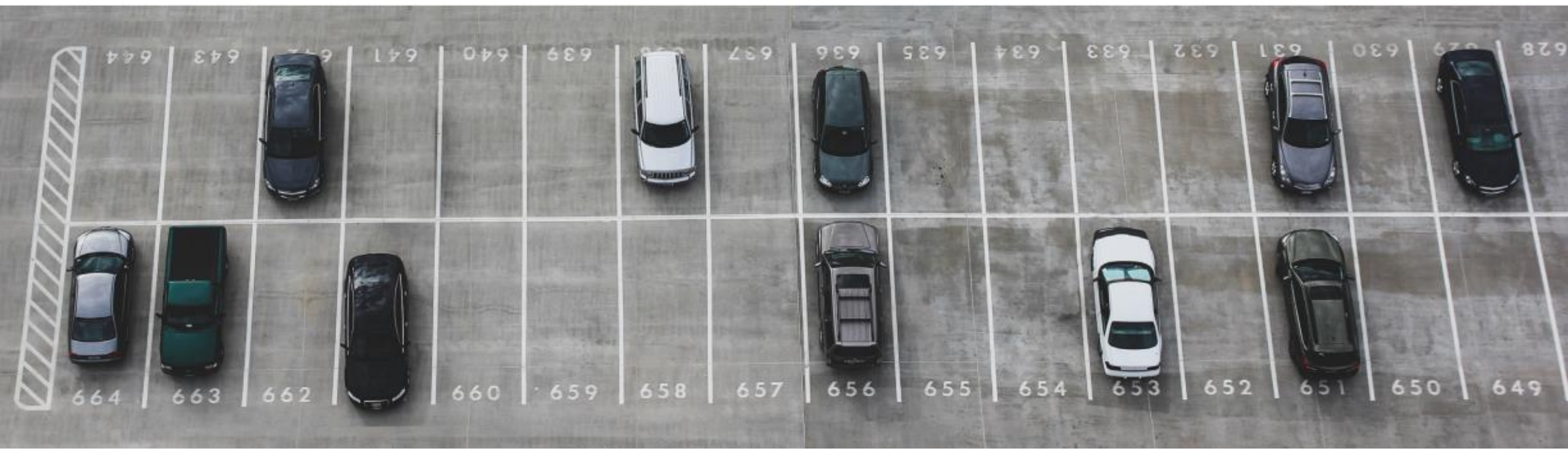


Perfect Fit Parking Initiative

Presentation to North Shore Task Force (NSTF) Subregion

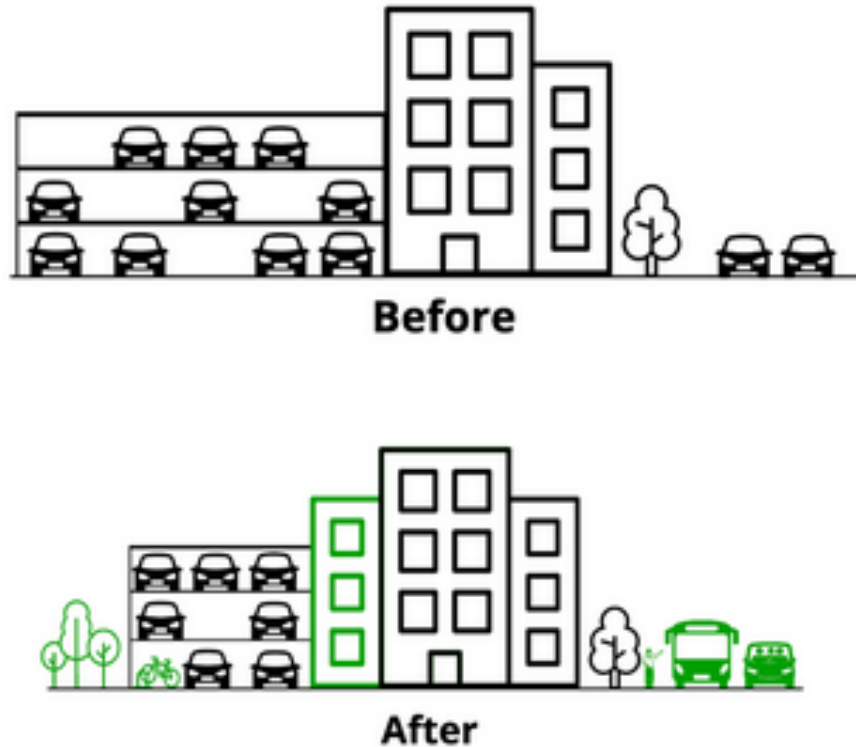


**Metropolitan Area
Planning Council**

October 19, 2023
Adi Nochur (anochur@mapc.org)
Senior Transportation Planner



