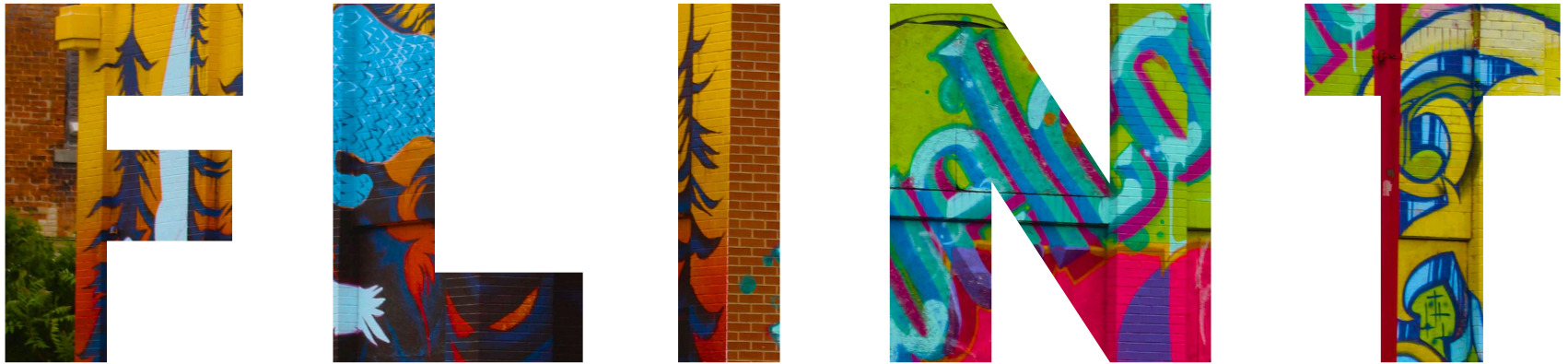


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# BETTER BLOCK



## “(NOT SO) FREE PARKING”

Parking lots are a **BIG** part of Flint's landscape. When entrepreneurs want to start a new business, or builders want to build places to live, they have to obey municipal laws known as “parking minimums.” Parking minimums are policy decisions, made by city council, **which require new buildings and businesses to provide a particular number of on-site parking spaces.**

While parking minimums are often seen as convenient, if not necessary, for motorists, they have an impact on everyone in a community, regardless of if they own or drive a car. Copious on-site parking requirements shape the size, shape, and quality of new buildings. They force buildings to spread out in order to make room for the required parking spaces, this increases the cost of our street, sewer, and emergency response systems and make it more difficult to navigate our city on foot, on a bike, or with transit. The cost of the required parking is passed onto the occupants of buildings. **It is estimated that nationally, “free parking” requirements actually increase the cost of all products by 1 percent and increase the costs of rent by 20 percent.**

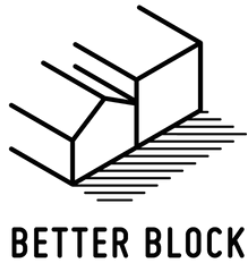


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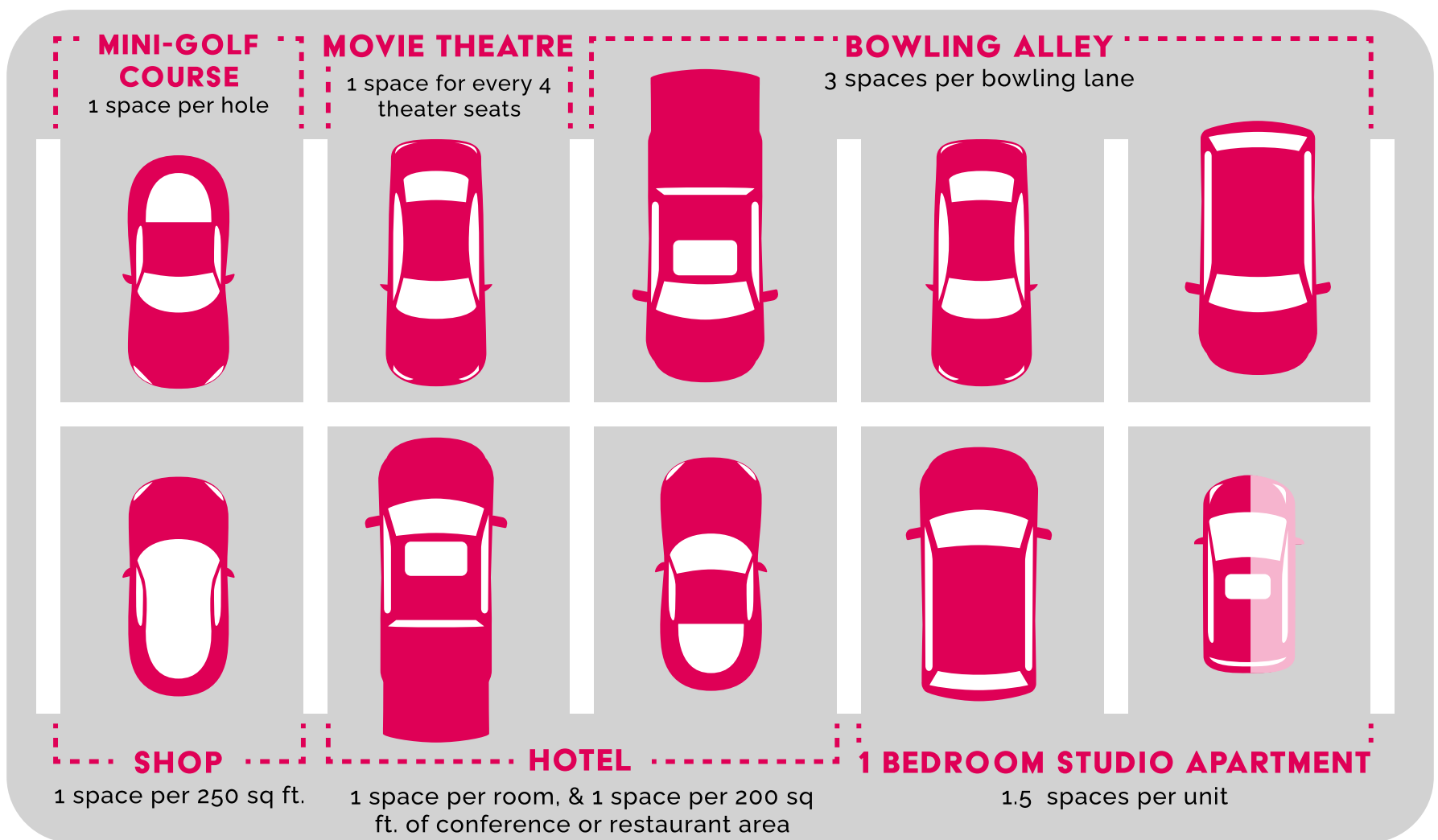
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# EXAMPLES OF PARKING MINIMUMS IN FLINT

