

Right-Sized Parking

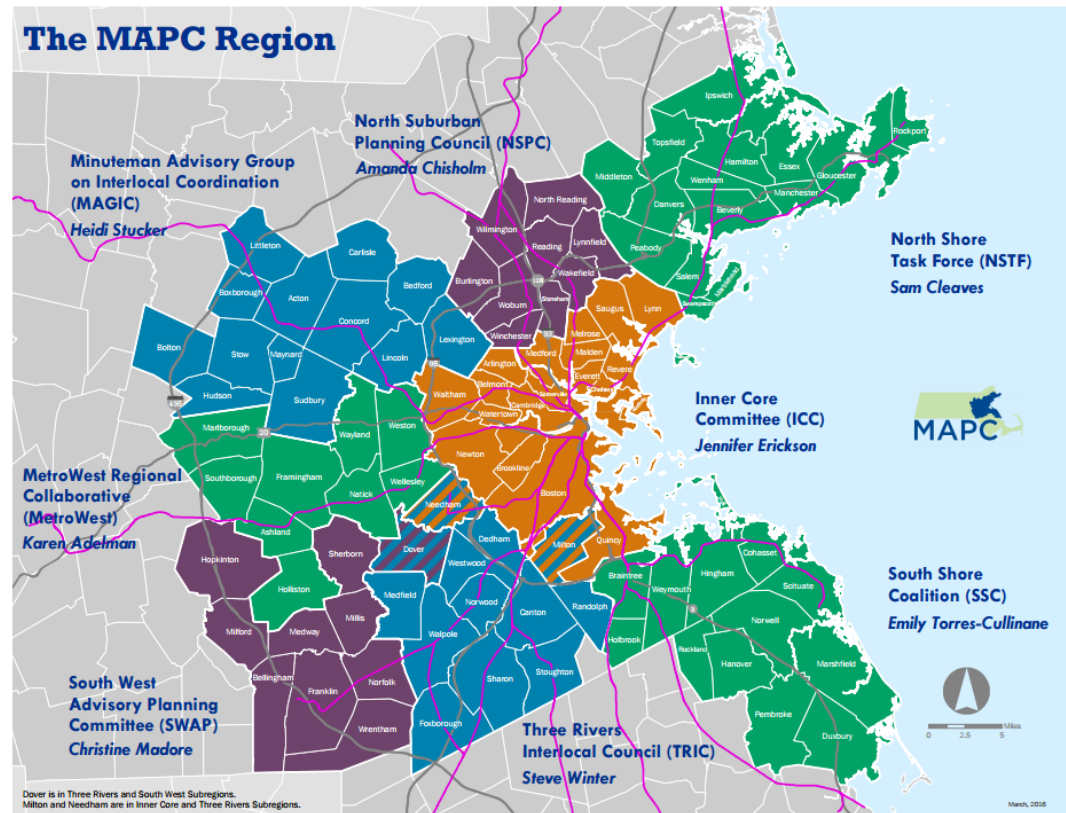
TOOLS FOR CREATING DEMAND-BASED PARKING REQUIREMENTS

Sarah Kurpiel Lee
Senior Transportation Engineer and Planner



Metropolitan Area Planning Council

- Regional Planning Agency for 101 cities and towns in Greater Boston
- Promote smart growth and regional collaboration



Parking Work at MAPC

- Parking influences transportation, housing production, environmental quality, and economic development
- Too much parking hinders development, increases housing costs, and encourages driving
- Focus area...
 - Recent years - parking management of existing resources
 - Now - focusing on the future by encouraging smarter growth development
- Right-sized parking facilitates the development of dense, walkable communities

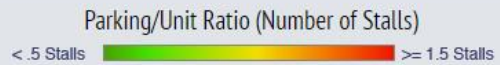
Background

- MAPC's study is based on Center for Neighborhood Technology's (CNT) work that helps communities to better predict parking demand
 - King County, WA – parking analysis & calculator
 - Washington D.C. – parking analysis & calculator
 - Chicago – parking analysis
- With support from the Barr Foundation, MAPC has conducted off-street parking analyses in five communities within the Inner Core



Enter a location...

Q



No Parcels Selected

- ?
- Building & Parking Specifications
- Location Characteristics
- Parking Impacts
- ≡

The preset values below represent regional average values (from field work) for building and parking specifications. These represent the default values for which all parking use ratios are estimated. See below the break for guidance on unbundled and affordable housing options.

