

PARKING REFORM AND HOUSING AFFORDABILITY

Tony Jordan
Parking Reform Network

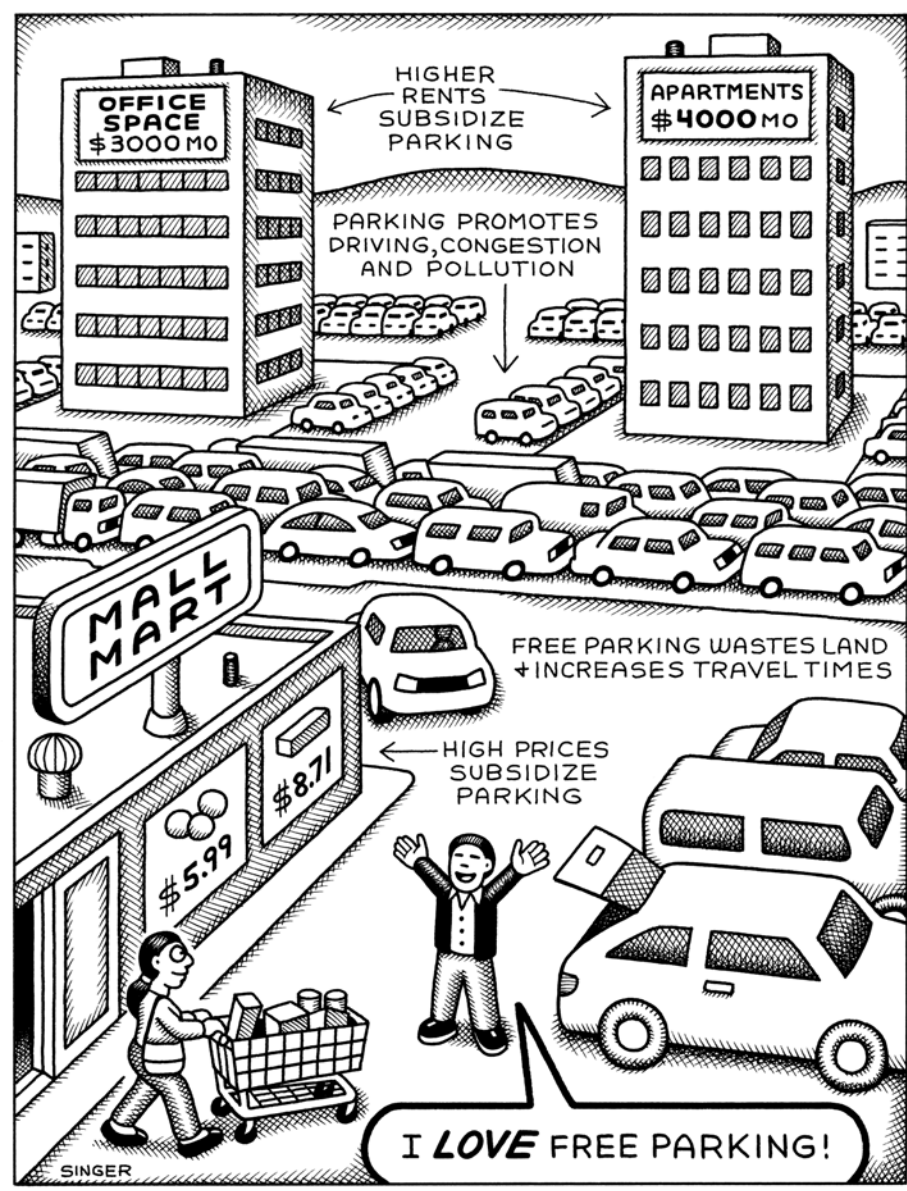
Montana Governor's Housing Task Force
CHALLENGES Study Group Meeting – March 28, 2024