Getting Parking Right Matters

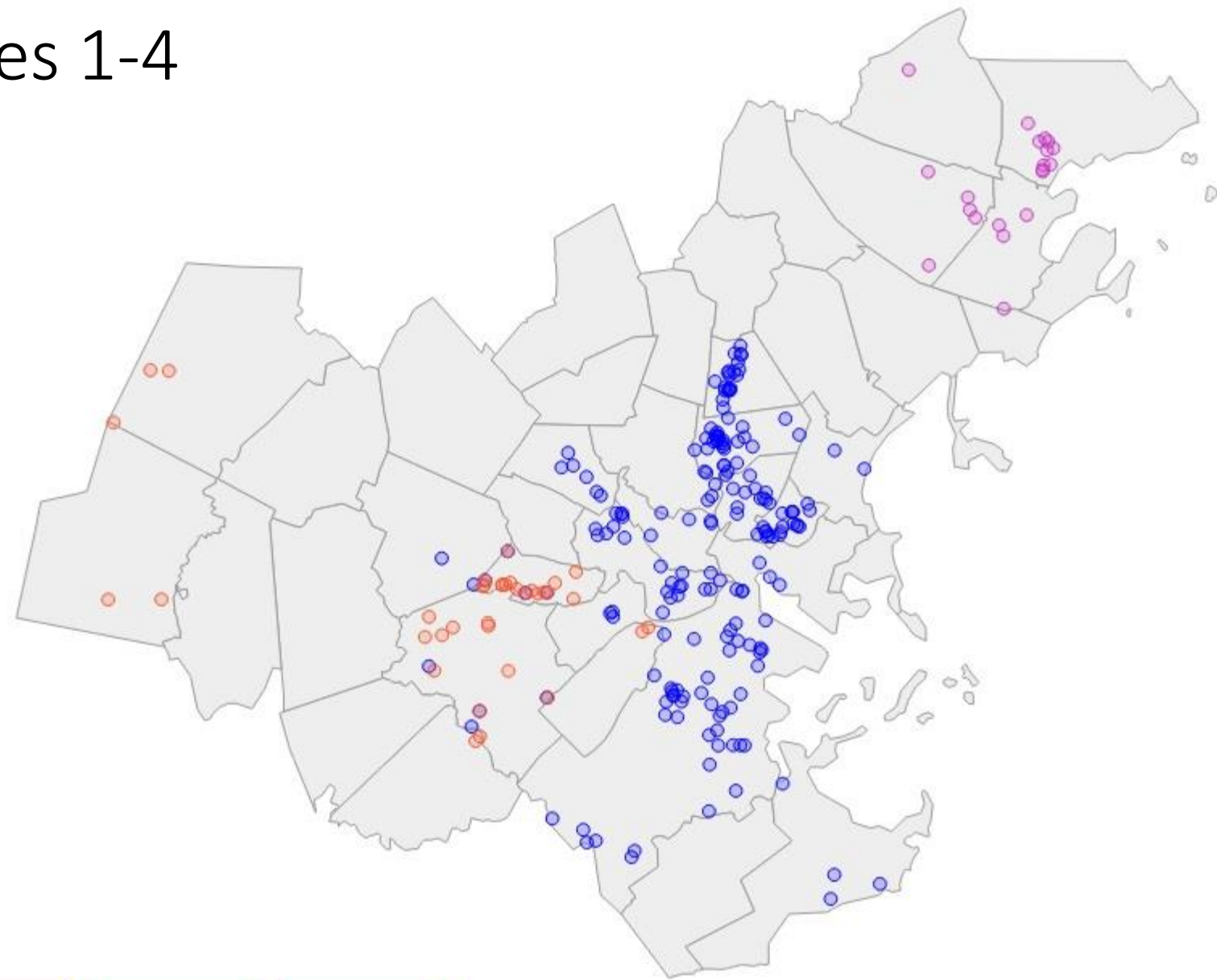


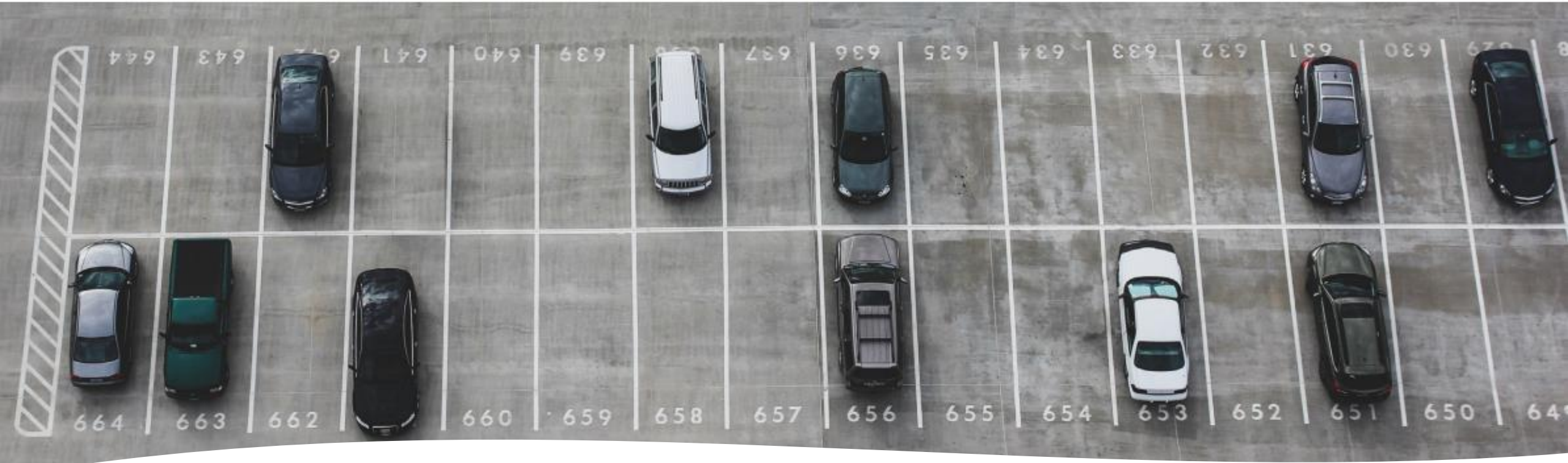
By achieving the perfect fit, we can:

- Reduce housing costs
- Encourage more sustainable transportation
- Alleviate congestion and reduce greenhouse gas emissions
- Free up land area for more housing units, open space, and other community-focused uses

Perfect Fit Parking: Phases 1-4 (2015-2023)

- Robust regional data set highlights opportunities to right-size parking in line with sustainable housing, transportation, and climate goals.



