

Existing regulations drive up rents and harm lower-income residents.**Minimum parking requirements imposed by cities on any new housing can add \$80,000 or more to the cost of construction**

- Parking costs are passed on to renters and home buyers whether they own a car or not—raising rents at least \$250 per month and even more in California cities with high land costs.
- A study by the City of San Diego of 21 affordable housing developments found that 39% of the parking, or over 400 spaces, were unused—at a cost of between \$12 and \$30 million.

Minimum parking requirements disproportionately hurt vulnerable communities who pay for parking they do not use

- In California, Black households are almost three times as likely as white households to not own a car.
- In Los Angeles and Orange counties, 61% of people who use public transit have no cars available.

Arbitrary parking minimums stop desperately needed housing from being built at all

- Research by UCLA's Institute of Transportation Studies has found that when parking requirements are removed, developers provide more and different types of housing, including in older buildings and in previously disinvested areas.
- Parking mandates also hurt affordable housing developments by reducing the number of affordable units that can be built. Requiring a single parking space per unit can increase costs per unit by 12.5%.

Ending parking minimums in areas with accessible transit will lower housing costs and enable more low-income residents to live near public transportation.**Eliminating parking minimums does not mean eliminating parking.**

It will simply mean the amount of parking included in a development is based on anticipated demand—rather than forcing everyone to pay higher rent whether they need parking or not.

Getting rid of arbitrary parking requirements will enable those who live near and depend on transit to have healthier neighborhoods.

Decreasing parking minimums near transit will decrease the cost of housing, reduce greenhouse gas emissions, and make transit-rich areas with less pollution more accessible to low-income families.

Ending parking minimums will allow more people to live near transit—decreasing sprawl and vehicle miles traveled.

The transportation sector makes up more than 40% of the state's total greenhouse gas emissions, presenting the most considerable hurdle to achieving the next climate goals.