WARNING







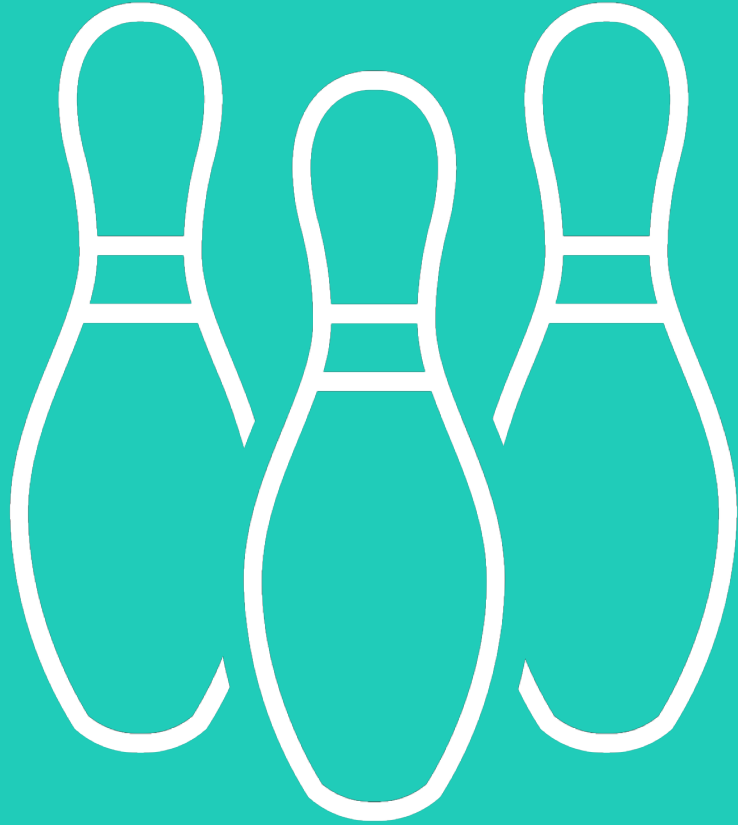


THE PARKING PROBLEM

An aerial photograph of a parking lot with a dark sedan parked in a clearly marked space. The parking spaces are numbered, and the word 'FIRE' is visible on the ground. The background shows a dense, repeating pattern of parking spaces, suggesting a large-scale parking facility. A white rectangular box is overlaid on the center of the image, containing the title text.

PARKING MANDATES

BOWLING ALLEY



- Bozeman: **2 per lane**
- Polson: **3 per lane**
- Missoula: **4 per lane**
- Roundup: **5 per alley**
- Stevensville: **5 per 1000 net sq/ft**
- Havre: **At least 1 parking space for every 4 seats provided for patron use and at least 1 parking space for every 60 sq/ft of floor area used for public assembly but not containing seats**

★ planning advisory service

AMERICAN SOCIETY OF PLANNING OFFICIALS
1313 EAST 60th STREET — CHICAGO 37, ILLINOIS

Information Report No. 59

February 1954

. . . It is doubtful if any two planners or architects could agree on the number of square feet of parking space required for a shopping center or individual store. There is a question in my mind if there ever will be a correct answer.

