



City of Boston
Transportation

MAX PARKING RATIOS & TDM POINT SYSTEM



*Boston Transportation Department
October 2021*

BTD'S TRANSPORTATION DEVELOPMENT REVIEW

www.boston.gov/departments/transportation/transportation-development-review

- One Stop Shop
- Guidelines
- Resources

City of Boston Transportation Transportation Access Plan Agreement (TAPA) Map

Find address or place

Search in

(1 of 2)

T001

TAPA ID	T001
Date	10/23/2013
Name	
Address	41 Westland Ave
Neighborhood	Fenway/Longwood
ZipCode	02115
Developer	Catamount Westland LLC
Type	Amendment
PDF Link	More info

Zoom to



MAXIMUM PARKING RATIOS

TRANSIT-RICH AREAS EXPECT A SURGE OF DRIVERS POST-PANDEMIC

In a recent survey we conducted with ABC of mostly Downtown, Seaport, and LMA employees, more commuters indicated they plan to drive post-pandemic than before.

boston.gov/commute-survey

A lot of Boston commuters expect to start driving after the pandemic, survey says

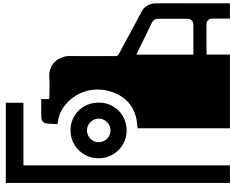
A return to normal could also mean the return of Boston's grueling traffic congestion.

By [Adam Vaccaro](#) Globe Staff, Updated November 26, 2020, 6:55 p.m.



PARKING IS EXPENSIVE

A single underground parking space in Boston costs more than the most expensive financial incentive program



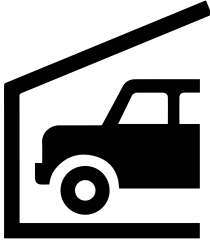
ABOVE GROUND LEVEL PARKING

\$28,050*

Low

\$46,200*

High



UNDERGROUND PARKING

\$33,000*

Low

\$52,800*

High

According to the BPDA, the rule of thumb for underground parking is upwards of **\$100,000 per parking space**

*The average above ground parking space, including the access aisles, occupies about 330 square feet. Source: First Quarter 2020: Quarterly Construction Cost Report.” (2020). Rider Levett Bucknall. <https://www.rlb.com/wp-content/uploads/2020/04/Q1-2020-QCR.pdf>

PARKING COSTS PASSED DOWN TO TENANTS

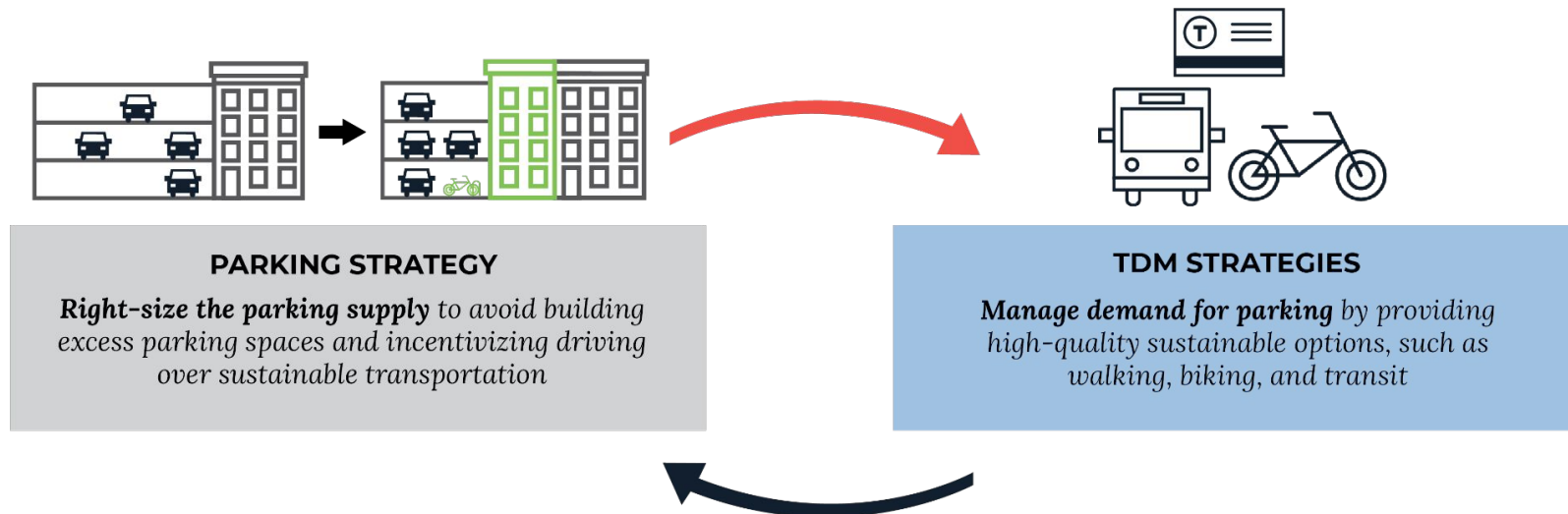
By reducing parking in areas that don't need extra parking, development cost is reduced

THE COST OF GARAGE PARKING TO RENTERS IS APPROXIMATELY \$1,700 PER YEAR, OR AN ADDITIONAL 17% OF A HOUSING UNIT'S RENT*



WHY HAVE MAXIMUM PARKING RATIOS?