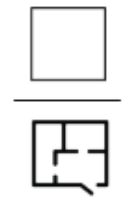


Phases 1 and 2 (2015-2019)

- Goal of understanding parking supply, demand, and utilization at multifamily housing sites in Greater Boston
- Examined overnight residential parking data from nearly 200 multifamily buildings in Inner Core municipalities
- Full Phase 2 report (includes Phase 1) and data set available at perfectfitparking.mapc.org

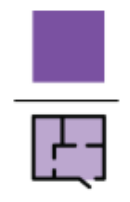
Perfect Fit Parking Initiative

Parking Supply per Unit



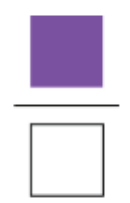
the total number of parking spaces divided by the total number of housing units

Parking Demand per Unit



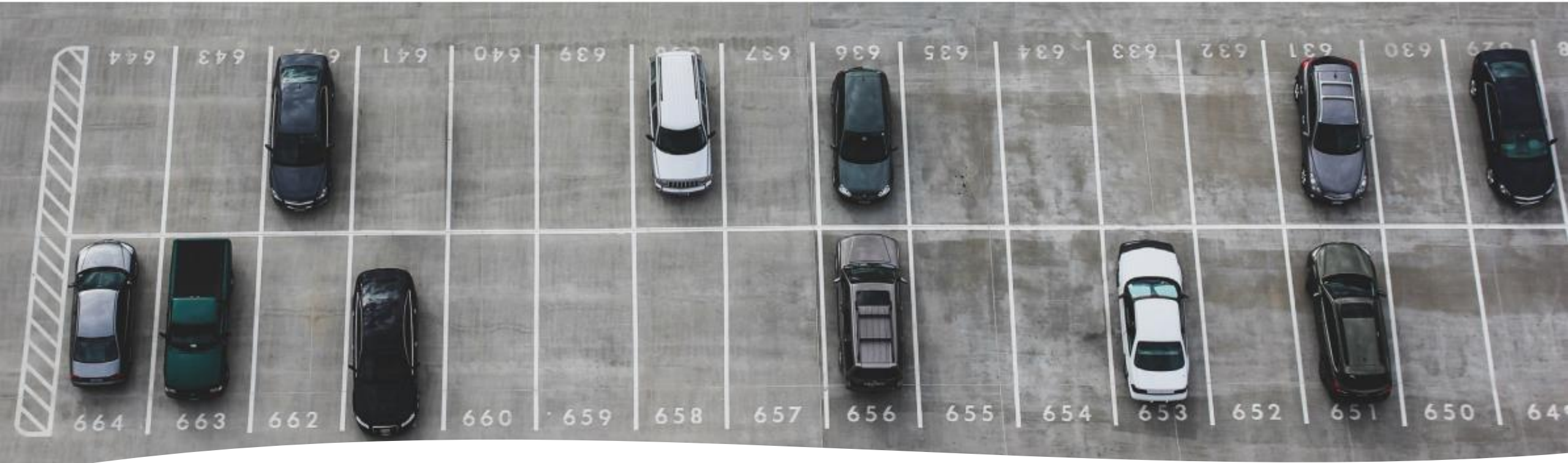
the number of occupied parking spaces divided by the number of occupied housing units

