Memorandum

To:	Mr. Clifford Kensington 1296 Boylston Brookline Realty Trust 500 Lincoln Street Allston, Massachusetts	**Date:**	04/14/2026
		Project #:	R202035.000
From:	Dan Amstutz Senior Transportation Planner	**Re:**	Proposed Mixed-Use Redevelopment 1280, 1290, 1300, and 1330 Boylston Street Brookline, Massachusetts

Parking Supply and Mixed-Use Developments

Based on recent research from many different sources around the United States, mixed-use, transit-oriented development, and multifamily developments have been found to need fewer parking spaces than zoning regulations typically require. The following is a list of research and resources that documents how minimum parking requirements typically leads to overbuilt parking facilities and how smart growth and mixed-use areas use less parking than traditional suburban developments.

Recent Parking Guidelines

The **Urban Land Institute's (ULI) "Shared Parking", 3rd Edition**, is a resource for estimating, planning, and implementing parking across diversified use cases for mixed-use development. The book states, "Shared parking analyses for mixed-use developments typically demonstrate that required parking can be reduced by **40 to 60 percent** compared to the sum of single-use suburban parking requirements."[1] They also note, "An oversupply of parking can result in excess storm drainage impacts and unnecessarily high expenses."[2] In mixed-use settings with complementary peaking (residential, office, retail), shared parking analysis often yields **roughly 50% reduction** vs. conventional code.

The proposed development intends to create a walkable, mixed-use district that supports varied forms of access, including transit, biking, and pedestrian activities. The proposed uses are complementary to each other given the residential has highest demand in the evenings and the retail/commercial tends to peak during the day.

The Institute of Transportation Engineers (ITE) "*Parking Generation Manual*" 6th *Edition,* estimates peak parking demand associated with different land uses. The ITE Manual recognizes that **parking demand in urban/mixed-use areas is lower** than in isolated, auto-oriented sites. The Manual includes context-sensitive rates and adjustments for urban core, suburban centers, and mixed-use/transit-oriented development (TOD). The newer manual often shows reduced demand compared with older, suburban-focused editions.

Mixed-Use and Parking Demand Research

The **Metropolitan Area Planning Council (MAPC)** measured actual supply and demand for residential parking in the Boston area for their Perfect Fit Parking Initiative, interviewing property managers and conducting overnight counts of parking spaces and parked cars at nearly 200 multifamily residential developments in 14 municipalities in the Boston

[1] Smith et al., *ULI Shared Parking*, 3rd ed. (2020)
[2] Ibid.

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region. Their report, released in 2019, found that **30 percent of available parking spaces surveyed were not being used**. At a quarter of the sites, less than half the parking was occupied.[3] They note that, "not only is the overbuilding of parking in residential developments wasting tremendous amounts of money and useful space; but the provision of abundant parking may also be counterproductive to local transportation goals for traffic and sustainability."

The **Center for Neighborhood Technology in Chicago** found in their research in Washington, D.C., the San Francisco Bay Area, and King County, Washington, that, on average, one third of residential parking is empty at night. They applied this research to 40 affordable and market-rate apartment buildings across Chicago and found that:

- **The supply of parking exceeds demand** – buildings offered two spots for every three units, but they only needed one for every three.
- **As parking supply goes up, much of it sits empty** – apartments with fewer spaces saw a greater percentage of their parking used.
- **Apartment buildings near frequent transit need less parking** - Buildings within ten minutes of a Chicago Transit Authority (CTA) train stop had one spot for every two units. Even then, one third of their spots sat empty.[4]

A study of 80 multifamily sites in Madison, WI, found that **existing parking was only 67% occupied** during the evening peak.[5]

A study of parking supply and usage at 27 mixed-use districts around the country found that parking is oversupplied by 65% on average.[6] In many cases, oversupply in places that have identified parking shortages averages 45%. Several Massachusetts downtown areas were reviewed for this study, including in Concord, Winchester, Melrose, Lexington, Orange, Reading, Haverhill, Salem, and Belmont.

Mixed-use centers in small cities were reviewed for a University of Connecticut study to understand parking supply in smaller cities and towns with mixed-use centers. Three locations of dense, walkable, mixed-use centers were studied and compared to three control sites that were centers of more conventional development patterns. They found that the mixed-use sites provided much less parking per square foot than the conventional control sites, but thrived by making much more efficient use of land for parking. The traditional downtowns reviewed included Brattleboro VT,

[3] MAPC 2019, Perfect Fit Parking Initiative Phase II Executive Summary, https://perfectfitparking.mapc.org/assets/documents/Perfect%20Fit%20Executive%20Summary.pdf

[4] Center for Neighborhood Technology, "Stalled Out: How Empty Parking Spaces Diminish Neighborhood Affordability," 2016 - https://cnt.org/sites/default/files/publications/CNT_Stalled%20Out_0.pdf

[5] Chris McCahill, "Factors Affecting Parking Occupancy in Madison, Wisconsin"; Transportation Research Record, 2017 - https://progov21.org/Download/Document/23RS35

[6] Weinberger and Karlin-Resnick, "Parking in Mixed-Use U.S. Districts: Oversupplied No Matter How You Slice the Pie", Transportation Research Record, 2014 - https://media.alexandriava.gov/docs-archives/oversupplied-parking=rw=jkr.pdf

Northampton MA, and West Hartford CT. They note: "On average, the amount of parking mandated by base regulation in these six towns is about two and a half times more than the peak use" (emphasis in original).[7]

The San Diego Association of Governments (SANDAG), in ***"Parking Strategies for Smart Growth" (2010),*** studied current literature and best practices regarding parking in smart growth environments. It provides extensive documentation of how **smart-growth and mixed-use** areas use less parking. It cites multiple case studies of mixed-use, transit-oriented projects with Quantified reductions versus conventional suburban standards. Specific examples are provided of **30–50% lower parking ratios** in mixed-use centers.[8]

The King County (WA) **"Right Size Parking"** initiative studied parking utilization at multifamily and mixed-use buildings in transit-served areas and found that **observed utilization was often 20–40 percent lower than local minimum parking requirements.** The Final Report for the Right Size Parking project, which studied parking utilization and pricing data for over 200 multi-family properties in King County, found that **existing multi-family parking capacity exceeded utilization by an average of 0.4 spaces per housing unit – a 40% oversupply**.[9]

[7] Wesley Marshall and Norman Garrick, "Parking at Mixed-Use Centers in Small Cities," 85th Annual Meeting of the Transportation Research Board, 2005 - https://yourdowntowndarien.com/wp-content/uploads/2015/07/Parking-study-from-UCONN.pdf

[8] SANDAG, "Parking Strategies for Smart Growth" (2010), https://www.sandag.org/-/media/SANDAG/Documents/PDF/data-and-research/applied-research-and-performance-monitoring/surveys/parking-strategies-for-smart-growth-tools-san-diego-2010-06-01.pdf

[9] King County Metro, "Right Size Parking – Final Report", 2015 - https://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/rsp-final-report-8-2015.pdf