBRIDGE  
RAMP X RAMP O CUSTOMS RAMP N RAMP P BOONE SHELTER TOBIN FOX PAISANO PAISANO DR ALAMEDA EL PASO  
RAMP Y RAMP M BOONE VAL VERDE COMANCHE FRANCIS DOLAN BLANCO ALAMEDA BRAND GRIEMS WELCH  
CESAR CHAVEZ MEMORIAL FRANCIS EDNA CONCEPCION ALICIA BARCELONA DELTA FELIZ LISBON HUERTA BUENA VISTA GLENWOOD AWBREY COLLINGSWORTH MARYLAND DULANEY  
FLOWER CONCEPTION ALICIA BARCELONA DELTA FELIZ LISBON HUERTA BUENA VISTA GLENWOOD AWBREY COLLINGSWORTH MARYLAND DULANEY  
CLARK HOLIDAY MARLOW  
PENDELL ANITA WEEMS VALENCIA TOLEDO SEVILLE  
WALKER PADEN ASCARATE VALENCIA TOLEDO SEVILLE  
RUSK CARGILL  
SIMPIA PECOS LULAC ART SEVILLE  
BENZARZA  
BRAZOS ATHENS  
MEDINA SABINE FONSECA



