Memorandum

To: Michael Feloney
Morgan Murphy
Division of Capital Asset Management
& Maintenance (DCAMM)
Office of Real Estate

Date: November 19, 2025

Project #: 176539.000

From: Lourenço Dantas, AICP, EIT
Project Manager, Transportation
Planning and Operations

Re: MassBay Community College, Wellesley
Parking Demand Analysis, Fall 2025

Overview

VHB has conducted a parking needs assessment associated with the Massachusetts Bay Community College, Wellesley Hills Campus (MassBay), in support of DCAMM's planning efforts. This parking study aims to inform opportunities to accommodate a potential redevelopment at 40 Oakland Street, Wellesley, which includes a parking lot that is currently used by MassBay students and affiliates. The parking lot is across the street from the main MassBay campus at 50 Oakland Street, which also has parking lots near the campus buildings. The contemplated redevelopment of the 40 Oakland Street lot is multi-family housing, to support the Commonwealth's State Land for Homes Initiative and work under the Affordable Homes Act; DCAMM has not yet established a development program (units, housing types, site plan). MassBay expects to use proceeds from sale of the surplus land to help fund new space on campus for a Cybersecurity Education Center and Health & Wellness Complex.

The parking study documents the current parking demand (use) of the 40 Oakland Street lot and the 50 Oakland Street lots to inform whether/how the college campus can accommodate the potential displaced parking demand. In addition to identifying parking needs for the campus, the parking study explores the opportunity of sharing parking spaces between the complementary uses of the college and residential development.

The results of this study are also informing a subsequent site assessment of parking expansion opportunities on the main campus. That work (documented under a separate deliverable) will inform the feasibility of (and options for) expanding the parking supply on the main campus, including identifying a feasible site(s) within the campus, parking capacity, and type (surface lot or structured garage).

Executive Summary of Findings

Below are key findings from the parking needs assessment. Details that inform these findings are presented in subsequent sections of this memorandum.

Peak Use of 40 Oakland Street Lot

Based on a representative typical week for the MassBay campus, the 40 Oakland Street parking lot reaches a peak occupancy of about 505 spaces. This observed peak use occurred during the 12 PM period on Tuesday, November 4, 2025.

This parking demand is the potential displaced number of parked vehicles that need to be accommodated through new parking areas on the MassBay campus, via a shared-parking arrangement with the 40 Oakland Street redevelopment project, or some combination of these two parking supply options. (Travel demand and parking management strategies can also be considered to diminish parking demand and reduce the parking supply need.)

Peak Use of 50 Oakland Street Lots

Based on a representative typical week for the MassBay campus, the two main parking lots on the east side of the 50 Oakland Street campus reach a peak occupancy of about 166 spaces. This observed peak use occurred during the 12 PM period on Tuesday, November 4, 2025.

At peak use, only about 27 spaces remained unoccupied, a level close to capacity. This suggests that at its current parking supply level, the 50 Oakland Street parking lots have insufficient capacity to meet much of the potential displaced parking demand from the 40 Oakland Street lot.

Shared Parking Opportunity at 40 Oakland Street

A preliminary analysis of a shared-parking opportunity between the campus and the possible redevelopment project suggests that the complementary nature of the campus activity and residential parking demands are conducive to a shared-parking arrangement. Under such an arrangement, vehicles associated with the campus activity could use unoccupied spaces on the residential property's parking areas when those areas have lower demand. For shared parking to work, the parking demand for the respective land uses should be complementary in terms of respective parking uses by time-of-day. The purpose of a successful shared parking strategy is to minimize land development impacts by providing only the parking supply that is needed to satisfy the peak demand by time of day in a shared-use setting.

For this work, VHB had to assume a residential development program and corresponding parking supply for the 40 Oakland Street parcel. Under a scenario where the project consists of a multi-family residential development comprising 180 dwelling units (a density of approximately 40 units per acre on a roughly 4.5 acre parking lot), a parking supply of about 287 spaces would be necessary to meet residential parking demand (at a ratio of 1.59 parking spaces per dwelling unit).

Under an assumed parking supply of 290 spaces (rounded) and a residential peak parking demand ratio of 1.59 vehicles per dwelling unit, at the time of peak demand for the campus (late morning on a weekday), approximately 130-135 spaces (out of 290 spaces or about 45 percent) could be available on the residential property. If these unoccupied spaces are allowed for campus use, the resulting total of what might be called "displaced campus parking demand" is about 370 vehicles from the 40 Oakland Street property that need to be replaced.

Once a final development program is proposed for the 40 Oakland Street site (number of dwelling units, number of parking spaces provided on the parcel), the shared-parking analysis should be re-evaluated to determine how many residential property spaces could be available for campus use.

Considerations for Campus Planning

To accommodate the parking demand from the displacement of vehicles from the 40 Oakland Street lot, under the development scenario analyzed MassBay will need to evaluate potential sites for creating new parking areas on the campus. VHB recommends a target of satisfying about 350 additional parking spaces on campus under this condition, if intended to accommodate a peak parking demand condition. The on-campus parking need may be diminished via a shared-parking arrangement with the 40 Oakland Street redevelopment project.

Data Collection: Parking Occupancy Observations

VHB staff conducted field observations of parking occupancy during various times of each weekday to determine use of the parking lots at 40 Oakland Street (the land disposition site) and 50 Oakland Street (the parking lots on the east side of the campus). (The parking lots and spaces on the west side of the campus are designated for faculty/staff use only; thus, these were excluded from the observations.) The observations were done over five weekdays, Monday, Nov. 3, 2025, through Friday, Nov. 7, 2025, a typical, active period for the campus, representing the target activity levels. The weather during the week was generally fair with no significant precipitation/weather events.

VHB staff collected multiple observations between 9:00 AM to 7:00 PM each weekday, collecting two spot (occupancy) counts each hour. These observations capture the temporal profile of the college campus's parking demand by time of day and day of the week, including the timing of its peak parking demand at each of the two parking areas.

Results of the observations are provided in Table 1 and illustrated in Figure 1 and Figure 2 (full details are provided in the appendix). Tuesday was the day with the highest parking demand, with a peak occupancy occurring late morning. At around 12 PM, 505 spaces were occupied at the 40 Oakland Street lot, 166 spaces were occupied at the 50 Oakland Street lots, for a total of 671 vehicles.

For context, according to information provided by MassBay, the campus hosted two events in addition to its class schedule. Admissions hosted the Gifford School on Wednesday, Nov. 5 at 10 AM, and expected that many attendees would arrive via bus; the campus held a Veteran's Day event on Thursday, Nov. 6, that ran from 9 AM-12 PM. In terms of student enrollment for classes by time of day, according to the class schedule and enrolled students by class, the highest expected number of students in class was 816 on Tuesday at 11:30 AM.

According to the MassBay Human Resources department, the number of faculty, staff, adjuncts, part-time employees, and student employees at the Wellesley Hills campus is 621; not all are present on campus at the same time.