The exact number of parking spaces that a building or business owner must provide is dependent on a **ratio based on the square footage of the building or other factors**. Here is an example of some of the current parking minimum laws that Flint's builders, and business owners must obey.



These rules can change depending on the way an area in the city is zoned. **For example, for the downtown edge zone, where we are today, the parking minimums are reduced by half.**



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# LOOKING TO THE PAST...

Once established after the Second World War, parking minimum policies had a quick and major impact on cities, as can be seen by **this block**. The laws incentivized the demolition of old, densely built business strips, and hastened the relocation of businesses and investment to the outskirts of the city, where the large amounts of land needed to comply with parking minimum policies could be purchased cheaply. **The erosion of Flint from a city of buildings and businesses to a city dominated by parking can be seen when we look at how the 400 Block of MLK changed between 1900 and 2000.**

## 1900

100,000 square feet of commercial and residential floor space (grocery stores, apartments, hotels, cafes, clothing stores, doctors offices, and an auditorium)

0 square feet of parking

## 1970

70,000 square feet of commercial floorspace (hotel, bar, and restaurant)

10K square feet of parking

## 2000

3,000 square feet of commercial floorspace (fast food restaurant)

17K square feet of parking

**SCAN HERE TO SEE FLINT'S CURRENT PARKING MINIMUM REQUIREMENTS**



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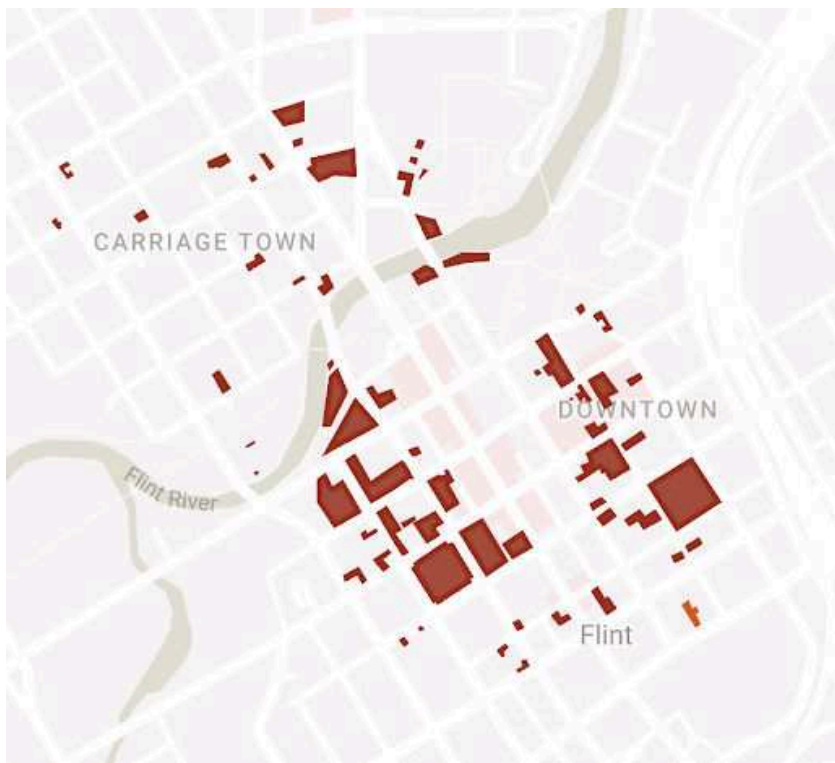




# FLINT'S CHANGING LANDSCAPE

Between 1958 and 2023, more than 50 acres of shops, apartments, theaters, grocery stores, nightclubs, offices, and homes were removed and replaced with parking spaces in downtown Flint.

1958 PARKING MAP

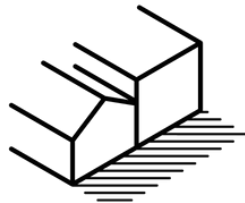


2023 PARKING MAP



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BETTER BLOCK

**X**

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# TAKE ACTION TO DECREASE PARKING MINIMUMS BY...

**Request a zoning amendment to change policies  
that support unreasonable parking minimums.**

**PLANNING & ZONING**

**CITY OF FLINT**

**810-766-7426**

**LOCATION: 1101 S. SAGINAW ST. FLINT MI 48502**

**HOURS: MONDAY-THURSDAY 9 AM - 3 PM**



FLINT RESIDENTS FOR  
STRONGER NEIGHBORHOODS

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