
This thesis investigates how New York City’s off-street minimum residential parking regulations undermine the goals of PlaNYC 2030 and impede sustainable planning and development. Using mixed methods, I demonstrate that city-imposed parking requirements produce an oversupply of off-street parking. Requirements are treated as a de facto maximum, and create unoccupied spaces in parking areas. Moreover, the Department of City Planning’s inconsistent approach to parking requirements and a lack of available data demonstrates that NYC’s actual parking supply is unknown, as are the real needs. These findings will bring significant weight to bear on the municipal government to amend regulations that are antithetical to the City’s sustainability goals and to take on a more data-driven analysis of the effects of off-street parking requirements. This thesis recommends reducing and, in some areas, removing the minimum requirements, as this will balance demand with supply, and lead to more efficient use of urban space.