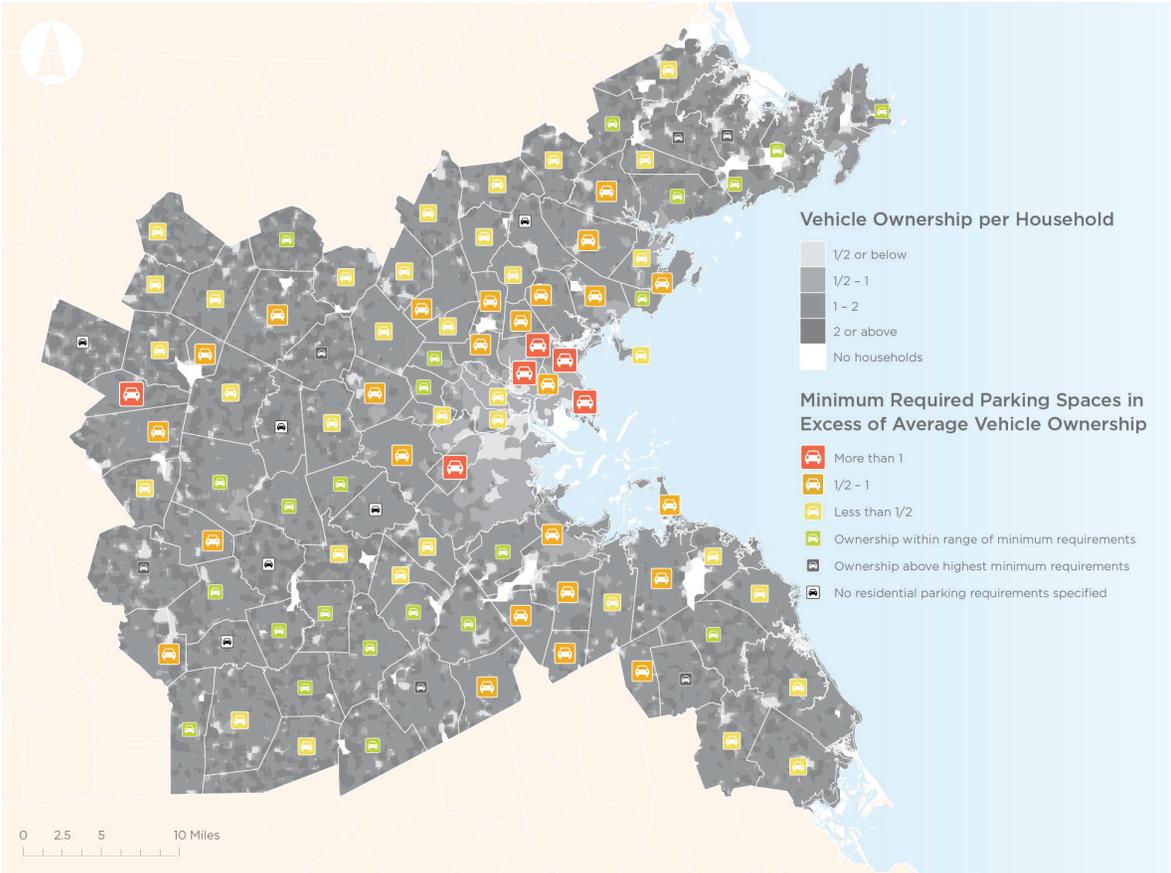


# RESIDENTIAL PARKING REQUIREMENTS MORE THAN WE NEED?



Note: Only residential parking requirements are included. Many communities have a range of minimum requirements for different densities of housing (e.g., one space for single family or two spaces per unit for apartment buildings). Colored car icons indicate the difference between vehicle ownership rates and the lowest minimum parking requirement.

**Sixty-three percent of municipalities in the MAPC region and 13 of 16 zoning districts in the City of Boston have residential parking requirements that exceed the average vehicle ownership per household.**

Only 6% of municipalities and none of Boston's neighborhoods require fewer spaces than would be needed by the average household.

Parking sits at the nexus of land use and transportation; parking requirements have an important and often overlooked impact on both. This map compares residential parking requirements across the region to the actual vehicle ownership rates per household.

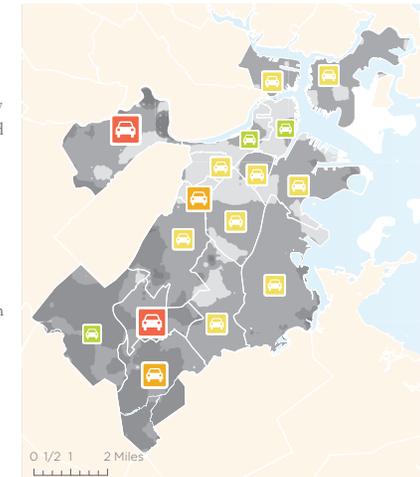
Nationwide, the number of miles we drive has been declining for a decade. Total vehicle miles traveled peaked in 2004, while vehicle miles traveled per capita is the same today as it was in 1996. The Boston Globe has reported that even as population is rising in the City of Boston, the number of registered vehicles has dropped by nearly 14% since 2008—meaning Boston residents own 50,000 fewer cars.

Yet many communities have not updated the residential parking requirements in their zoning codes to reflect these new trends, instead continuing to require more spaces than are actually needed. This map shows that in many communities there is a disconnect between the amount of parking that is required for new residential construction, and the number of cars that people living in those communities actually own.

This disconnect has an important impact on housing affordability. Each parking space costs between \$5,000 and \$50,000 to build, depending on the cost of land and whether the parking is surface, structured, or underground. The cost of building parking spaces is passed on to the renter or homeowner, even if they do not own a car.

Relaxing parking requirements may be an important strategy to help reach Governor Patrick's goal of building 10,000 new units of multifamily housing each year across Massachusetts, and Boston's goal (adopted in 2013) of 30,000 new homes in the City of Boston by 2020. Lower parking requirements will lower the cost to build each new housing unit, and could make new housing more affordable for residents.

## Boston Neighborhoods



Note: Boston neighborhood boundaries based on Boston Redevelopment Authority zoning districts