My rule of thumb for providing parking space for stores and shopping centers is to guess a number of stalls and invariably I provide either too many or not enough. One of my clients who has made a study of parking believes that space should be provided for all the cars that go to a plaza or shopping center during the rush hour on the day before Christmas. Figure that one out . . .

D

LIBRARY

E



PARKING REFORM NETWORK



- Havre: **greater of 1 per 190 sq/ft and 1 per employee**
- Great Falls: **1 per 250 sq/ft**
- Billings: **1 per 333 sq/ft**
- Missoula: **1 per 360 sq/ft**
- Kalispell: **1 per 500 sq/ft**
- Butte-Silver Bow Country: **1 per 1000 sq/ft**

BASED ON A TAROT CARD READING, WE CITY PLANNERS CHOSE A MANDATORY PARKING RATIO OF ONE SPACE FOR EVERY RENTAL UNIT OR EVERY 613 SQUARE FEET OF RETAIL.



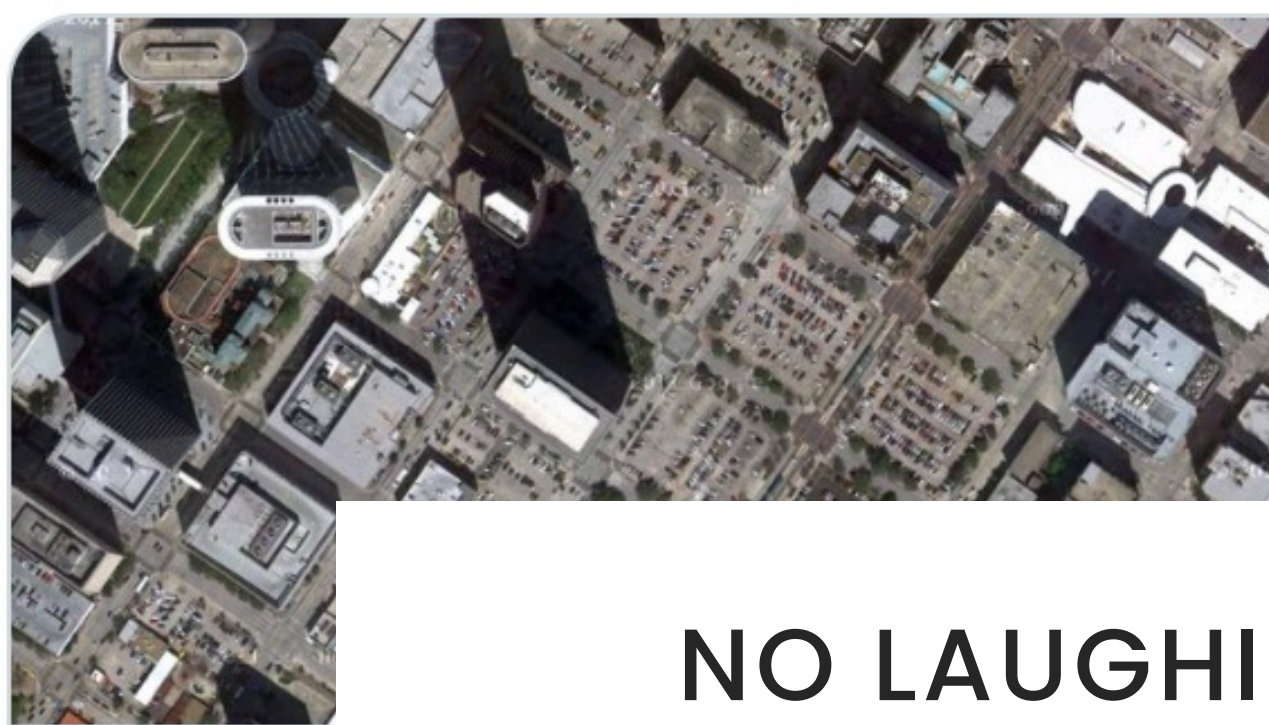
An aerial photograph of a city, likely Boise, Idaho, featuring a prominent domed building (the Idaho State Capitol) in the center. The city is surrounded by green trees and open spaces. The text is overlaid on a white rectangular background.

