



Off-street parking regulations in Mexico City

Building momentum to build less parking

Santiago Fernández Reyes

ITDP Mexico

June 2, 2021

Agenda

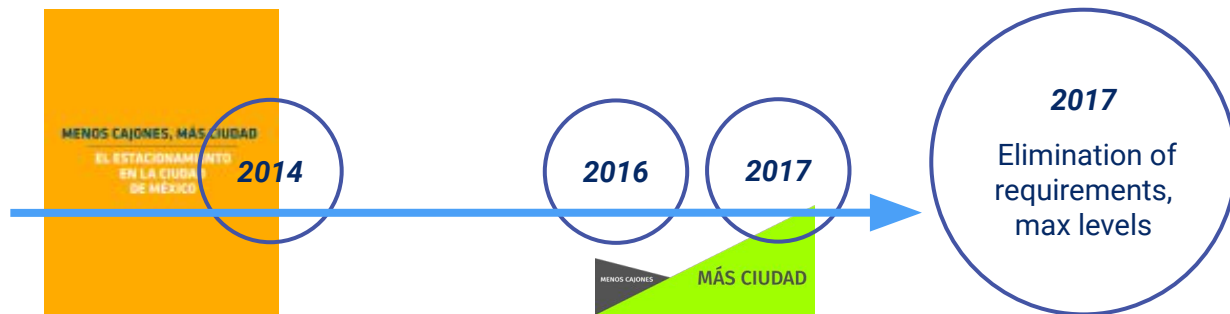
- More City Initiative
- Car control and off-street parking minimums
- Off-street parking regulations in **Mexico City**
 - **Norm of 2004**
 - **Reform of 2017**
 - **Ex-post evaluation of new norm (2020)**



More City Initiative

Implementing change from civil society

- 2014 - Initial studies and exploration of potential
- 2014 -2017 Stakeholder engagement and reform.
- 2020 Ex-post evaluation and scaling



ITDP e IMCO convocan al concurso
MENOS CAJONES, MÁS CIUDAD

[DESCARGA LAS BASES]

