At a Crossroads:
Making Sense of New York City's Off-Street Parking Policies

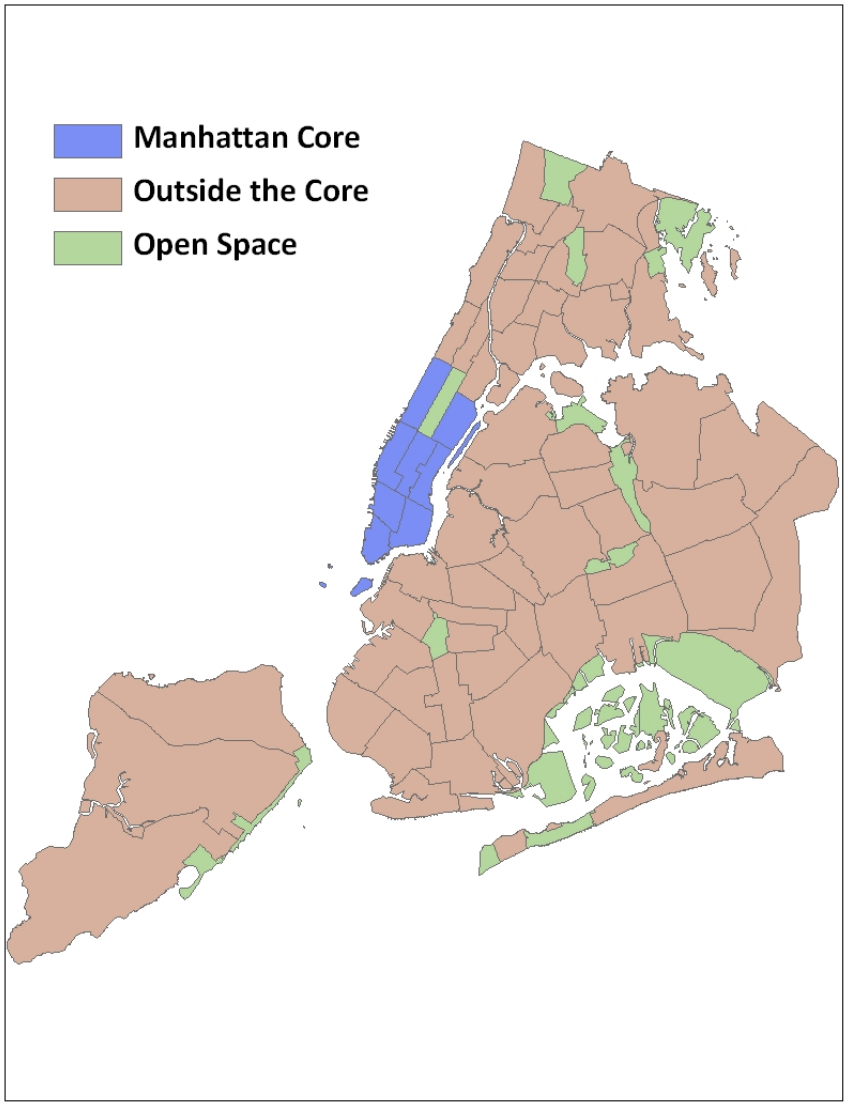
NYC Department of City Planning

AGENDA

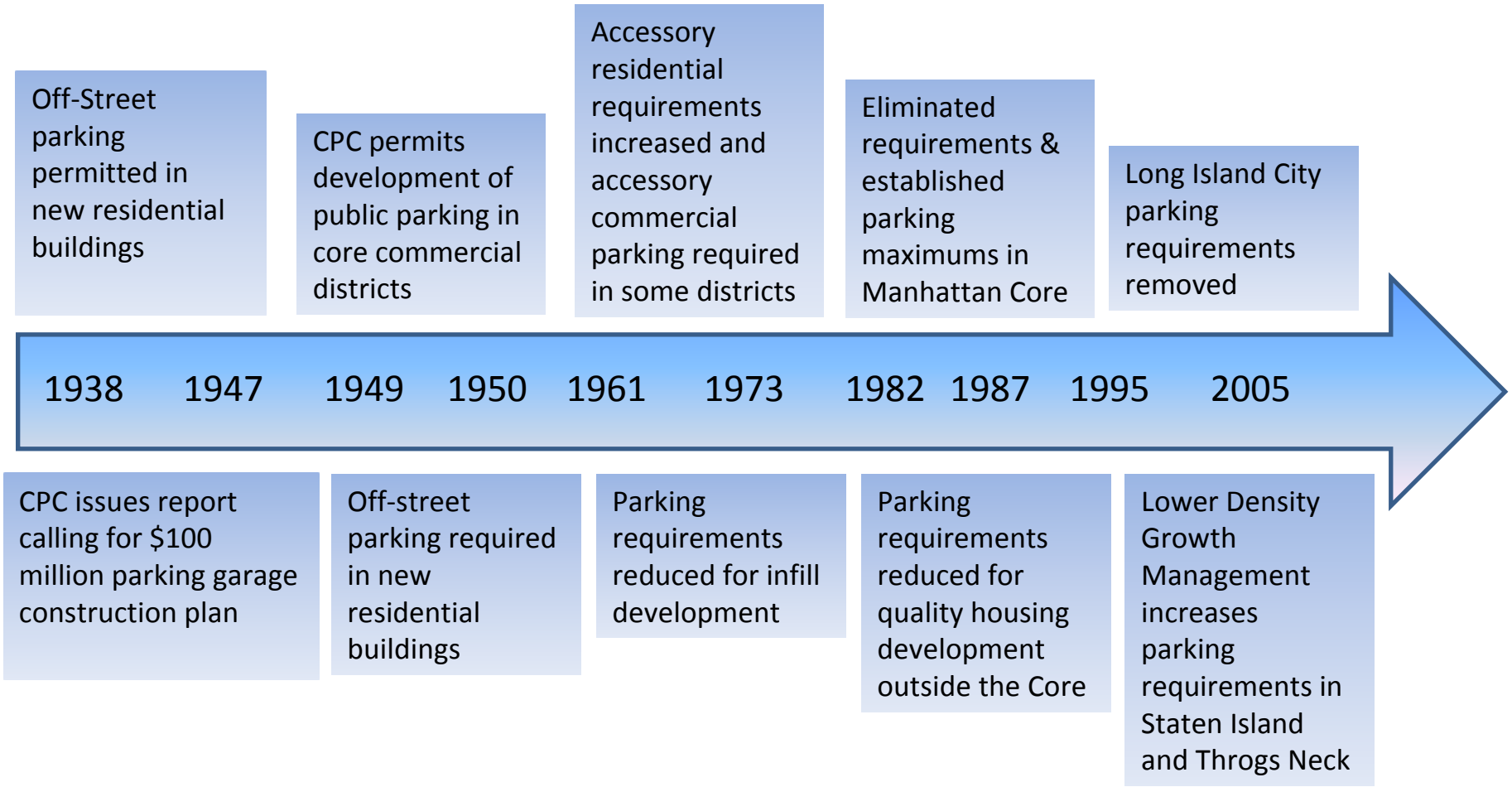
- Geography
- History of NYC parking policy
- Current context
- Why parking policy is important
- Research questions
- Residential Parking Study Findings
- Research agenda
- Conclusions

The Core & Outside the Core

- The Manhattan Core
  - MN CDs 1-8
  - Caps on permitted parking since 1982
  - Most off-street parking operated as public parking
- Outside the Core
  - Residential parking required since 1950
  - Off-street parking is mostly accessory



History of NYC Parking Policy Since 1938



Current Context: Recent Considerations

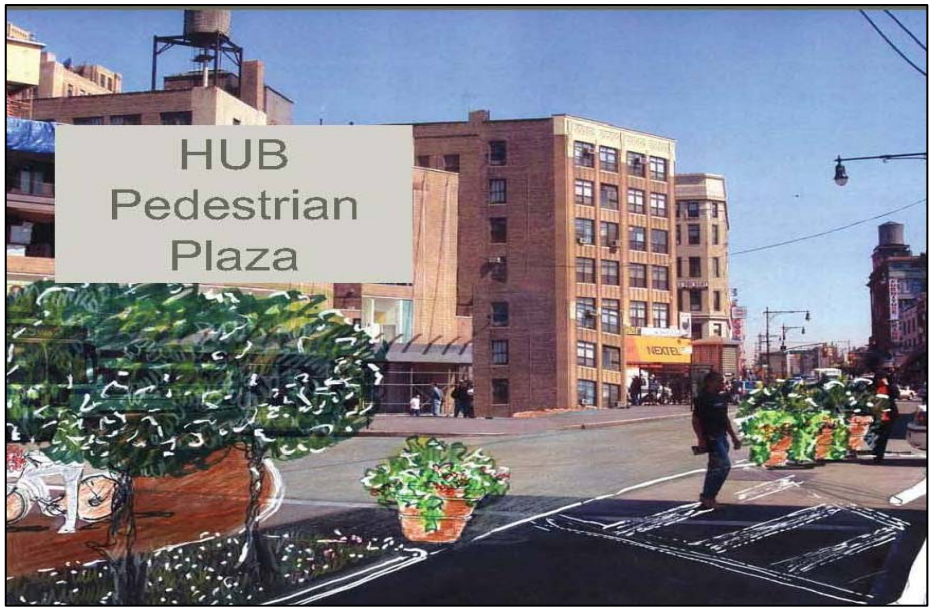
Encouraging modal shifts in transit-rich areas in and near the Manhattan Core