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Table 1 Peak Parking Occupancy, 40 Oakland Street and 50 Oakland Street Parking Lots, November 3-7, 2025

Date	Monday, 11/3/2025			Tuesday, 11/4/2025			Wednesday, 11/5/2025			Thursday, 11/6/2025			Friday, 11/7/2025		
Lot	40 Oakland	50 Oakland	All Lots	40 Oakland	50 Oakland	All Lots	40 Oakland	50 Oakland	All Lots	40 Oakland	50 Oakland	All Lots	40 Oakland	50 Oakland	All Lots
Capacity	568	193	761	568	193	761	568	193	761	568	193	761	568	193	761
Time/Start															
9:00 AM	252	137	382	288	130	378	234	96	330	210	91	301	177	87	256
9:30 AM	320	137	457	330	130	460	298	124	422	295	131	426	**215**	87	**302**
10:00 AM	**471**	**146**	**617**	353	135	488	304	123	427	332	139	471	203	86	289
10:30 AM	329	138	467	428	142	570	324	132	456	377	139	516	205	**91**	296
11:00 AM	336	137	473	478	158	636	**330**	132	**462**	**385**	**139**	**524**	182	80	262
11:30 AM	366	134	500	486	163	649	310	**133**	443	371	137	508	184	79	263
12:00 PM	341	111	452	**505**	**166**	**671**	270	126	396	360	138	498	171	77	248
12:30 PM	239	101	340	481	151	632	210	110	320	288	134	422	120	76	196
1:00 PM	226	98	324	470	146	616	157	93	250	280	129	409	100	66	166
1:30 PM	176	101	277	408	131	539	156	93	249	244	120	364	102	61	163
2:00 PM	209	85	294	335	116	451	180	90	270	267	113	380	94	48	142
2:30 PM	192	80	272	310	111	421	161	88	249	245	106	351	66	46	112
3:00 PM	164	74	238	217	87	304	136	71	207	173	97	270	50	35	85
3:30 PM	127	63	190	192	74	266	108	62	170	142	78	220	44	31	75
4:00 PM	96	51	147	179	66	245	87	56	143	117	66	183	24	26	50
4:30 PM	110	48	158	153	64	217	99	49	148	95	63	158	18	19	37
5:00 PM	126	45	171	107	50	157	113	52	165	106	52	158	17	9	26
5:30 PM	146	46	192	150	50	200	153	63	216	111	42	153	16	8	24
6:00 PM	155	50	205	185	72	257	161	66	227	98	49	147	17	8	25
6:30 PM	139	47	186	156	76	232	164	69	233	81	49	130	12	8	20
Peak Use Period	471 10:00 AM	146 10:00 AM	617 10:00 AM	505 12:00 PM	166 12:00 PM	671 12:00 PM	330 11:00 AM	133 11:30 AM	462 11:00 AM	385 11:00 AM	139 11:00 AM	524 11:00 AM	215 9:30 AM	91 10:30 AM	302 9:30 AM

Notes:
40 Oakland Street lot capacity excludes the parking area used by the Town of Wellesley for school bus parking.
50 Oakland Street lots include the two lots on the east side of campus, consisting of a mix of faculty, staff, and student designated parking areas. Grass lot was not used this week.

Values in **bold** denote the peak occupancy (demand) for the respective lot for each day.

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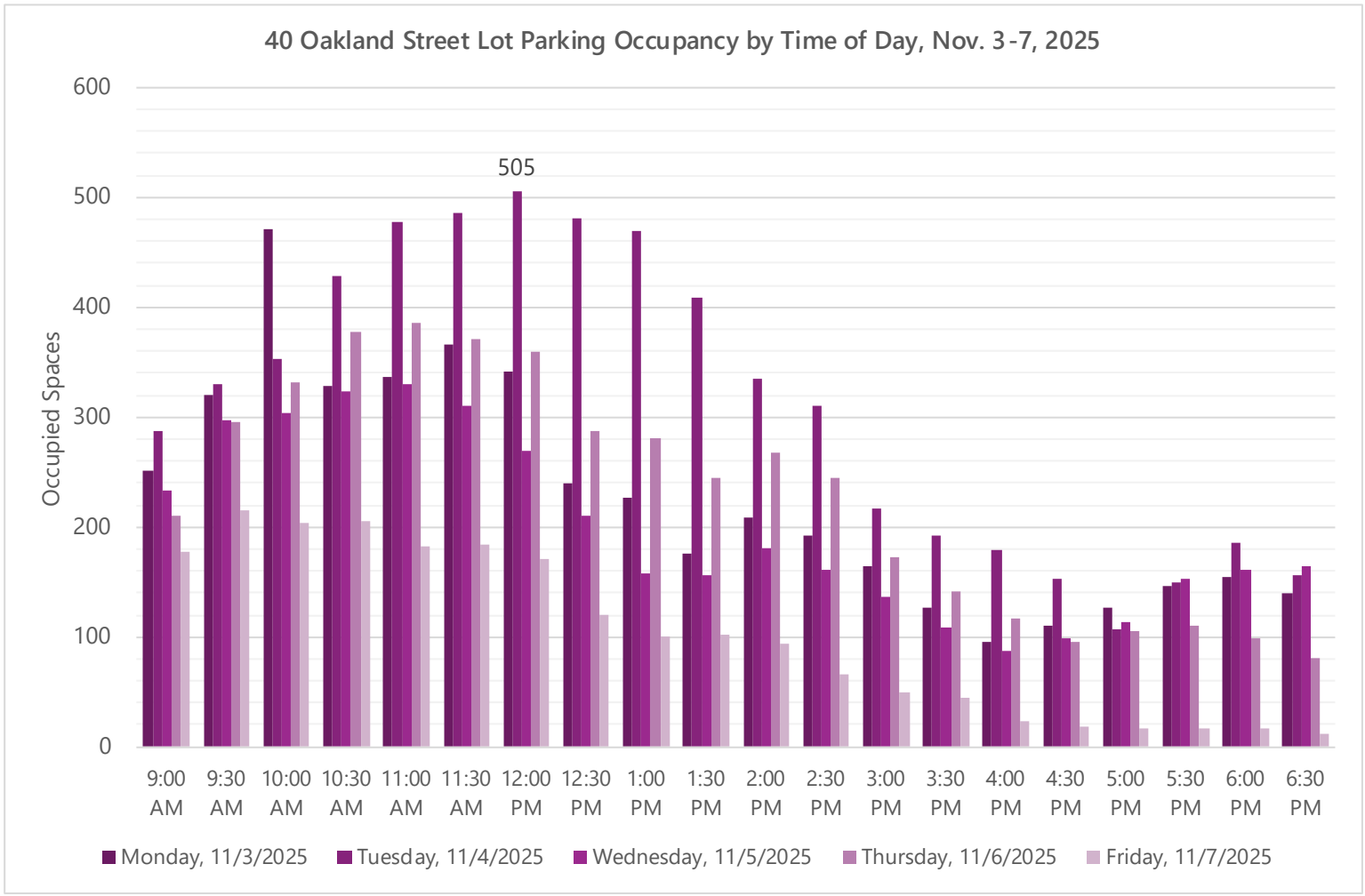
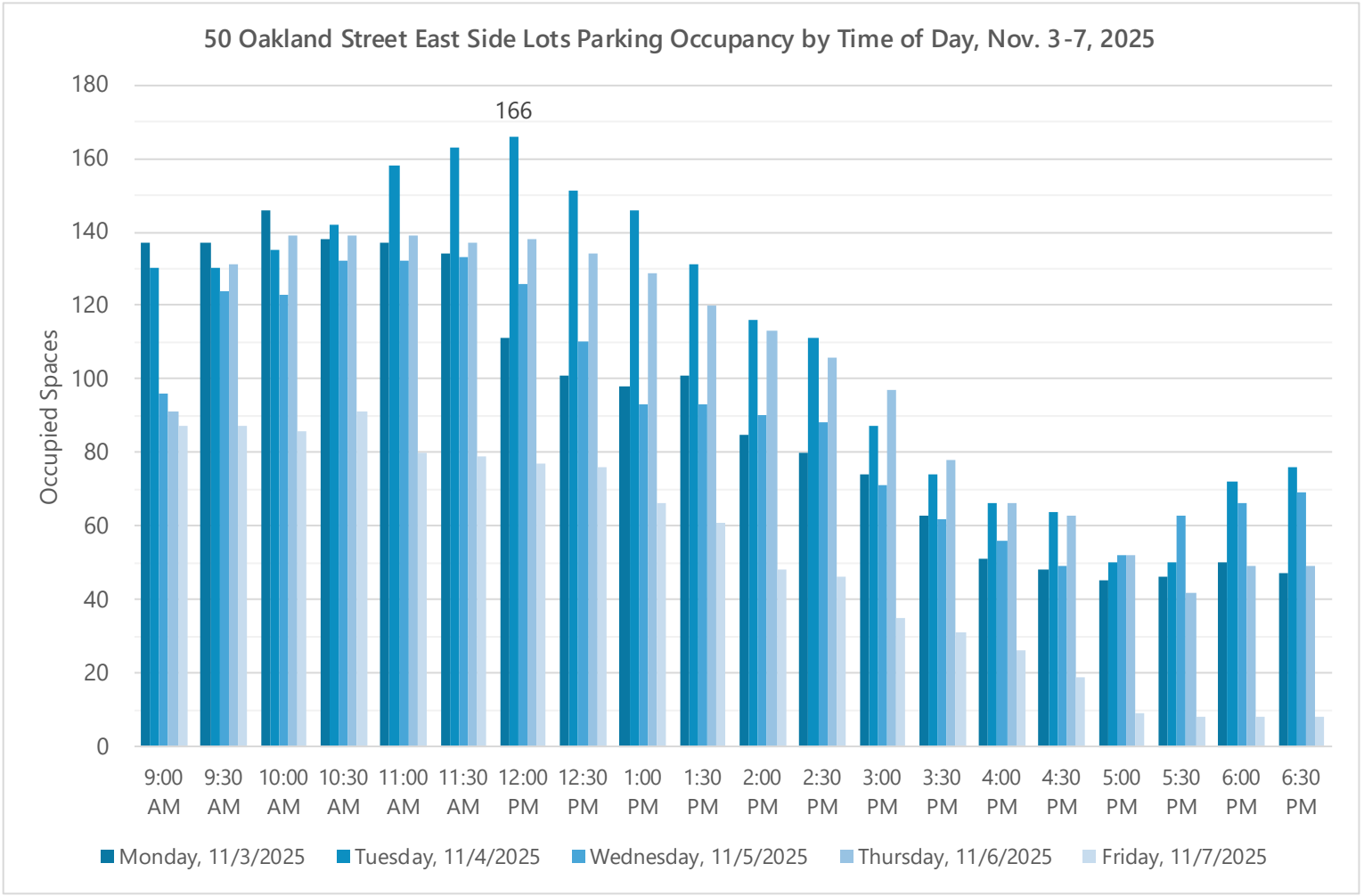
Figure 1. Parking Occupancy Observations, 40 Oakland Street Parking Lot, November 3-7, 2025



