**Land Use Regulations and Housing Development -Evidence from Tax Parcels and Zoning Bylaws in Massachusetts∗**

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“Moreover, it is infeasible to consider every potential regulation individually. First, the set of all possible regulations to choose from is large. Second, local stakeholders often have influence on the development process. Third, many regulations may seem different, but restrict development similarly”

*Latent Dirichlet Allocation model* on over 40,000 pages of zoning bylaw texts from close to all municipalities in Massachusetts.2

**Direct and Indirect Taxes in Pollution Dynamics (Xi Wu,2024)**

**Developer challenges Georgia county truck stop ban in federal appeals court (Fisher,2024)**

[**Local truck stop ban challenged in Eleventh Circuit - Land Line**](https://landline.media/developer-challenges-georgia-county-truck-stop-ban-in-federal-appeals-court/)

The new [ordinance states](https://library.municode.com/ga/rockdale_county/codes/code_of_ordinances?nodeId=SPBPLDE_TIT2LAUSZO_CH214STAPALDI_S214-11TRSTPR): “Truck stops are prohibited. Furthermore, no adjoining or adjacent uses shall be physically connected or used so as to effectively create a truck stop.”

This act prohibits laws denying commercial vehicles reasonable access between the interstates and facilities for food, fuel, repairs and rest. Exceptions are carved out for state and local laws based on safety considerations. When defining “reasonable access,” [federal law states](https://www.ecfr.gov/current/title-23/chapter-I/subchapter-G/part-658/section-658.19) no state law should deny access within 1 mile of the interstate. Corey’s property is within 1,000 feet of I-20.

[Is zoning a useful tool or a regulatory barrier?](https://www.brookings.edu/articles/is-zoning-a-useful-tool-or-a-regulatory-barrier/) [**[(brookings,](https://www.brookings.edu/articles/is-zoning-a-useful-tool-or-a-regulatory-barrier/)**](#0)[**[Schuetz](https://www.brookings.edu/articles/is-zoning-a-useful-tool-or-a-regulatory-barrier/)**](https://www.brookings.edu/people/jenny-schuetz/)**[,2019](https://www.brookings.edu/articles/is-zoning-a-useful-tool-or-a-regulatory-barrier/)**[**[)](https://www.brookings.edu/articles/is-zoning-a-useful-tool-or-a-regulatory-barrier/)**](#0)

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Alternatively, zoning may require that certain proposed developments undergo additional reviews before approval; building types that require [additional review](https://onlinelibrary.wiley.com/doi/abs/10.1111/j.1540-6229.2008.00222.x) are sometimes called “conditional use” or “special use.” The process required for conditional uses varies widely across cities and counties (and even across zones and use types within a locality), but usually requires the landowner or developer to hold public meetings where residents and advocates may voice concerns over the project. Sometimes, elected bodies such as the city council or planning board hold public votes to decide conditional use applications.

[Housing Regulation Database of Massachusetts Municipalities | Harvard Kennedy School](https://www.hks.harvard.edu/centers/taubman/programs-research/rappaport/research-and-publications/applied-research/housing-regulation-database-of-massachusetts-municipalities) (Dain,et.al,2006)

The Housing Regulation Database is a joint initiative of the Pioneer Institute for Public Policy Research and Harvard's Rappaport Institute for Greater Boston. The searchable database contains a unique, comprehensive set of information on the zoning codes, subdivision requirements, and environmental regulations that as of 2004 governed land use in 187 communities in eastern Massachusetts. Scholars, officials, builders, consultants, experts, activists, and interested citizens can search the database by regulation or locality and can download information in a variety of formats. The site also houses summary reports and analyses of the data.

[Predicting Zoned Density Using Property Records (urban.org)](https://www.urban.org/sites/default/files/publication/99629/predicting_zoned_density_using_property_records_1.pdf) (Nechamkin,2019)

we explore whether it is possible to merge property assessment records with granular data on zoning policies to generate a model that “predicts” zoning regulations. Using such a model, we could build an accurate, publicly accessible dataset of zoning regulations across the US.

Filling Gaps with Administrative Data Despite the lack of nationally comparable data on local zoning, we do have access to a national private-sector dataset on property assessments, 1 typically collected by local governments. These data often detail the size, location, and associated zoning classification of each property, among other characteristics, to facilitate the valuation of properties for tax assessment purposes. Though these data contain the zoning classification, they do not contain data on the actual limits of the zoning code in a jurisdiction; for example, the data may detail a given property is zoned R-1, but not how many units may be built on R-1 properties. These data include most properties in the United States, though we cannot say with certainty that all are included, as county-level

We use information from the ZTRAX dataset to inform our model. More concretely, we use build and remodel year, land use designations, and property counts to model larger zone characteristics

Assessing whether housing production in practice matches zoning rules on paper—and understanding the reason for any deviations—is extremely difficult. Most local governments don’t know the answer to this question themselves. They seldom track variances requested and granted, or the number of threatened or filed lawsuits—metrics that would be helpful to policymakers as well as researchers.

[The Acreage truckers sue county over parking ordinance - Land Line](https://landline.media/truckers-sue-the-acreage/)

[Truck parking is focus of legislation in multiple statehouses - Land Line](https://landline.media/truck-parking-is-focus-of-legislation-in-multiple-statehouses-2/)

(Fisher, 2024)

In 2003, Palm Beach County implemented its Unified Land Development Code, which prohibits commercial vehicles – defined as those weighing more than 10,000 pounds – from parking in residential districts. However, the code explicitly excludes The Acreage from the parking ordinance by stating that rural residential zones in agricultural residential districts are not considered residential districts.

The bill, [A3370](https://www.njleg.state.nj.us/bill-search/2024/A3370), stipulates that trucks servicing the warehouse must not contribute to an overflow of tractor-trailer parking onto other local properties or rights-of-way between the hours of 10 p.m. and 6 a.m.

**New York**

Truck parking is also a topic of two New York bills. Both bills would allow for increased fines for parking in certain areas.

The first bill, [S518](https://www.nysenate.gov/legislation/bills/2023/S518), would authorize a $1,000 fine for parked or unattended semi-trailers or trailers on New York City streets.

[**Pioneer Institute (masshousingregulations.com)**](http://www.masshousingregulations.com/QnA1.asp?step=2&id=105)

(2) Residential units may be located on the upper floors of commercial buildings as part of a mixed-use development without limitation as to percentage of total gross floor area provided that:

(a) The building is connected to the public sewer system.

(b) One parking space is provided for each dwelling unit.

(c) No units are located on street level or within a basement.

(d) There shall be no more than two bedrooms per unit.

(e) Units must have a means of egress separate from the commercial use. No access to the units shall be through a commercial establishment.

(f) All units must meet the minimum requirements of the building and health codes for habitable space.