



Reducing Parking Minimums to meet our Climate and Equity Goals

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Today, any new property development in most cities requires a specified minimum amount of *off-street* parking



These requirements are part of city development regulations, often called “parking minimums”



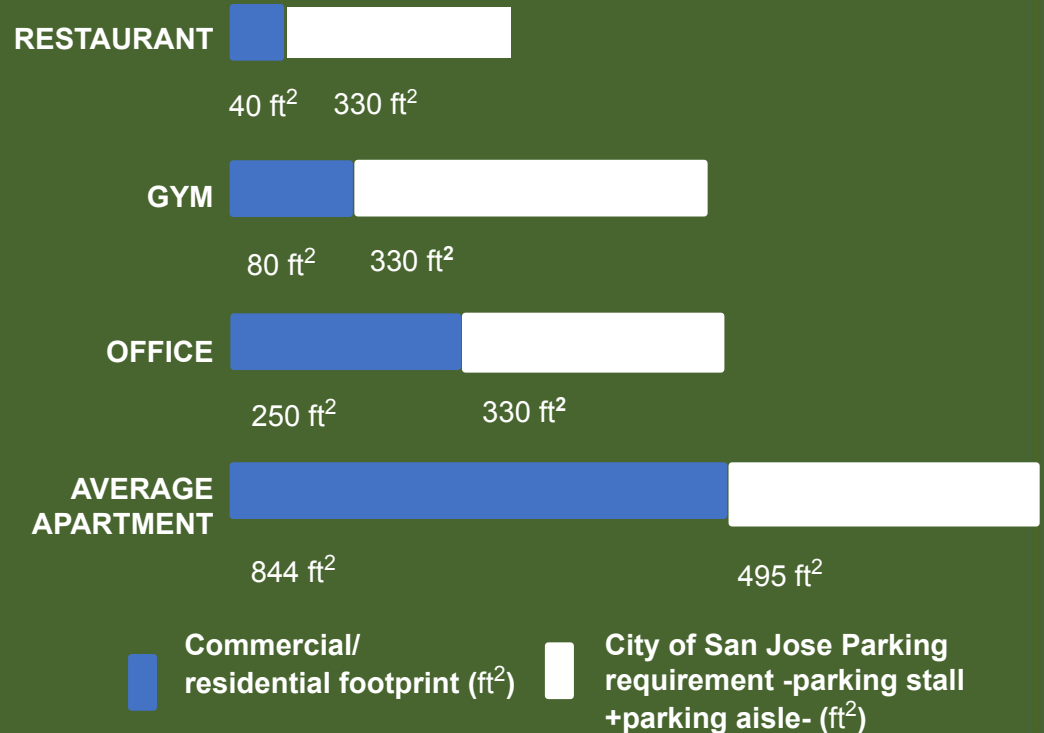
They're designed so that the supply of parking always exceeds demand—**so there are always empty spaces**

HOW MUCH PARKING IS REQUIRED?

