

Parking Analysis / AMETHYST BROOK APARTMENTS

20-22 Amherst Road
Pelham, MA

Prepared by Home City Development
March 1, 2021

The project proposes to develop Amethyst Brook Apartments, consisting of 34 low to moderate income, one, two and three-bedroom apartment, at 20-22 Amherst Road in Pelham. The project site is located .3 miles to the Pelham Public Library and Pelham Elementary School and .4 mile from a PVTA bus stop at Heatherstone Road.

The project will have 45 parking spaces, at a ratio of 1.32 spaces per unit, more than is typically needed at comparable rural properties in Western Massachusetts for residents, visitors, and property management staff. Based on visual inspection and verification with property owners/managers, Home City Development prepared the attached vehicle parking survey at comparable affordable residential rental properties in Western Massachusetts. The properties are owned by Hilltown Community Development Corporation, Valley Community Development Corporation, Way Finders, Inc. Montague Housing Authority, and Franklin County Regional Housing and Redevelopment Authority. The parking utilized or needed for these types of facilities has consistently shown a reduced requirement for onsite parking below the 1.32 ratio proposed by Home City Development for Amethyst Brook Apartments.

There are three primary factors that reduce the parking demand for the proposed development from a residential average. Studies, as cited later in this document, show that: 1) rental housing generates less parking demand than ownership housing; 2) small units generate less parking demand than larger units and; 3) affordable housing generates less demand than market rate housing.

On-site staff (1-2 persons at any given time), service provider visits (for elderly, special needs, etc., residents), deliveries, and tradesperson visits will occur primarily during weekday business hours. Whereas peak demand for resident parking will occur overnight and on weekends.

The table on the following page gives multiple, similar local examples of actual parking provided and utilized for low to moderate income housing in the region:

Comparable Housing in Western Massachusetts, Parking Survey

Property Name	Property Location	# of Units	BR Distribution	# of On-Site Parking Spaces	Visual Car Count	# of Cars Registered w/Mgmt.	Car/Unit Ratio *	Elderly/Family	Date/Time of Count
Highland Village	41 Main Street, Goshen	10	10 - 1BR	14	9	8	0.90	Elderly	1/31/2021 - 6:30 AM
11 Main	11 Main Street, Haydenville	4	2 - 2BR; 1 - 1BR; 1 - OBR	4	4		1.00	Family	1/31/2021 - 6:47 AM
Westhampton Woods	13 Main Road, Westhampton	15	15 - 1BR	39	14	15	1.00	Elderly	1/31/2021 - 7:06 AM
Parsons Village	73 Parsons Street, Easthampton	38	4 - OBR; 8 - 1BR; 18 - 2BR; 8 - 3BR	76	40	32	1.05	Family	1/31/2021 - 7:22 AM
6 Blandford	6 Blandford Hill, Huntington	4	4 - 2BR	4	1		0.25	Family	1/24/2021 - 3:20 PM
Amethyst Brook Apts.	20 Amherst Road, Pelham	34	24 - 1BR; 7 - 2BR; 3 - 3BR	45	-	-	1.32	Family	NA
Olympia Oaks	Olympia Drive, Amherst	42	8 - 1BR; 21 - 2BR; 13 - 3BR	74	46	38	1.10	Family	2/7/2021 - 6:45 AM
Butternut Farm	Longmeadow Drive, Amherst	26	1 - OBR; 3 - 1BR; 14 - 2BR; 9 - 3BR	41	31	31	1.19	Family	2/7/2021 - 6:55 AM
Elm Circle	Elm Circle, South Deerfield	24	20 - 2BR; 4 - 3BR	48	23	30	1.25	Family	2/7/2021 - 7:15 AM
Sunrise Terrace	Sunrise Terrace, Turner's Falls	40	40-1BR	24	24	24	0.60	Elderly	2/7/2021 - 7:45 AM
Keith Block	19 Canal Street, Turner's Falls	31	28-1BR; 4-2BR	6	6	14	0.45	Elderly	2/7/2021 - 8:00 AM
Silver Meadow	1 Royce Lane, Wales	20	20 - 1BR	26	9		0.45	Elderly	2/7/2021 - 7:45 AM
Sanderson Place	120 North Main Street, Sunderland	33	30 - 1BR; 3 - 2BR	41	-	-	1.24	Family	In construction

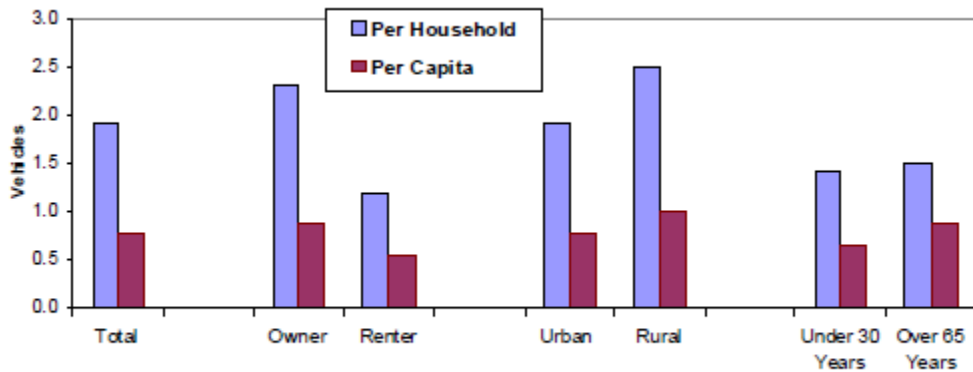
* Ratio is based on the *higher* of visual car count and # of cars registered with management

I. Rental Housing Generates Less Parking Demand than Ownership Housing

Parking studies, such as the example excerpted below, document that statistically rental housing as a type of housing generates lower demand for parking spaces than ownership housing types.

