



FUSS & O'NEILL

March 29, 2021

Thomas Kegelman, Executive Director
Home City Development, Inc.
261 Oak Grove Avenue
Springfield, MA 01109

Re: Amethyst Brook Apartments
Parking Analysis

Dear Mr. Kegelman:

The following information is presented in support of the adequacy of the proposed number of parking spaces included in the site development.

Parking Demand

The Institute of Transportation Engineers (ITE) Parking Generation report, which is a compilation of parking occupancy counts used as an industry standard reference, reports an average peak parking demand rate of 0.99 occupied spaces per dwelling unit for affordable housing in a suburban location.

The ITE definition of affordable housing includes all multifamily housing that is rented at below market rate to households that include at least one employed member. Eligibility to live in affordable housing can be a function of limited household income and resident age.

The database is split between urban and suburban areas in order to account for higher density, shorter commuting, and greater access to transit in urban areas. In suburban settings, apartment sites more than ½ mile from transit have parking demand only about 13% higher than those within ½ mile to transit.

Observation of parking occupancy at other local affordable housing projects with little or no transit service indicates peak parking demand is typically about one space per unit or less.

Parking Supply

Data in the ITE Parking Generation report indicates the average parking supply rate for affordable housing in a suburban setting is 1.3 spaces per dwelling unit. The parking proposed to be constructed for the proposed facility will provide excess capacity for atypical demand or events.

Constructing 2 spaces per unit would create excess unused parking supply. Providing additional spaces that are not needed increases impermeable surface with no corresponding benefits and serves to subsidize vehicle ownership. Overly generous parking requirements reduce housing affordability and impose various economic and environmental costs.

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Household Income

The nature of this project as being affordable to restricted income households would tend toward fewer licensed drivers and less vehicle ownership per unit, which results in lower parking demand. Household income is a very significant factor in vehicle ownership.

Vehicle Ownership Trend

Certain demographic licensing and purchasing trends, micro-mobility, remote work, and the availability of car sharing and ride hailing services has applied negative pressure on vehicle ownership rates among apartment dwellers.

We hope this information has been useful. Please contact this office with any questions.

Sincerely,

Stephen J. Savaria, PE, PTOE
Senior Project Manager