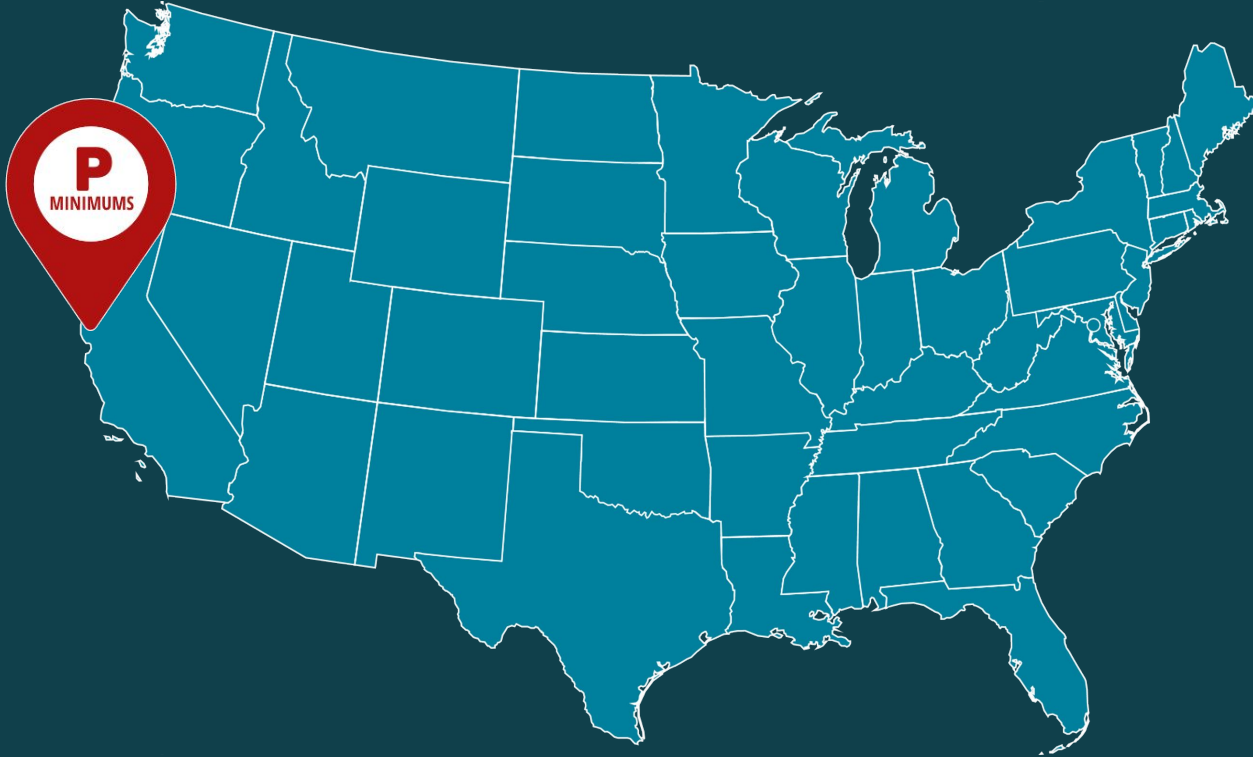
In the U.S., there are 800 parking spaces for every 1 car. **Why?**

Zoning code mandating that developers build a **minimum amount of off-street parking spaces** for new buildings.

Often results in dedicating **more space to parking than the building use itself.**



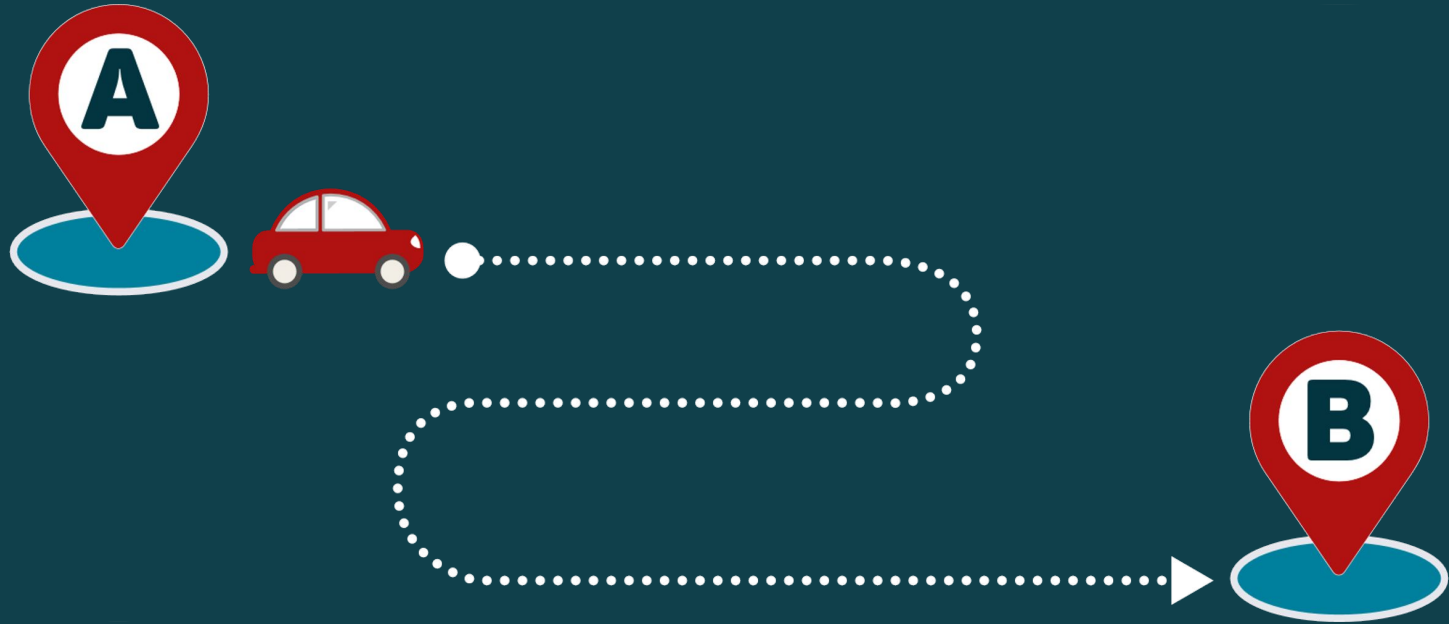
Parking minimums are not unique to the Bay Area




