Right-Sized Parking

TOOLS FOR CREATING DEMAND-BASED PARKING REQUIREMENTS

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- 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
### Building & Parking Specifications

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.

<table>
<thead>
<tr>
<th>Number of Units</th>
<th>Average Rent ($)</th>
<th>Residential Area (sq ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studios</td>
<td>20</td>
<td>$975</td>
</tr>
<tr>
<td>1 Bedroom</td>
<td>60</td>
<td>$1,150</td>
</tr>
<tr>
<td>2 Bedroom</td>
<td>60</td>
<td>$1,450</td>
</tr>
<tr>
<td>3+ Bedroom</td>
<td>10</td>
<td>$1,675</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>150</strong></td>
<td><strong>$1,275</strong></td>
</tr>
</tbody>
</table>

**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.

<table>
<thead>
<tr>
<th>PRICE OF PARKING PER STALL</th>
<th>ADJUSTED AVERAGE RENT</th>
<th>AVG. MONTHLY COST TO RESIDENT (rent+parking)</th>
<th>RESULTING PARKING RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bundled Parking = $0</td>
<td>$1,311</td>
<td>$1,311</td>
<td>0.79</td>
</tr>
<tr>
<td>Unbundled Parking = $275</td>
<td>$1,113</td>
<td>$1,278</td>
<td>0.6</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>PRICE OF PARKING PER STALL</th>
<th>LEVEL OF AFFORDABILITY</th>
<th>RESULTING PARKING RATIO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Unbundled Parking = $275</td>
<td>100% of units designated affordable</td>
<td>0.46</td>
</tr>
<tr>
<td>Unbundled Parking = $275</td>
<td>0% of units designated affordable</td>
<td>0.89</td>
</tr>
</tbody>
</table>
Study Area

- Arlington, Chelsea, Everett, Malden, and Melrose

- Existing residential buildings of various size and parking capacities (some with zero)
Demographics

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

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

- Washington D.C.: 60%
- Chicago: 67%

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
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!

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