Current Context: Recent Considerations

Managing growth in auto-oriented neighborhoods

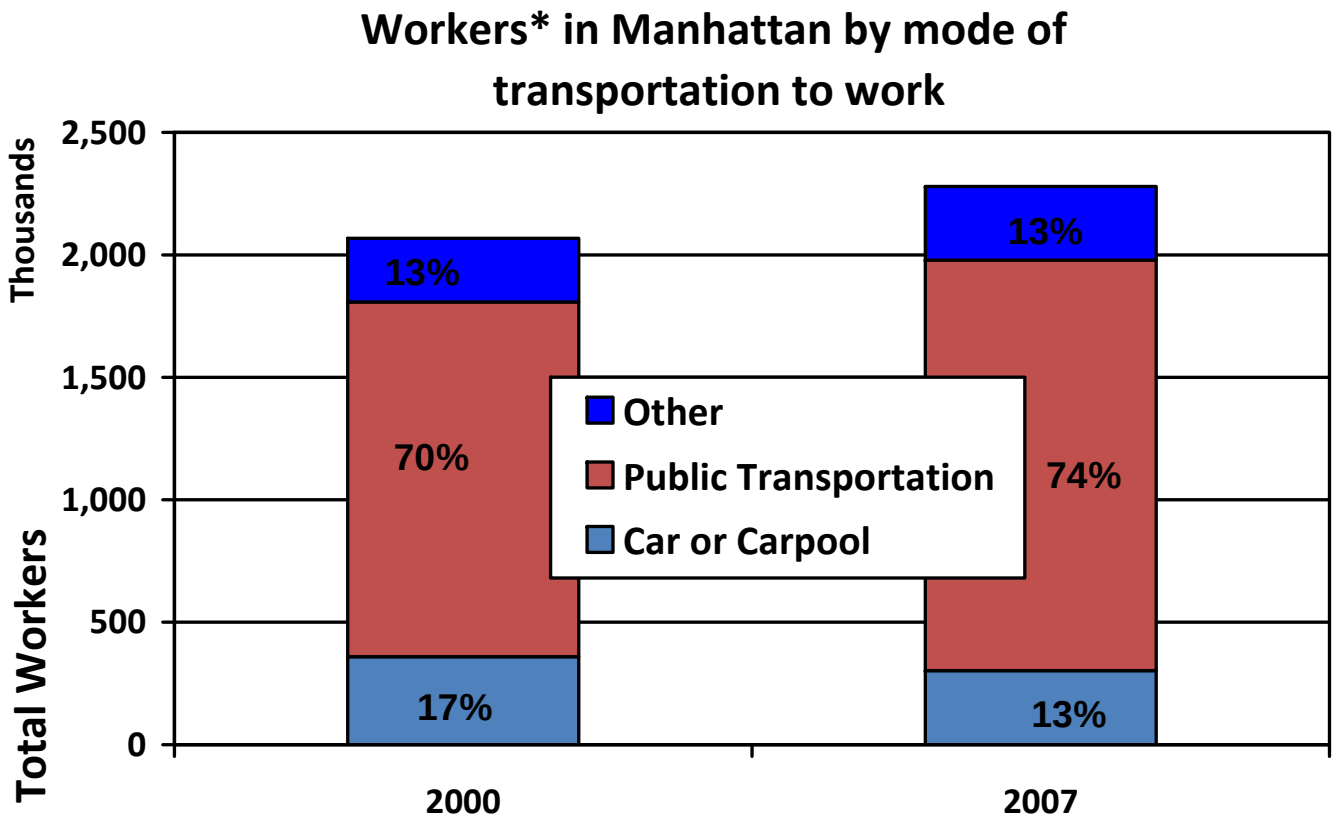
Current Context: Recent Considerations

Reclaiming streets for pedestrians



Current Context:
Recent Commuter Modal Shift to the Core

Shift away from auto to transit among region's commuters

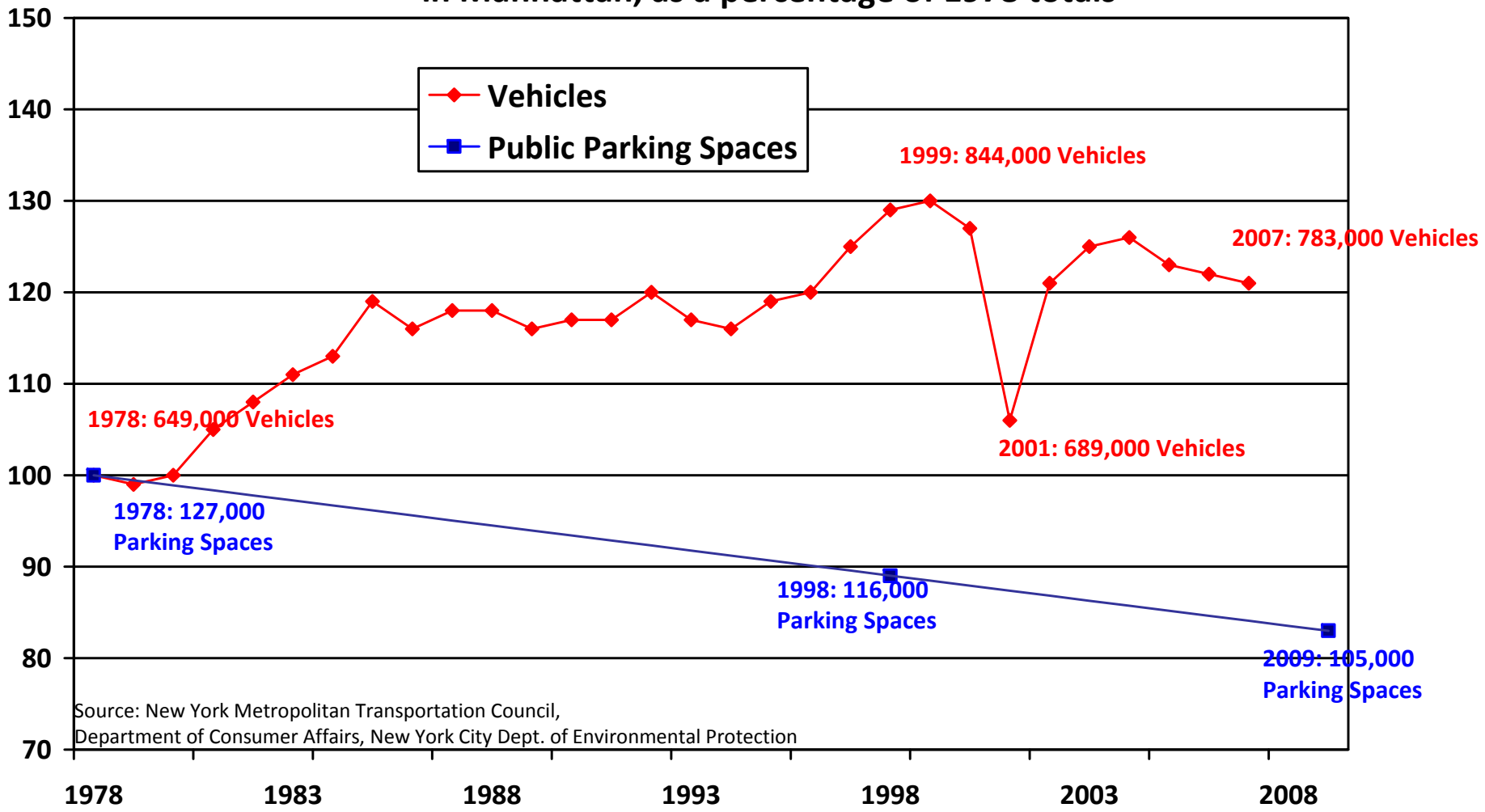


*Workers Residing in NY-NJ-CT Metropolitan Region

Source: Census 2000, ACS 2007

Current Context: Hub-Bound Trips & Public Parking (1978-2009)

Hub-bound vehicles and DCA-licensed public parking spaces below 60th Street in Manhattan, as a percentage of 1978 totals



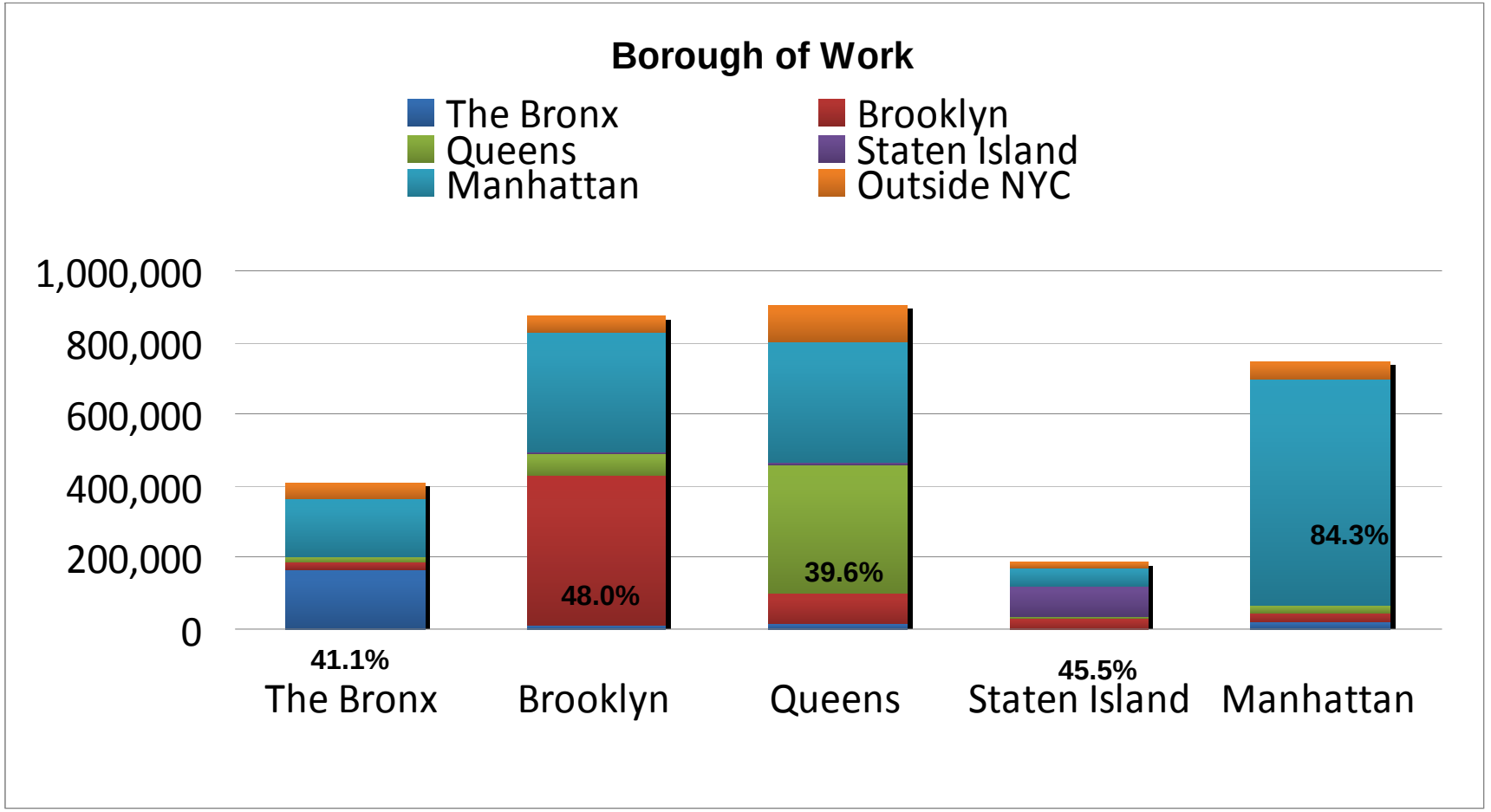
Source: New York Metropolitan Transportation Council, Department of Consumer Affairs, New York City Dept. of Environmental Protection