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**But parking minimums assume cars are
the only way to get from Point A to Point B**



An aerial photograph of a suburban commercial or office park. The area is characterized by large, paved parking lots filled with cars, interspersed with several multi-story office buildings. A network of roads and a multi-lane highway with an overpass are visible, illustrating a car-centric urban design. A white text box is overlaid on the upper portion of the image.

**The result has been cities built
for cars rather than for people**

Removing Parking Minimums will Benefit:



1

Climate, choice,
and traffic



2

Land, space,
and ecology



3

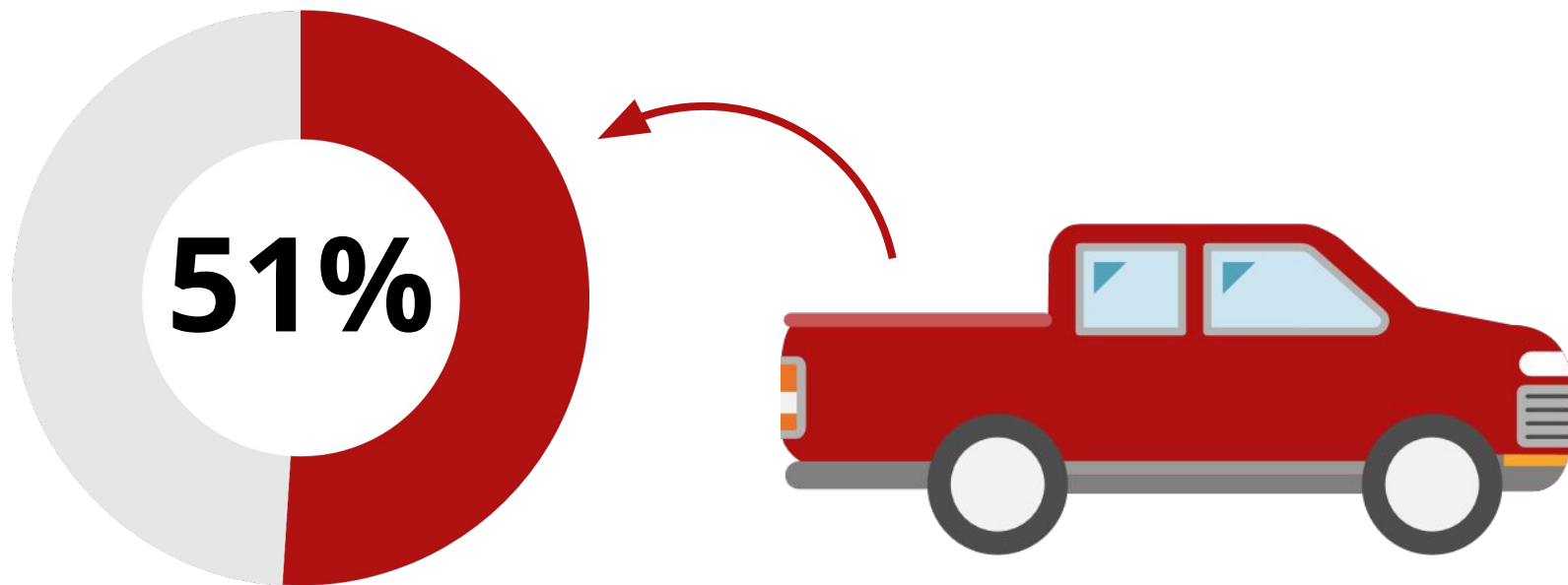
Housing
affordability

More Driving = More Greenhouse Gas Emissions

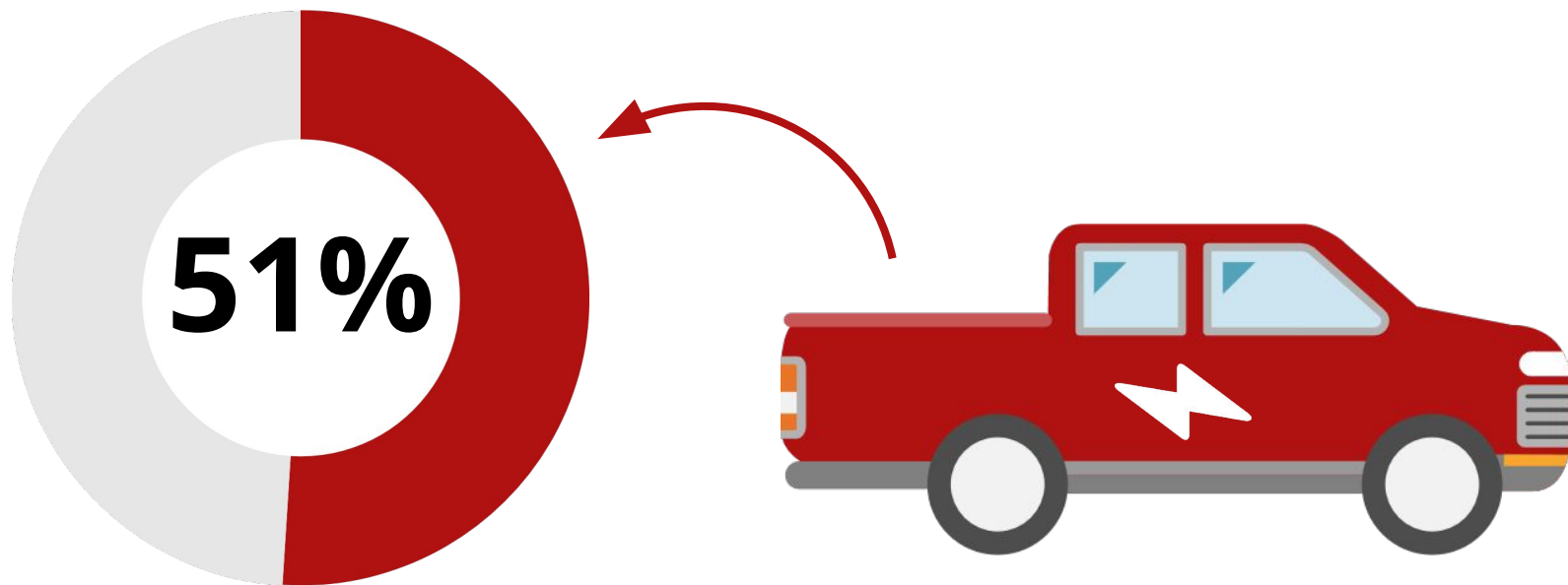


The amount we drive is called **“vehicle miles traveled”** or **VMT**

In 2019, more than half of GHG emissions came from transportation—much of that simply people driving to work



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**Even with widespread electrification of cars,
we still need to incentivize other transportation options,
like walking, biking, transit, and carpooling**



Land, space, and ecology



Climate, choice,
and traffic



Land, space, and
ecology



Housing
affordability

Parking lots are not appealing places ...