ROUGHLY RIGHT OR PRECISELY WRONG

ANIMAL SHELTER – 2.79 SPACES/1,000 SQ. FT.
HIGH SCHOOL – 0.31 PER STUDENT
HEALTHCARE CENTER – 4.11 SPACES/1,000 SQ. FT.
INDOOR ENTERTAINMENT: – 4.37 SPACES/1,000 SQ. FT.



SeaTac, WA: Butterfly/Moth Breeding Facility
1 per 250 sq/ft of office/retail area



NO LAUGHING MATTER



\$5,000+



\$30,000+



\$60,000+

HOW MUCH DOES A PARKING SPACE COST?

STAMFORD TRADE OFF

\$88K PER **CAR**



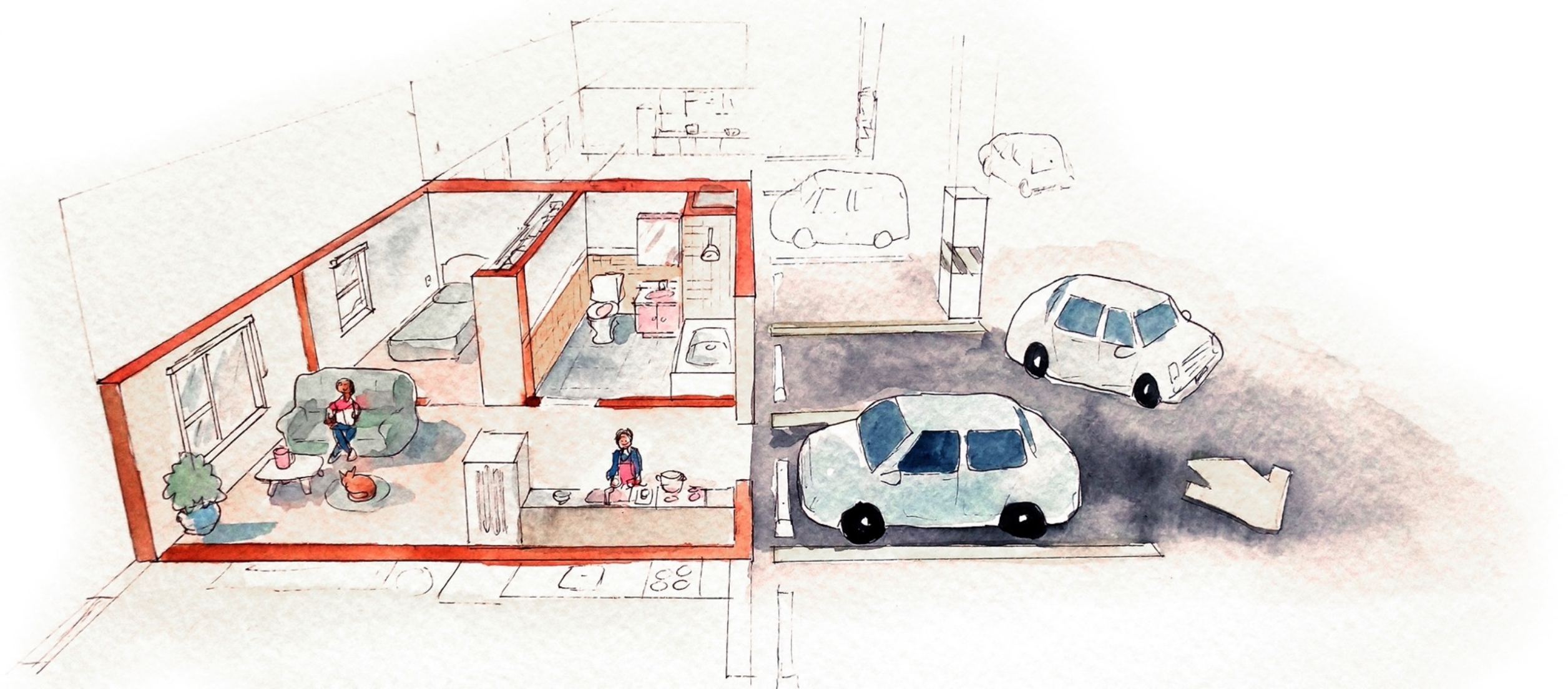
\$77K PER **PERSON**



THE SPACE



Living Space vs. Parking Space



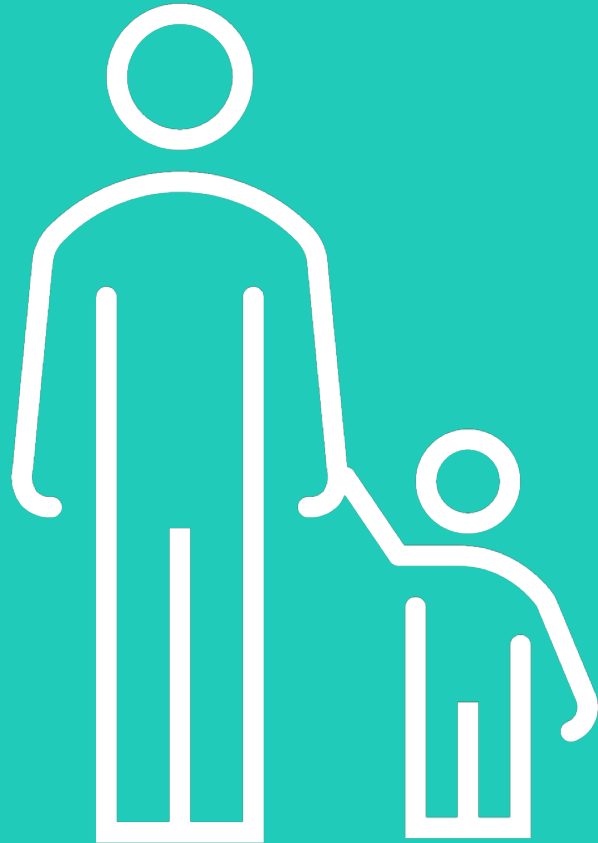


- Helena: **1 per unit**
- Billings: **1.5 per unit and 1 per 10 units for guests**
- Havre: **1.3 per 1BR, 1.5 per 2BR, 2 per 2BR+**
- Kalispell: **1 per studio and 1.5 per other unit**
- Anaconda-Deer Lodge County: **1 per studio and 1.75 per other unit**
- Belgrade: **2 per <3 BR unit, 2.5 per 3BR, +1 per BR > 3**



Missoula

- 55+ years old: 0.75 per unit
- 55+ age + affordable: 0.5 per unit
- >2000 sq-ft: 2 per unit
- >2000 + affordable: 1.5 per unit
- 850-1999 sq-ft: 1.5 per unit
- 850-1999 + affordable: 1 per unit
- <850 sq-ft: 1 per unit
- <850 + affordable: 0.75 per unit



Renter Households in Montana

- No vehicle available: 9%
- 1 vehicle available: 46%
- 2 vehicles available: 29%
- 3 vehicles available: 10%
- 4 vehicles available: 4%
- 5 or more vehicles available: 2%