The peak parking occupancy of 505 vehicles occurred during the 12:00 PM period on Tuesday, 11/4/2025

Figure 2. Parking Occupancy Observations, 50 Oakland Street Parking Lots, November 3-7, 2025



The peak parking occupancy of 166 vehicles occurred during the 12:00 PM period on Tuesday, 11/4/2025.

Parking Demand Analysis for 40 Oakland Street

The complementary nature of parking demands by time of day between a campus and residential development suggests that these uses are conducive to a shared-parking arrangement. Under such an arrangement, vehicles associated with campus activity could use unoccupied spaces on the residential property's parking areas when those areas have lower demand. This assessment requires understanding the time-of-day variation in parking demand for each respective land use.

Residential Development Scenario

To quantify the potential shared-parking opportunity between the MassBay campus and the redevelopment project at 40 Oakland Street, VHB had to assume a residential development program and corresponding parking supply for the 40 Oakland Street parcel. In consultation with DCAMM, the residential scenario used for the analysis was a multi-family residential development comprised of 180 dwelling units (a density of approximately 40 units per acre on a roughly 4.5-acre parking lot).

The second component is to establish the parking supply that could be provided for the residential development. VHB explored two different approaches to arrive at a parking supply of 290 spaces to meet demand. These are detailed next.

Parking Demand and Parking Supply Assumptions

VHB reviewed both the parking demand rates found in the Institute of Transportation Engineers (ITE) Parking Generation Manual (6th Edition, October 2023)[1] and Metropolitan Area Planning Council (MAPC) Perfect Fit Parking database.[2]

Parking Demand – ITE Rates

The ITE *Parking Generation Manual* provides reference data on the rate of parking space use and supply for many land uses based on observed travel studies of a wide sample of development projects across various urban areas. The manual presents parking demand information in data plots and tables, provides parking supply data, and explains the various statistics that are presented to help provide guidance on the planning for development parking needs. The manual does not provide parking standards or recommendations on the preferred application of the data. Data contained in *Parking Generation Manual* are presented for information to help an analyst "right-size" the parking supply for a proposed project.[3]

The key to using this manual as a guide is to understand a project's contextual setting (the built environment surrounding the development area) and the development type (defined by a land use code or LUC). For this project

1 Institute of Transportation Engineers (ITE), *Parking Generation Manual,* 6th Edition, October 2023.
2 Metropolitan Area Planning Council, *Perfect Fit Parking*, https://perfectfitparking.mapc.org/
3 ITE describes right-sizing the parking supply as follows: "*There is no single preferred approach for determining an appropriate parking supply for a proposed development site. Parking Generation Manual provides a variety of statistics regarding observed parking demand including the standard deviation, 33rd, 50th, and 85th percentile demand levels and a 95 percent confidence interval. Consideration of any or all these statistics may be appropriate depending on the study purpose, site context, and stakeholder objectives for the degree to which parking supply should accommodate parking. Right-sizing parking supply is a critical decision that is specific to each site based on various factors that are dictated by the designer, planner, owner, operator, and/or community." (Chapter 1, page 2)*

scenario the *General Urban/Suburban* setting is appropriate. The parking demands for two relevant land use codes were reviewed:

- LUC 220, Low-Rise Multi-family Residential
- LUC 221, Mid-Rise Multi-family Residential

The manual presents an expected range of parking demand (expressed as a rate or ratio of spaces per unit) for each combination of land use and location setting. Table 2 below presents the range of weekday parking demand rates for each land use explored for this analysis. The rates between these two uses are very similar, with an average peak parking demand rate of 1.23-1.27 vehicles per unit, while the 85th percentile peak parking demand rate ranges from 1.45-1.59 vehicles per unit.

Parking Demand – MAPC Perfect Fit Parking Rates

MAPC's *Perfect Fit Parking* provides a database of parking space occupancy counts at multifamily developments across the greater Boston metropolitan area. VHB reviewed parking use rates at a sample of properties in Boston's western suburbs (including Needham, Newton, Waltham, Sudbury, and Concord) with at least 90 units (see Table 2). The data suggest that the peak parking demand for these 15 properties average 1.01 vehicles per dwelling unit, while the average parking supply provided at these properties was the equivalent of 1.55 spaces per dwelling unit.