... and outside of the function of car parking they do not add value to communities.



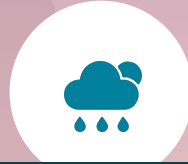
This is to say nothing of the negative ecological impacts of excess surface parking



Habitat loss



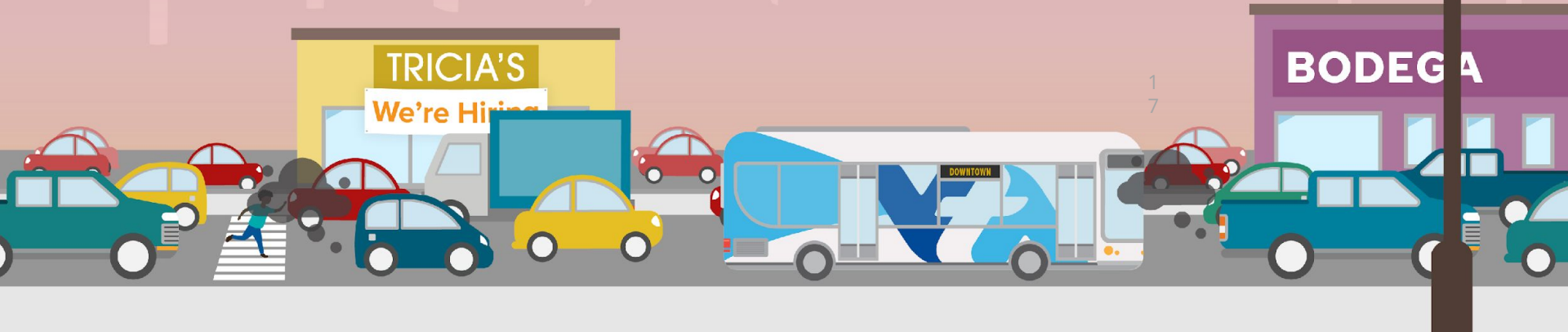
Less open space



Worse drainage



Heat islands



Problem 4: Housing affordability



Climate, choice,
and traffic



Land, space, and
ecology



Housing
affordability

Parking is expensive to build and maintain



\$34,000

to

\$75,000

per space

initial construction cost
for structured parking

9

*(That's at least \$1.7M
just to build 50 spaces)*

But parking is never actually free: the costs show up everywhere in our lives



Higher rents

For housing, retail,
and office space



Higher purchase prices

Including higher
construction costs



More expensive goods and services

0

But many people don't need car parking

People who choose not to drive,
young people, older people, people
with lower incomes, people with
limited vision, the list goes on



Yet parking minimums are only half the story



PARKING STRATEGY

Right-size the parking supply to avoid building excess parking spaces and incentivizing driving over alternatives

TDM STRATEGIES

Manage demand for parking by providing high-quality alternatives to driving, such as walking, biking, and transit