SO MUCH PARKING

Study: Nearly a third of downtown Detroit is parking

Annalise Frank



Downtown Atlanta is 25% parking

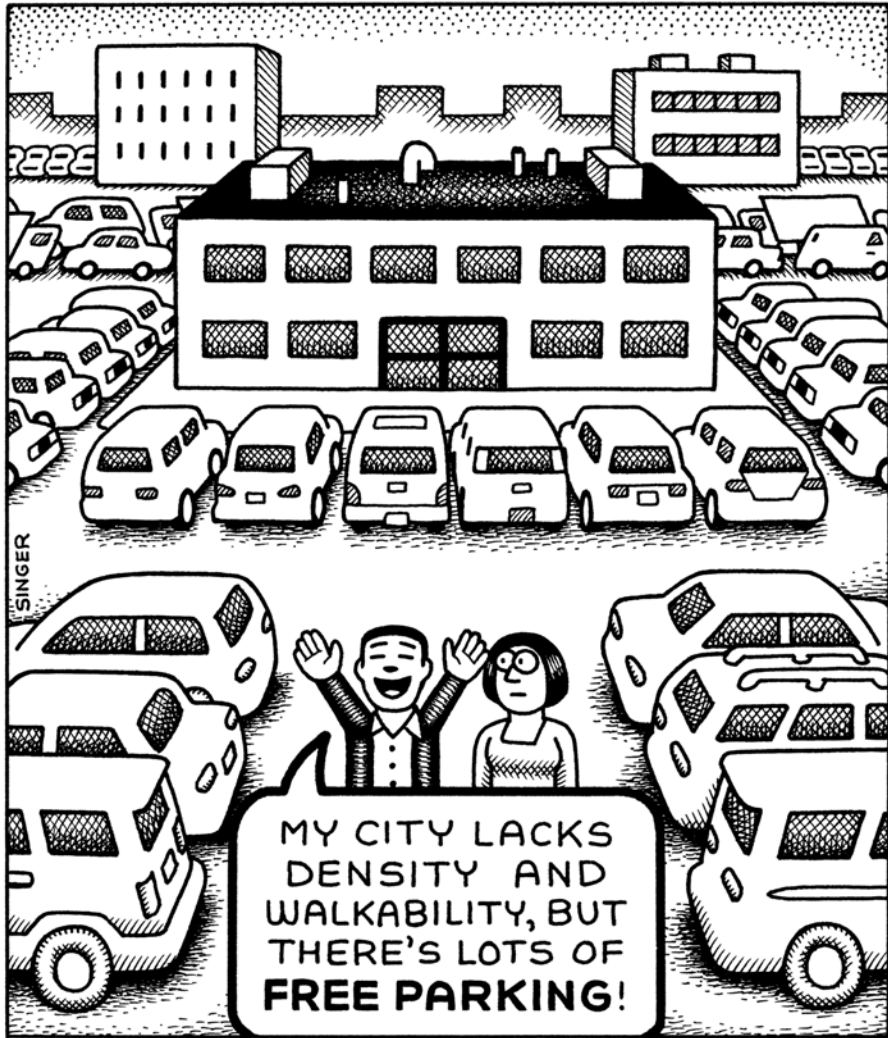
Thomas Wheatley



Downtown Austin is 17% parking

Asher Price





Property Tax Revenue Per Acre by Building Type

Springfield, MO

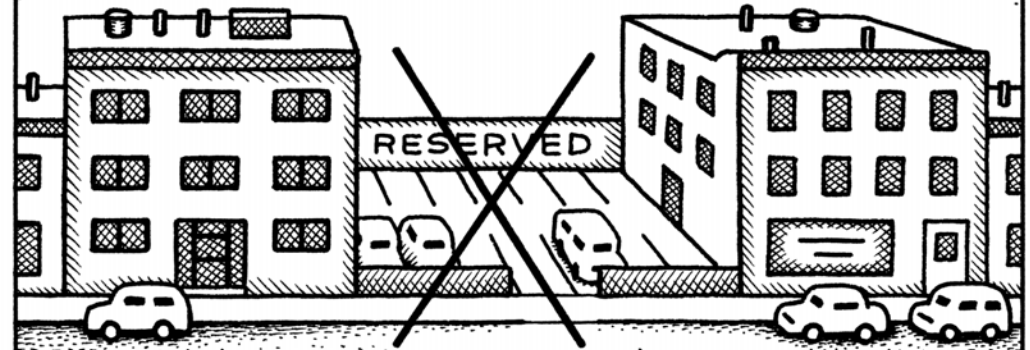
| | LOW DENSITY | MEDIUM DENSITY | HIGH DENSITY |
|-------------|---------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------|
| RESIDENTIAL |  <p>\$384K</p> |  <p>\$1.5M</p> |  <p>\$4.1M</p> |
| COMMERCIAL |  <p>\$512K</p> |  <p>\$1.6M</p> |  <p>\$8.6M</p> |
| MIXED USE |  <p>\$1.5M</p> |  <p>\$3.5M</p> |  <p>\$9.9M</p> |

