

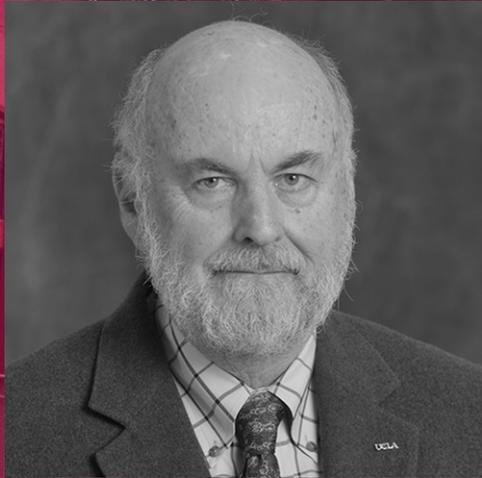


INSPIRED LEADERS
SHAPING CITIES



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Minimum parking requirements stunt
the economies of cities.

Two Aspects of Parking Requirements

1. For a new building, parking requirements determine the number of spaces a developer must *supply*.
2. For an existing building, parking requirements limit the uses a city will *allow*.

Los Angeles Adaptive Reuse Ordinance

Until 1999, Los Angeles required two parking spaces per condominium unit in downtown.

“a neighborhood of hoodlums, derelicts and winos—a neighborhood of echoing buildings full of absolutely nothing above the ground floor.” *Los Angeles Times*, 1982

In 1999, Los Angeles adopted its Adaptive Reuse Ordinance (ARO), which allows the conversion of economically distressed or historically significant office buildings into new residential units—with no new parking spaces.

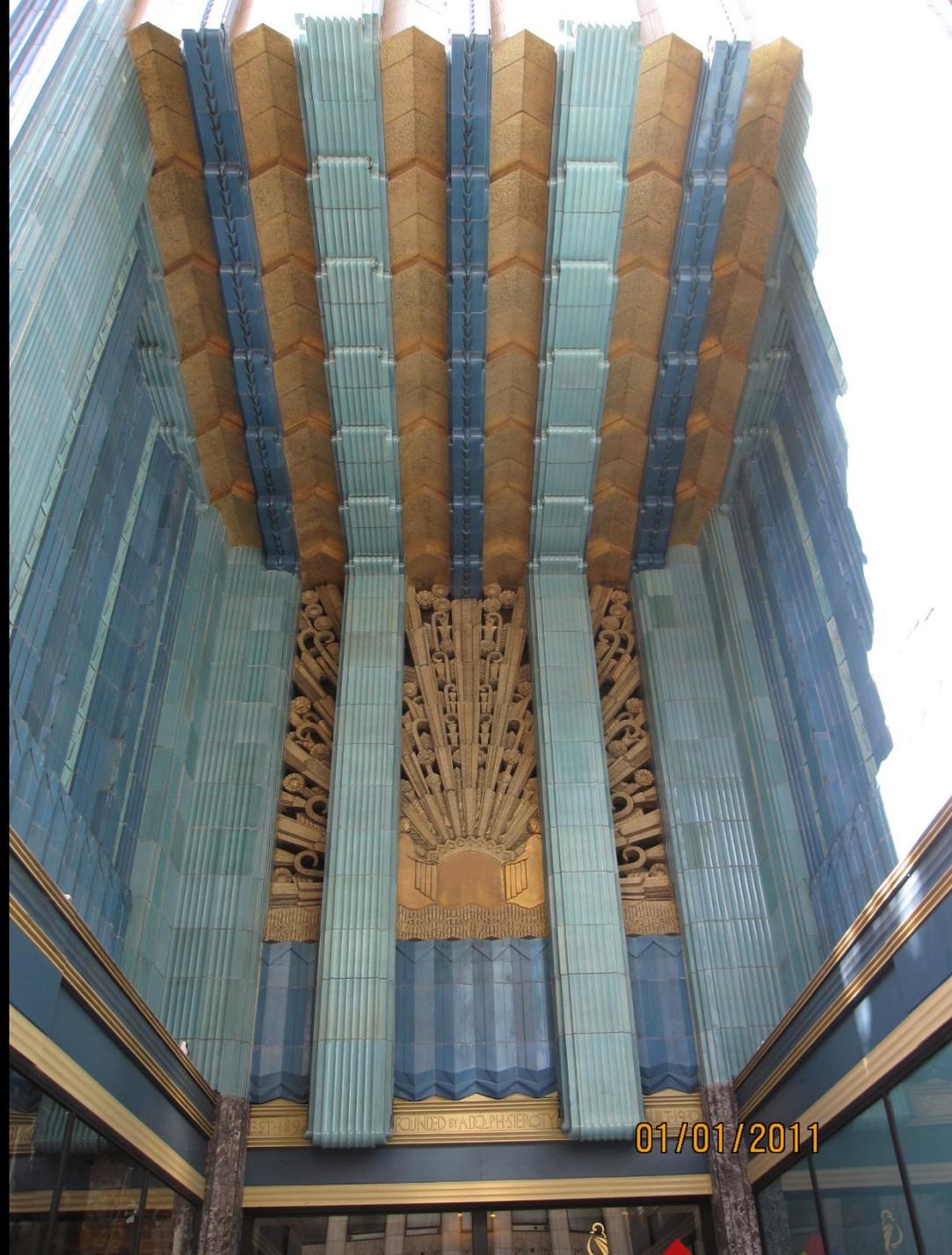
Developers used the ARO to convert 57 historic office buildings into at least 7,300 new housing units between 1999 and 2008.





EASTERN EASTERN

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FOR
RENT
SPRING

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Spring

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Developers provided, on average, only 1.3 spaces per unit, with 0.9 spaces on-site and 0.4 off-site in nearby lots or garages.

Had the ARO not been adopted, the city would have required two *on-site* spaces for every unit, or more than twice as many as developers did provide.

Other cities are removing parking requirements in downtown

“to promote the creation of downtown apartments” (Greenfield, Massachusetts)

“to see more affordable housing” (Miami)

“to meet the needs of smaller businesses” (Muskegon, Michigan)

“to give business owners more flexibility while creating a vibrant downtown” (Sandpoint, Idaho)

“to prevent ugly, auto-oriented townhouses” (Seattle).

Minneapolis Moves to Eliminate Mandatory Parking

By Angie Schmitt | Dec 12, 2018 | 18



Photo: Minneapolis 2040



The Minneapolis City Council has approved a **bold plan** that would dramatically increase walkability and other hallmarks of urban living by eliminating mandatory parking that has encouraged car ownership for years.

"In a win for housing affordability and walkability, San Francisco's Board of Supervisors voted last week to eliminate the city's minimum parking requirements." Next, San Francisco should charge market prices for curb parking and use the revenue to put the overhead wires underground.



USA.STREETS.BLOG.ORG

San Francisco Eliminates Parking Minimums

San Francisco is the latest city to eliminate minimum parking requirements...

In downtown, a maximum of one parking stall will be allowed per residential unit, with the added restriction that parking must be built below ground if it is built at all.



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San Diego eliminates parking requirements for transit-adjacent projects

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Rio de Janeiro recently eliminated the minimum parking requirements that mandated one car park space per housing unit. They will be replaced with a parking maximum of one space per four housing units.



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No more minimum parking requirements in Rio - ptc.

Rio de Janeiro approved new building codes that will eliminate the minimum...

Reform is up to
all of you.



The High Cost of Free Parking

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