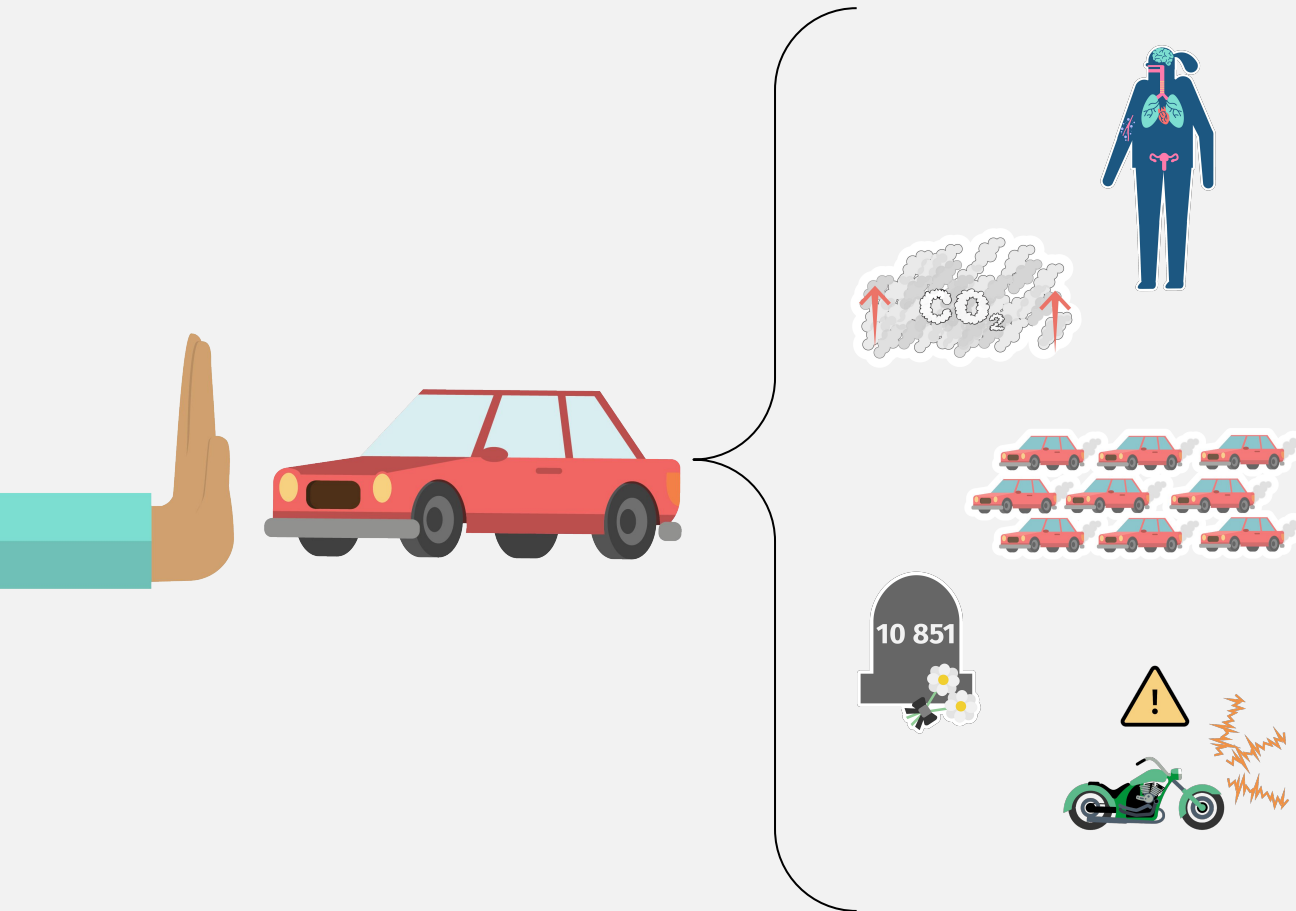


<http://www.menoscajonesmasciudad.mx/>

Car control



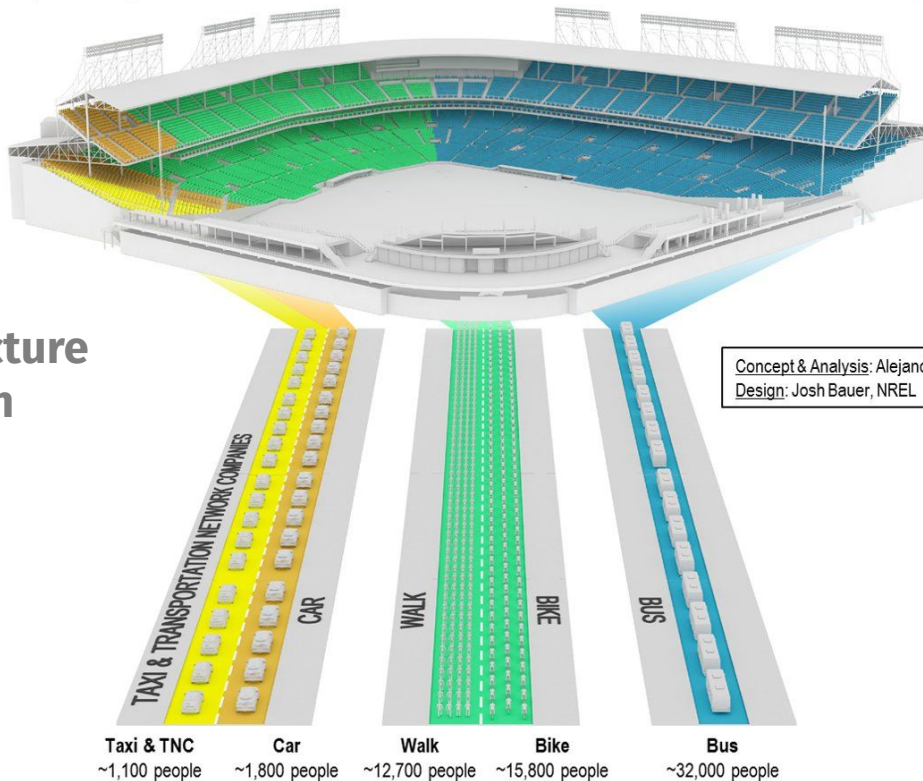
Car control



- Car control measures should look at mitigating various impacts.
- 2.9 y 4.9% of GDP in Top 20 Mexican areas (ITDP, 2019)

Car control

Quantity of People Who Can Travel Per Hour Per Lane Via Various Modes of Transportation



**Car-oriented infrastructure
is not only inefficient in
terms of mobility**

It also has excessive
land requirements

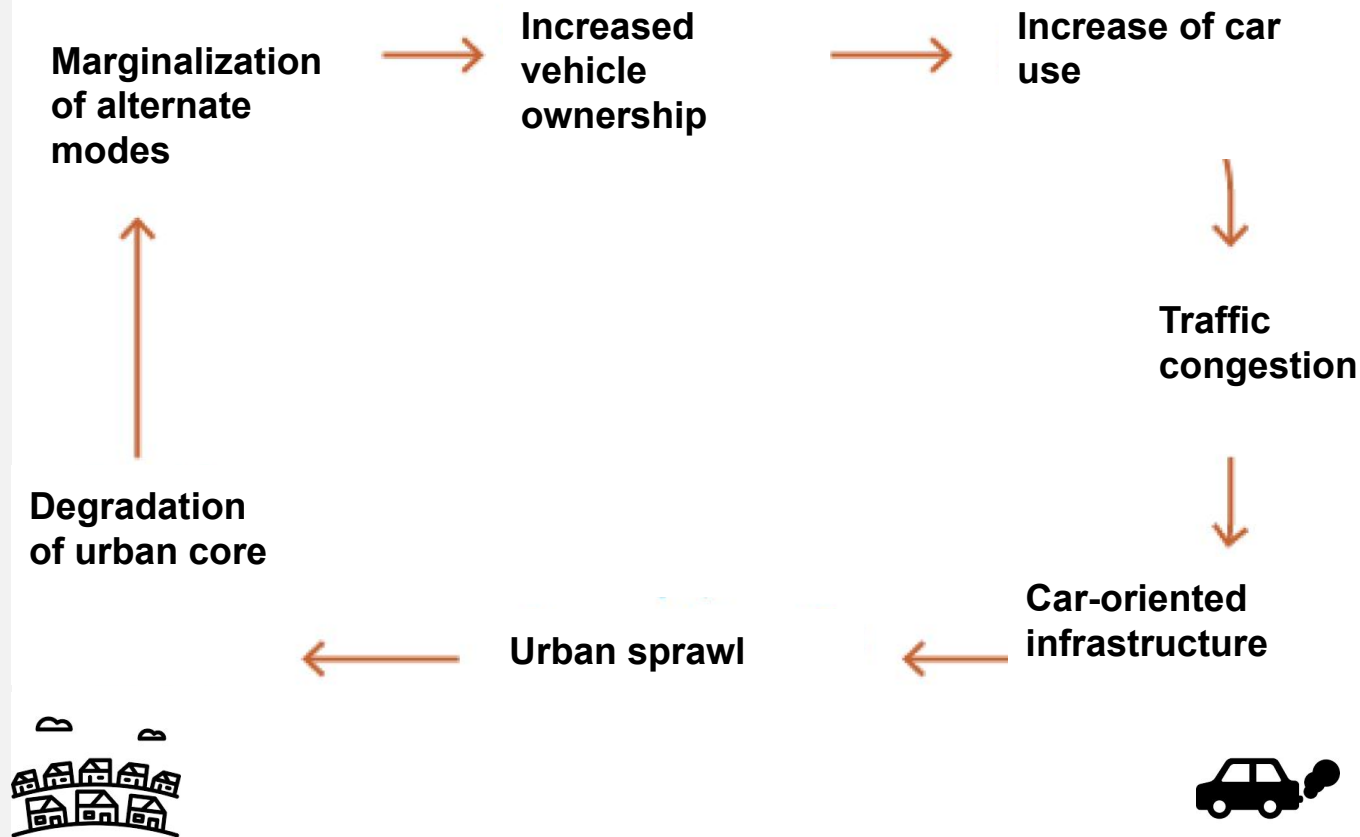
“Every car trip begins
and ends in a parking
spot”