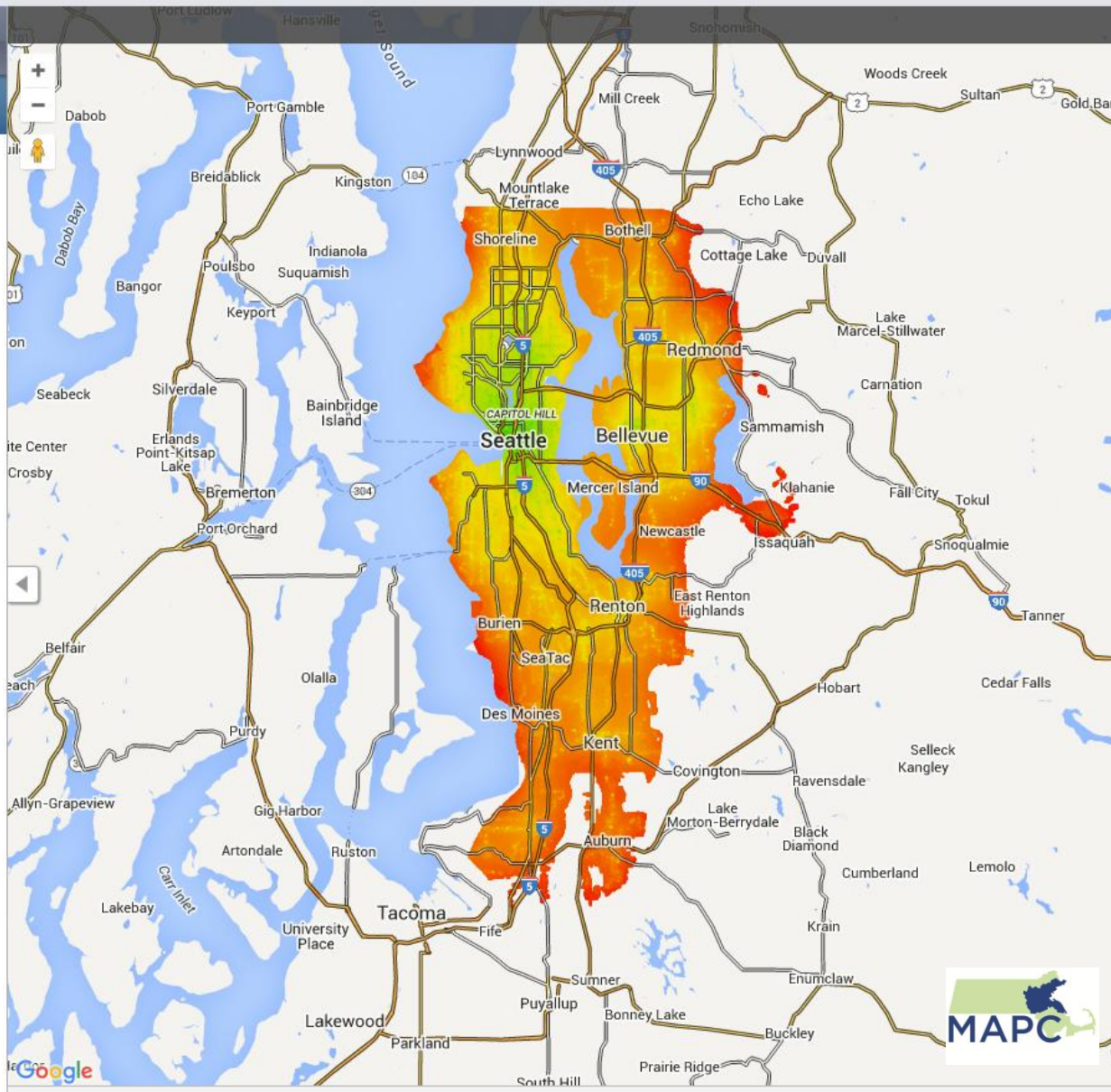
| | NUMBER OF UNITS | AVERAGE RENT (\$) | RESIDENTIAL AREA (SQ FT) |
|--------------|-----------------|-------------------|--------------------------|
| STUDIOS: | 20 | \$975 | 550 |
| 1 BEDROOMS: | 60 | \$1,150 | 750 |
| 2 BEDROOMS: | 60 | \$1,450 | 950 |
| 3+ BEDROOMS: | 10 | \$1,575 | 1200 |
| TOTAL: | 150 | \$1,275 | 125,000 |

NUMBER OF AFFORDABLE UNITS: 20

MONTHLY PRICE PER STALL: (\$) \$50

UPDATE

RESET



How can unbundled (priced) parking influence parking/unit ratios?

