Removing Parking Minimums

Over-supplying off-street parking does not mean land use demands for cars & emissions less viable, while inducing sustainability by providing or paying for more car spaces.

**SCENARIO CONTEXT**
Cities have parking minimums that require off-street parking to be built inside multi-story commercial buildings, making multi-use buildings less flexible and productive. The city is growing exponentially.

We are noticing that high dollar investments in parking minimums are creating barriers to developing walkable and bikeable cities. Over-supplying off-street parking means the development of multi-use buildings is now limited.

**MASS. FORUM & REI**
Over-supplying off-street parking rules reflect poorly on the city's ability to grow only one way.

Parking minimums are subsidies for people who drive. Realities, consumer preferences, & urban fabric are changing over the last 50 years. Today's housing costs & rents contribute to higher mobility technologies.

Not all cities across North America are removing their parking regulations & considering removing off-street parking minimums. This infographics looks at some key concerns, benefits, and costs of removing parking minimums.

**DUE DILIGENCE**

**PARKING MINIMUMS ARE A CAR JURY**

Parking minimums are developed to fund garages, which is vicious cycles. The city has more parking than you think. Many housing developments are building more off-street parking than ever before.

**PARKING MINIMUMS PROVIDE ADDITIONAL DEVELOPMENT COSTS**
Parking minimums are expensive for developers. The developer can build more units for the same cost of parking, which is a benefit for residents.

**BENEFITS**

Reduced development costs for developers
Reduced or fully reimbursed parking costs
Reduced investment in infrastructure
Increased revenue potential
Homes built closer together
 Increased walkability
More sustainable community

**COSTS**

Lost development costs for developers
Lost investment in infrastructure
Increased traffic congestion
Increased demand for streets
Increased demand for parking
 Increased traffic congestion

**CONCLUSION**

Parking minimums are subsidies for people who drive. The city has more parking than you think. Many housing developments are building more off-street parking than ever before.

**SUMMARY**

Reduced development costs for developers
Reduced or fully reimbursed parking costs
Reduced investment in infrastructure
Increased revenue potential
Homes built closer together
 Increased walkability
More sustainable community

**DIAGRAM**

- Reducing parking minimums
- Increased walkability
- More sustainable community
- Reduced development costs for developers
- Reduced or fully reimbursed parking costs
- Reduced investment in infrastructure
- Increased revenue potential
- Homes built closer together

**TIPS**

- Consider other options before removing parking minimums
- Evaluate the impact on the city's infrastructure
- Collaborate with city planners and developers

**EXTRA CONSIDERATIONS**

- Potential environmental impacts
- Impact on urban design
- Effect on existing businesses

**TABLE**

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<th>Benefit</th>
<th>Cost</th>
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**OUTDATED RULES VS. VISION & GOALS**

Parking minimums are outdated rules that reflect the past. The city is growing exponentially, and we need to adapt our regulations to reflect that.

**COMMON CONCERNS**

- Loss of revenue for the city
- Impact on existing businesses
- Difficulty in implementing new regulations

**WE ARE MORE URBAN THAN EVER**

We are more urban than ever before, and we need to adapt our regulations to reflect that. Removing parking minimums can help create more sustainable and walkable communities.

**SPREAD OUT OUR URBAN FORM**

Spreading out our urban form means less parking space is needed. This can help create more productive uses for land.

**CARINES ECONOMICS**

Parking economics is a complex issue, and it's important to consider all factors before removing parking minimums.