Car control



Car control

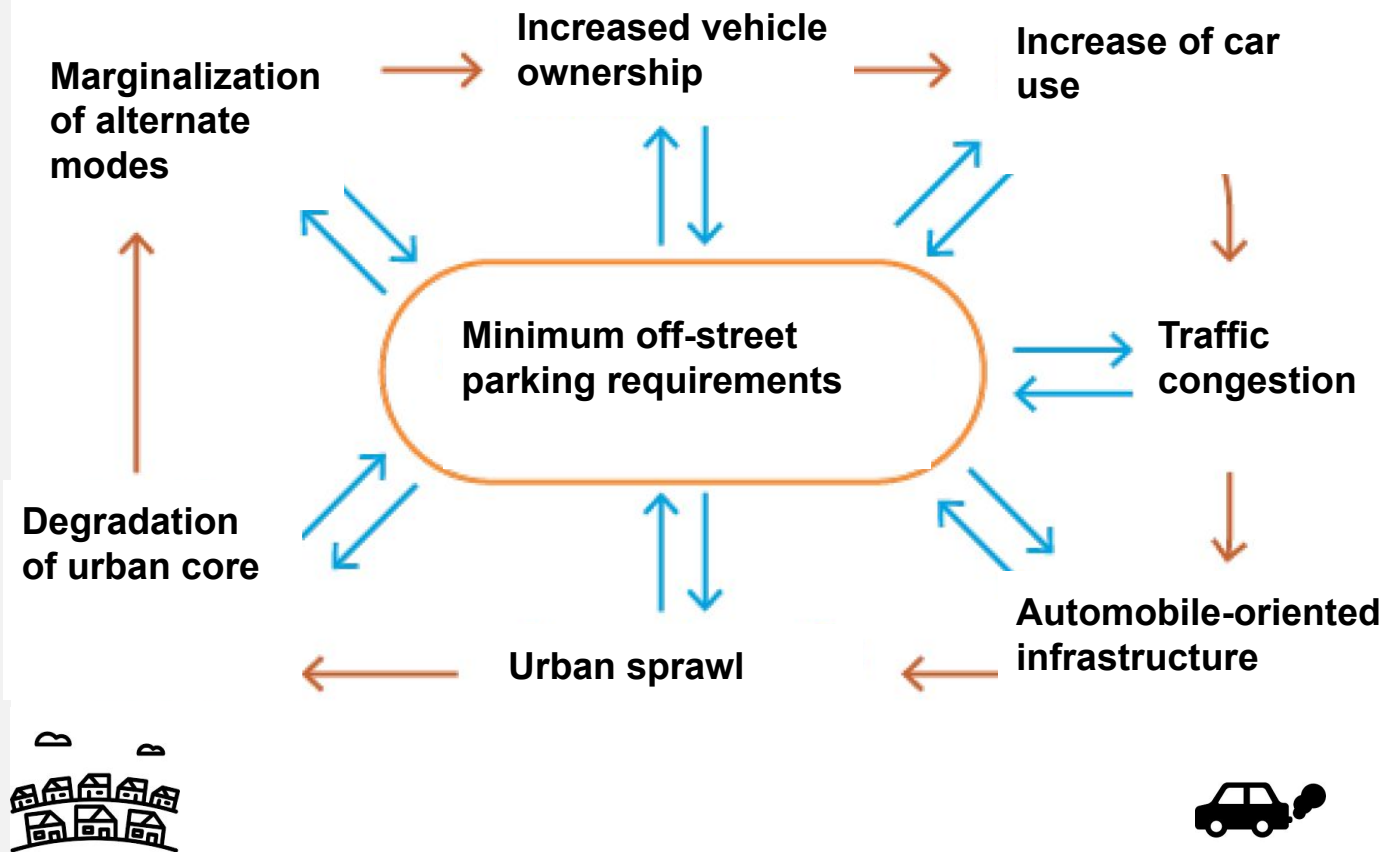
- Land use and transport interactions
- Vicious cycle of automobile dependency and sprawl
- Systemic Approach



Off-street parking

Parking regulations assumes parking is a mitigator of impacts, but in reality it is a **generator**.

**Reinforces
automobile
dependency**



Off-street parking regulations

Off-street parking requirements in new constructions require a minimum amount of spaces per area or unit.