**We also want to make it easier
to walk, bike, and take transit**

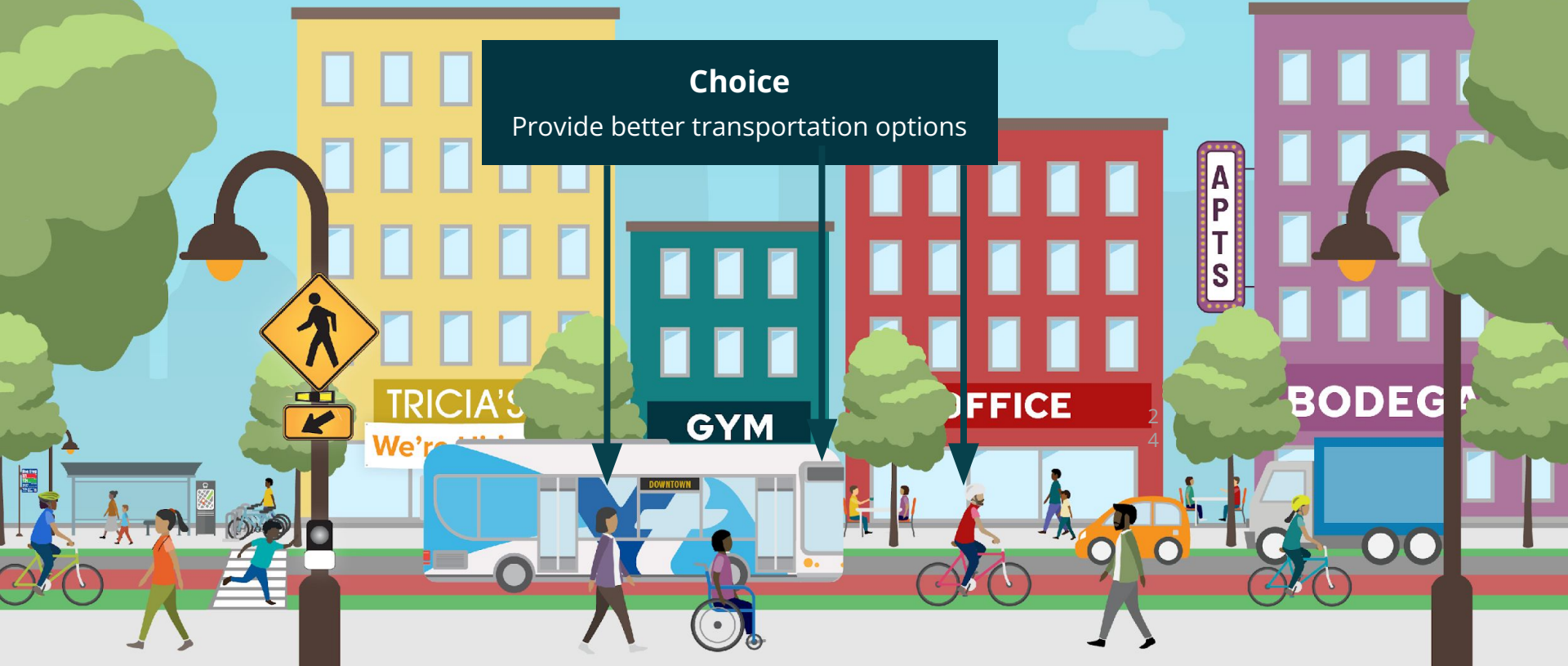
Together, this is our opportunity to ...