Why is Parking Policy Important?: Mobility & Travel Patterns Outside the Core

Source: Census 2000

Why is Parking Policy Important?: Mobility & Travel Patterns Outside the Core

NYC Workers: Work Trips By Boroughs



Source: Census 2000

Why is Parking Policy Important?: Quality of Life: Urban Design & Streetscape

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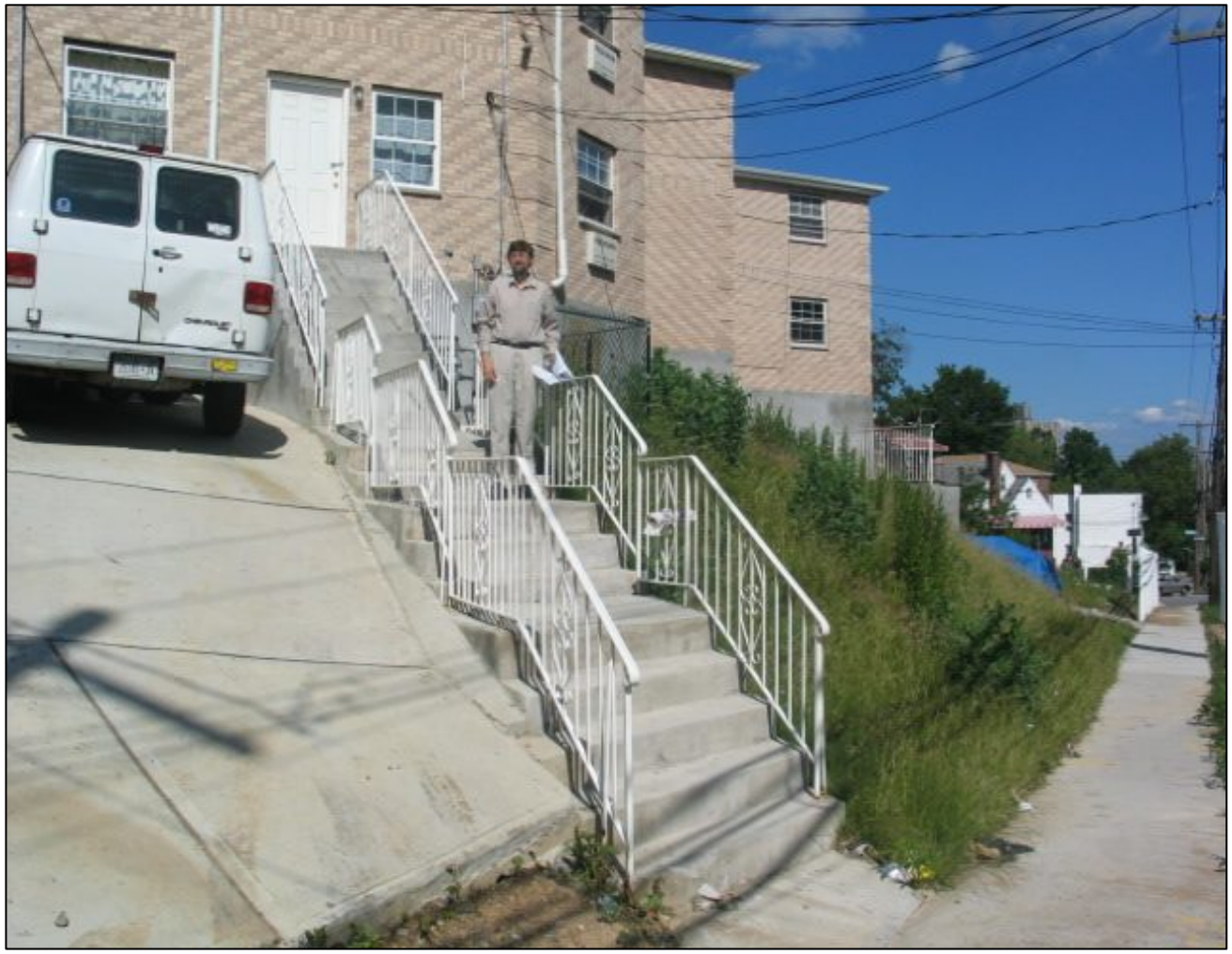
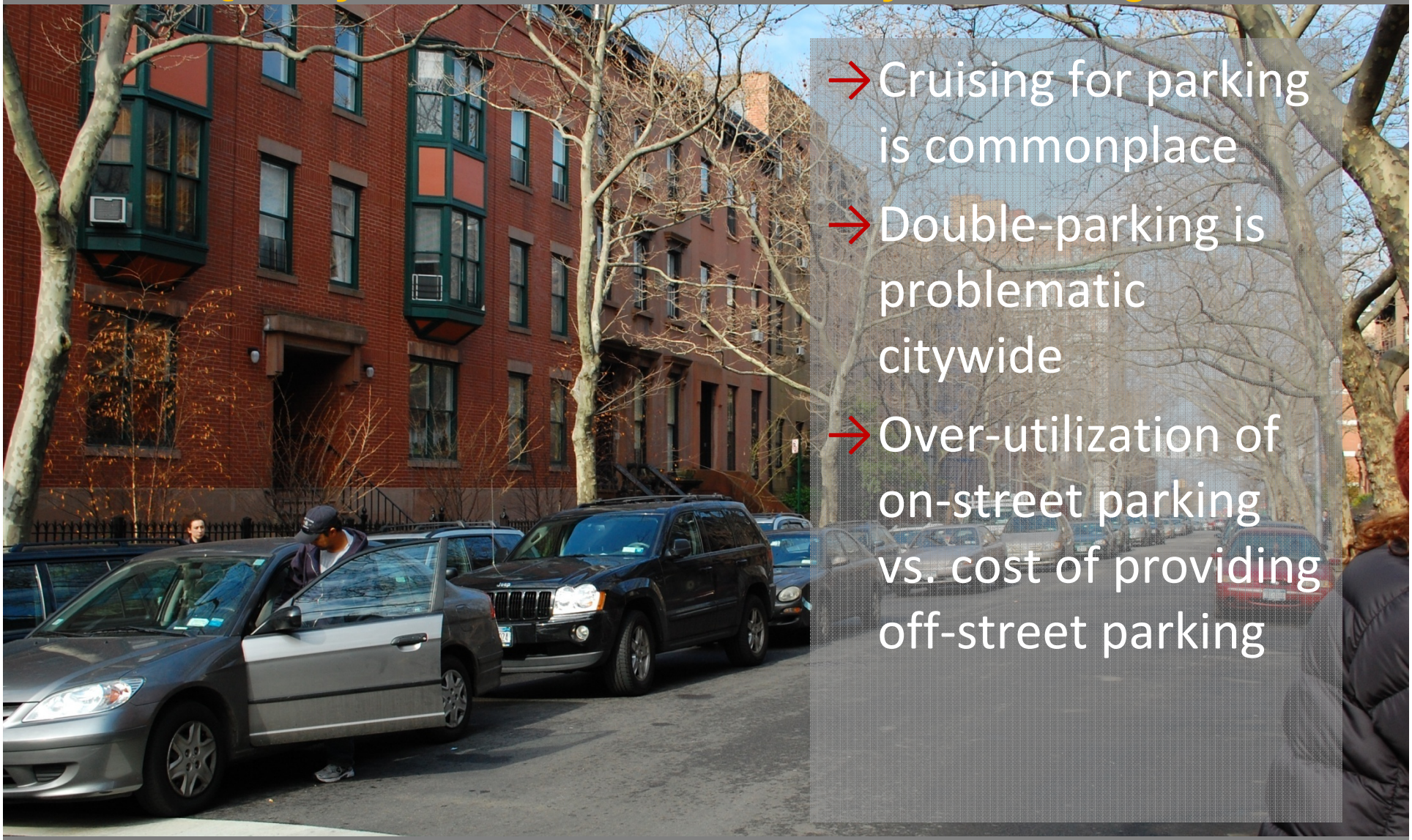
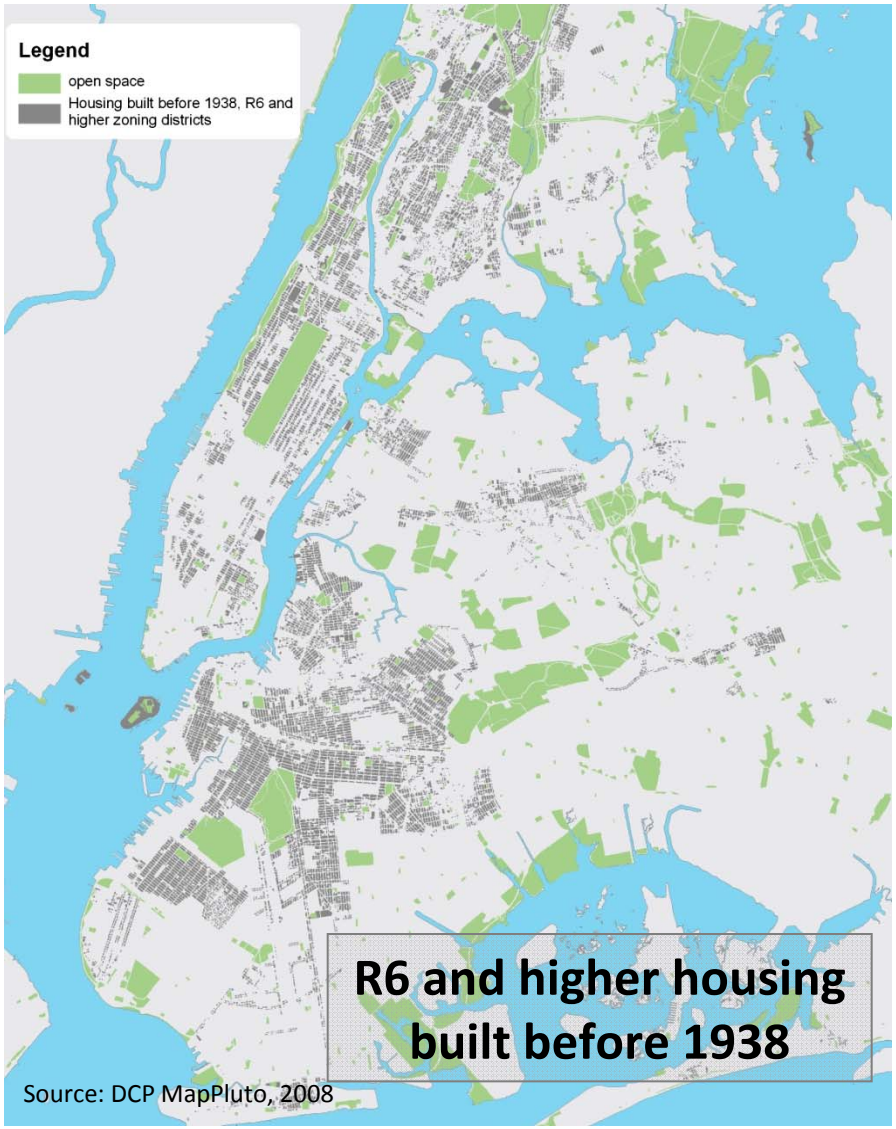