Usually found on buildings codes and zoning regulations.

- **Parking standards** began in Northamerican cities and were taken up in other regions. (Shoup, 2017)
- It is usually set to accommodate moments **maximum demand**. (Shoup, 2017)
- Overestimates demand and creates an **oversupply** of parking. (Li & Guo, 2014).
- It treats parking as a **mitigator of negative impacts**, when in reality is a generator (Li & Guo, 2014).

Off-street parking regulations

Doesn't reflect the cost of using the space

Parking Regulations in Latinamerica and other regions were imported from other contexts.

Private costs

- It increases **cost of housing** and other services (Centre for Transport Studies Stockholm, 2015)
- Has a high **opportunity cost** given the scarcity of land (ITDP, 2014)
- Parking structures are **not easily repurposed**. (ITDP, 2014)

Social costs

- Increases car dependency and associated **externalities** (Centre for Transport Studies Stockholm, 2015)
- **Marginalizes other modes** and creates urban barriers(Knoflacher, 1980)
- Increases vehicle **congestion** (Li & Guo, 2014)
- Incentivizes **sprawl** (Medina, 2012)
- Affects **livability** and comfort of urban settings.



Off-street Parking in Mexico City

MENOS CAJONES, MÁS CIUDAD

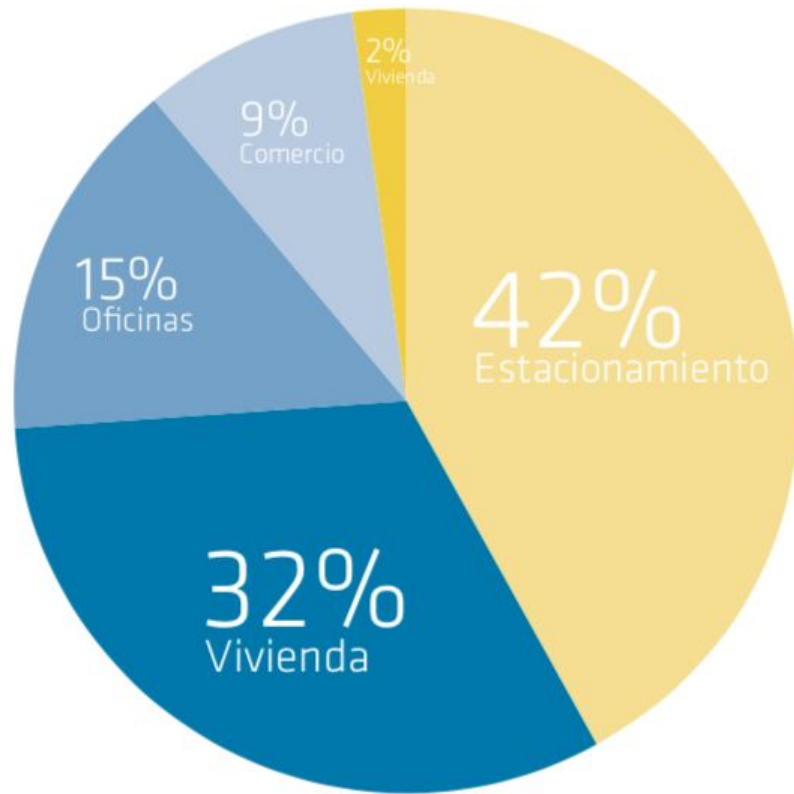
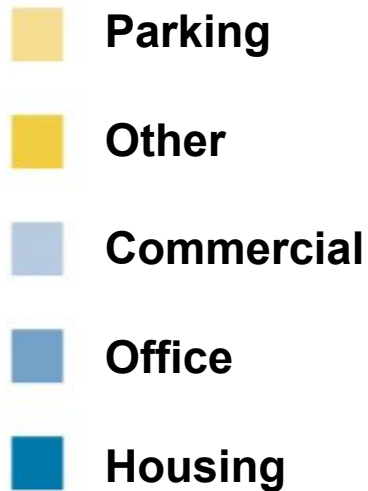
**EL ESTACIONAMIENTO
EN LA CIUDAD
DE MÉXICO**

- 2014 Report
- Analyzes parking in new constructions in Mexico City from 2009 - 2013

Norm of 2004

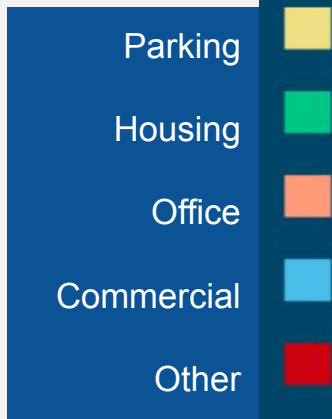
Study all new large constructions from 2009 to 2013

Parking was the highest single land use per net area in new buildings.