Table 2 Peak Parking Demand (Weekday Rate) by Land Use

Source	ITE[1] LUC 220 Low-Rise Multi-Family Residential	ITE LUC 221 Mid-Rise Multi-Family Residential	MAPC Perfect Fit Parking[2]
Location/Setting	*General Urban/Suburban, Not Close to Transit*		
Rate	*Rate per Dwelling Unit*		
# of Studies	143	44	15
Average Rate	1.27	1.23	1.01
33rd percentile	1.07	0.98	0.96
85th percentile	1.59	1.45	1.24

Source of rates:

1. ITE *Parking Generation Manual* (6th Edition, October 2023)
2. MAPC *Perfect Fit Parking* (accessed October 2025), for a sample of properties in Boston's western suburbs (including Needham, Newton, Waltham, Sudbury, and Concord) with at least 90 units. The average parking supply provided at these properties was the equivalent of 1.55 spaces per dwelling unit. The average development size was 225 units. The average mix of units consisted of 44.1% one-bedroom, 43.1% two-bedroom, and 12.8% three-bedroom.

Parking Supply

To determine a parking supply at the potential 180-unit multifamily residential development at 40 Oakland Street, VHB applied the highest 85th percentile demand rate from the data explored, a ratio of 1.59 spaces per dwelling unit. (This demand ratio is also very similar to the parking supply rate [1.55 spaces per dwelling unit] found in the sample of comparable area properties from the MAPC database.) This suggests that a parking supply of about 287 spaces would be sufficient to meet the peak demand for the residential development.

Shared Parking Analysis for 40 Oakland Street

With the established development program assumptions noted in the previous section and the observed use of the 40 Oakland Street parking lot, the shared parking analysis compares the parking demand by time of day (Figure 3 and Table 3). The parking demand by time of day for the residential property comes from the surveys provided in ITE's *Parking Generation Manual*. This results in understanding the opportunity for some campus parking to occur on the 40 Oakland Street site with its residential parking demand.

Under the assumed parking supply (rounded to 290 spaces) and the residential peak demand ratio of 1.59 vehicles per unit, at the time of peak demand for the campus (late morning on a weekday), approximately 45 percent of spaces on the residential property could be available for campus use, or about 130-135 spaces. If these unoccupied spaces are allowed for campus use, this results in displacing a parking demand of about 370 vehicles from the 40 Oakland Street property.

Once a final development program is proposed for the 40 Oakland Street site (number of dwelling units, number of parking spaces provided on the parcel), the shared-parking analysis should be re-evaluated to determine how many residential property spaces could be available for campus use.

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Figure 3. Shared Parking Demand Analysis for 40 Oakland Street, 180-Unit Residential Program Scenario

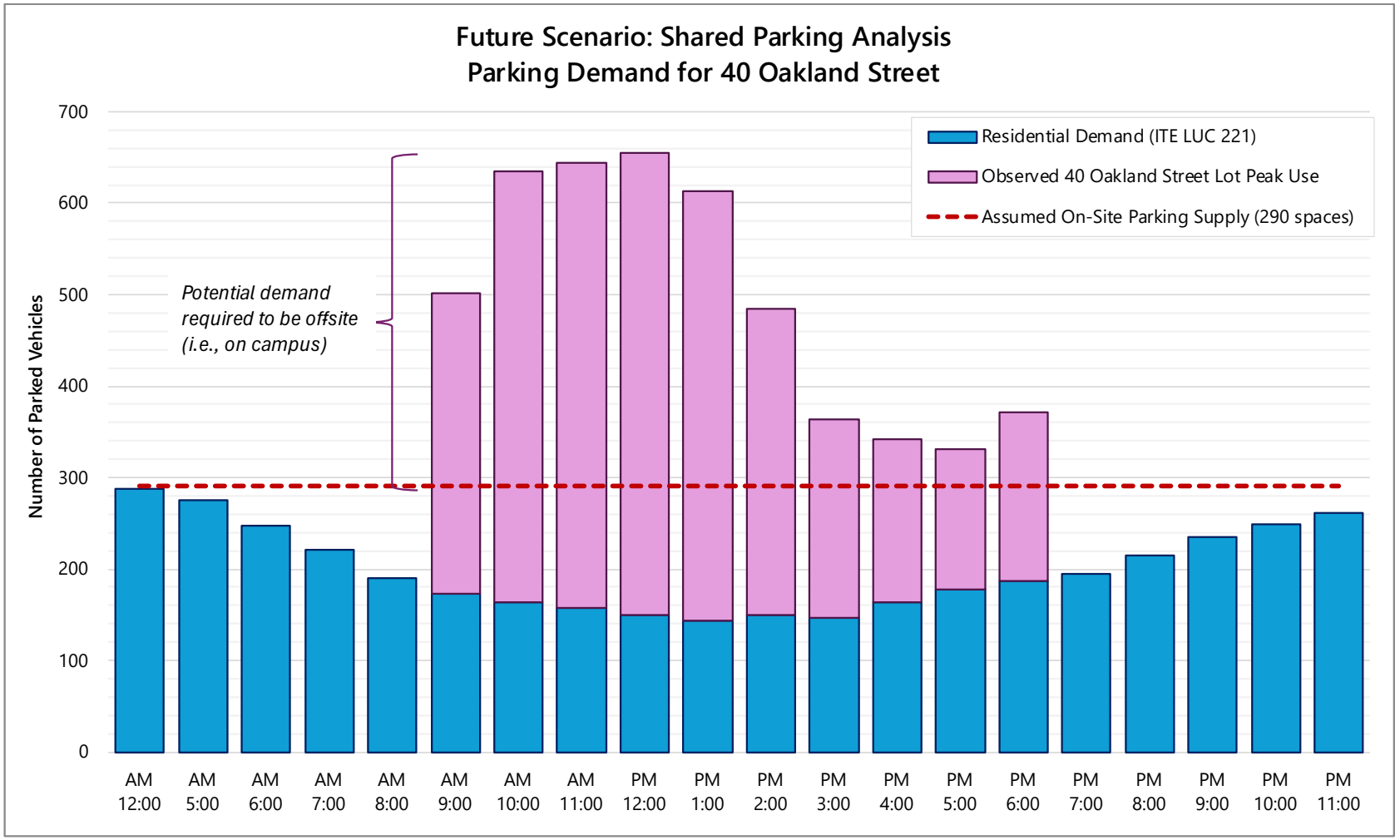


Table 3 Peak Parking Demand by Hour (Weekday Rate), Shared Parking Scenario

Hour	Observed 40 Oakland Street Lot Peak Use[1]	Residential Demand[2]	Residential Occupancy (LUC 221)[3]	Available Spaces, Residential Use	Total Demand Estimate	Available Spaces, Shared Use[4]
12:00 AM		287	100%	3	*287*	*3*
1:00 AM		287	100%	3	*287*	*3*
2:00 AM		287	100%	3	*287*	*3*
3:00 AM		287	100%	3	*287*	*3*
4:00 AM		287	100%	3	*287*	*3*
5:00 AM		276	96%	14	*276*	*14*
6:00 AM		247	86%	43	*247*	*43*
7:00 AM		221	77%	69	*221*	*69*
8:00 AM		189	66%	101	*189*	*101*
9:00 AM	330	172	60%	118	502	(212)
10:00 AM	471	164	57%	126	635	(345)
11:00 AM	486	158	55%	132	644	(354)
12:00 PM	505	149	52%	141	654	(364)
1:00 PM	470	144	50%	147	614	(324)
2:00 PM	335	149	52%	141	484	(194)
3:00 PM	217	146	51%	144	363	(73)
4:00 PM	179	164	57%	126	343	(53)
5:00 PM	153	178	62%	112	331	(41)
6:00 PM	185	187	65%	103	372	(82)
7:00 PM		195	68%	95	*195*	*95*
8:00 PM		215	75%	75	*215*	*75*
9:00 PM		235	82%	55	*235*	*55*
10:00 PM		250	87%	40	*250*	*40*
11:00 PM		261	91%	29	*261*	*29*

Notes:

1. Campus demand from peak activity day (Tuesday, 11/04/2025, between 9 AM and 7 PM)
2. Peak demand of 1.59 spaces per dwelling unit
3. ITE Land Use: 221 Multifamily Housing—2+ BR (Mid-Rise), not close to transit, General Suburban setting
4. Assumes parking supply of 290 spaces. Values in parentheses indicate demand exceeds supply.