Why is Parking Policy Important?
Quality of Life: Cost & Difficulty of Parking

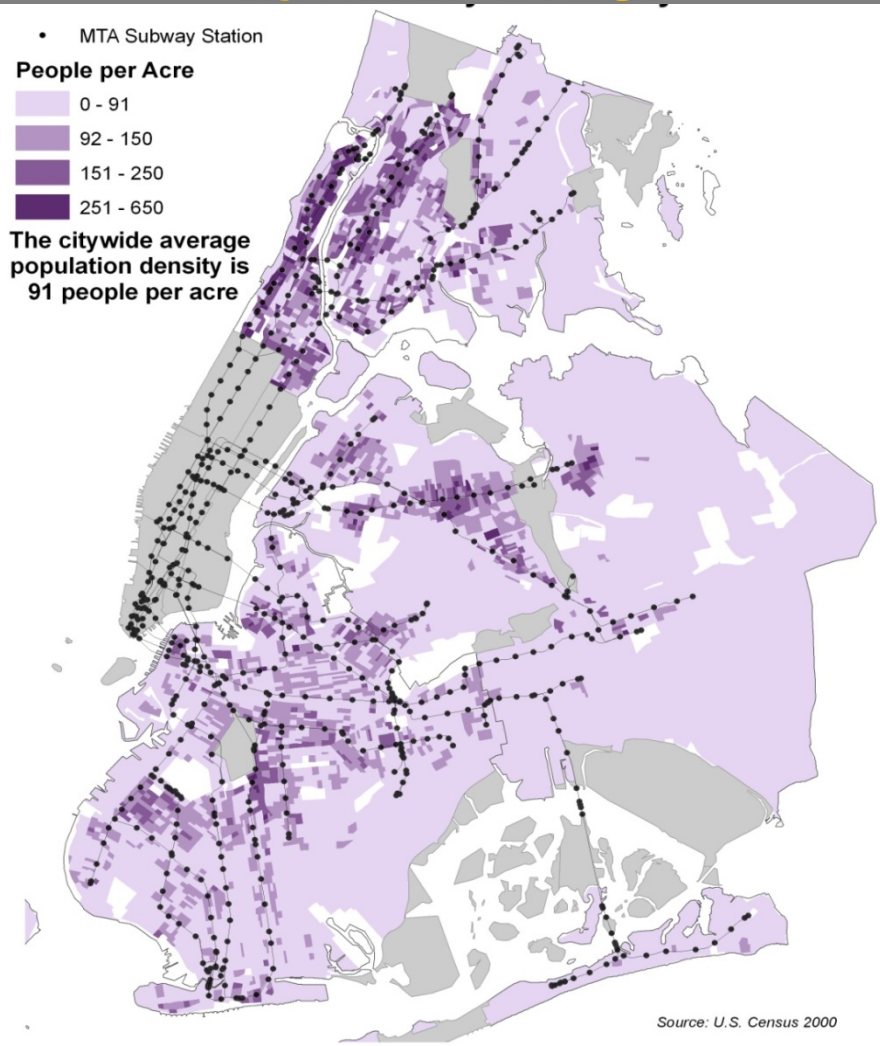


- Cruising for parking is commonplace
- Double-parking is problematic citywide
- Over-utilization of on-street parking vs. cost of providing off-street parking

Why is Parking Policy Important?
Quality of Life: Cost & Difficulty of Parking



Source: DCP MapPluto, 2008



Census 2000 Population Density and Proximity to Subway Station

Research Agenda

- Development and parking in NYC is complex
- Further study of policy is necessary
- Need to distinguish the policies based on land use and development trends in specific areas
- The Core, transit-rich areas outside Manhattan and lower-density neighborhoods warrant separate studies

Research Questions

Public Parking in the Core

- What is the role of public parking in the CBD?
- Who is using the garages and why?
- Can parking policy influence choice of mode?

Research Questions

Accessory Residential Parking

- How does parking demand differ geographically within NYC?
- What factors govern whether a household owns a car?
- What effect do zoning requirements have?
- How do New York City households use their cars?

Research Agenda

Residential Parking Study: Study Areas

Using building-specific data from 2005 on car registrations from the Department of Motor Vehicles:

- **Assess how parking requirements in the Bronx, Brooklyn, Queens & Upper Manhattan relate to ownership patterns**
- **Assess how ownership patterns relate to demographics**

Residential Parking Study: Standard Requirements

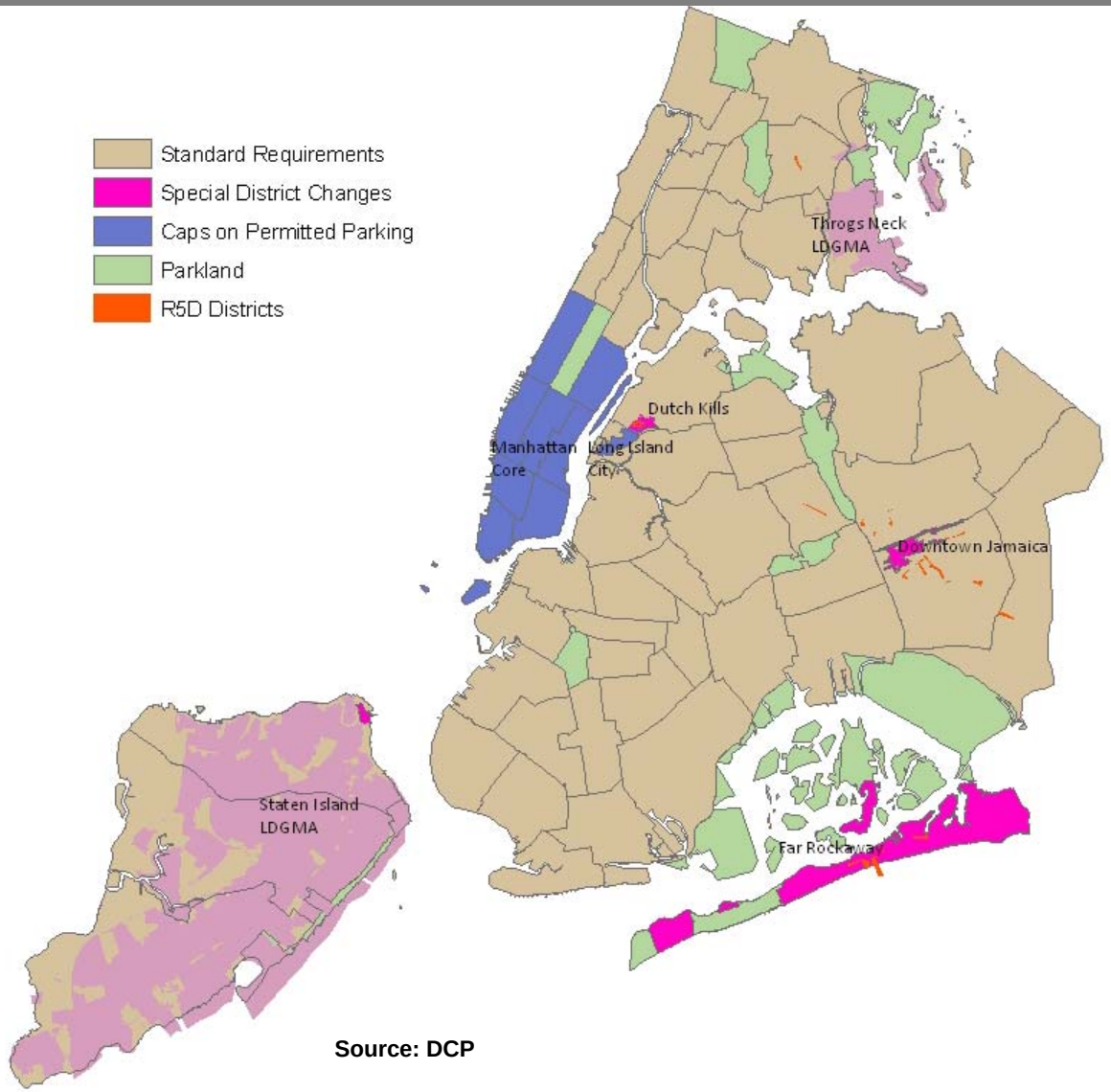
- Standard residential off-street parking requirements