**LESS PARKING MEANS LESS CARS, LESS CONGESTION,
LESS EMISSIONS + TDM STRATEGIES
=
MORE AFFORDABLE HOUSING & PARKS**

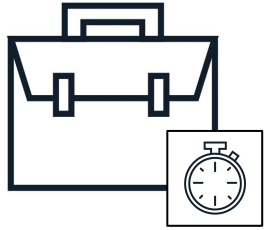


MAXIMUM PARKING RATIOS

Which development projects should have the lowest maximum parking ratios?

**NEW LARGE DEVELOPMENTS LOCATED
IN WALKABLE, TRANSIT-RICH AREAS
SHOULD BUILD LESS PARKING.**

EACH PARCEL IN THE CITY IS GIVEN A SCORE BASED ON THESE RESEARCH-BASED CRITERIA



**NO. OF JOBS
ACCESSIBLE BY
TRANSIT IN 30 MIN**



WALKSCORE



**PROXIMITY TO
GROCERY STORES**



**PROXIMITY TO RAPID
TRANSIT**



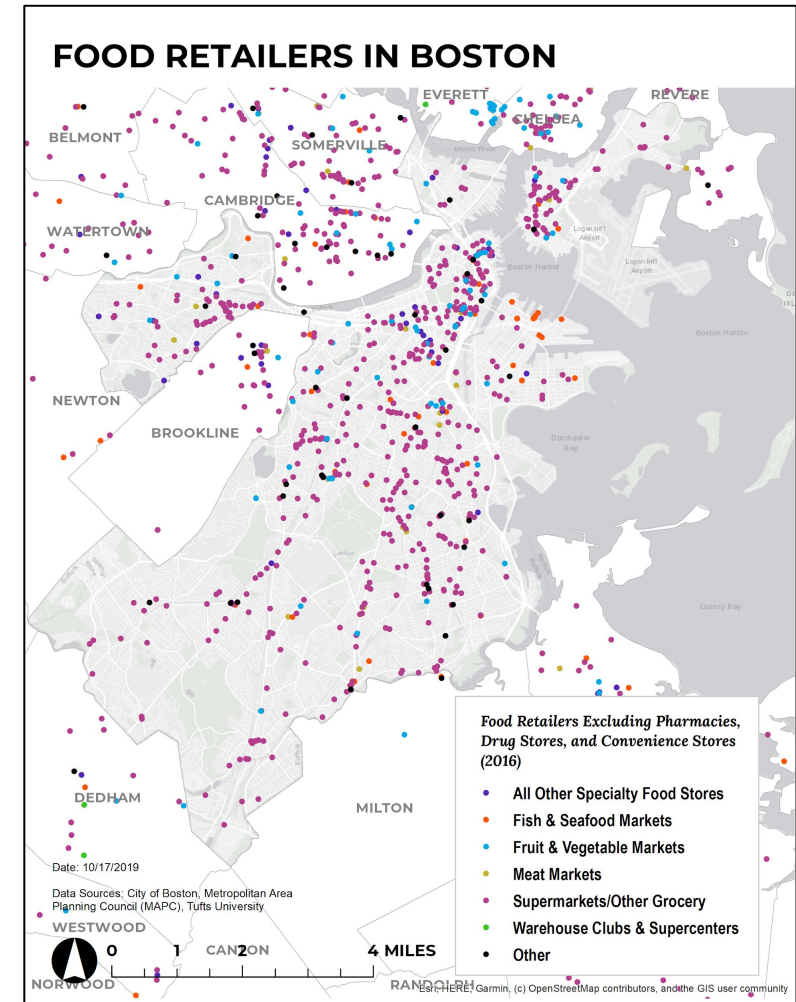
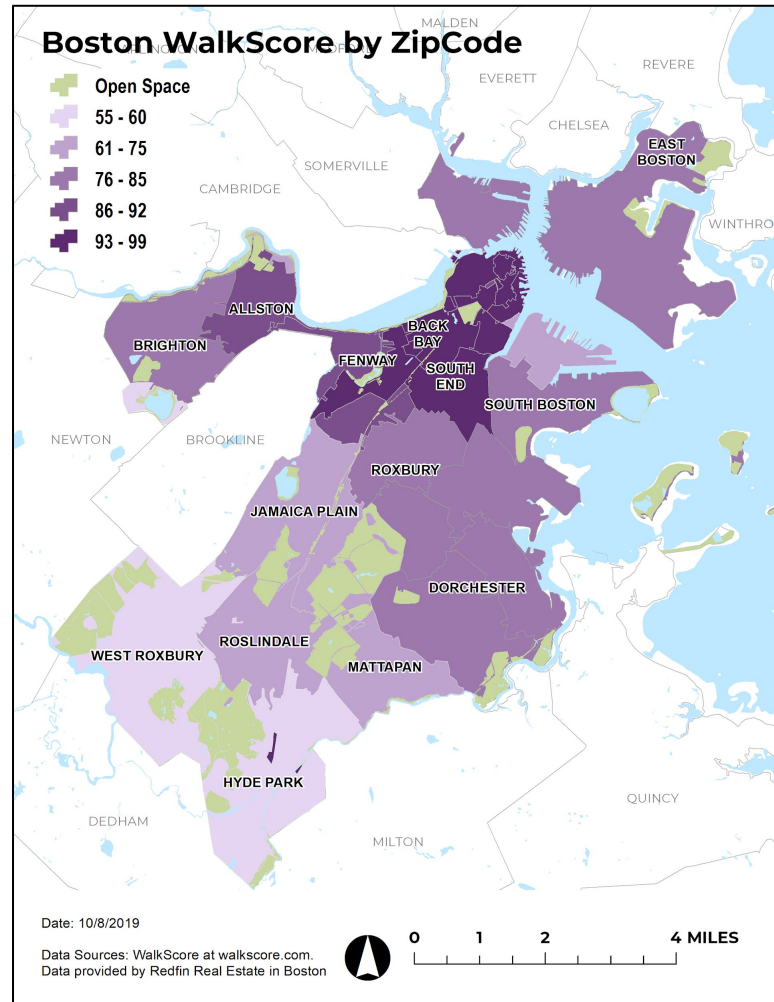
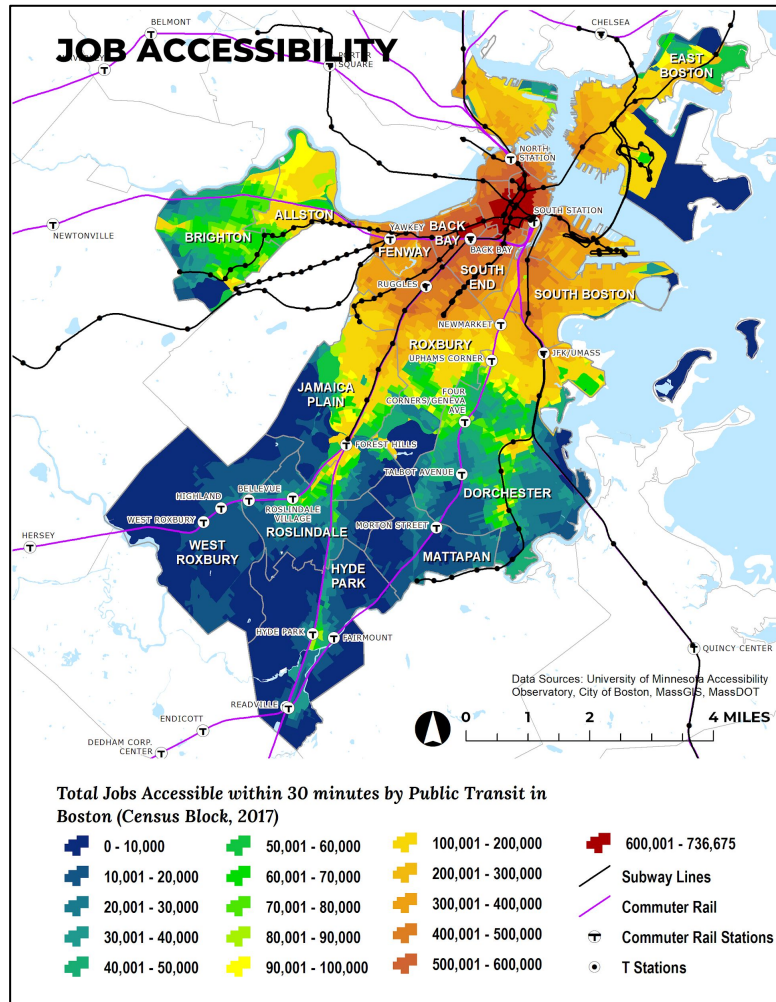
**PROXIMITY TO MULTIMODAL
TRANSPORTATION**