Parking Utilization



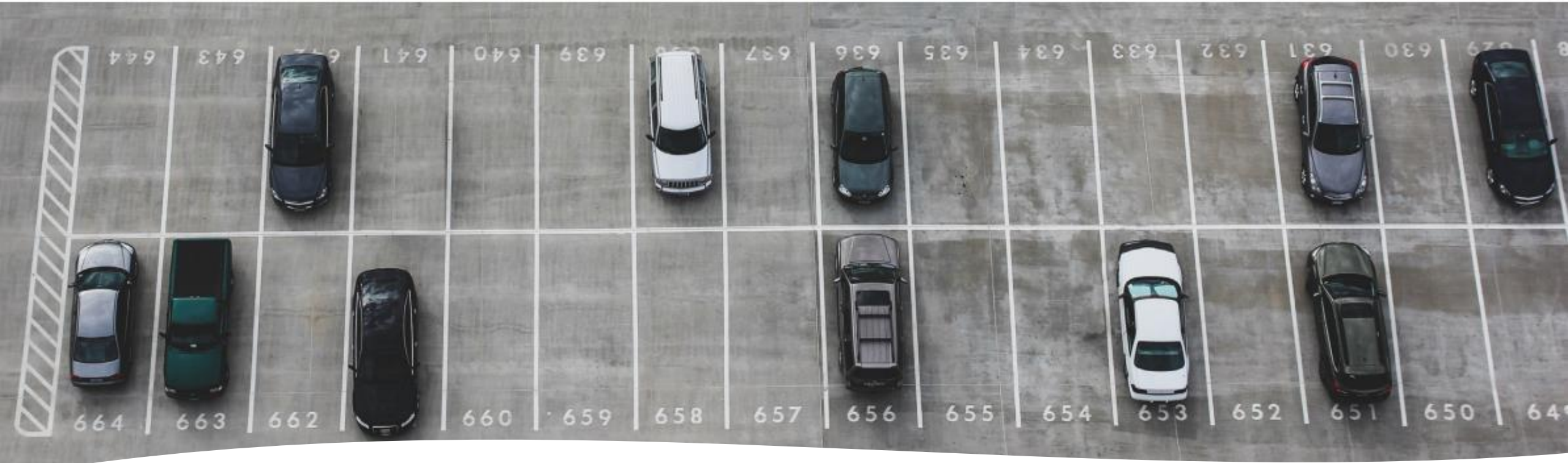
the number of occupied parking spaces divided by the total number of parking spaces

A legend bar containing six icons with labels below them. From left to right: a house icon with a white parking space labeled 'total housing units'; a house icon with a grey parking space labeled 'unoccupied housing units'; a house icon with a purple parking space labeled 'occupied housing units'; a white square labeled 'total parking spaces'; a grey square labeled 'unoccupied parking spaces'; and a purple square labeled 'occupied parking spaces'.



Phases 1 and 2: Results

- Average parking supply was 1.0 space/unit, but average parking demand was only 0.73 spaces/unit.
- Across the entire study area, three out of ten spaces sat empty during peak demand (70% parking utilization).
- **Parking supply**, job accessibility by transit, and percentage of affordable units all had significant effects on parking demand.



Phase 3 (2019-2020)

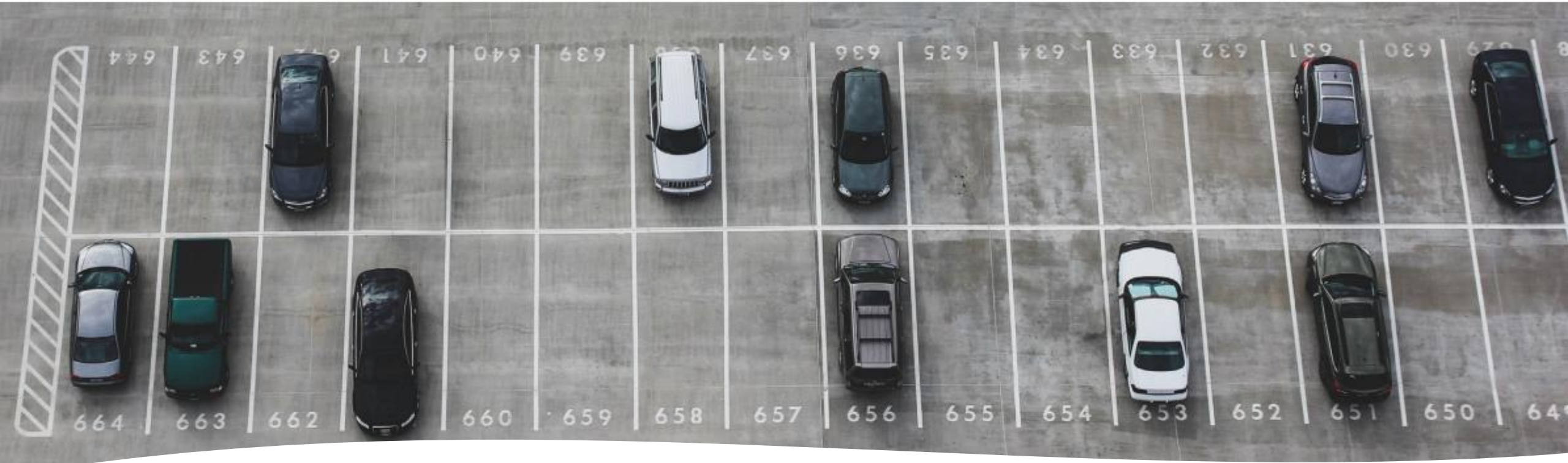
- Phase 3 found 76% parking utilization across 20 sites on the North Shore.
- Average parking supply was 1.25 spaces/unit, but average parking demand was only 0.95 spaces/unit.
- Study memo and data set available at perfectfitparking.mapc.org

