

To City Council Members
Street Parking - Death by 1000 Cuts in the Bronx, Queens and Brooklyn

In the City of Yes, the proposal to remove the minimum required parking for new buildings is unfair and wrong for the outer boroughs.

Beginning 40 years ago, parking requirements were removed in certain areas such as south of 96th Street on the east side and south of 110th Street on the west side of Manhattan (or CB1 to 8), transit rich areas of downtown Brooklyn and parts of Long Island City in Queens under Zoning for Quality and Affordability (ZQA 2016), new Mandatory Inclusion Housing (MIH 2016) neighborhoods, senior and affordable housing buildings. **Removing parking requirements did not lower rents or increase affordable housing.**

Today, our neighborhoods are parking deserts, causing real hardship for outer borough residents for whom a car is a necessity. It also hurts local businesses as residents flee to malls, with free parking, located outside of the city. The outer boroughs share the following problems which we hope the City Council Members will consider in their decision-making.

City agencies have found new uses that remove or will remove on-street parking.

1. **ROAD DIET.** As part of its “Road Diet” and bike lane objectives, DOT systematically removes parking spaces, and will continue to do so.
2. **EV CHARGING STATIONS.** DOT will continue to eliminate parking spaces in order to accommodate charging stations for electric cars.
3. **CITIBIKE.** DOT’s CitiBike Program is expanding rapidly in the outer boroughs to the detriment of existing street parking.
4. **OUTDOOR DINING.** DOT’s Outdoor Dining Program also reduces parking spaces in critical commercial areas.
5. **NEW SANITATION BINS.** DSNY estimates that approximately 69,000 parking spaces will be eliminated in order to accommodate new sanitation bins.

Existing long-term problems that also remove or impact street parking.

6. **TRUCK PARKING.** Illegal parking of Trucks and Trailers **overnight** on residential areas (because they do not have another option) reduce resident parking.
7. **OUT OF TOWN COMMUTERS.** The Bronx, Queens, and Kings Counties border Upstate and Long Island counties. The people who live in these counties drive across the northern and western borders in order to park their cars and take the City’s public transit system.
8. **MASS TRANSIT DESERT.** Lack of adequate transportation infrastructure both within and out of the county necessitate car ownership.

CONCLUSION - Vote No on the City of Yes for Housing Opportunities. The City of Yes’ one-size-fits-all-proposals are wrong-headed for the outer boroughs. The citywide arbitrary removal of parking requirements in new construction, and the extension of the half-mile greater transit zone cannot take place without necessary transportation infrastructure in place.

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