PARKING REFORM 101

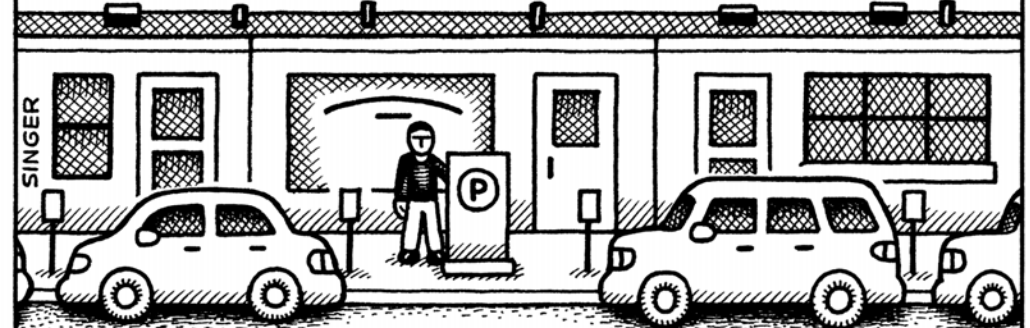


3 STEPS TO BETTER CITIES

ELIMINATE PARKING MANDATES



PRICE CURBS FOR 85% OCCUPANCY



USE MONEY TO REDUCE CAR DEPENDENCY



60+ Cities



Donate
P | R | N



MORE THAN MINIMUMS

**CITIES SHOULD MIND
THEIR OWN BUSINESS
WHEN IT COMES TO
PARKING**

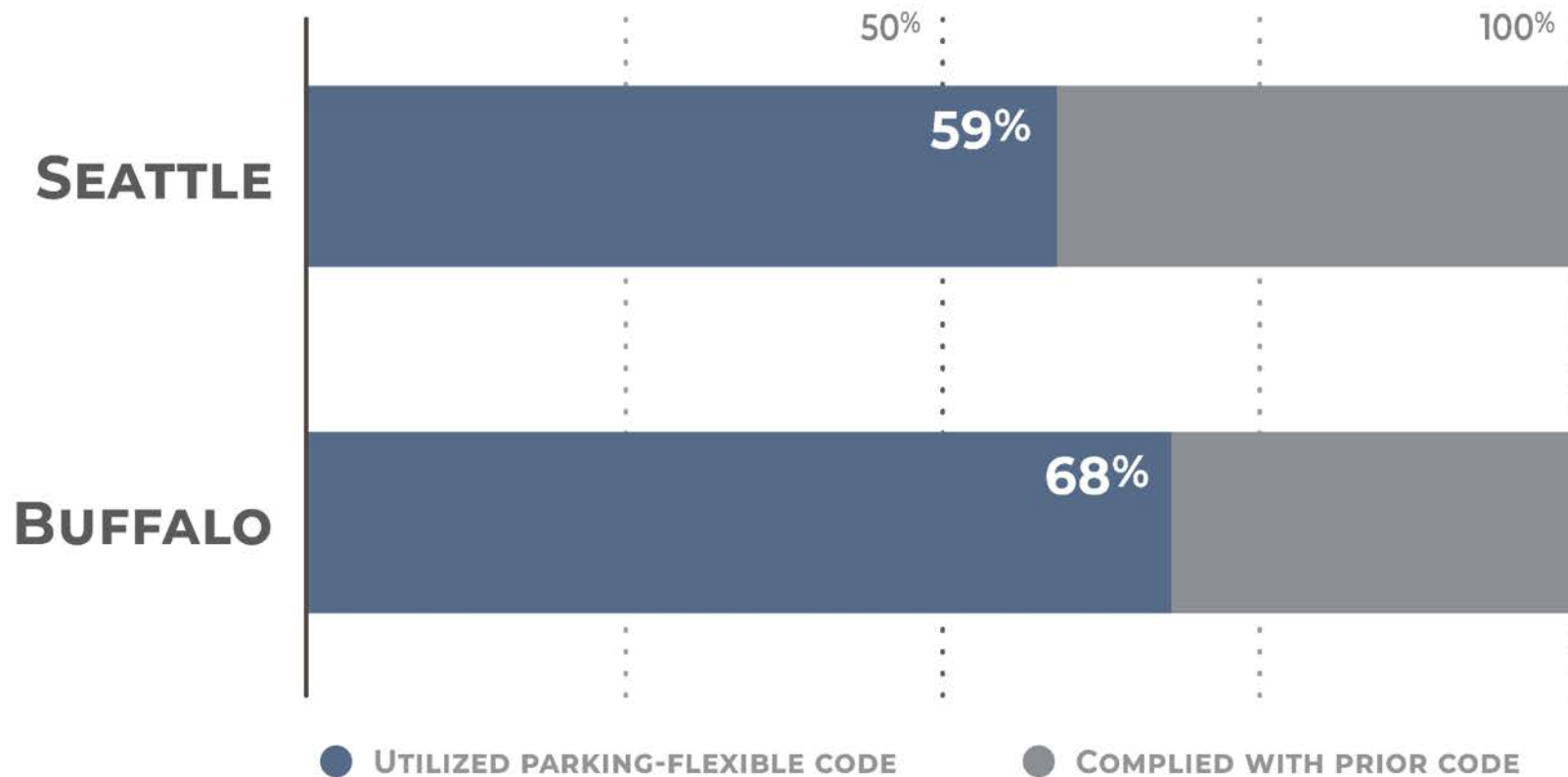
WHAT HAPPENS?

IT'S THE SAME CITY



The majority of new homes permitted after eliminating parking mandates were illegal under the prior code.