Summary of Residential Parking Requirements	
Zoning District	*Parking Requirement*
Low Density (R1-R4*)	1.00
Mid Density (R4 “infill”, R5-R7)	.50 - .85
High Density (R8 - R10)	.40 - .50

Source: DCP

- Waivers permitted in medium & high density districts

Residential Parking Study: Applicability of Residential Off-Street Parking Rules

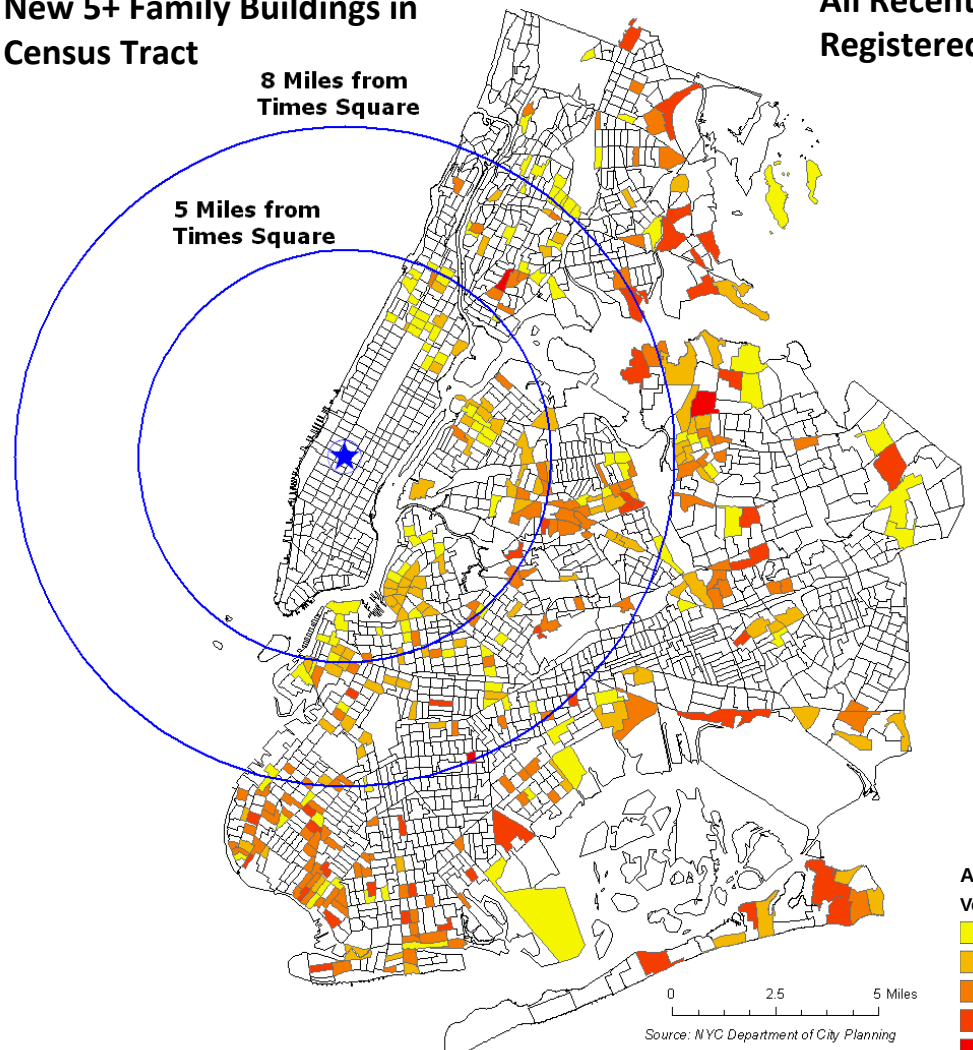


Source: DCP

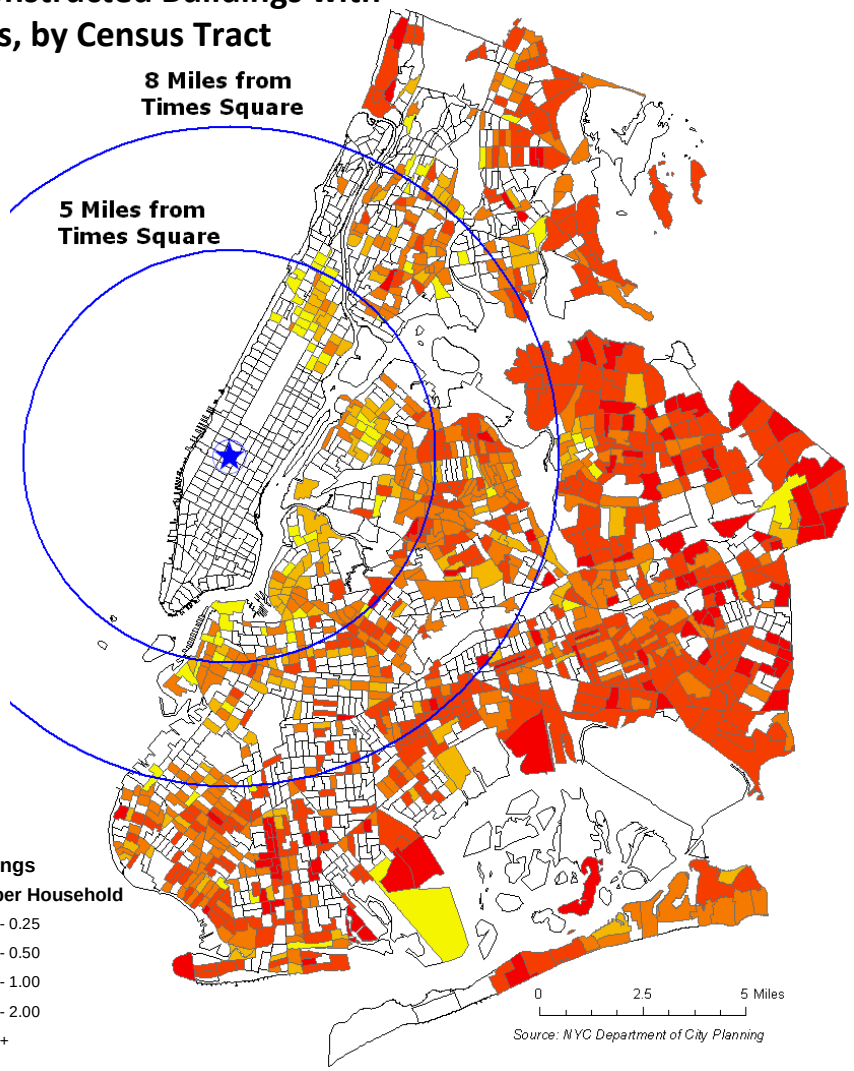
- Special parking rules exist in certain areas of the city
- No required parking in Manhattan CDs 1-8 & LIC
- Increases & waiver reductions within some zoning districts

Residential Parking Study:
Cars per Unit in New Buildings by Location & Building Type

New 5+ Family Buildings in Census Tract



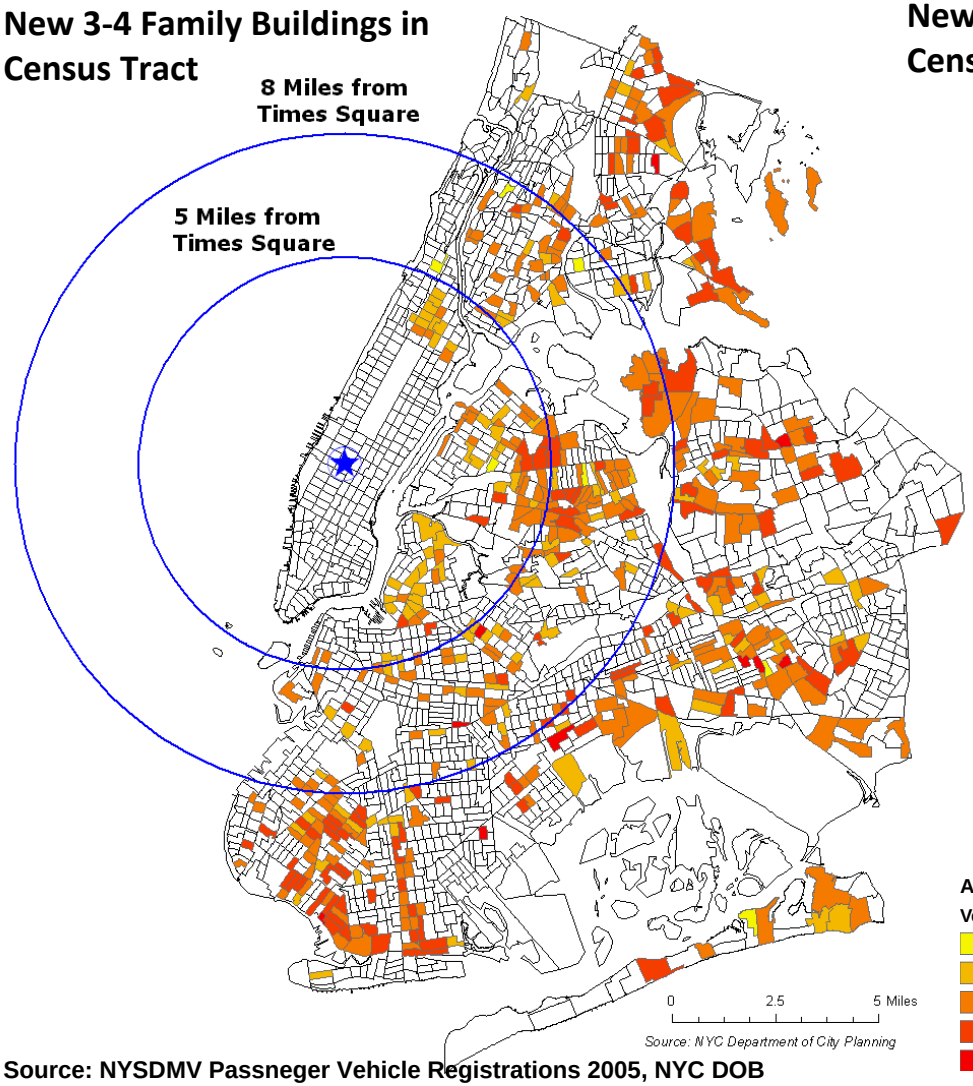
All Recently Constructed Buildings with Registered Cars, by Census Tract