Parking Demand Analysis for 50 Oakland Street

Existing Demand

Based on a representative typical week for the MassBay campus, the two main parking lots on the east side of the 50 Oakland Street campus reach a peak occupancy of about 166 spaces. This observed peak use occurred during the 12 PM period on Tuesday, November 4, 2025.

At peak use, only about 27 spaces remained unoccupied, a level close to capacity. At its current parking supply level, the 50 Oakland Street parking lots would not have sufficient capacity to meet much of the potential displaced parking demand from the 40 Oakland Street lot.

Future Demand

MassBay is working to create new space on campus for a Cybersecurity Education Center and Health & Wellness Complex. VHB understands from MassBay officials that they do not expect the building to change the parking demand for the campus. The facility is intended to replace uses *that already exist* on campus, and do so in improved facilities. The current proposed location for the building will not displace existing parking spaces on the 50 Oakland Street east side parking lots.

Should MassBay's campus plans change, the parking demand observations collected as part of this effort can be used to estimate additional parking needs.

Final Remarks

Under the expected condition in which MassBay cannot fully use the parking lot at 40 Oakland Street, MassBay will need to evaluate potential site(s) for creating new parking areas on the campus. The on-campus parking demand may be diminished via a shared-parking arrangement with the 40 Oakland Street redevelopment project.

Technical Appendix

- Parking Lot Occupancy Observations
- ITE Parking Generation
- MAPC Perfect Fit Parking Data

Parking Lot Occupancy Observations

MassBay Community College, Wellesley Campus

Parking Occupancy Observations, Monday, Nov. 3, 2025

	40 Oakland				50 Oakland												
					Upper Area							Lower Area			Both		
Time/Start	Std.	EV	Total	Use %	F&S*	ADA	EV	Vistor	Medical	Total	Use %	Std.	Use %	Grass Lot	Total	Total	Use %
Capacity	560	8	568	100%	76	9	4	6	2	97	100%	96	100%		193	761	100%
9:00 AM	250	2	252	44%	70	4	1	6	1	82	85%	48	50%	0	137	382	50%
9:30 AM	318	2	320	56%	75	5	1	5	2	88	91%	49	51%	0	137	457	60%
10:00 AM	467	4	471	83%	76	7	2	6	2	93	96%	53	55%	0	146	617	81%
10:30 AM	325	4	329	58%	73	2	3	5	1	84	87%	54	56%	0	138	467	61%
11:00 AM	334	2	336	59%	71	4	3	4	1	83	86%	54	56%	0	137	473	62%
11:30 AM	364	2	366	64%	69	2	4	5	0	80	82%	54	56%	0	134	500	66%
12:00 PM	339	2	341	60%	61	2	1	3	0	67	69%	44	46%	0	111	452	59%
12:30 PM	237	2	239	42%	60	0	1	4	0	65	67%	36	38%	0	101	340	45%
1:00 PM	224	2	226	40%	59	0	1	4	0	64	66%	34	35%	0	98	324	43%
1:30 PM	174	2	176	31%	61	3	1	6	0	71	73%	30	31%	0	101	277	36%
2:00 PM	206	3	209	37%	50	2	1	5	1	59	61%	26	27%	0	85	294	39%
2:30 PM	191	1	192	34%	50	2	1	4	1	58	60%	22	23%	0	80	272	36%
3:00 PM	163	1	164	29%	47	2	1	4	1	55	57%	19	20%	0	74	238	31%
3:30 PM	126	1	127	22%	41	1	0	5	1	48	49%	15	16%	0	63	190	25%
4:00 PM	95	1	96	17%	33	1	0	6	1	41	42%	10	10%	0	51	147	19%
4:30 PM	109	1	110	19%	34	1	0	5	0	40	41%	8	8%	0	48	158	21%
5:00 PM	124	2	126	22%	27	1	0	6	0	34	35%	11	11%	0	45	171	22%
5:30 PM	144	2	146	26%	28	1	0	6	0	35	36%	11	11%	0	46	192	25%
6:00 PM	153	2	155	27%	33	1	0	6	0	40	41%	10	10%	0	50	205	27%
6:30 PM	138	1	139	24%	30	1	0	6	0	37	38%	10	10%	0	47	186	24%

*Vehicle count represents simple occupancy. Counters did not distinguish faculty and student parking permits.

Notes:

At 10 AM faculty approached counter to ask if tickets were being issued. She noted that "the lot should not be this full at this time".

MassBay Community College, Wellesley Campus

Parking Occupancy Observations, Tuesday, Nov. 4, 2025

	40 Oakland				50 Oakland												
					Upper Area							Lower Area			Both		
Time/Start	Std.	EV	Total	Use %	F&S*	ADA	EV	Vistor	Medical	Total	Use %	Std.	Use %	Grass Lot	Total	Total	Use %
Capacity	560	8	568	100%	76	9	4	6	2	97	100%	96	100%		193	761	100%
9:00 AM	285	3	288	51%	48	3	0	3	0	54	56%	36	38%	0	130	378	50%
9:30 AM	327	3	330	58%	76	5	0	5	0	86	89%	44	46%	0	130	460	60%
10:00 AM	351	2	353	62%	76	3	0	6	1	86	89%	49	51%	0	135	488	64%
10:30 AM	426	2	428	75%	76	3	0	6	1	86	89%	56	58%	0	142	570	75%
11:00 AM	474	4	478	84%	74	3	2	6	2	87	90%	71	74%	0	158	636	84%
11:30 AM	482	4	486	86%	76	3	1	6	2	88	91%	75	78%	0	163	649	85%
12:00 PM	501	4	505	89%	76	3	2	6	1	88	91%	78	81%	0	166	671	88%
12:30 PM	478	3	481	85%	72	3	2	6	1	84	87%	67	70%	0	151	632	83%
1:00 PM	467	3	470	83%	65	5	1	5	1	77	79%	68	71%	1	146	616	81%
1:30 PM	406	2	408	72%	61	4	1	6	1	73	75%	57	59%	1	131	539	71%
2:00 PM	332	3	335	59%	59	6	2	6	0	73	75%	43	45%	0	116	451	59%
2:30 PM	308	2	310	55%	58	6	2	5	2	73	75%	38	40%	0	111	421	55%
3:00 PM	215	2	217	38%	46	3	2	5	1	57	59%	30	31%	0	87	304	40%
3:30 PM	192	0	192	34%	42	2	1	4	1	50	52%	24	25%	0	74	266	35%
4:00 PM	179	0	179	32%	39	2	0	3	1	45	46%	21	22%	0	66	245	32%
4:30 PM	153	0	153	27%	35	2	0	3	1	41	42%	23	24%	0	64	217	29%
5:00 PM	107	0	107	19%	31	0	0	5	1	37	38%	13	14%	0	50	157	21%
5:30 PM	148	2	150	26%	31	0	0	6	1	38	39%	12	13%	0	50	200	26%
6:00 PM	184	1	185	33%	58	0	0	6	1	65	67%	7	7%	0	72	257	34%
6:30 PM	154	2	156	27%	61	0	0	6	1	68	70%	8	8%	0	76	232	30%

*Vehicle count represents simple occupancy. Counters did not distinguish faculty and student parking permits.