Key Bus Routes, Commuter Rail,
Ferry, Bikeshare station, Carshare
station

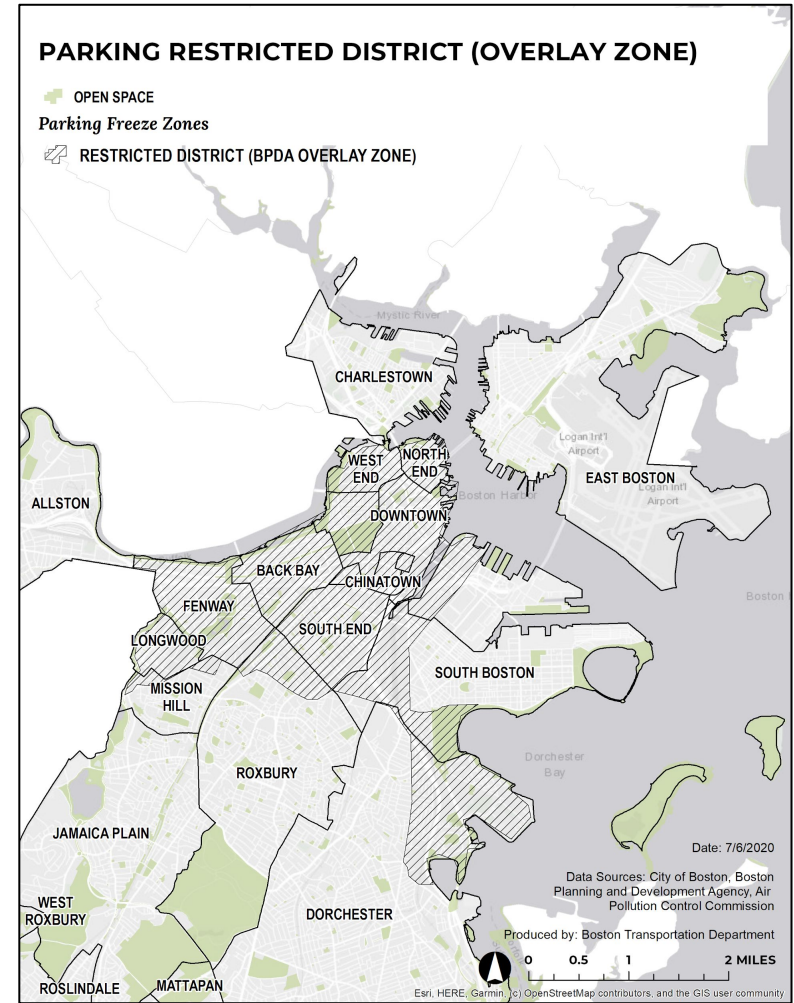
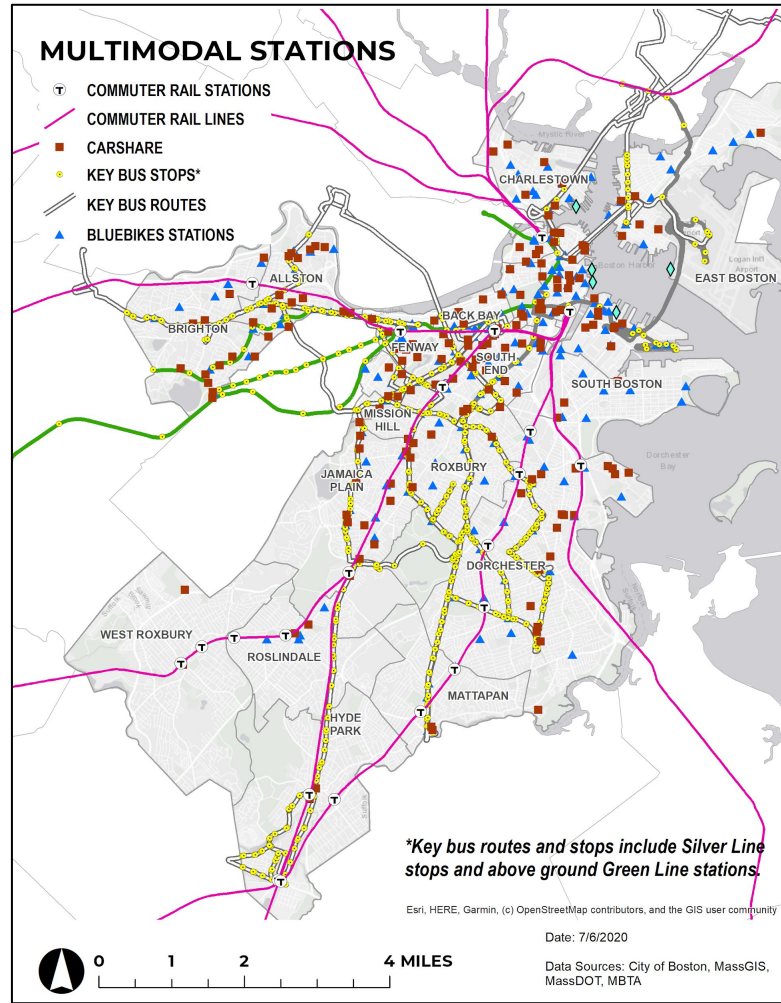
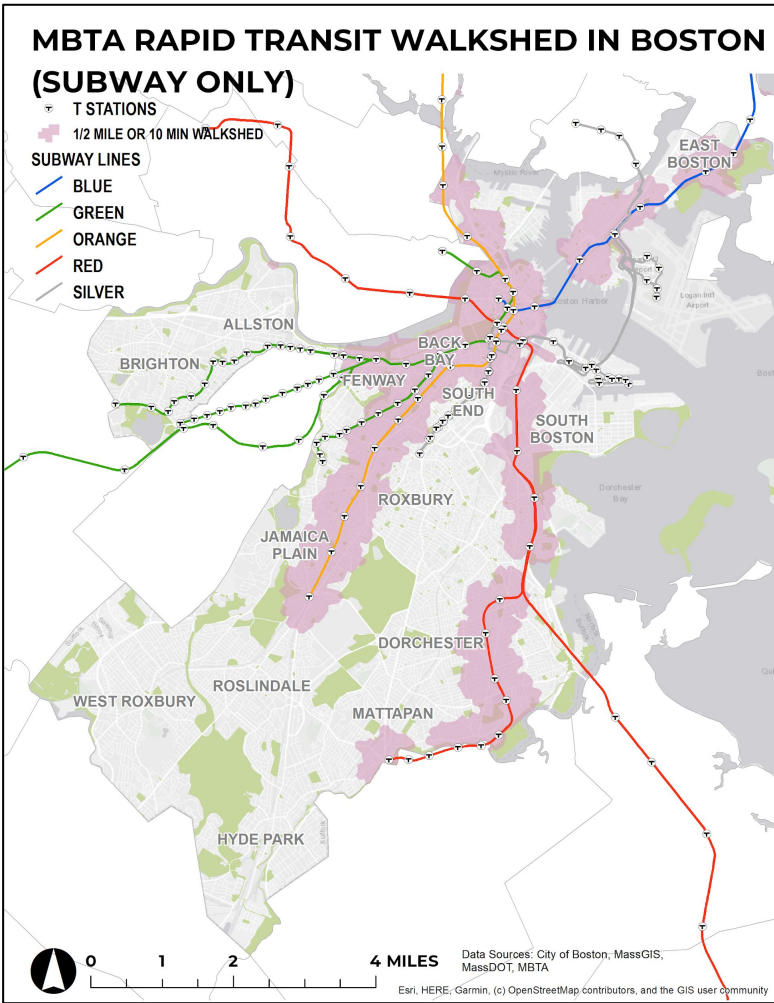