Phase 3: North Shore (2019-2020)

Municipality	Number of Sites	Parking Supply Per Unit	Parking Demand Per Unit	Parking Utilization %
		$\frac{\text{Total Spaces}}{\text{Total Units}}$	$\frac{\text{Occupied Spaces}}{\text{Occupied Units}}$	$\frac{\text{Occupied Spaces}}{\text{Total Spaces}}$
Beverly	10	1.17	0.88	73%
Danvers	1	1.83	1.11	61%
Peabody	5	1.44	1.26	84%
Salem	4	1.11	0.83	75%
All Sites	20	1.25	0.95	76%

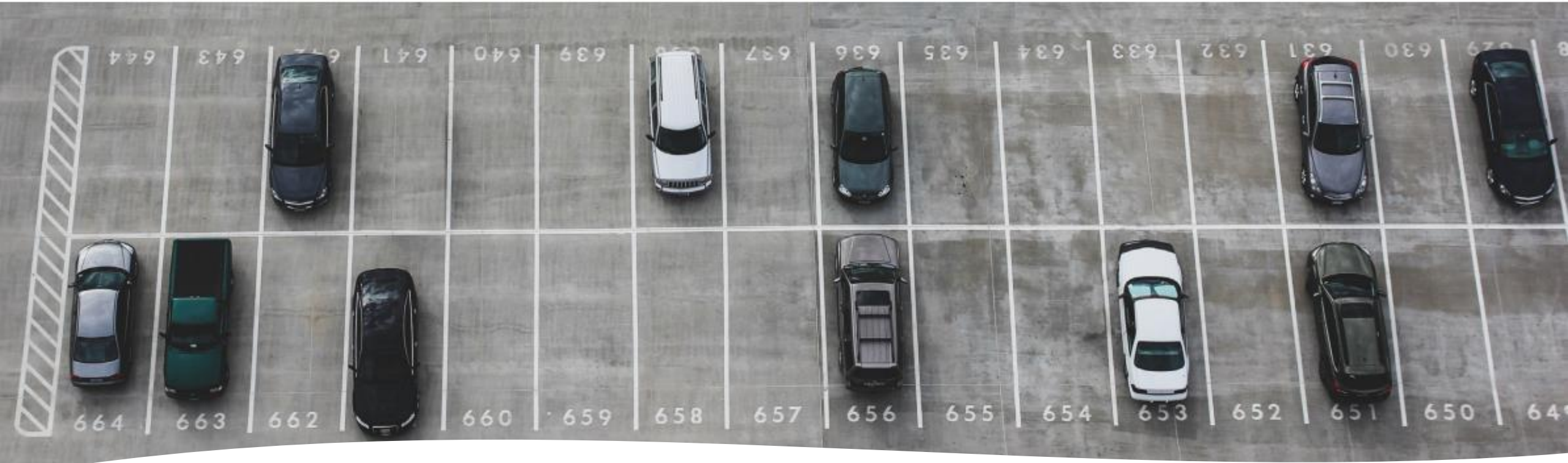
Multifamily Parking Requirements: North Shore