Notes:

Backups on Oakland St due to pedestrian flow and parking lot entry/exit 10:40-11:10AM

MassBay Community College, Wellesley Campus

Parking Occupancy Observations, Wednesday, Nov. 5, 2025

	40 Oakland				50 Oakland												
					Upper Area							Lower Area			Both		
Time/Start	Std.	EV	Total	Use %	F&S*	ADA	EV	Vistor	Medical	Total	Use %	Std.	Use %	Grass Lot	Total	Total	Use %
Capacity	560	8	568	100%	76	9	4	6	2	97	100%	96	100%		193	761	100%
9:00 AM	233	1	234	41%	58	3	1	6	2	70	72%	26	27%	0	96	330	43%
9:30 AM	297	1	298	52%	70	5	1	6	2	84	87%	40	42%	0	124	422	55%
10:00 AM	303	1	304	54%	70	5	2	4	2	83	86%	40	42%	0	123	427	56%
10:30 AM	323	1	324	57%	71	6	3	6	2	88	91%	44	46%	0	132	456	60%
11:00 AM	329	1	330	58%	74	3	2	5	1	85	88%	47	49%	0	132	462	61%
11:30 AM	310	0	310	55%	73	2	3	6	1	85	88%	48	50%	0	133	443	58%
12:00 PM	270	0	270	48%	70	2	3	5	1	81	84%	45	47%	0	126	396	52%
12:30 PM	210	0	210	37%	59	2	3	5	1	70	72%	40	42%	0	110	320	42%
1:00 PM	157	0	157	28%	50	2	2	3	1	58	60%	35	36%	0	93	250	33%
1:30 PM	156	0	156	27%	52	2	3	3	1	61	63%	32	33%	0	93	249	33%
2:00 PM	180	0	180	32%	53	2	3	4	1	63	65%	27	28%	0	90	270	35%
2:30 PM	161	0	161	28%	52	2	2	5	0	61	63%	27	28%	0	88	249	33%
3:00 PM	136	0	136	24%	43	2	1	2	0	48	49%	23	24%	0	71	207	27%
3:30 PM	108	0	108	19%	40	2	1	3	0	46	47%	16	17%	0	62	170	22%
4:00 PM	87	0	87	15%	40	2	1	2	0	45	46%	11	11%	0	56	143	19%
4:30 PM	99	0	99	17%	34	3	0	4	0	41	42%	8	8%	0	49	148	19%
5:00 PM	112	1	113	20%	36	0	0	6	0	42	43%	10	10%	0	52	165	22%
5:30 PM	153	0	153	27%	47	0	0	6	0	53	55%	10	10%	0	63	216	28%
6:00 PM	161	0	161	28%	50	0	0	5	0	55	57%	11	11%	0	66	227	30%
6:30 PM	164	0	164	29%	53	0	0	6	0	59	61%	10	10%	0	69	233	31%

*Vehicle count represents simple occupancy. Counters did not distinguish faculty and student parking permits.

Notes:

MassBay Community College, Wellesley Campus

Parking Occupancy Observations, Thursday, Nov. 6, 2025

	40 Oakland				50 Oakland												
					Upper Area							Lower Area			Both		
Time/Start	Std.	EV	Total	Use %	F&S*	ADA	EV	Vistor	Medical	Total	Use %	Std.	Use %	Grass Lot	Total	Total	Use %
Capacity	560	8	568	100%	76	9	4	6	2	97	100%	96	100%		193	761	100%
9:00 AM	207	3	210	37%	56	4	0	6	1	67	69%	24	25%	0	91	301	40%
9:30 AM	290	5	295	52%	76	4	0	6	1	87	90%	44	46%	0	131	426	56%
10:00 AM	327	5	332	58%	75	3	0	6	1	85	88%	54	56%	0	139	471	62%
10:30 AM	371	6	377	66%	69	5	0	5	1	80	82%	59	61%	0	139	516	68%
11:00 AM	382	3	385	68%	70	4	0	6	2	82	85%	57	59%	0	139	524	69%
11:30 AM	367	4	371	65%	72	4	0	6	2	84	87%	53	55%	0	137	508	67%
12:00 PM	356	4	360	63%	72	6	1	6	2	87	90%	51	53%	0	138	498	65%
12:30 PM	286	2	288	51%	71	5	1	6	1	84	87%	50	52%	0	134	422	55%
1:00 PM	278	2	280	49%	69	5	1	5	1	81	84%	48	50%	1	130	410	54%
1:30 PM	243	1	244	43%	62	3	1	5	1	72	74%	48	50%	1	121	365	48%
2:00 PM	265	2	267	47%	60	2	1	6	1	70	72%	43	45%	0	113	380	50%
2:30 PM	244	1	245	43%	53	2	1	6	1	63	65%	43	45%	0	106	351	46%
3:00 PM	172	1	173	30%	52	2	1	4	1	60	62%	37	39%	0	97	270	35%
3:30 PM	141	1	142	25%	42	2	1	4	1	50	52%	28	29%	0	78	220	29%
4:00 PM	117	0	117	21%	35	1	1	5	0	42	43%	24	25%	0	66	183	24%
4:30 PM	95	0	95	17%	37	1	1	3	1	43	44%	20	21%	0	63	158	21%
5:00 PM	106	0	106	19%	29	2	1	3	1	36	37%	16	17%	0	52	158	21%
5:30 PM	111	0	111	20%	22	1	1	3	1	28	29%	14	15%	0	42	153	20%
6:00 PM	98	0	98	17%	29	1	1	5	1	37	38%	12	13%	0	49	147	19%
6:30 PM	81	0	81	14%	31	1	1	5	0	38	39%	11	11%	0	49	130	17%

*Vehicle count represents simple occupancy. Counters did not distinguish faculty and student parking permits.

Notes:

Rain 11:35-11:55AM

MassBay Community College, Wellesley Campus

Parking Occupancy Observations, Friday, Nov. 7, 2025

	40 Oakland				50 Oakland												
					Upper Area							Lower Area			Both		
Time/Start	Std.	EV	Total	Use %	F&S*	ADA	EV	Vistor	Medical	Total	Use %	Std.	Use %	Grass Lot	Total	Total	Use %
Capacity	560	8	568	100%	76	9	4	6	2	97	100%	96	100%		193	761	100%
9:00 AM	177	0	177	31%	49	1	1	6	1	58	60%	21	22%	0	87	256	34%
9:30 AM	215	0	215	38%	52	2	2	6	1	63	65%	24	25%	0	87	302	40%
10:00 AM	203	0	203	36%	50	3	3	6	1	63	65%	23	24%	0	86	289	38%
10:30 AM	205	0	205	36%	54	3	3	6	1	67	69%	24	25%	0	91	296	39%
11:00 AM	182	0	182	32%	50	2	2	5	1	60	62%	20	21%	0	80	262	34%
11:30 AM	184	0	184	32%	50	2	2	6	0	60	62%	19	20%	0	79	263	35%
12:00 PM	171	0	171	30%	47	1	1	6	0	55	57%	22	23%	0	77	248	33%
12:30 PM	120	0	120	21%	50	0	0	6	0	56	58%	20	21%	0	76	196	26%
1:00 PM	100	0	100	18%	46	0	0	5	0	51	53%	15	16%	0	66	166	22%
1:30 PM	102	0	102	18%	43	0	0	6	0	49	51%	12	13%	0	61	163	21%
2:00 PM	94	0	94	17%	31	0	0	5	0	36	37%	12	13%	0	48	142	19%
2:30 PM	66	0	66	12%	30	0	0	4	0	34	35%	12	13%	0	46	112	15%
3:00 PM	50	0	50	9%	23	0	0	4	0	27	28%	8	8%	0	35	85	11%
3:30 PM	44	0	44	8%	20	0	0	4	0	24	25%	7	7%	0	31	75	10%
4:00 PM	24	0	24	4%	19	0	0	3	0	22	23%	4	4%	0	26	50	7%
4:30 PM	18	0	18	3%	17	0	0	2	0	19	20%	0	0%	0	19	37	5%
5:00 PM	16	1	17	3%	7	0	0	2	0	9	9%	0	0%	0	9	26	3%
5:30 PM	15	1	16	3%	4	1	1	2	0	8	8%	0	0%	0	8	24	3%
6:00 PM	16	1	17	3%	4	1	1	2	0	8	8%	0	0%	0	8	25	3%
6:30 PM	11	1	12	2%	4	1	1	2	0	8	8%	0	0%	0	8	20	3%

*Vehicle count represents simple occupancy. Counters did not distinguish faculty and student parking permits.

Notes:

ITE Parking Generation

Land Use: 220 Multifamily Housing—2+ BR (Low-Rise)

Description

Low-rise multifamily housing with two-or-more bedrooms is a residential building with two or three floors (levels) of residence that contain at least one dwelling unit with two or more bedrooms.

Various configurations can fit this description, including the following:

- Walkup apartment or multiplex-access to the individual dwelling units is typically internal to the structure and provided through a shared entry, stairway, and hallway
- Mansion apartment-several dwelling units within what appears from the outside to be a single-family dwelling unit
- Stacked townhouse-designed to match the external appearance of a townhouse, but which have dwelling units that share both floors and walls and with access through a central entry and stairway

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Time-of-Day Distribution for Parking Demand

The following table presents a Time-of-Day distribution of parking demand (1) on a weekday (13 study sites) and a Saturday (eight study sites) in a general urban/suburban setting and (2) on a weekday (three study sites) and a Saturday (three study sites) in a dense multi-use urban setting.

	Percent of Peak Parking Demand			
	General Urban/Suburban		Dense Multi-Use Urban	
Hour Beginning	Weekday	Saturday	Weekday	Saturday
12:00-4:00 a.m.	97	92	89	100
5:00 a.m.	100	100	100	92
6:00 a.m.	96	99	97	92
7:00 a.m.	85	97	84	84
8:00 a.m.	67	92	58	76
9:00 a.m.	54	83	55	81
10:00 a.m.	48	79	47	78
11:00 a.m.	45	71	55	86
12:00 p.m.	45	68	55	81
1:00 p.m.	42	65	55	73
2:00 p.m.	42	62	42	70
3:00 p.m.	47	66	45	49
4:00 p.m.	49	66	47	51
5:00 p.m.	56	67	50	46
6:00 p.m.	64	70	68	43
7:00 p.m.	72	78	58	49
8:00 p.m.	77	77	58	59
9:00 p.m.	85	80	61	62
10:00 p.m.	92	82	74	76
11:00 p.m.	95	88	84	86

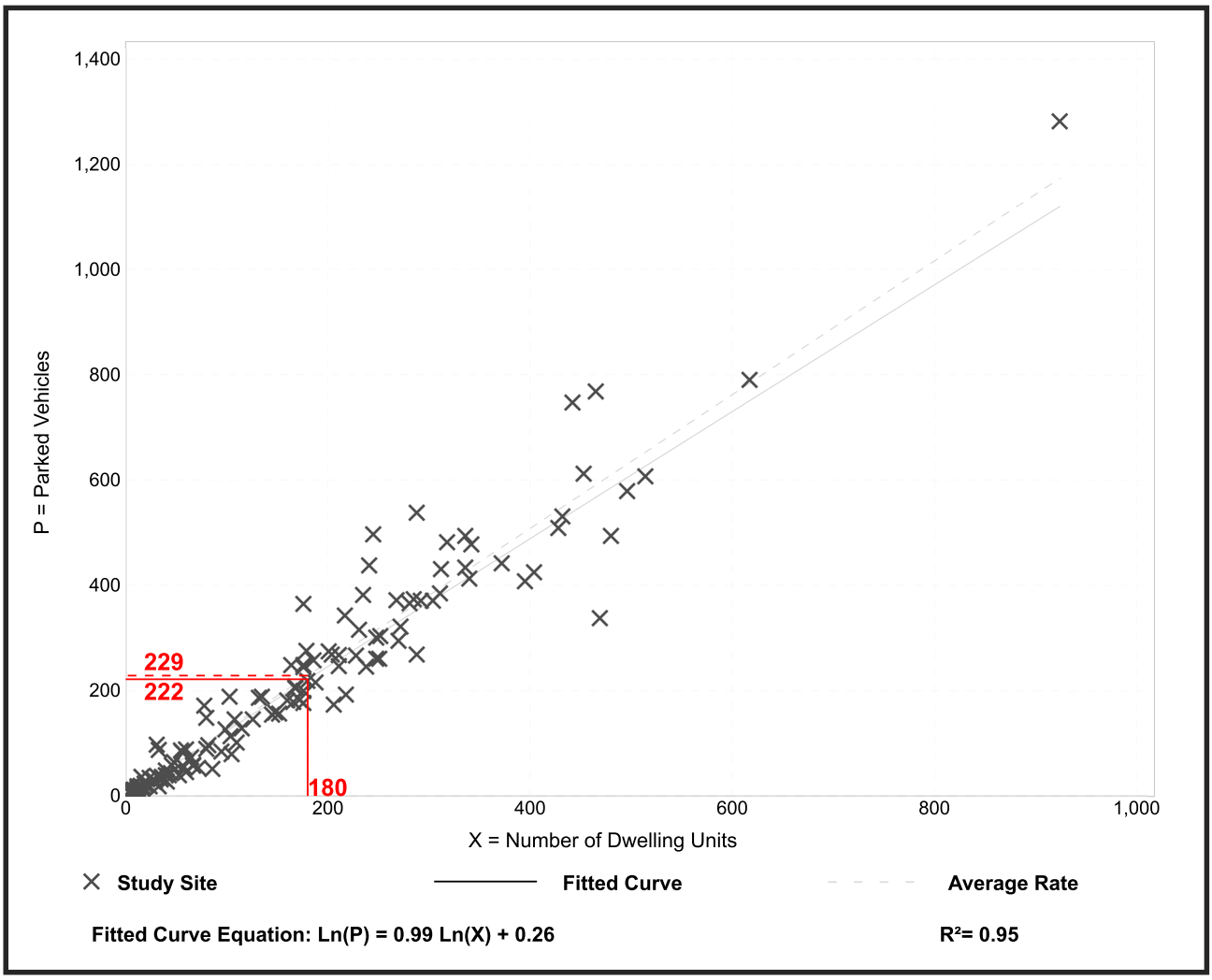
Multifamily Housing - 2+ BR (Low-Rise) - Not Close to Rail Transit
(220)

Peak Period Parking Demand vs: **Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban**
Number of Studies: 143
Avg. Num. of Dwelling Units: 154

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.27	0.58 - 3.16	1.07 / 1.59	1.22 - 1.32	0.29 (23%)

Data Plot and Equation



Fitted Curve Equation: Ln(P) = 0.99 Ln(X) + 0.26 **R^2= 0.95**

Land Use: 221 Multifamily Housing—2+ BR (Mid-Rise)

Description

Mid-rise multifamily housing with two or more bedrooms is a residential building with between four and 10 floors (levels) of residence that contain at least one dwelling unit with two or more bedrooms. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Time-of-Day Distribution for Parking Demand

The following table presents a composite (weekday and Saturday) Time-of-Day distribution of parking demand for three general urban/suburban study sites.

