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It's Official: Mexico City Eliminates Mandatory Parking Minimums

By Angie Schmitt | Jul 19, 2017 | 9



Goodbye. Photo: Ismael Villafranco

The largest city in North America has done away with one of the biggest hidden subsidies for driving: minimum parking requirements.

Mexico City eliminated [requirements that force developers to build a minimum number of parking spaces in each project](#). The city will instead cap the number of parking spaces allowed in new development, depending on the type and size of the building. Existing parking spaces can also be converted to other uses.

Mexico City Mayor Miguel Mancera signed the new regulations into effect last week.

The policy change applies to every land use and throughout the entire city of 8.8 million residents. It promises to make housing more affordable, reduce traffic, and improve air quality.

“It’s a 180-degree change in the approach toward parking,” said Andrés Sañudo, a local



planning consultant who worked with the Institute for Transportation and Development Policy to advance the reforms. “This is an incentive to provide more housing near existing transit and also provide a better price for consumers.”

The old rules mandated parking even though only about 30 percent of Mexico City residents own cars and the city has a well-developed subway system.

There are now parking maximums in place instead of minimums. For example, office developments had been required to include at least one parking space per 30 square meters of floor area. Now that is the maximum parking ratio developers can build.

Within the central city, the new rules also require developers to pay a fee if they build more than 50 percent of the maximum parking allowed. Sañudo had originally hoped to institute these fees across a larger area, but, he says, “It’s still an enormous step in the right direction.”

Revenues from the parking fee will be used to improve transit and subsidize housing.

The new rules do require one type of parking: New buildings will have to include space for bicycles.

Mexico City’s parking policy is now the most progressive in Latin America. Sañudo hopes it will be expanded to all of Mexico and also inspire other Spanish-speaking cities throughout the western hemisphere.

American cities have a lot of catching up to do too. While several have been scaling back their parking requirements in recent years, [only Buffalo has eliminated them citywide](#).

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Southeasterner • 5 days ago

"The new rules do require one type of parking: New buildings will have to include space for bicycles."

You could make the argument that with ECOBICI Bike share in Mexico City there is less of a need for mandatory bike parking.

Even FoxNews has taken notice (back in 2011...it has grown exponentially since) - <http://www.foxnews.com/life...>

2 ^ | ▾ • Reply • Share ›

Jonathan Krall → **Southeasterner** • 3 days ago

Are you a bikeshare user? When discussing bikeshare, it is important to realize that owning a bikeshare subscription is very different from owning a bike. This is especially true in a city with a decent transit system. When used with transit, bikeshare is like a bus that you never have to wait for. It's a great replacement for the shortest leg of a multi-leg transit trip.

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Salvo Lomas Chapultepec AC • 5 days ago

The maximum figure is as arbitrary as the minimum was. There is no scientifically sustainable figure for how many parking spaces to provide. The best way is to apply a heavy annual tax on each and every parking space available, and let the market decide, how many, if still too many spaces are provided rise the levy, just as Shoupe advises for on street parking management

5 ^ | ▾ • Reply • Share ›

Nick A. Zukin → **Salvo Lomas Chapultepec AC** • 4 days ago

If you add a tax, you're not letting the market decide. Why not get rid of both the parking maximums and minimums? It's clearly more expensive to add parking. There is a natural disincentive.

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Jym Dyer → **Nick A. Zukin** • 3 days ago

Once the market actually pays for our streets and the externalities, then it would make sense for it to "decide."

^ | ▾ • Reply • Share ›

Chris Cuilla → **Jym Dyer** • 17 hours ago

Well, the market sorta does...through taxes.

That said, a better solution though would be privatization of roads as well because then the true cost would be more exposed and borne more closely by



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By Angie Schmitt | Apr 12, 2017

Mexico City Mayor Miguel Mancera is pursuing a sweeping overhaul of the city's parking policy that's expected to do away with minimum parking requirements and generate revenue for transit and affordable housing. If enacted, the reforms could set an important precedent for cities in North and South America.

Shoup to O'Toole: The Market for Parking Is Anything But Free

By Streetsblog | Sep 1, 2010

We're reprinting this reply [PDF] from UCLA professor Donald Shoup, author of the *High Cost of Free Parking*, to Randal O'Toole, the libertarian Cato Institute senior fellow who refuses to acknowledge the role of massive government intervention in the market for parking, and the effect this has had on America's car dependence. It's an excellent [...]

Op-Ed: This Space for Rent, or How Cities Can Prioritize People Over Parking

By Scott Bernstein | Mar 31, 2014

Scott Bernstein is president and co-founder of the Center for Neighborhood Technology in Chicago. This post was originally published in *Next City*. Americans are driving less. Some young people are choosing not to drive at all. Yet most cities continue to impose high minimum parking requirements on housing developers. These policies conflict with the character [...]

Minneapolis May Drop Parking Minimums Near Transit

By Brad Aaron | Jun 12, 2015

Whether you own a car or not, if you live in a city, there's a good chance you pay for parking. Building parking spots is expensive, but most cities require developers to build a certain amount of parking per residence, driving up the cost of housing. Nick Magrino at *Streets.mn* reports that Minneapolis is rethinking that [...]

Apartment Blockers

By Alan Durning | Sep 16, 2013

Alan Durning is the executive director and founder of Sightline Institute, a think tank on sustainability issues in the Pacific Northwest. This article, originally posted on Sightline's blog, is #9 in their series, "Parking? Lots!" Have you ever watched the excavation that precedes a tall building? It seems to take forever. Then, when the digging [...]

How to Repair a Parking Crater in Three Steps

By Donald Shoup | Apr 8, 2015

[Before we started up the bracket for this year's Parking Madness tournament, I got in touch with Donald Shoup, who literally wrote the book on parking reform, and asked him to pick the worst parking crater in the field of 16. Here's his response, packaged with some advice for cities that have a parking crater problem. — Angie Schmitt] All the entries [...]



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