- Beverly: 1-2 spaces per residential unit in Central Business Districts; 2 spaces per residential unit in all other Zoning Districts.
- Danvers: “Two (2) spaces for each dwelling unit; plus one (1) space for each bedroom over two (2) per dwelling unit, to a maximum of three (3) spaces per dwelling unit.”
- Peabody: “Two parking spaces for each dwelling unit.”
- Salem: “One and one-half (1 ½) spaces per dwelling unit, with a minimum of two (2) spaces, plus one (1) space for each home occupation.”



Phase 3: Modeling Results

- Parking supply had a significant effect on parking demand; however, no significant effects were found from affordable units or jobs accessible by transit.
- This may be because the Phase 3 data did not have affordable unit counts, and half the sites surveyed had zero jobs accessible by transit in 30 minutes (likely due to no walkable access to transit).



Phase 4 (2022-2023)

- Study conducted in partnership with WestMetro HOME Consortium with an explicit affordable housing lens.
- Phase 4 found 61% parking utilization across 36 sites west of Boston, as well as statistically significant impacts from parking supply, affordable units, and jobs accessible by transit.
- Full study memo and data set available at perfectfitparking.mapc.org

Phase 4: WestMetro HOME Consortium (2022-2023)

Municipality	Number of Sites	Parking Supply Per Unit	Parking Demand Per Unit	Parking Utilization %
		$\frac{\text{Total Spaces}}{\text{Total Units}}$	$\frac{\text{Occupied Spaces}}{\text{Occupied Units}}$	$\frac{\text{Occupied Spaces}}{\text{Total Spaces}}$
Brookline	2	0.80	0.65	87%
Concord	3	2.32	1.05	53%
Needham	2	1.59	0.62*	62%
Newton	10	1.52	0.83	50%
Sudbury	2	1.40	0.98	71%
Watertown	17	1.45	0.99	62%
All Sites	36	1.58	1.00	61%

Policy Recommendations (Phases 1-4)

- Shift from parking minimums to maximums
- Reduce parking ratios/requirements
- Unbundle parking from housing costs
- Explore strategies for shared parking
- Implement Transportation Demand Management (TDM) strategies to reduce parking demand

Policy Recommendations (Phases 1-4)

- Require less parking at transit-oriented sites in particular
- Enable lower parking requirements in exchange for more affordable units (especially at transit-oriented sites)

Examples of Local Policy Change

- Recent changes to Arlington's zoning bylaw included the ability to have all parking requirements waived in business districts via special permit.
- Brookline's Town Meeting voted to lower minimum residential parking requirements by around half near public transit - with the opportunity to lower them to zero with a special permit from the Zoning Board.
- Somerville has eliminated mandatory parking requirements across much of the city and set an upper limit to how much new parking can be built in the city's most transit-accessible neighborhoods.

Recent Media Coverage

- MAPC's Phase 4 press release available at <https://www.mapc.org/news/phase-4-perfect-fit-parking-research/>
- [Banker & Tradesman](#) (July 18): "The latest research comes as towns and cities are debating how to implement their obligations under the MBTA Communities transit-oriented zoning law."
- [Boston Business Journal](#) (July 24): "The numbers have shown, time and again, that we actually have more parking spaces than we need — even in crowded neighborhoods like mine. We're just not using the spaces we have most efficiently."

Next Steps

- Document local parking policy changes
- Support municipalities in new efforts to change local parking policies
- Explore local and regional communications about parking policy issues

Questions? Comments?

- Contact Adi Nochur – anochur@mapc.org