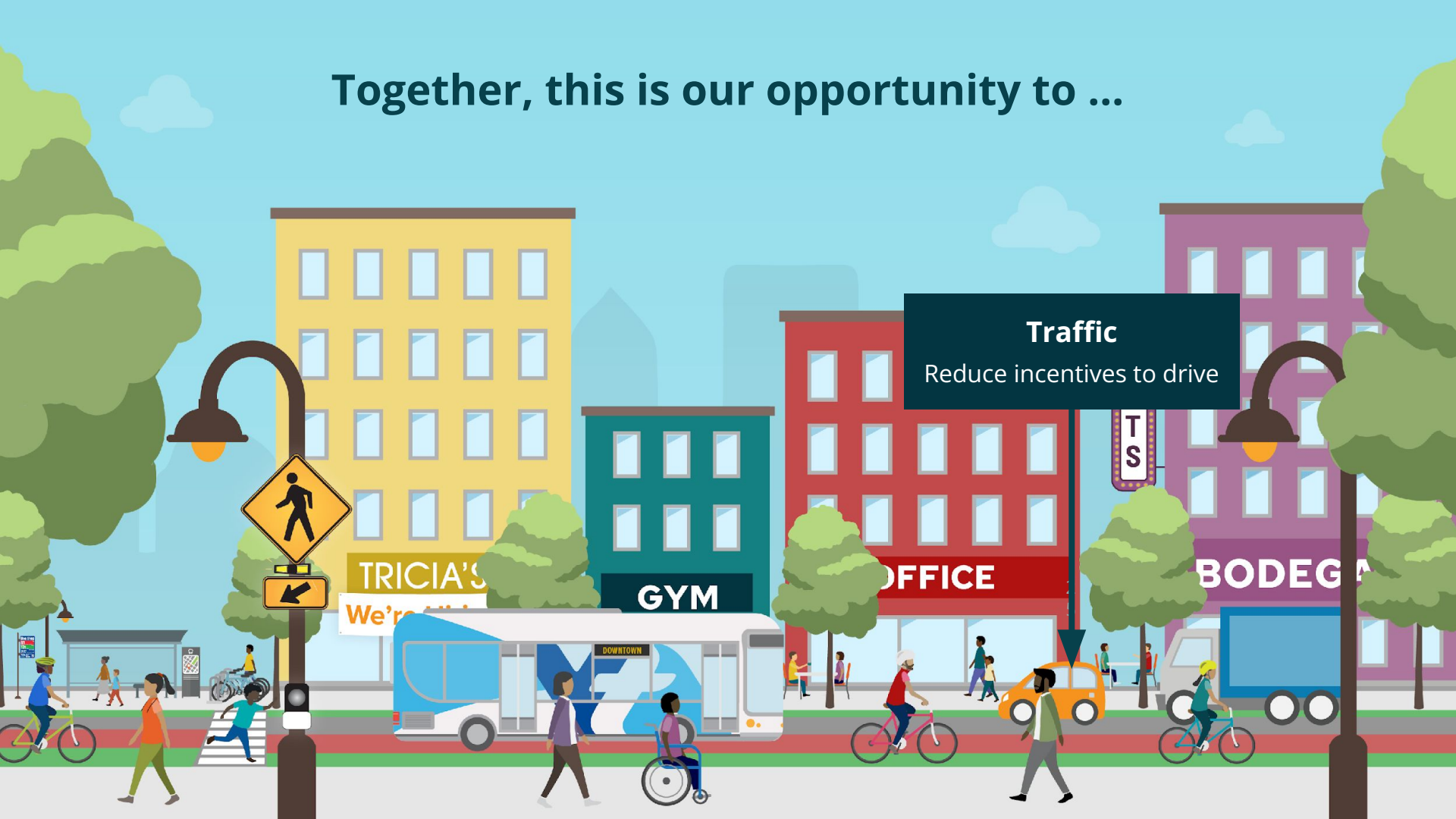
Together, this is our opportunity to ...

Choice

Provide better transportation options



Together, this is our opportunity to ...



Together, this is our opportunity to ...

Flexibility

Increase flexibility for businesses



Together, this is our opportunity to ...