Hour Beginning	Percent of Peak Parking Demand
	Weekday/Saturday Composite
12:00-4:00 a.m.	100
5:00 a.m.	96
6:00 a.m.	86
7:00 a.m.	77
8:00 a.m.	66
9:00 a.m.	60
10:00 a.m.	57
11:00 a.m.	55
12:00 p.m.	52
1:00 p.m.	50
2:00 p.m.	52
3:00 p.m.	51
4:00 p.m.	57
5:00 p.m.	62
6:00 p.m.	65
7:00 p.m.	68
8:00 p.m.	75
9:00 p.m.	82
10:00 p.m.	87
11:00 p.m.	91

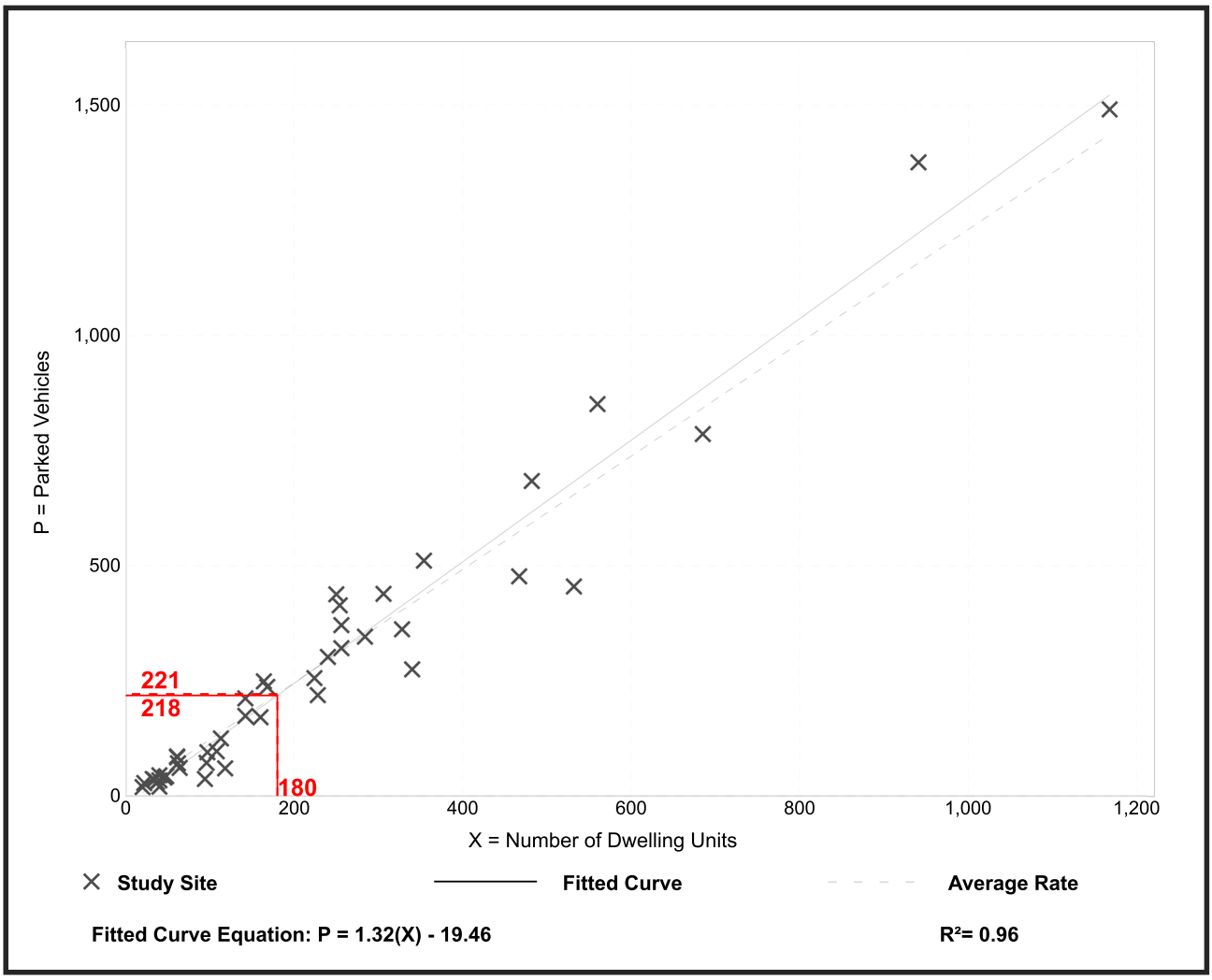
Multifamily Housing - 2+ BR (Mid-Rise) - Not Close to Rail Transit
(221)

Peak Period Parking Demand vs: **Dwelling Units**
On a: **Weekday (Monday - Friday)**
Setting/Location: **General Urban/Suburban**
Number of Studies: 44
Avg. Num. of Dwelling Units: 231

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.23	0.39 - 1.75	0.98 / 1.45	1.15 - 1.31	0.27 (22%)

Data Plot and Equation



Fitted Curve Equation: P = 1.32(X) - 19.46

R^2= 0.96

MAPC Perfect Fit Parking Data

MAPC Perfect Fit Parking Data, Comparable Properties, 90 Units or More, Western Suburbs

add_num	add_str	zipcode	muni	hou_type	apt_unit_t	apt_occu_t	park_dem	park_sup
160	Boylston Street	02467	Newton	Apartments	204	197	1.26	2.05
173-193	Oak Street	02464	Newton	Condominiums	122	122	1.04	1.99
1940	Washington Street	02466	Newton	Apartments	180	175	1.37	1.53
36	River Street	02453	Waltham	Apartments	200	196	1.20	1.52
99	Needham Street	02461	Newton	Apartments	294	294	1.03	1.69
160	Boylston Street	02467	Newton	Apartments	204	201	1.17	1.90
99	Needham Street	02461	Newton	Apartments	297	290	1.12	1.55
528	Boston Post Road	01776	Sudbury	Apartments	249	242	1.17	1.75
300	2nd Avenue	02494	Needham	Apartments	350	343	0.34	0.39
187	Boston Post Road	01776	Sudbury	Apartments	120	120	0.80	1.05
275	2nd Avenue	02494	Needham	Apartments	390	390	0.62	1.36
1	Nathan Pratt Drive	01742	Concord	Apartments	350	341	1.09	1.27
845	Washington Street	02466	Newton	Apartments	140	137	0.93	2.21
223	Laws Brook Rd	01742	Concord	Apartments	96	96	0.95	1.50
1940	Washington Street	02466	Newton	Apartments	184	175	0.99	1.51
					225.3	avg	**1.01**	**1.55**
				sample size	15			
						median	1.04	1.53
						85th percentile	1.24	2.03
						33rd percentile	0.96	1.50

Database as of 2023/07, downloaded October 2025