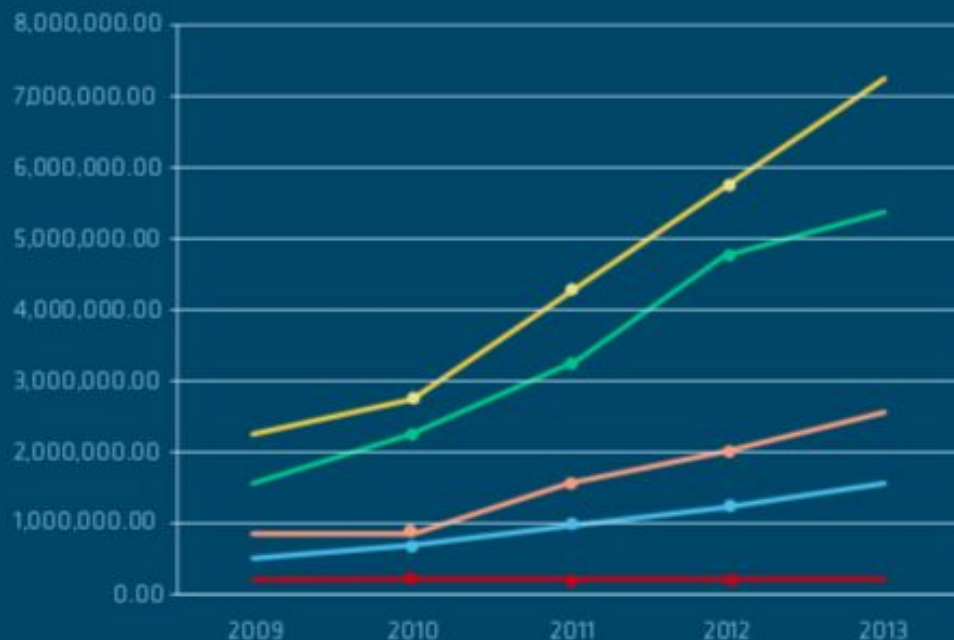


Norm of 2004

Parking was the highest growing land use in Mexico City (2009-2013)



GRÁFICA 17: SUPERFICIES DE CONSTRUCCIÓN ACUMULADAS POR USO



3.1 Experiencia de la CDMX. Reporte 2014 - Recomendaciones de política pública

Conclusiones:

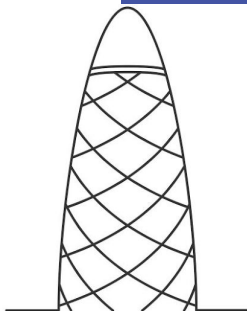
- Regulación fundada en premisas falsas.
- La política pública incentiva el uso del auto.
- El estacionamiento es el uso de suelo con mayor crecimiento.

1. Eliminar el requerimiento de un número mínimo.
2. Limitar el número de espacios que se pueden añadir en cada construcción y la cantidad total de estacionamientos públicos y privados.
3. Otorgar incentivos financieros para reducir cajones en relación al transporte público.
4. Controlar la ubicación, cantidad y los criterios de calidad de los estacionamientos públicos.
5. Facilitar el uso compartido de los estacionamientos existentes.
6. Fortalecer y crecer el programa de ordenamiento del estacionamiento en la vía pública ecoParq.

Process

Case studies and best practices

Ex. London skyscrapers vs Mexico City



41 PISOS 

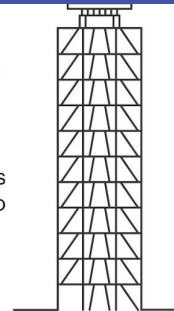
El edificio de la empresa aseguradora Swiss Re, conocido como 'The Gherkin' o el pepinillo, cuenta con 41 pisos de oficinas y solo 5 lugares de estacionamiento de uso restrictivo, exclusivos para personas con discapacidad.

5 LUGARES 

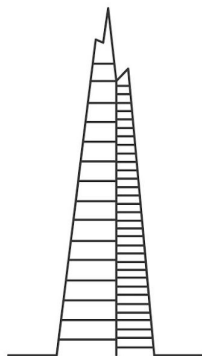
50 PISOS 

La Torre BBVA, cuenta con 50 pisos de usos mixtos y construyó 16 pisos de estacionamiento para 2,792 automóviles.

16 PISOS 



LONDRES VS CDMX



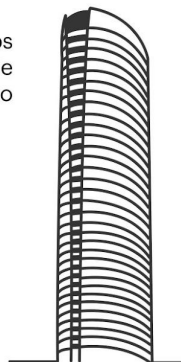
72 PISOS 

The Shard, que cuenta con 72 pisos de usos mixtos, se construyó con únicamente 47 cajones de estacionamiento. Dichos espacios están reservados para personas con discapacidad.

47 LUGARES 

15,000 LUGARES 

El desarrollo Mitikah, un proyecto de usos mixtos al sur de la CDMX contempla la construcción de 15,000 cajones, convirtiéndose en el complejo con más estacionamiento de México.



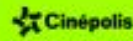
¿NOTAS ALGUNA DIFERENCIA?

Concurso Menos Cajones, Más Ciudad

What would you do
with the space
devoted to parking?

ITDP e IMCO convocan al concurso
MENOS CAJONES, MÁS CIUDAD

[¡DESCARGA LAS BASES!](#)



Reform of 2017

Mexico City became the first city in North America to revert its parking minimums.