The parking/unit ratios below are calculated using preset unbundled parking prices based on parcel location and rent adjustments resulting from unbundling.

| PRICE OF PARKING PER STALL | ADJUSTED AVERAGE RENT | AVG. MONTHLY COST TO RESIDENT (rent+parking) | RESULTING PARKING RATIO |
|----------------------------|-----------------------|--|-------------------------|
| Bundled Parking = \$0 | \$1,311 | \$1,311 | 0.79 |
| Unbundled Parking = \$275 | \$1,113 | \$1,278 | 0.6 |

How do affordable units with unbundled (priced) parking influence parking/unit ratios?

| PRICE OF PARKING PER STALL | LEVEL OF AFFORDABILITY | RESULTING PARKING RATIO |
|----------------------------|-------------------------------------|-------------------------|
| Unbundled Parking = \$275 | 100% of units designated affordable | 0.46 |
| Unbundled Parking = \$275 | 0% of units designated affordable | 0.69 |

rightsizeparking.org





Parking Utilization Ratio (Occupied Stalls/Unit)

< 0.3  >= 0.9

No Parcels Selected

Total Units:
Total Stalls:

Parking Utilization Range ⓘ

--- Units (--- occupied stalls/unit)



Building & Parking
Specifications

Location
Characteristics

Parking Utilization

Select one or more parcels on the map and then select a building type and customize your building and parking specifications as needed.

Building Type: ☒ Large ☐ Medium ☐ Small ☐ Custom

Building provides transit information ☐

| | NUMBER OF UNITS | AVG MARKET RATE RENT (\$) | RESIDENTIAL AREA (SQ FT) |
|--------------|--------------------|------------------------------|-----------------------------|
| STUDIOS: | 20 | \$1,550 | 580 |
| 1 BEDROOMS: | 200 | \$1,950 | 720 |
| 2 BEDROOMS: | 60 | \$3,400 | 1,050 |
| 3+ BEDROOMS: | 10 | \$4,200 | 1,400 |
| TOTAL: | 290 | \$2,300 | 232,600 |

AFFORDABLE UNITS:

28

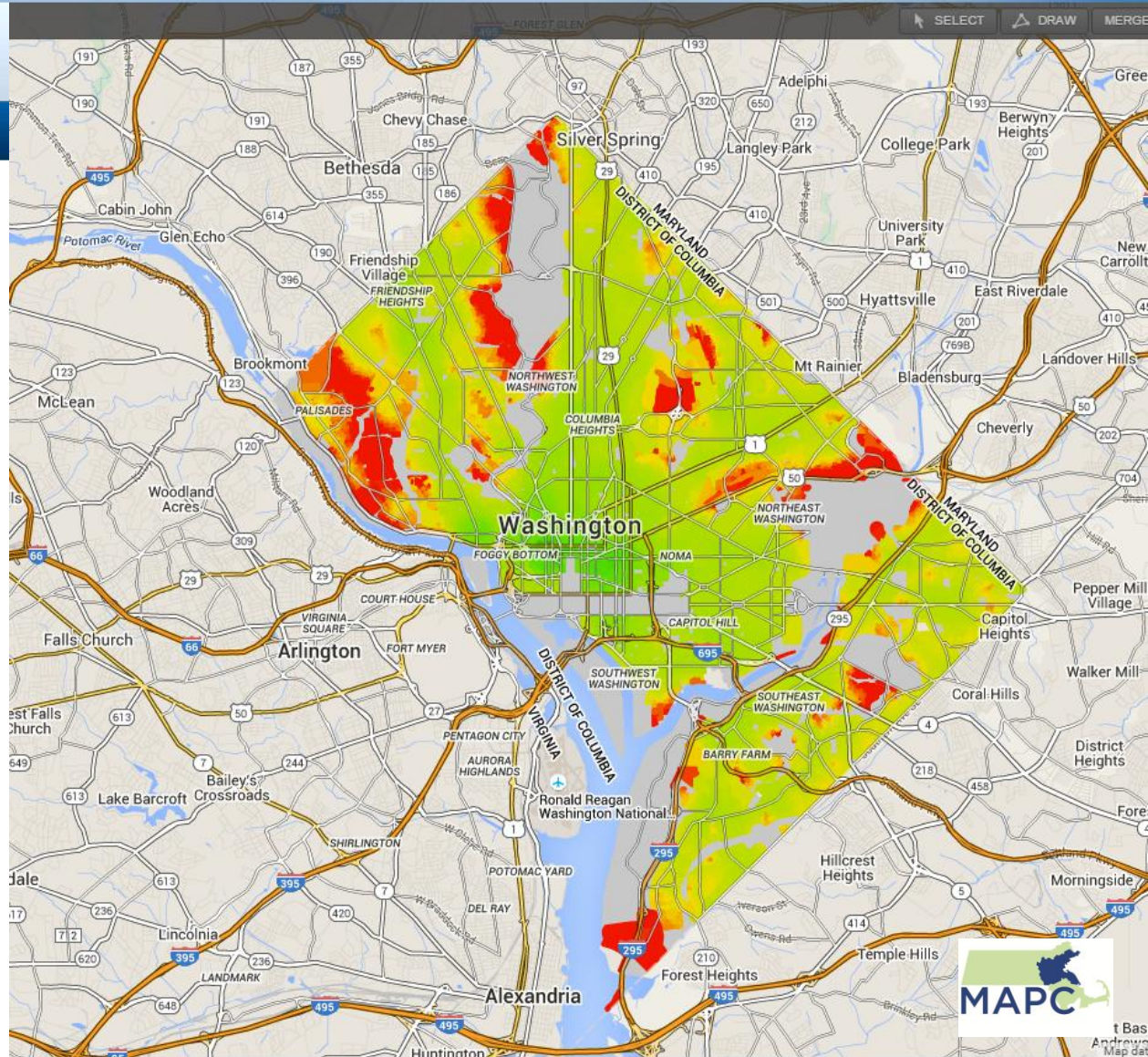
PARKING STALLS: ☐ Lock for optimal supply ⓘ