**RESTRICTED PARKING
ZONES**

CRITERIA



CRITERIA



THE ANALYSIS

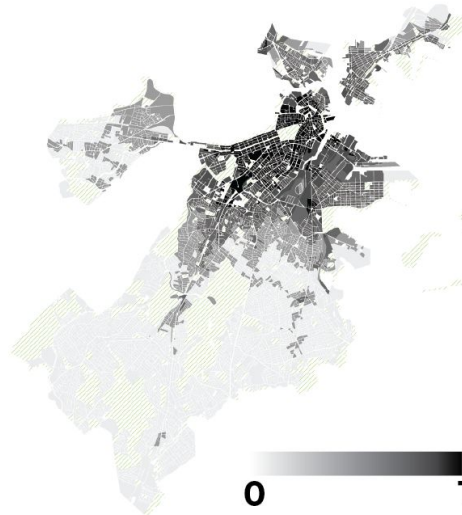
WEIGHT	CRITERIA
10	WALK SCORE
7	JOBS ACCESSIBLE BY TRANSIT IN 30 MIN
10	½ MILE FROM SUBWAY
5	PROXIMITY TO GROCERY STORES
3	WITHIN RESTRICTED PARKING (BINARY)
8	MULTIMODAL TRANSPORTATION
	<p>BINARY ANALYSIS: IF PARCEL IS WITHIN WALKSHED = 1, IF NOT = 0</p> <ul style="list-style-type: none">• KEY BUS ROUTES: 10• COMMUTER RAIL & FERRY: 10• BIKE SHARE: 8• CAR SHARE: 7

CRITERIA

WALKSCORE SCORES



JOB ACCESSIBILITY SCORES



RAPID TRANSIT SCORES



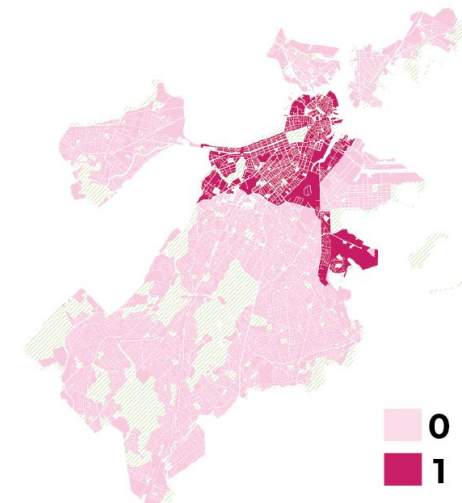
MULTIMODAL SCORES



GROCERY STORES SCORES



RESTRICTED PARKING SCORES



The higher the score, the lower the maximum parking ratios

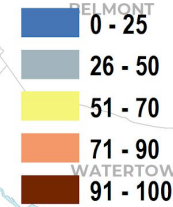
The lower the score the higher the maximum parking ratios

Simply, more transit options means less parking.

And less transit options means more parking is allowed.