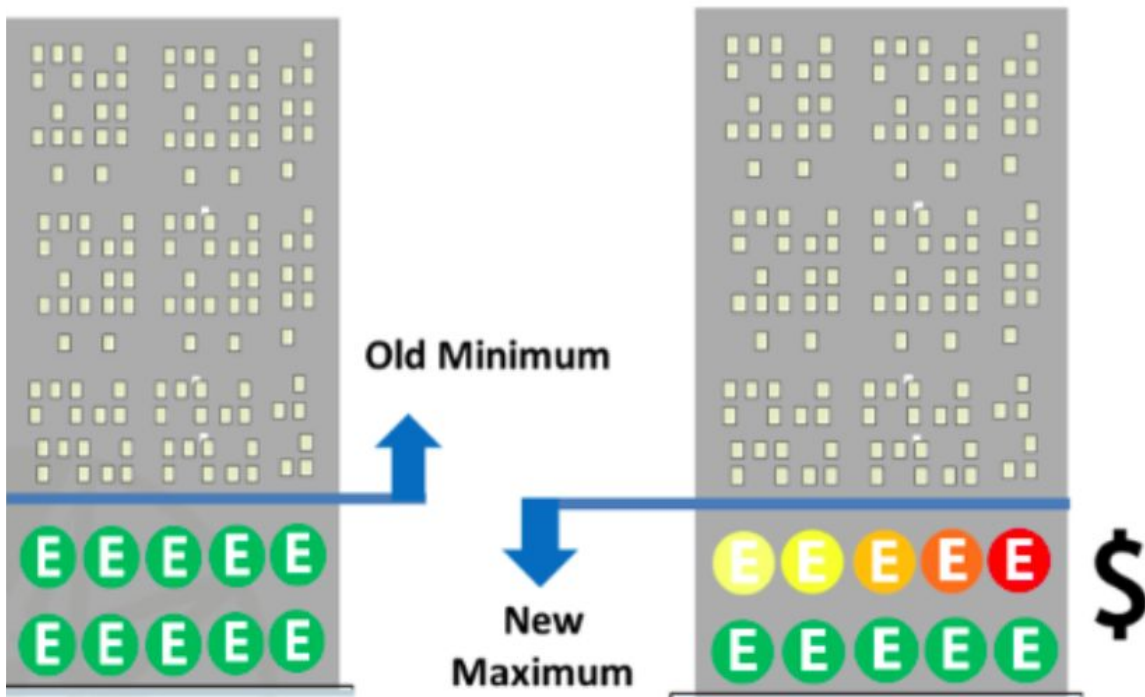
Junio 30, 2017

Mexico City
Major Passed
Parking Reform

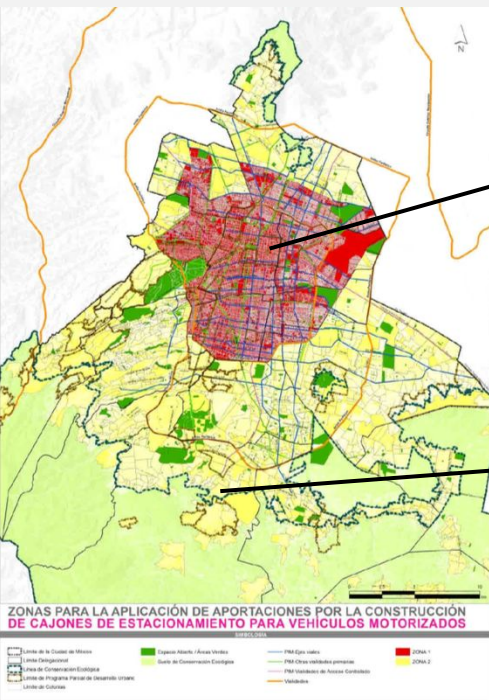


Reform of 2017

1. **Minimum parking requirements were eliminated** (except bicycle parking)
1. **Maximum** levels of parking were enacted (mostly at the old minimums)
1. A **charging system** was put in place, with money going to a Sustainable Mobility Fund.



Zonings:



Zone 1

Charge applies when parking is set at 50% of maximum level.

Zone 2

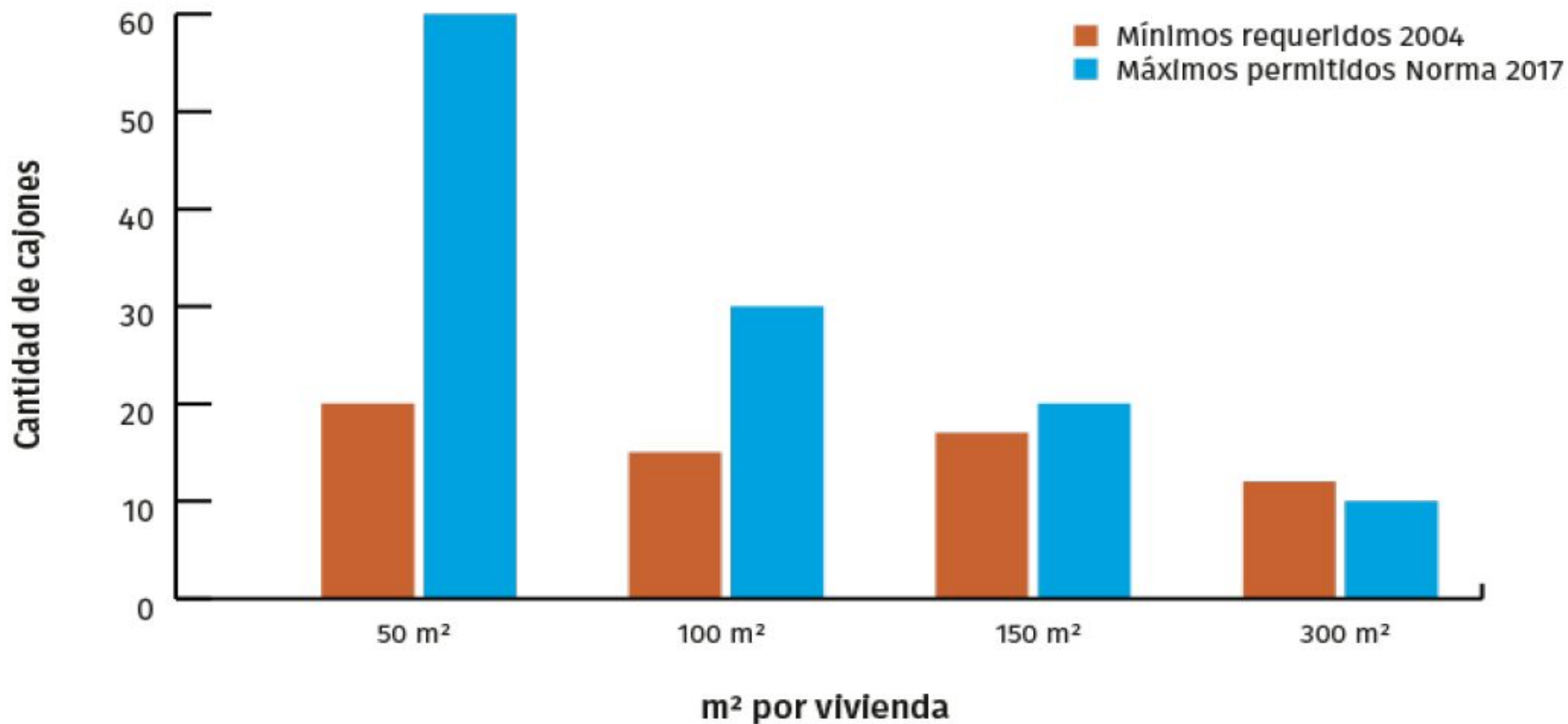
No charge applied.

