

Inventory of parking provisions in the NYMTC Region



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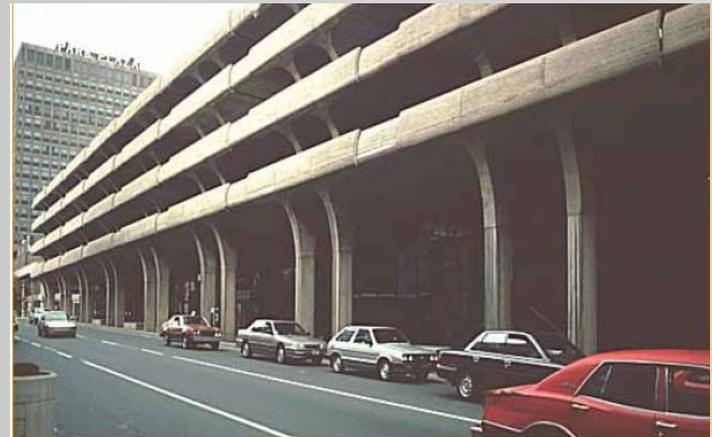
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Agenda

- Introduction and Importance
- Research Methodology
 - Zoning ordinances
 - Survey/questionnaire
- Findings
- Innovative parking practices

Introduction and Importance



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Research Question

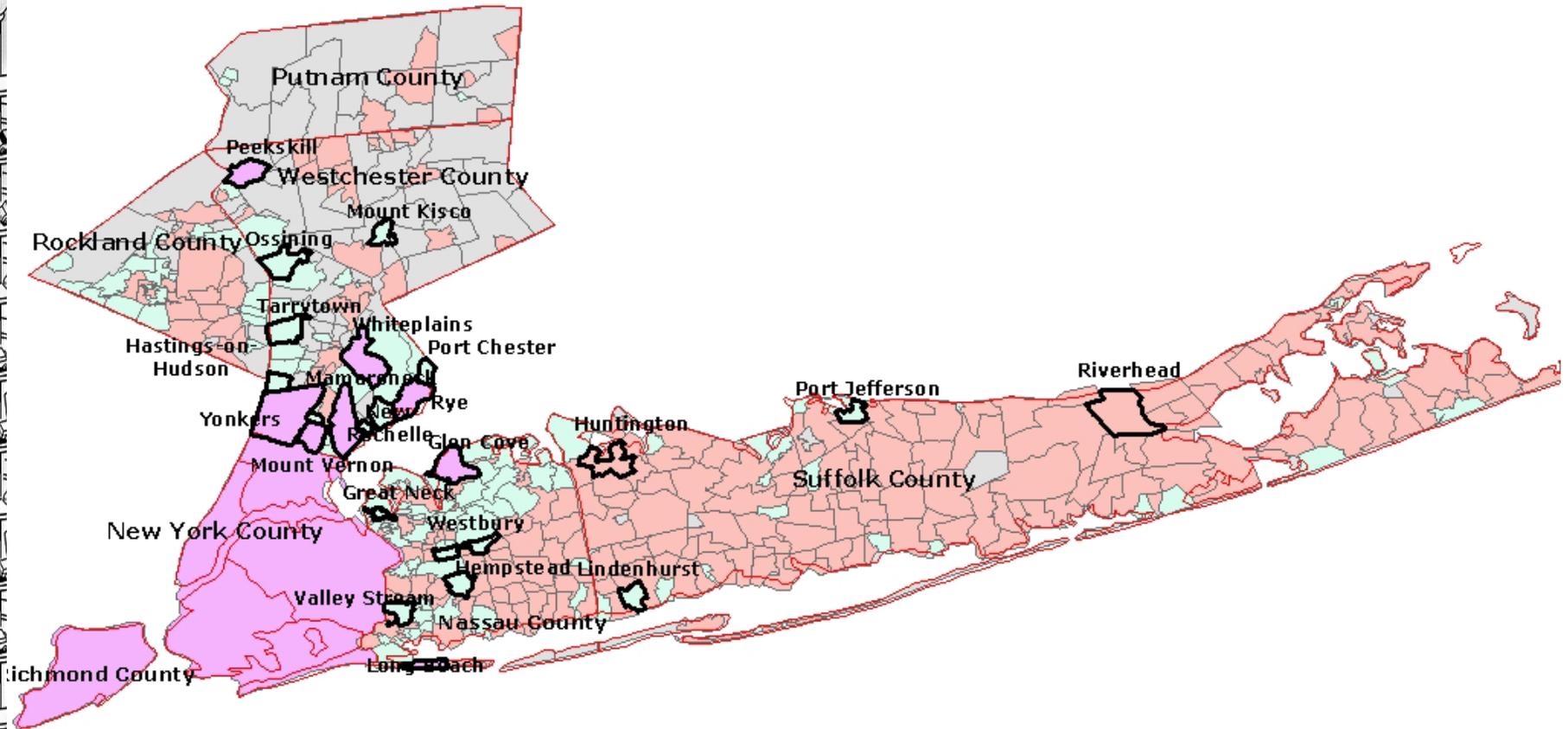
How parking provisions/policies vary across different municipalities