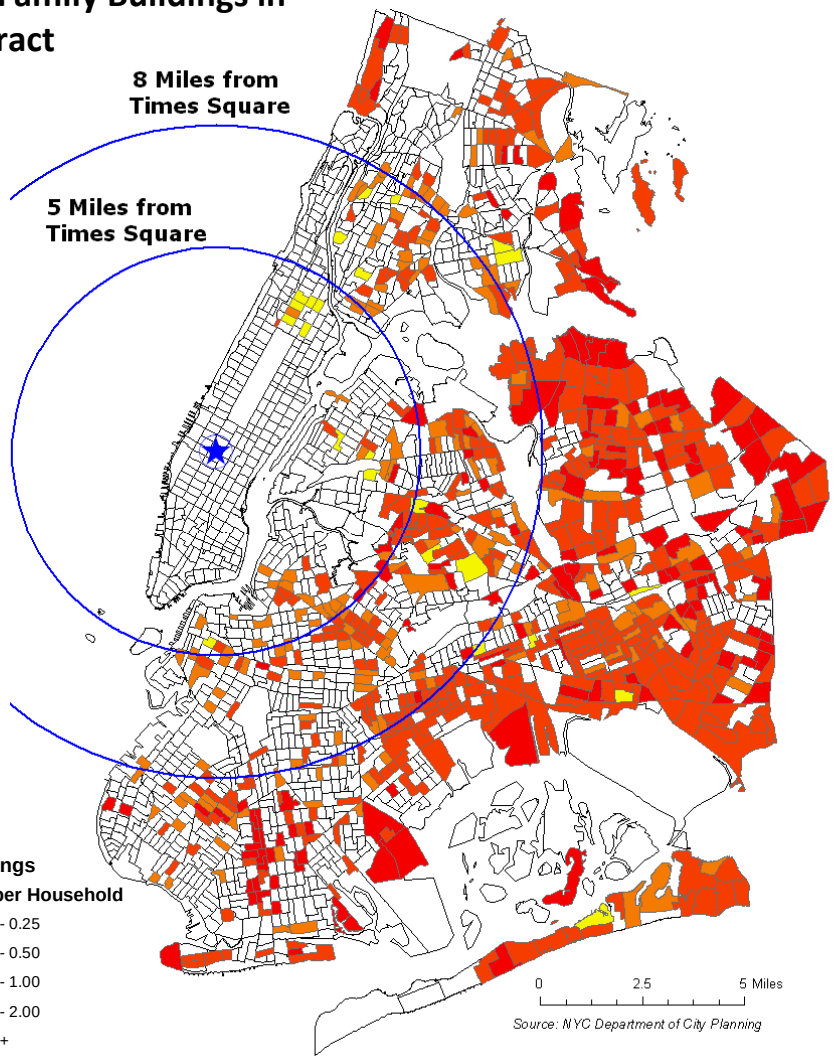
Source: NYSDMV Passneger Vehicle Registrations 2005, NYC DOB residential buildings permitted since 1995, Census 2000

Residential Parking Study:
Cars per Unit in New Buildings by Location & Building Type

New 3-4 Family Buildings in Census Tract

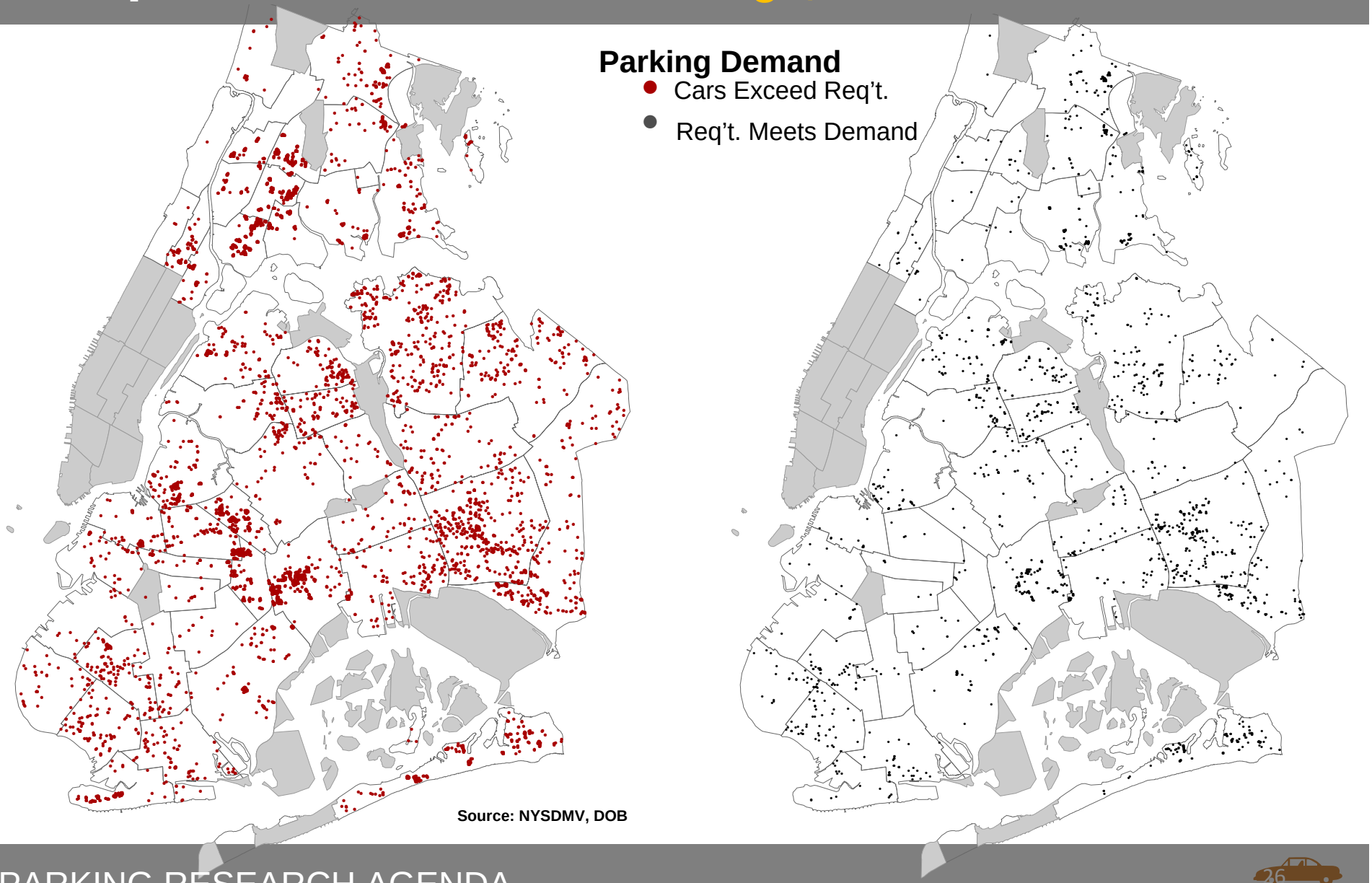


New 1-2 Family Buildings in Census Tract



Source: NYSDMV Passneger Vehicle Registrations 2005, NYC DOB residential buildings permitted since 1995, Census 2000

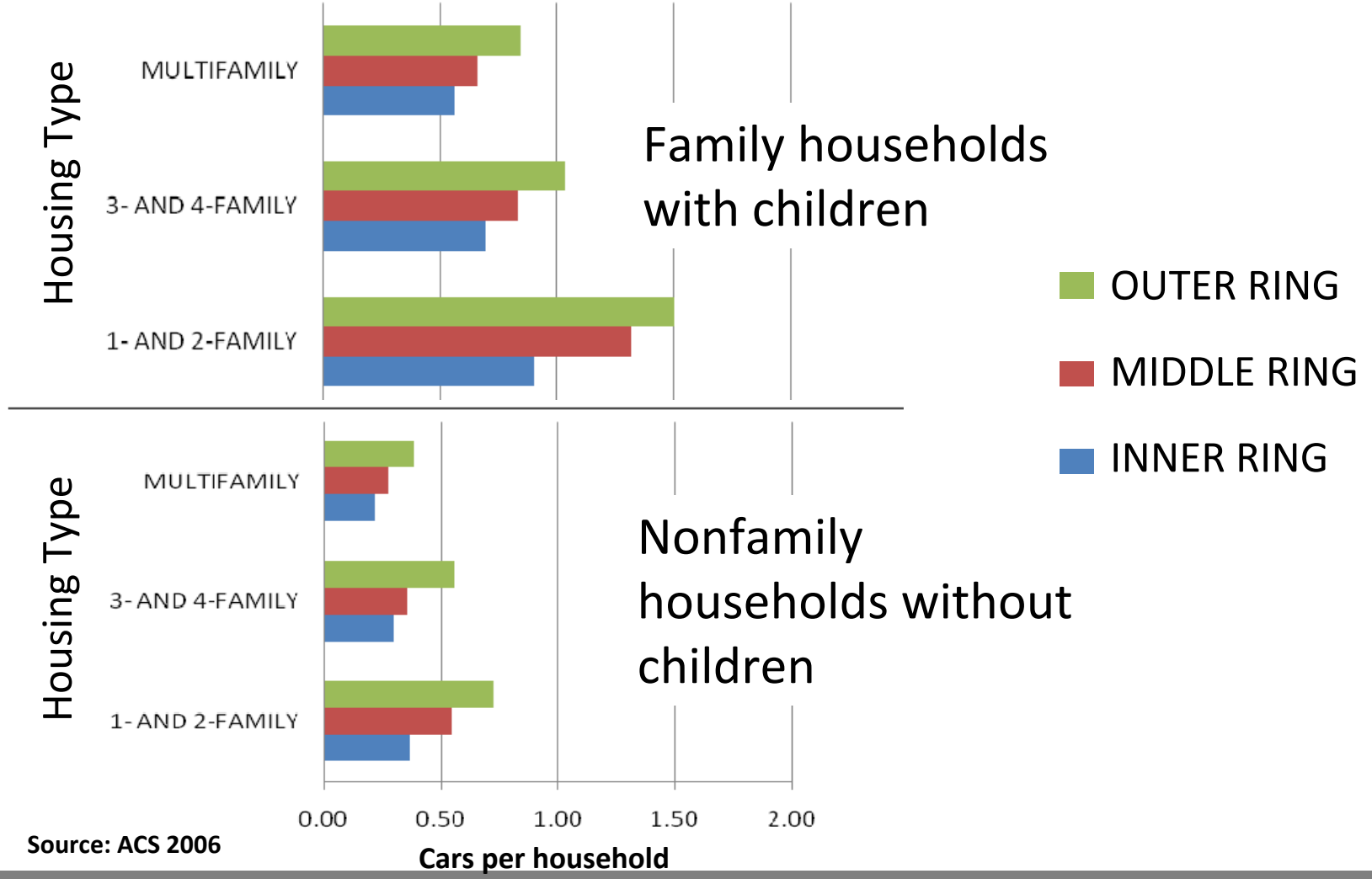
Registered Cars by Required Parking
All New Residential Buildings, 1995-2005