Land

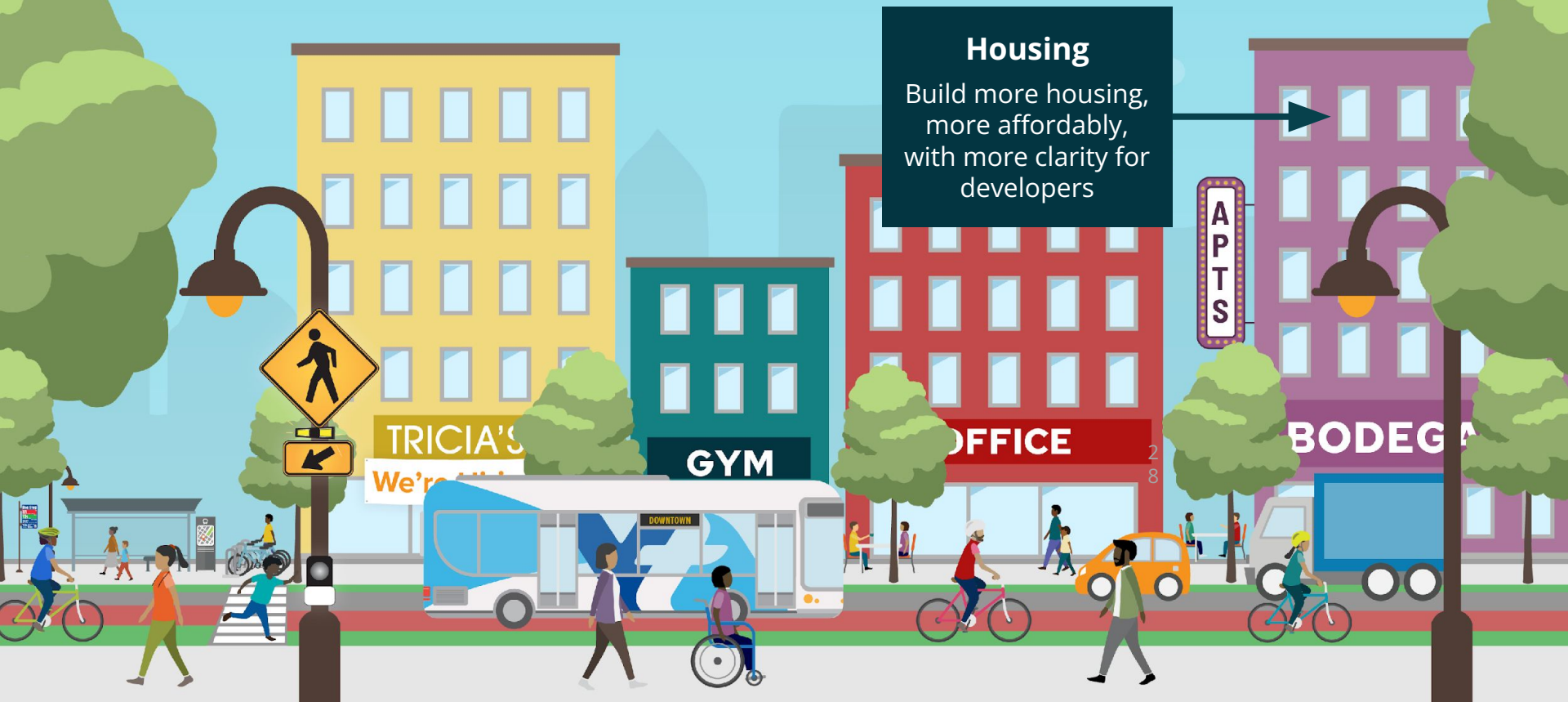
Allocate more space for people, jobs, and ecologically beneficial land uses



Together, this is our opportunity to ...

Housing

Build more housing,
more affordably,
with more clarity for
developers



TAKING ACTION

STATE: AB 2097 (Friedman)

LOCAL:

San Jose City Council will vote June 4th

Has your city gotten rid of parking minimums? Reach out to your cities planning staff make sure this is included in the Housing Element!

Email me with questions:
zsiegel@greenbelt.org



"This city is going to bell! That used to be a parking lot."

Eliminating parking minimums can help cities achieve quality of life and sustainability goals



House people not cars

Prioritize affordability and flexibility for developers



Right-size parking

Ensure valuable space is not wasted with excess parking



Enhance quality of life

Increase affordability and walkability



Trade parking requirements for more mobility choices

Make sustainable travel behavior more safe, convenient and attractive

ADDITIONAL LAYOUTS

Use the following layouts if when customizing this presentation for a specific purpose, you run out of slides or need slightly different layout.