Methodology

- Stratified sampling based on density and development
- Summarize parking provisions from zoning ordinances (Municipal codes)
- Phone interviews (Questionnaire)
 - County planners
 - Municipality planners/Building inspectors/Parking Authority
 - Developers

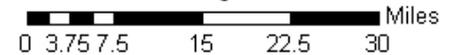
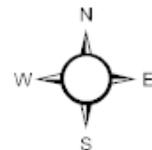


Sample municipalities



Sample of select municipalities

- Village
- City
- CDP





Parking Practices

Parking Practices	Municipalities																						
	Riverhead	Huntington	Clarkstown	Greenburgh	Port Jefferson	Rye	Tarry Town	Hastings on Hudson	Glen Cove	Mamaroneck	Peekskill	White Plains	Mamaroneck	Westbury	Larchmont	New Rochelle	Great Neck	Ossining	Yonkers	Mount Vernon	Long Beach	Bronxville	
Shared parking																							
Overlay district																							
Joint use																							
Satellite Parking																							
Alternate side of the street																							
Parking credit																							
Parking maximums																							
Residential permit																							
Fee in Lieu																							
Parking district																							
Time limit parking																							
Incentive zoning																							



Findings

- Different character of municipalities; similar parking provisions
- “Inadequacy” of spaces is a major parking problem
- Parking authority or a Parking Bureau enforces and regulates parking in 4/22 of the municipalities. These authorities charge for on street and off street parking as well.
- Parking district and fee in lieu of parking is available in 4/22 of the cases. These are usually dense urban municipalities
- Commuter lots are free or are charged minimal