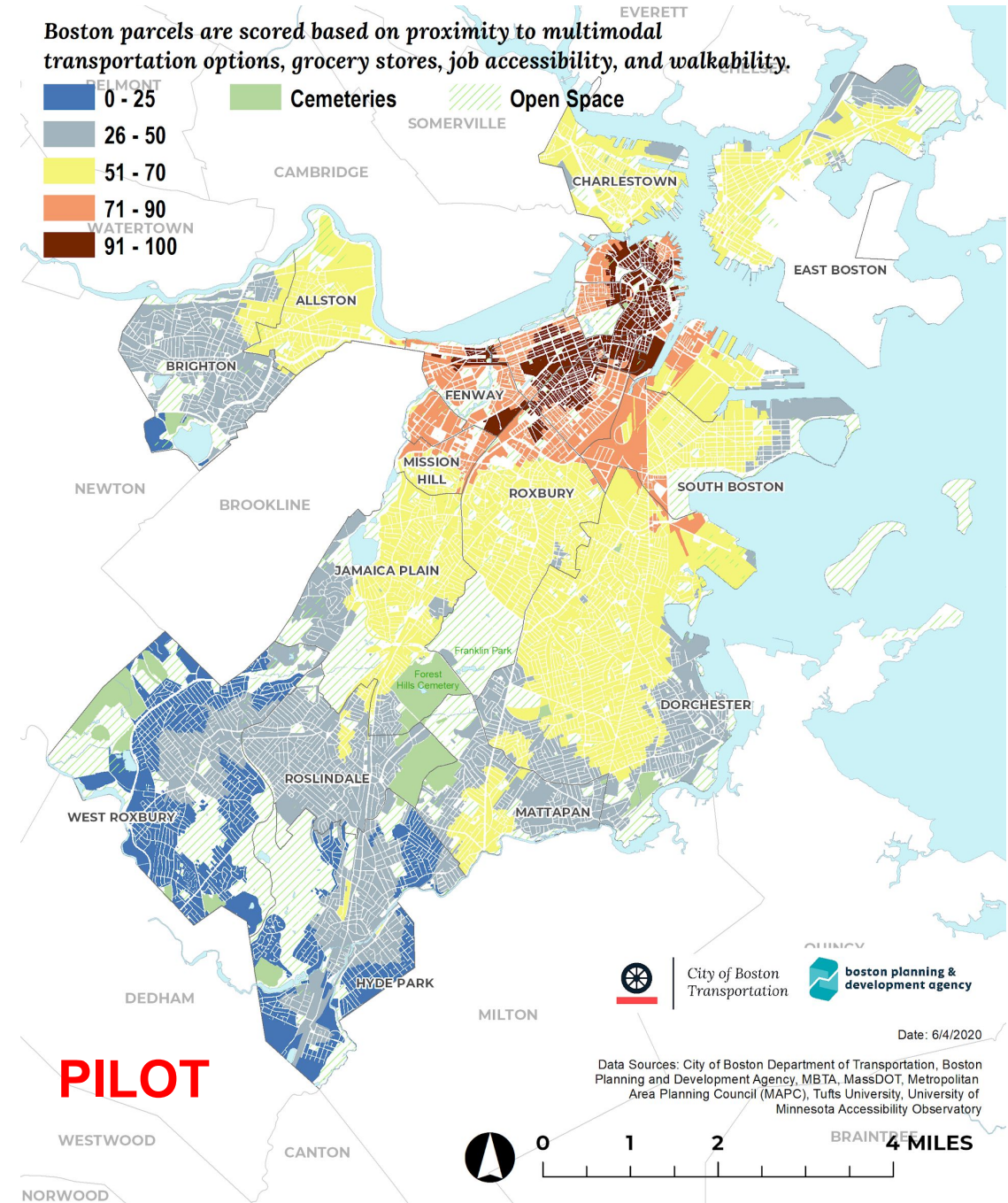
MOBILITY OPTIONS SCORES

Boston parcels are scored based on proximity to multimodal transportation options, grocery stores, job accessibility, and walkability.



Cemeteries (Green)

Open Space (Hatched Green)



PILOT



City of Boston
Transportation

QUINCY



Date: 6/4/2020

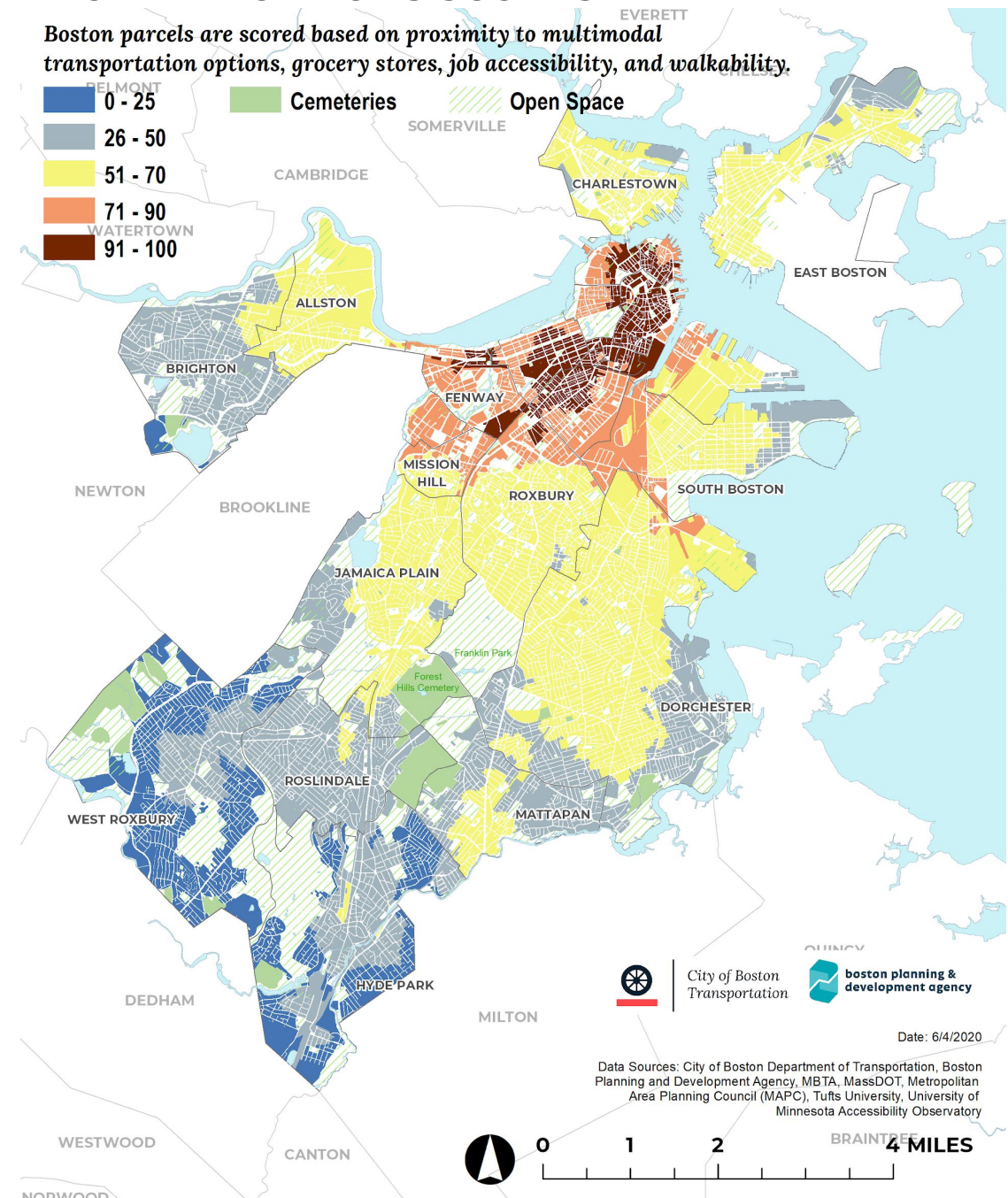
Data Sources: City of Boston Department of Transportation, Boston Planning and Development Agency, MBTA, MassDOT, Metropolitan Area Planning Council (MAPC), Tufts University, University of Minnesota Accessibility Observatory