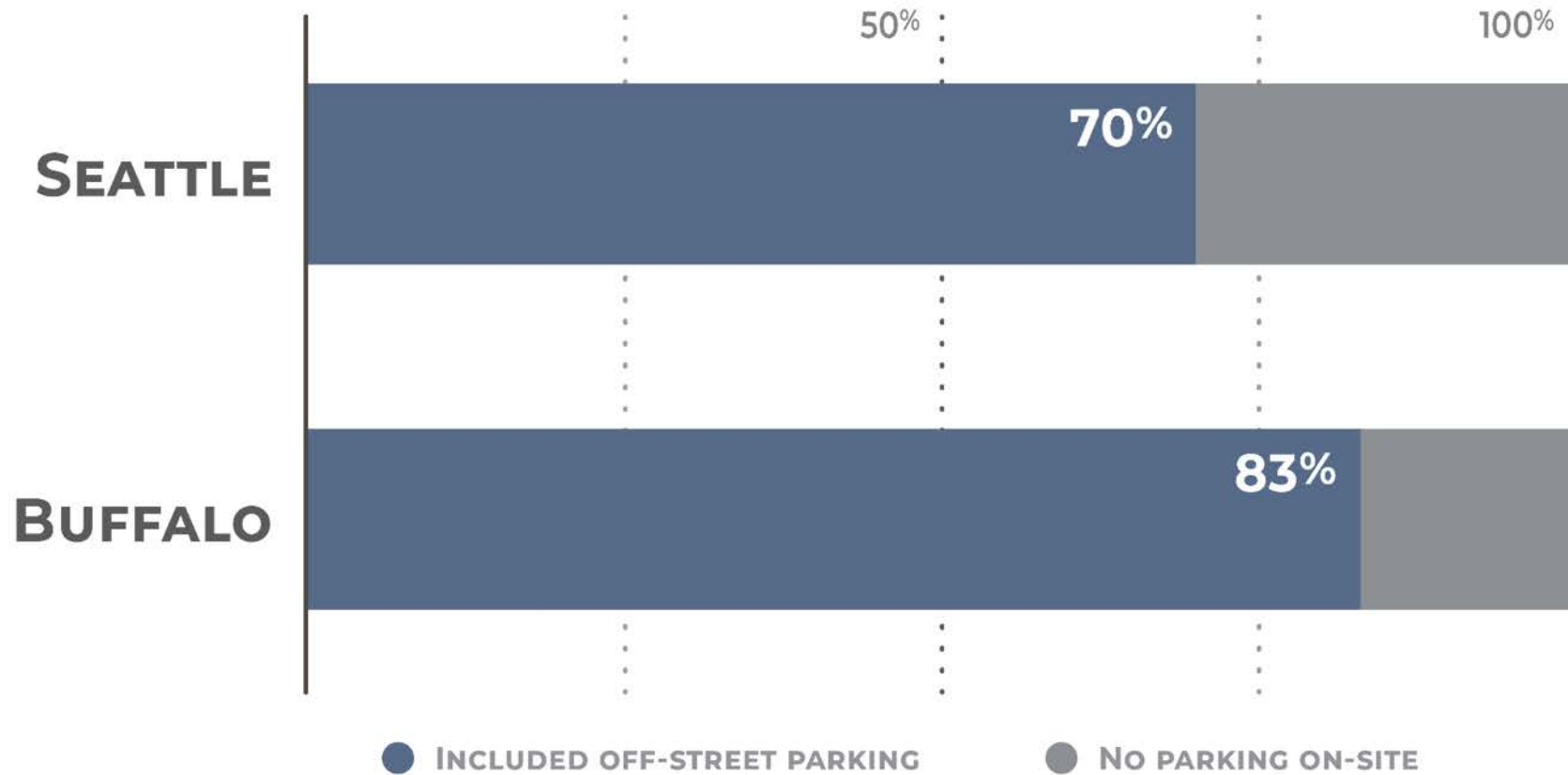
Permitted housing units



Sources: Hess & Rehler, "Minus Minimums," Journal of the American Planning Association (2021); Gabbe, Pierce, & Clowers, "Parking policy: The effects of residential minimum parking requirements in Seattle", Elsevier (2019)

Without mandates, most buildings still included parking voluntarily.

Developments with off-street parking



Sources: Hess & Rehler, "Minus Minimums," Journal of the American Planning Association (2021); Gabbe, Pierce, & Clowers, "Parking policy: The effects of residential minimum parking requirements in Seattle", Elsevier (2019)

ADU permits tripled in Seattle after making parking optional in 2019.