PARKING PRICE: ☐ Lock for market price ⓘ

UPDATE

RESET

parkrightdc.org



Study Area

- Arlington, Chelsea, Everett, Malden, and Melrose
- Existing residential buildings of various size and parking capacities (some with zero)



Demographics

| | Median Household Income | % Population age 18-34 | Average # of Vehicles/HH | % of Units that are Rentals |
|-----------|--------------------------------|-------------------------------|---------------------------------|------------------------------------|
| Arlington | \$92,340 | 18% | 1.48 | 39% |
| Chelsea | \$48,730 | 31% | 0.99 | 72% |
| Everett | \$51,060 | 27% | 1.38 | 61% |
| Malden | \$55,520 | 28% | 1.28 | 59% |
| Melrose | \$86,410 | 18% | 1.65 | 33% |

Methodology

- Collected data at 124 multifamily developments in the five communities
 - Surveys: housing type and parking availability
 - Parking counts: overnight weeknight counts to assess parking utilization at peak usage time

Data Analysis

- Model created to assess influence of different variables on the number of parking spaces utilized per unit

Building Characteristics

- Parking supply per unit
- % of affordable units
- Parking cost included
- Building square footage
- Average number of bedrooms/unit
- % building coverage of lot

Neighborhood Characteristics

- WalkScore
- Block size
- FAR
- Job accessibility
- Median rent
- AllTransit score
- Transit Connectivity Index
- Transit as percentage of income
- Housing tenure

Results

Arlington

74%

Chelsea

77%

Everett

71%

Malden

67%

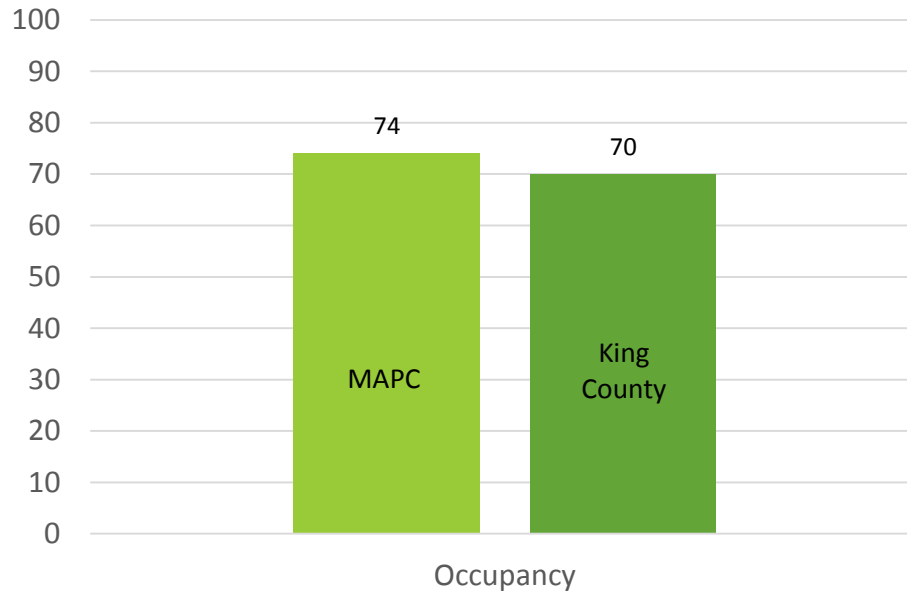
Melrose

80%

Overall
Utilization:

74%

Results



During these observations, we counted 1,000+ empty parking spaces...
over \$10 million in construction costs
taking space that could have been used for
340 housing units

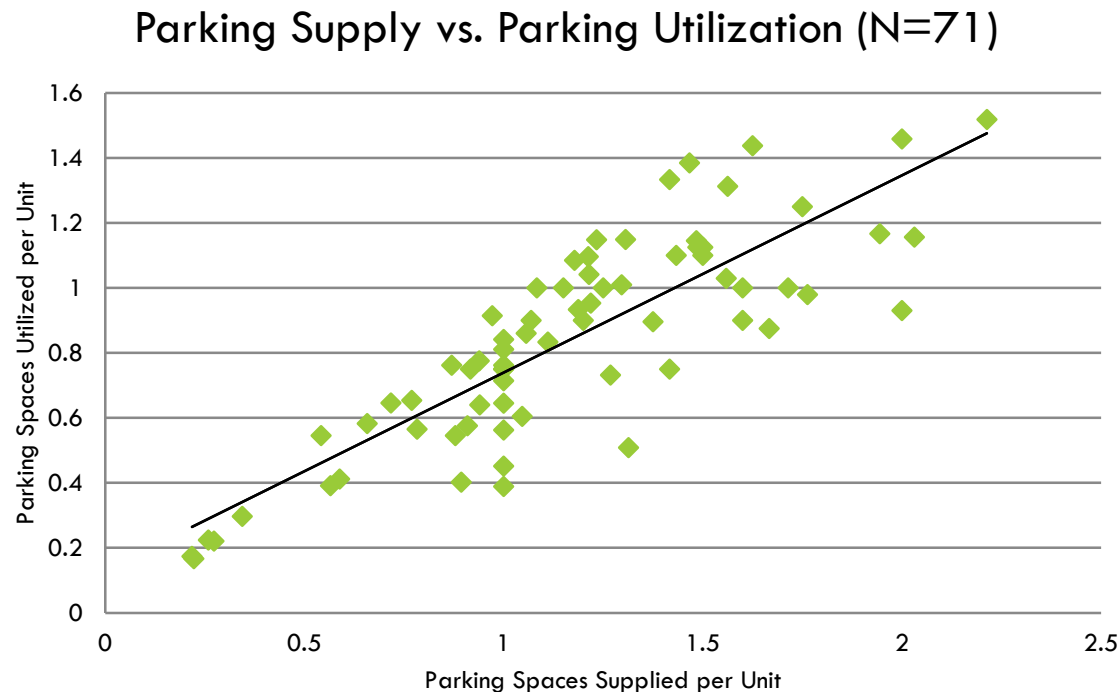
Urban communities similar to
Boston, Cambridge, and
Somerville experience even
lower utilization rates:

Washington
D.C.: 60%

Chicago: 67%

Key Findings

- The variable that most strongly influenced the number of spaces utilized per unit was **parking supply**





IF YOU BUILD IT,
THEY WILL COME.

Impacts

- At Town Meeting in April, Arlington passed a zoning amendment allowing for a reduction in multi-family residential parking requirements by special permit in some districts
- Tremendous support at Town Meeting (75%)
- Opportunity to revitalize commercial corridors



Next Steps

- Collect data in additional Inner Core communities and continue to improve statistical model
- Create parking calculator website to serve as resource for communities interested in modifying parking requirements

What You Can Do

- Zoning changes
 - Reduce or eliminate parking minimums
 - Implement parking maximums
 - Modify parking requirements based on use (affordable housing, senior housing) and/or access to transit
 - Create a sliding scale of requirements based on number of bedrooms, not number of units

What You Can Do

- Additional changes
 - Unbundle cost of parking from rent or purchase price
 - Allow parking to be shared between residents and customers if in a mixed-use building
 - Allow developers to pay a fee-in-lieu of parking if developers are interested in constructing fewer spaces than required

Thank you!

Sarah Kurpiel Lee, MAPC
Senior Transportation Engineer & Planner
slee@mapc.org | 617-933-0744

