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
- 2020 Ex-post evaluation and scaling

Elimination of requirements, max levels

http://www.menoscajonessmasciudad.mx/
Car control
Car control measures should look at mitigating various impacts.

- 2.9 and 4.9% of GDP in Top 20 Mexican areas (ITDP, 2019)
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

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

Marginalization of alternate modes ➔ Increased vehicle ownership ➔ Increase of car use

Degradation of urban core ➔ Traffic congestion

Urban sprawl ➔ Car-oriented infrastructure
Parking regulations assume parking is a mitigator of impacts, but in reality it is a generator.

- Reinforces automobile dependency
- Marginalization of alternate modes
- Degradation of urban core
- Increased vehicle ownership
- Increase of car use
- Traffic congestion
- Automobile-oriented infrastructure
- Urban sprawl
- Minimum off-street parking requirements
Off-street parking regulations

- **Parking standards** began in North American 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).
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
2014 Report

Analyzes parking in new constructions in Mexico City from 2009 - 2013
Study all new large constructions from 2009 to 2013

Parking was the highest single land use per net area in new buildings.
Parking was the highest growing land use in Mexico City (2009-2013)
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

**LONDRES VS CDMX**

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.

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

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.

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?
Mexico City became the first city in North America to revert its parking minimums.
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.
Reform of 2017

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

- Mínimos requeridos 2004
- Máximos permitidos Norma 2017
Comparación entre las Normas 2004 y 2017

- Hypothetical 1000m2 construction
Evaluation

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

A proportional increase in habitable space.
Estimation of reductions in GHG emissions

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

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

• The 2017 Parking Reform appears to have 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 some 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.
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.
2021 Plan: “More City” Initiative

Scaling up support by involving cities with different characteristics

In 2021, we plan to work with 6 cities.

Next steps

**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!