Source: NYSDMV, DOB

Residential Parking Study: Family Status & Car Ownership

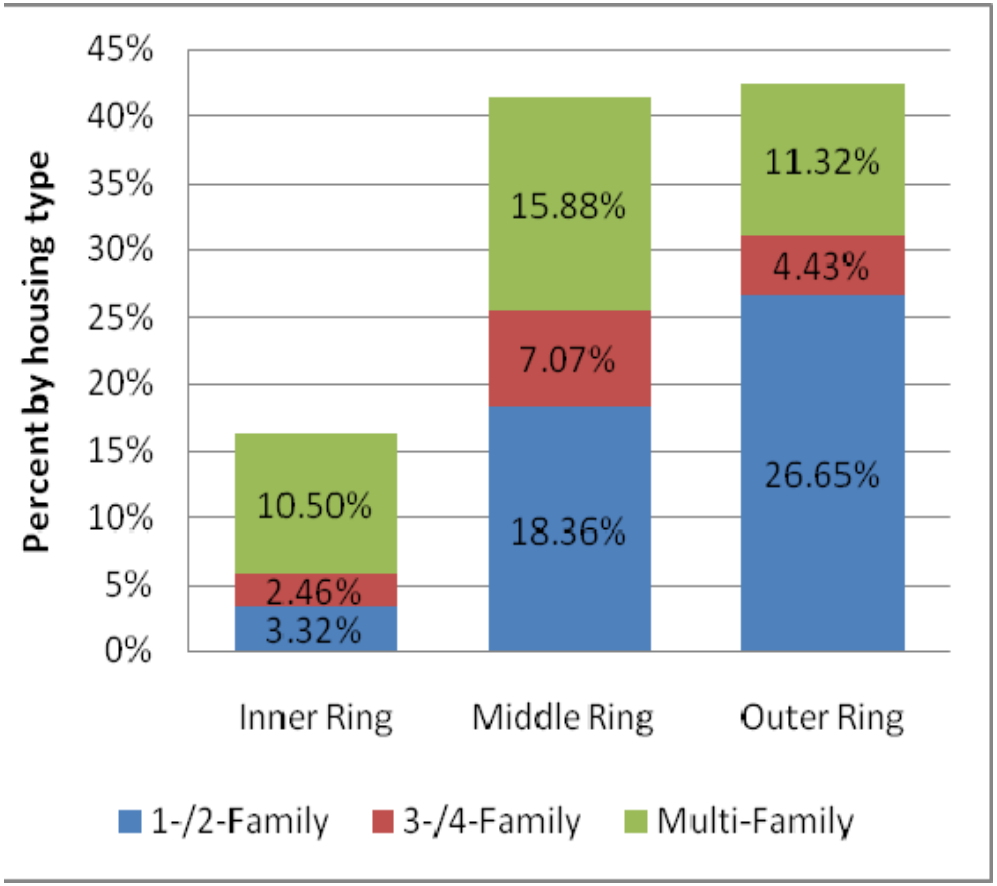
Cars per household by family status, location & building type