LAND USE	TOTAL SCORE	MAX PARKING RATIO FOR DEVELOPMENTS 50,000 SQ FT AND LARGER		
		Rental	Condos	
RESIDENTIAL (PER UNIT)	91-100	0 - 0.35	0 - 0.50	
	71-90	0 - 0.50	0 - 0.75	
	51-70	0 - 0.75	0 - 1.0	
	26-50	0 - 1.0	0 - 1.0	
	0-25	0 - 1.0	0 - 1.25	
HOTEL (PER UNIT)	Any	0 - 0.20		
RETAIL (PER 1,000 SF)		Retail < 5,000 sq ft	Retail > 5,000 sq ft	
	91-100	0 - 0.25	0 - 0.50	
	71-90	0 - 0.30	0 - 0.60	
	51-70	0 - 0.40	0 - 0.80	
	0-25	0 - 0.75	0 - 1.0	
OFFICE / PRIVATE LAB (PER 1,000 SF)	91-100	0 - 0.30		
	71-90	0 - 0.60		
	51-70	0 - 0.80		
	0-25	0 - 1.25		
INSTITUTIONAL (PER 1,000 SF)		Medical Clinics	Research and Development / Laboratories	Universities & Colleges
	91-100	0 - 0.5	0 - 0.20	0 - 0.20
	71-90	0 - 0.70	0 - 0.40	0 - 0.40
	51-70	0 - 0.80	0 - 0.60	0 - 0.60
	0-25	0 - 1.25	0 - 1.0	0 - 1.0
INDUSTRIAL/ MANUFACTURING (PER 2,500 SF)	91-100	0 - 0.20		
	71-90	0 - 0.35		
	51-70	0 - 0.55		
	0-25	0 - 1.25		

MOBILITY OPTIONS SCORES

Boston parcels are scored based on proximity to multimodal transportation options, grocery stores, job accessibility, and walkability.



NOTES ON IMPLEMENTATION OF RATIOS

- New maximum parking ratios apply only to **Article 80 Projects**, or developments that are 50,000 sq ft or larger
- **Parking Ratio Map is dynamic** - scores change as transit and mobility services, grocery stores, and WalkScores change
- Only **net new parking spaces** count towards the ratios
- Released with the [Transportation Demand Management Point System](#) to help developers choose the right incentives

What is TDM?

Transportation Demand Management (TDM) is the flip side of infrastructure. It focuses on incentivizing people to use transit, ridesharing, walking, biking, and carpooling rather than drive alone.



WHAT TDM IS

- **Changing Behavior**
- Financial Incentives Provided By Property Owners / Employers
- Charging For Parking / Limiting Parking
- Unbundling Cost Of Parking From Rent Or Lease
- Active Marketing



WHAT TDM IS NOT....