More City 2020

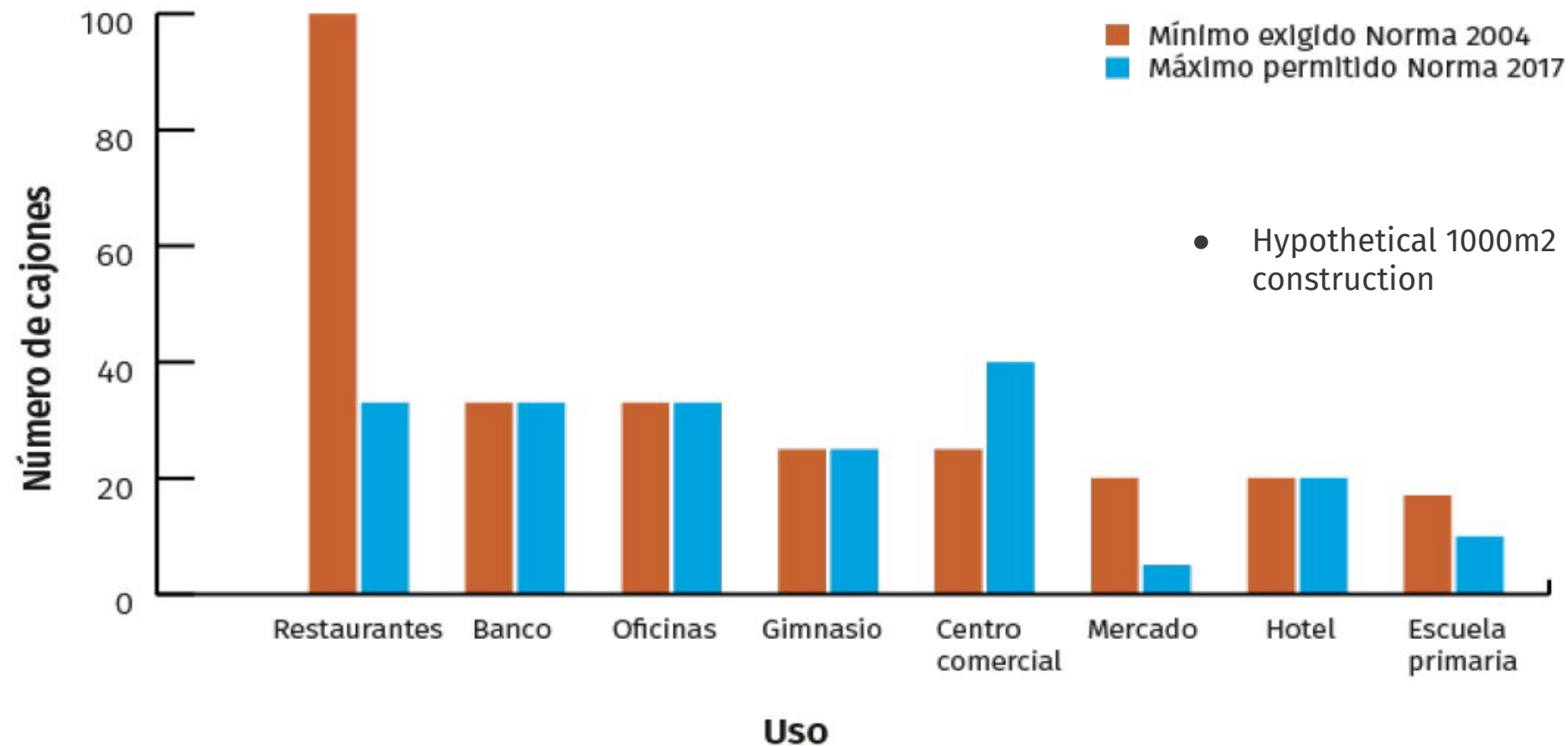


- **Ex-post evaluation of Reform 2017**
- **Looking at new constructions from 2017-2020**
- **Evaluate progress and identify areas of improvement**
- **What were the impacts?**
 - Data analysis
 - Surveys and interviews
 - Estimating long-term impacts in GHG emissions avoided

Comparación entre las Normas 2004 y 2017



Comparación entre las Normas 2004 y 2017



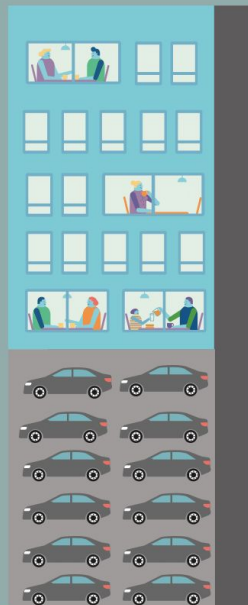
Off-street Parking

Evaluation

Large developments went from using **42% of built area for parking to 33%.**

A proportional increase in habitable space.