“Vehicle holdings and parking demand for apartment renters are much lower than for owners. This is consistent with prior research. In purpose-built market rental sites, the parking demand range is 0.58 – 0.72 vehicles per apartment unit.”¹

Figure 5 Vehicles Per Household (BLS, 2002)



Household vehicle ownership rates vary depending on factors such as home tenure, location and resident age.

Source of Figure: *Parking Requirement Impacts on Housing Affordability* Victoria Transport Policy Institute, March 2020, p 5

As the figure above illustrates, typical per capita vehicles for rental households are 0.5. Per capita rates are most applicable to the proposed development, which includes many one bedroom apartments.

II. Small housing units generate less parking demand

“Auto ownership increases with the number of bedrooms.”²

Many Cities and Towns are starting to directly address the disproportionate impact of “one size fits all” per unit parking requirements on small or micro housing units. Both Northampton, MA and Berkley, CA have residential zones that prescribe the required number of parking spaces based upon gross square footage (GSF) of living area, requiring one parking space for every 1,000 GSF of living space. An excerpt from Northampton’s zoning bylaw, Section 350-8.1, below is applicable to all zones in Northampton with the exception of the Central Business Zone, which does not require parking. In all zones other than Central Business, one parking space is required for every:

¹ The Metro Vancouver Apartment Parking Study, Technical Report, Sept 2012, p iv

² The Metro Vancouver Apartment Parking Study, Technical Report, Sept 2012, p 13

- Multifamily dwelling for elderly and people with disabilities, lodging house, dormitory, SRO, and halfway house
- 1,000 square feet of gross floor area, up to a maximum of one per dwelling unit for multifamily dwellings

Providing one parking space for every 1,000 GSF in the proposed development at Amethyst Brook Apartments (36,860 GSF) would require 37 parking spaces compared to the 45 proposed spaces.

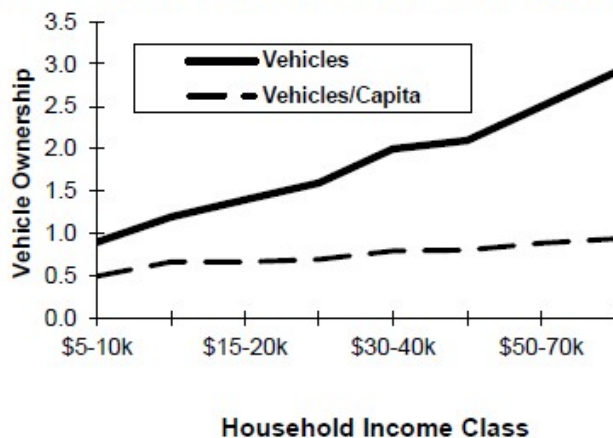
III. Affordable Housing generates less parking demand

“The likely residents of affordable housing do not require a great deal of parking. Studies show that the correlation between income and vehicle ownership is strong, with the likelihood of owning more than one vehicle increasing with income. Low-income families, seniors, and special needs populations are less likely to require the use of more than one parking space, if that at all. The need for parking also decreases for residents in dense areas near transit.”³

Parking Demand by Households

Automobile ownership varies significantly, and is affected by demographic, geographic and management factors (“Parking Evaluation,” VTPI, 2005; Hexagon Transportation Consultants 2008; San Diego 2011; Metro Vancouver 2012). Twelve percent of U.S. households do not own a motor vehicle, with higher rates of zero-vehicle households in larger cities and lower-income communities (BLS, 2003). Motor vehicle ownership rates tend to increase with income and household size, as indicated in figures 2 through 5 (also see Rice, 2004; CNU, 2008).

Figure 2 Vehicle Ownership by Household Income (BLS, 2003)



Lower income households own fewer automobiles than wealthier households.

Source of Figure: ***Parking Requirement Impacts on Housing Affordability*** Victoria Transport Policy Institute, March 2020, p 4

³ Parking Requirements Guide for Affordable Housing Developers, Southern California Association of Non-Profit Housing, 2004, p 3

As illustrated above, and as evidenced by the parking survey from local affordable housing properties, the lower a household's income, the fewer vehicles that household is likely to own. In Figure 5 above, the per capita ownership rates (which are most comparable to the proposed development) remain below 1.0 cars per capita in the low and mid-range income brackets.

The increasing use of ride services, such as Uber and Lyft, and car sharing such as ZipCar (6 Amherst locations) also reduce the need for every individual to own their own car.

Summary:

The proposed parking ratio of 1.32 is more than what other similar facilities are providing. Additional parking would be unused and result in unnecessary paved surfaces. Studies show that: (1) rental housing generates less parking demand than ownership housing; (2) small units generate less parking demand than larger units and; (3) affordable housing generates less parking demand than market rate housing.