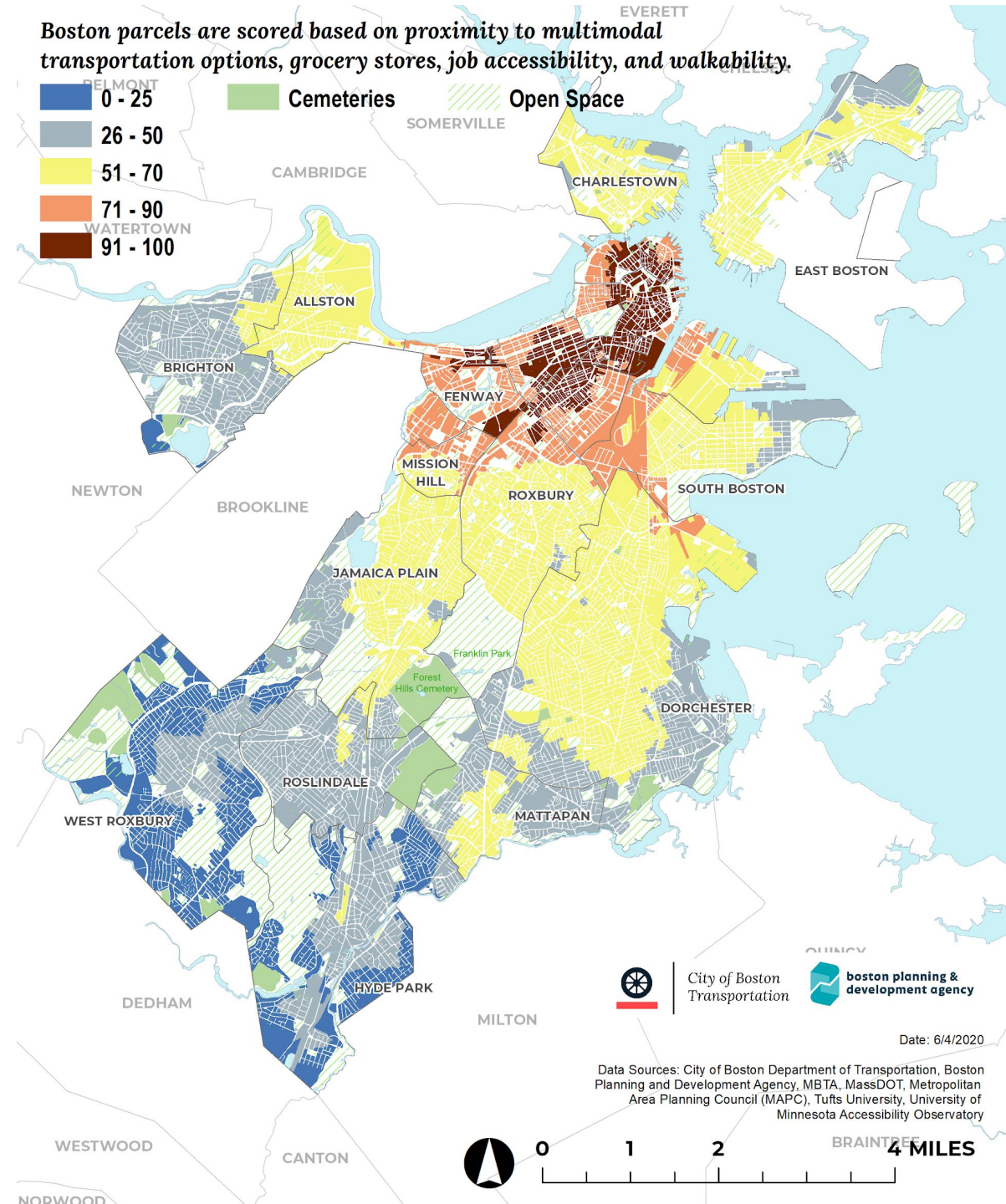
- **Infrastructure or Capital Project**
- Bus Priority Lane
- Bike Lane

POINTS DEVELOPER NEEDS TO REACH

TDM POINT SYSTEM

Target points are based on **Mobility Scores**

MOBILITY SCORE	TARGET POINTS
0-25	70
26-50	70
51-70	80
71-90	90
90-100	100



HOW DEVELOPERS REACH TARGET POINTS

BASELINE

Baseline strategies are required for all Article 80 development projects subject to a TAPA, unless achievement of a particular measure is not possible. Points assigned to baseline measures can be applied to the overall point target for a project.

IMPACT

Developers must select **at least one of three** impact strategies. Impact strategies have the highest impact on achieving mode shift and reducing drive alone behavior. The three impact strategies are:

- Transit (MBTA) subsidies
- Parking reduction
- Parking pricing

ELECTIVE

After selecting baseline strategies and at least one impact strategy, developers may select as many strategies as needed to achieve the total target TDM points. **At least one elective strategy each must be bicycle-related and single occupancy vehicle reduction-related, unless the selected impact strategy satisfies this requirement.**

	Strategy Type	Strategy	Points towards TDM Target
BASELINE	Programming	TMA Membership*	
	Programming	On-Site TDM Coordinator*	
	Programming	Marketing*	5
	Programming	Annual Events*	
	Programming	Real-Time Transit Information*	
	Programming	Emergency Ride Home* [†]	
	Transit	Participation in MBTA Perq Program*	15
	Vehicle	Unbundled, Market-Rate Parking*	15
	Bicycle	Bicycle Parking/Bike Share Provision*	5
IMPACT	Transit	Transit Subsidy	15 - 35
	Vehicle	Parking Reduction	15 - 30
	Vehicle	Parking Pricing	5 - 30
ELECTIVE	Bicycle	Bike Share Membership Subsidy	5-8
	Bicycle	E-Bike/E-Cargo Bike Program	5
	Bicycle	Additional Bike Parking Spaces	2-5
	Bicycle	Multimodal Transportation Subsidy	10
	Vehicle	Parking Cashout [†]	10
	Vehicle	Carpool Program w/ Preferential Spaces	5-10
	Vehicle	Car Share Membership/Subsidy	2-4
	Vehicle	Car Share Parking	3-6
	Transit	Shuttle Service	5-10
	Transit	Bus Stop Improvements	2-4
	Development	Mixed-Use Development	5-20
	Development	Bundled Transportation Options (GoHubs!)	4

THANK YOU

*For more info please visit:
boston.gov/max-parking-ratios
boston.gov/tdm-point-system*