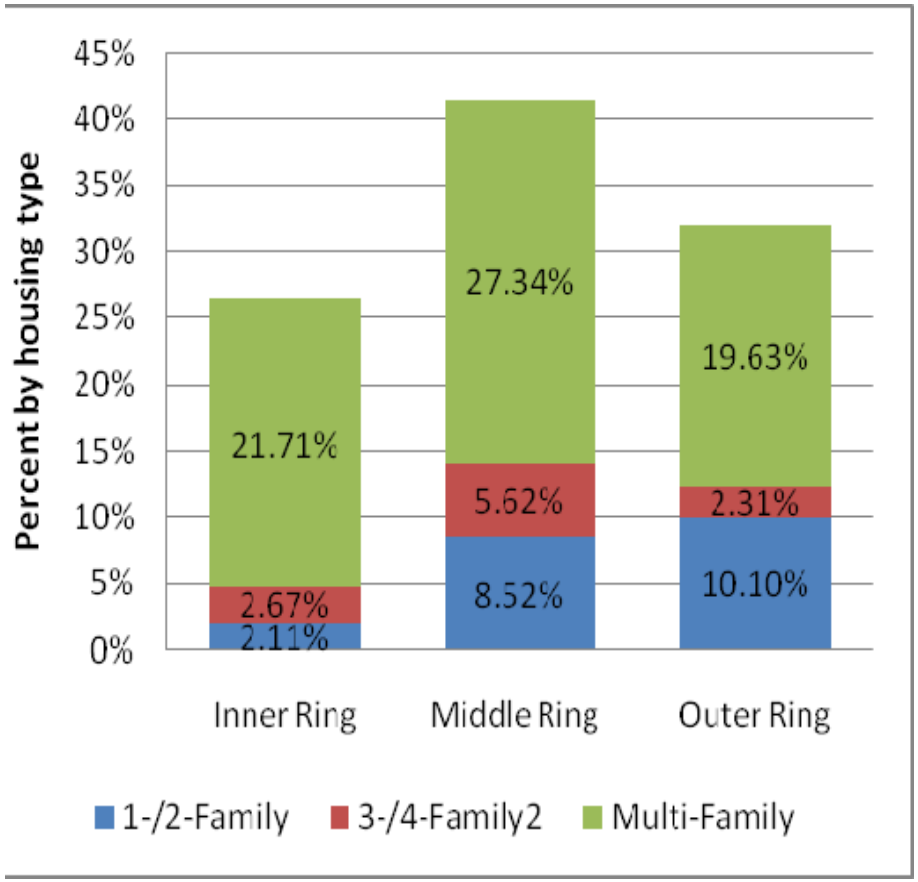
Source: ACS 2006

Residential Parking Study: Household Type by Location & Housing Type

Family Households with Children

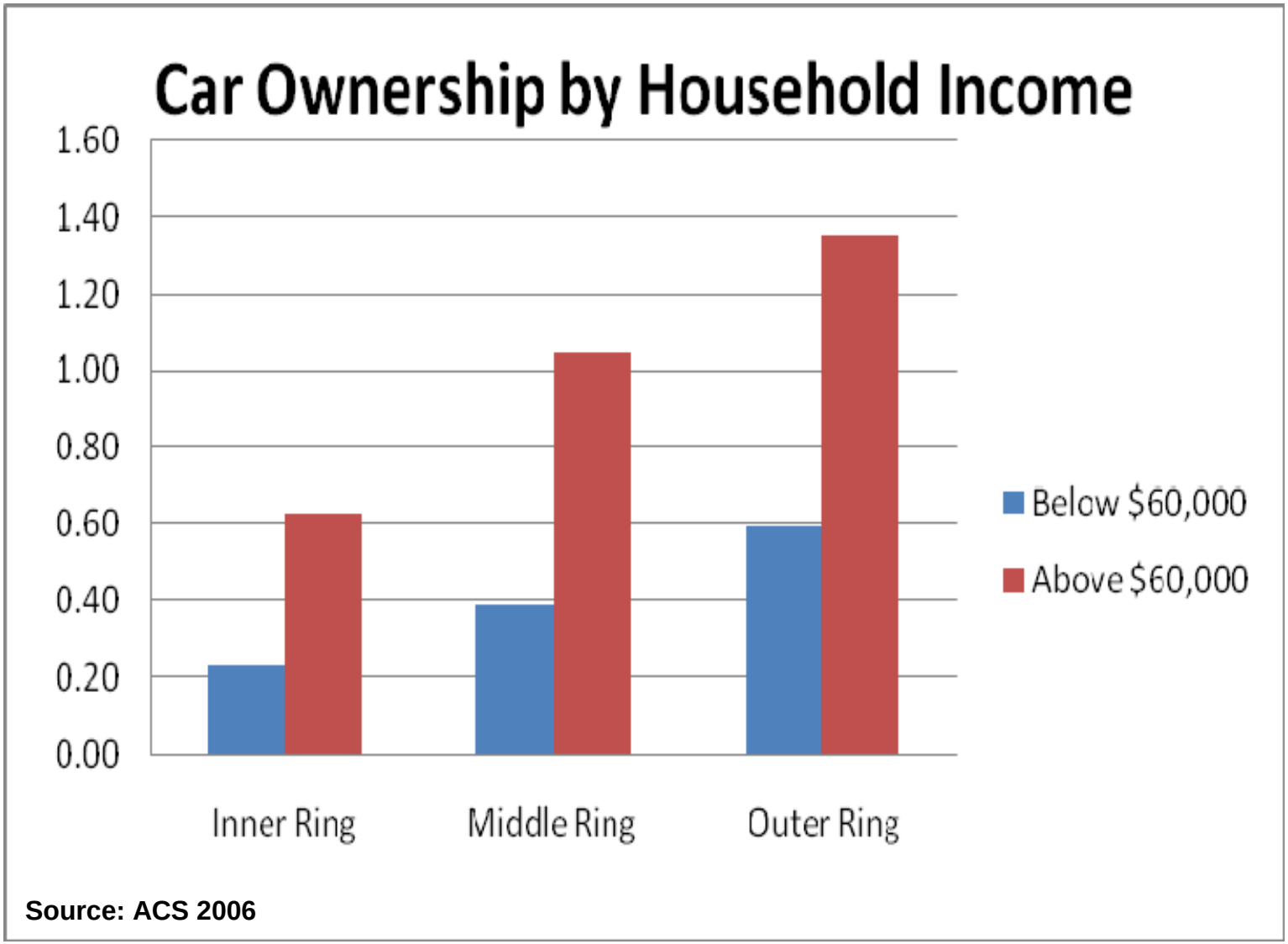


Nonfamily Households



Source: ACS 2006

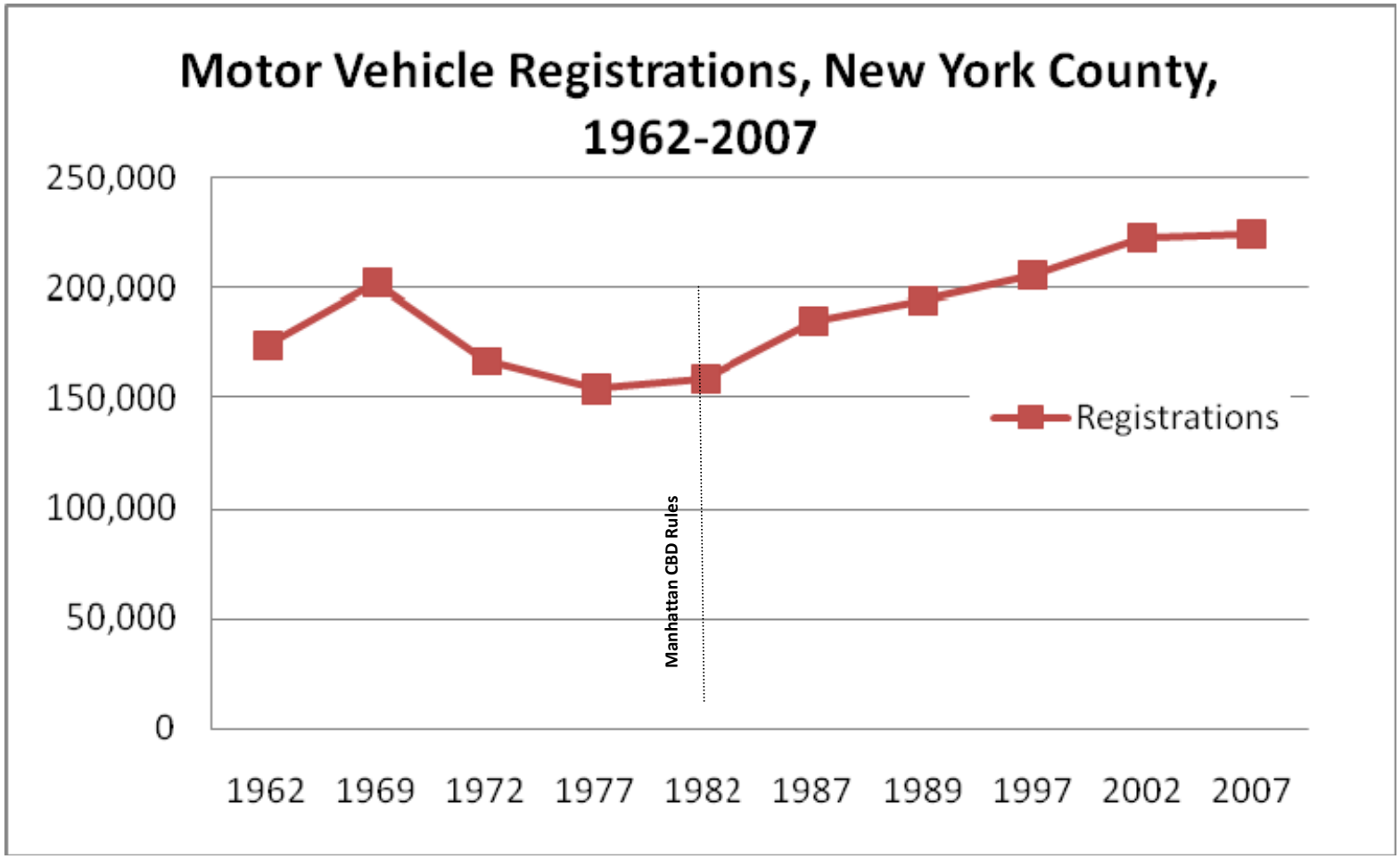
Residential Parking Study: Income & Car Ownership



Source: ACS 2006

Residential Parking Study: Manhattan Car Ownership Since 1962

Rising registrations of car ownership for Manhattan households

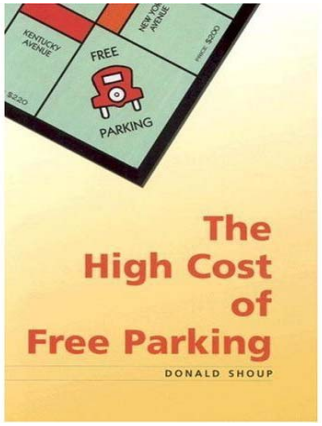


Source: NYSDMV, passenger vehicle registrations since 1962, New York County

RECOMMENDATIONS FOR FURTHER STUDY

- Study requirements in inner ring locations
- Explore demand management opportunities
- Evaluate the relationship between proximity to transit and parking demand
- Study relationship between parking and building design
- Evaluate impacts of providing parking on housing cost
- Assess needs and characteristics of subsidized developments

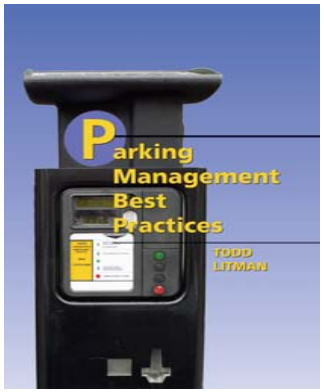
Best Practices in Parking Policy



Interview 15 Cities

Parking Requirements and Policies

Arlington, Boston, Chicago , Los Angeles , Milwaukee, Minneapolis, Philadelphia, Portland, San Diego , San Francisco , Seattle, Washington DC , London , Toronto , Vancouver



Identify innovative policies

Review applicability in NYC context

Some policies already exist in NYC – parking maximums in the central business district

Other policies already being considered – car sharing text amendment

Manhattan Core Study

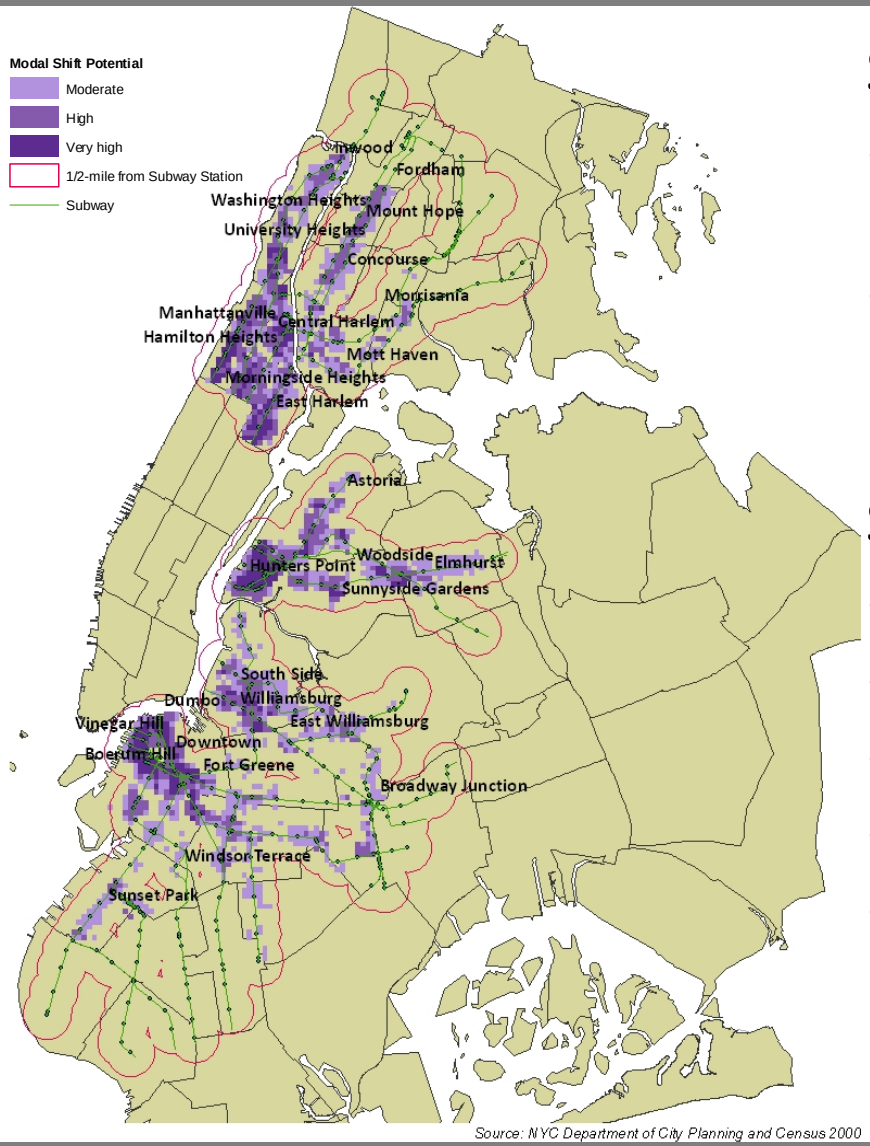
Policy Considerations

- → Supply of DCA-licensed public parking in the Core has declined 22,000 spaces since 1978, from 127,000 to 105,000
- → How do we determine what the appropriate supply is to meet the needs of Manhattan?

Parking Survey

- → Interview users of public parking
- → Conducted March-April 2009
- → Will analyze over 2000 intercept surveys in ~ 100 parking garages and lots

Inner Ring Study: Neighborhoods with Modal Shift Potential



Source: NYC Department of City Planning and Census 2000

Study Areas:

- High density, transit-rich neighborhoods
- Low commute times & high transit share

Scope of Study:

- Auto ownership patterns
- Auto utilization
- Parking supply
- Parking pricing
- Policies to encourage modal shift from car to public transportation

Next Steps

- Complete Best Practices & Manhattan Core Studies
- Begin Inner Ring Study
- Proceed with citywide car sharing text amendment