ADUs permitted

1,000

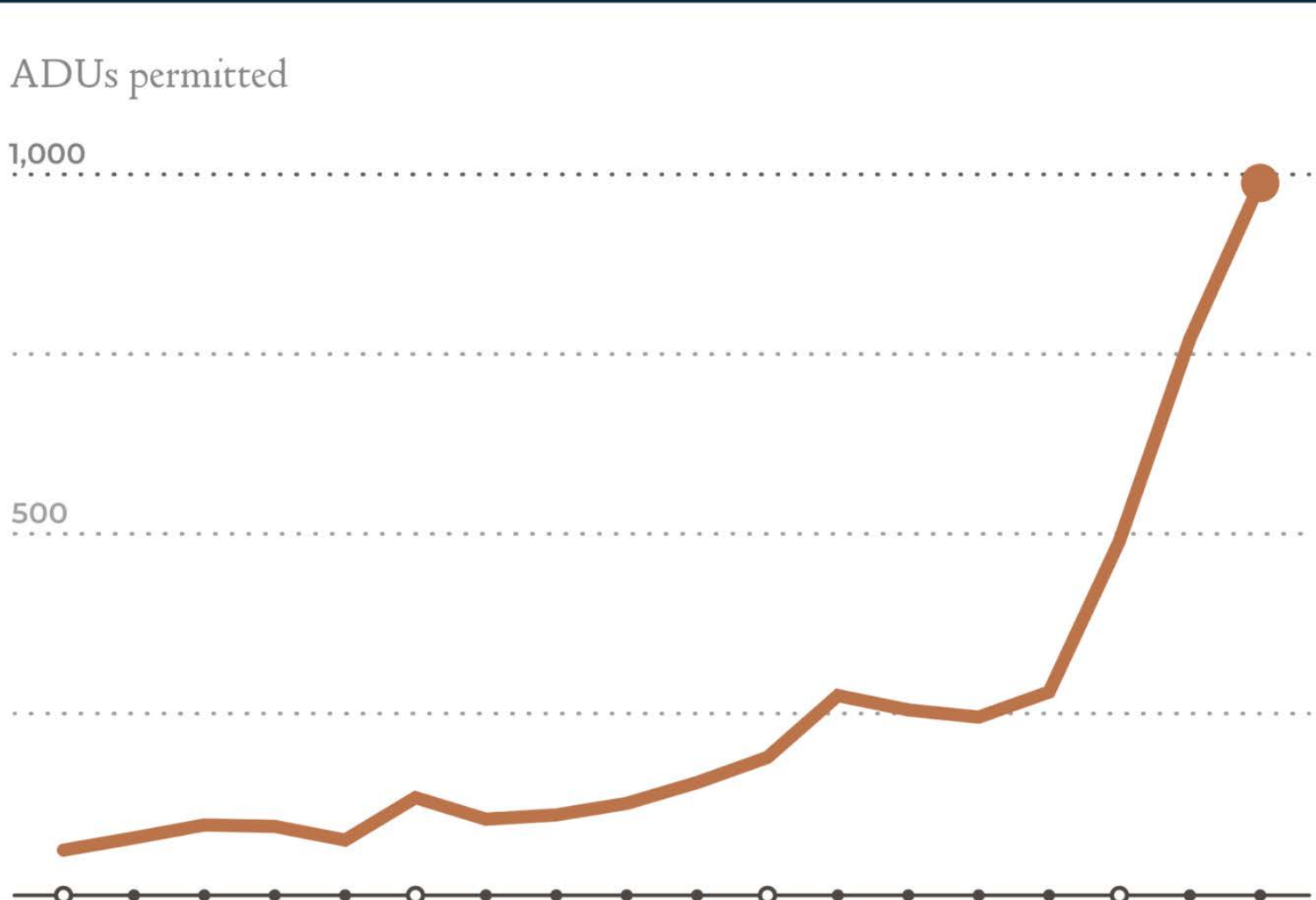
500

2005

2010

2015

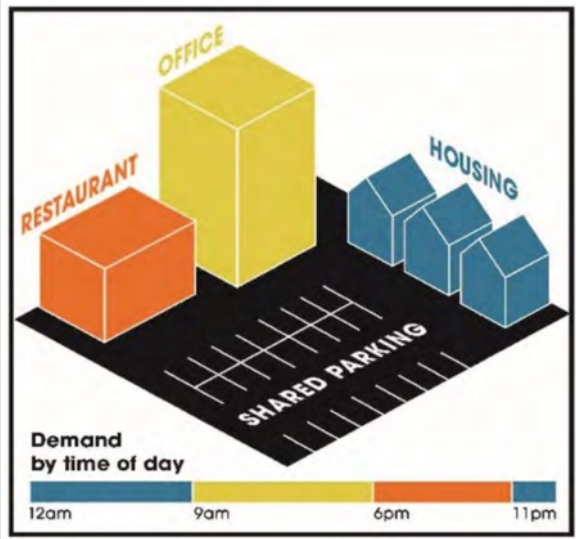
2020



Source: Accessory Dwelling Units, 2022 Annual Report, City of Seattle

UNLOCK POTENTIAL

SHARED PARKING



REVENUE AND RIDERSHIP



The background of the image is the interior of a bus, showing rows of seats and overhead handrails. The entire image has a teal or cyan color cast. A white rectangular box is centered over the image, containing the text.

**“BUT THE TRANSIT ISN’T GOOD
ENOUGH”**

AGING AND DISABILITY



Parking reform, aging
and disability

A roundtable discussion
hosted by Parking Reform
Network



PARKING REFORM NETWORK



Melissa Bruce, owner of Rooted Care Communities. Photo by Catie Gould.

A CRISIS AT OREGON HOSPITALS, WORSENERD BY LOCAL PARKING REQUIREMENTS

Melissa Bruce has seven seniors on the waitlist to move into her adult care home in Beaverton. But despite having empty rooms available, she can't accept them. The 12-bedroom house in which she and her staff care for seniors in the last stages of their life is limited to 5 patients by the city zoning code. In August, the Beaverton Planning Commission denied the home's application to expand to a 12-bed facility. The reason: an alleged lack of parking.

THANK YOU!

PARKINGREFORM.ORG

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PARKING REFORM NETWORK

REPEAL COSTLY PARKING MANDATES

ARBITRARY PARKING RATIOS MAKE
HOUSING MORE EXPENSIVE AND
CONTRIBUTE TO CLIMATE CHANGE

REPEAL MANDATES, MANAGE PARKING
WITH PRICING, SUBSIDIZE TRANSIT

IT'S TIME TO REFORM PARKING POLICY

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