Findings

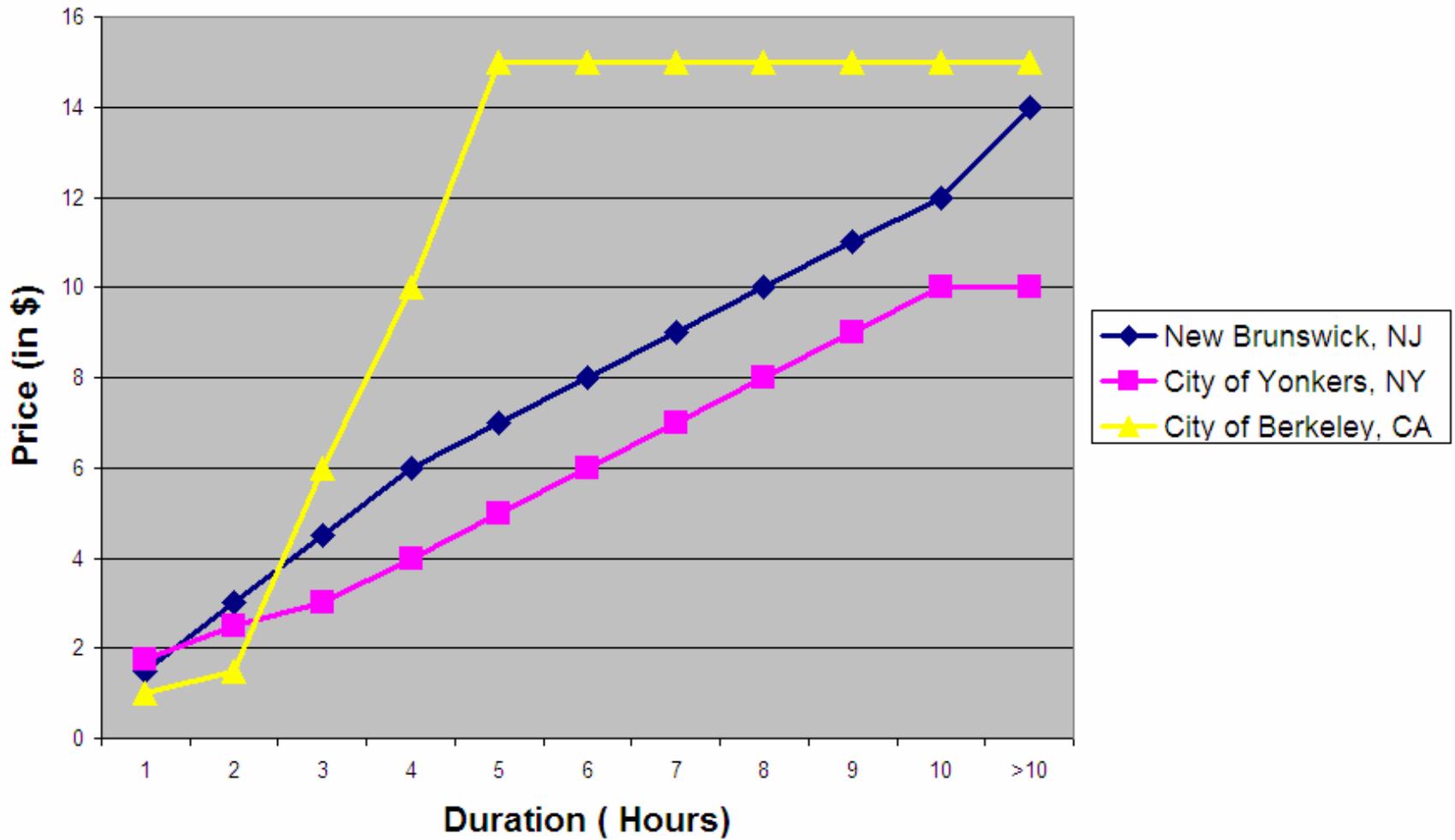
- On street parking is free, but there is a time limit on parking
- Municipal parking lots are regulated through permits and meters in 16/22 municipalities
- Concept of overlay district is seen in ordinances in 3/22 municipalities.
- Inadequate residential parking permits, fines due to expired parking meters is a major problem in 17/22 of the municipalities.



Findings

- Variance: Parking provisions are not restrictive; 10/22 of the municipalities state that the developers do not need to apply for variance so often
- Shared parking provision is recommended in zoning ordinances in 20/22 of the municipalities

Pricing



Regulatory provisions



Multi space pay and display stations, NYC



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**Pay station
Village of Port Jefferson**



Innovative Practices

- **Design-** Spring Street garage, Princeton
- **Demand Management-** Gas Light Commons, South Orange, NJ and Liberty Harbor, Jersey City, NJ
- **Management Authorities-** Parking Authorities, New Brunswick, NJ
- **Financing-** Ferren Mall, New Brunswick

Parking Design



Spring street, Princeton, NJ

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Parking Maximums



Liberty Harbor Project, Jersey City



Gas light commons, South Orange



International Park (ing) Day

To rethink the way streets are used, call attention to the need for urban parks, and improve the quality of urban human habitat.... at least until the meter runs out!



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Comments - Questions

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