Norma 2011

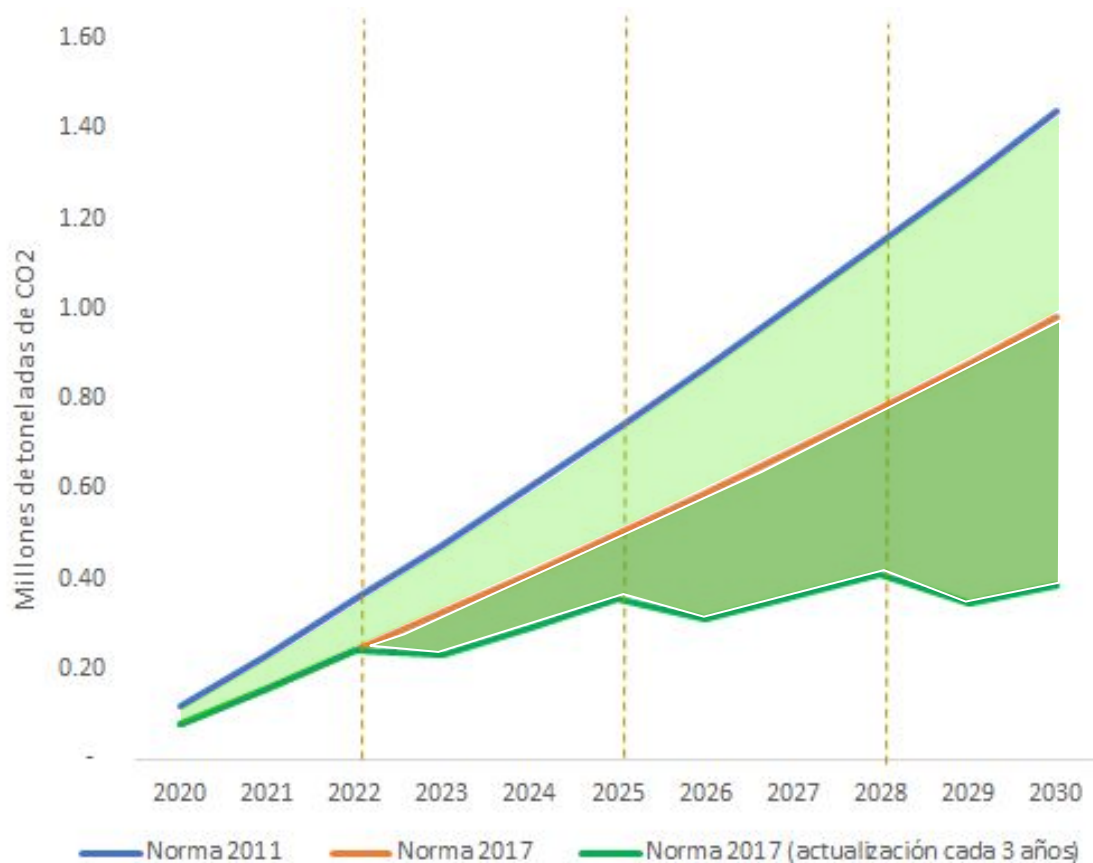


Off-street Parking

Estimation of reductions in GHG emissions

By **2030** the change in requirements could avoid **584 to 648 mil tons of CO₂e**.

A more ambitious strategy to achieve net-zero growth would require aggressive revision of the norms every 3 years.



Off-street Parking



Más ciudad, menos cajones

evaluación de impacto del cambio a los requerimientos de estacionamiento
en la ciudad de México y recomendaciones de política pública

octubre 2020



Main Findings:

- The 2017 Parking Reform appears to have a **had a tangible impact** in allowing the construction of new developments with less parking.
- **Maximum levels are still too high** for some uses and need to be revised. While are taking advantage and building no parking, others are building really large amounts.
- **Developer contributions** to the “Mobility and Road Safety Fund” are opaque. Need for transparency and calibration of amounts.

Off-street Parking



Más ciudad, menos cajones

evaluación de impacto del cambio a los requerimientos de estacionamiento
en la ciudad de México y recomendaciones de política pública

octubre 2020



Main Findings:

- Stakeholders view the **changes favourably**, but agree that more efforts need to be done.
- **City Government** officials mention new regulations have been able to reduce parking in new constructions by at least 50% in new real estate projects in the city core.

Next steps

2021 Plan: “More City” Initiative

Scaling up support by
involving cities with
different characteristics

In 2021, we plan to work
with 6 cities.

Mexico City:

- Updating off-street parking norms
- ‘Parking to Housing’

Morelia

- Eliminating parking requirements

San Pedro Garza García, Monterrey:

- Updating municipal-level building codes.

Guadalajara:

- Metropolitan parking strategy

Rosario, Argentina

Conclusions



- Every city needs to revise their off-street parking regulations. They have a very big impact in how cities are planned and built.
- We have **evidence** for Mexico City, that they actually contribute to the reduction in built space devoted parking.

What else can we do with that space?

Let's build more city!