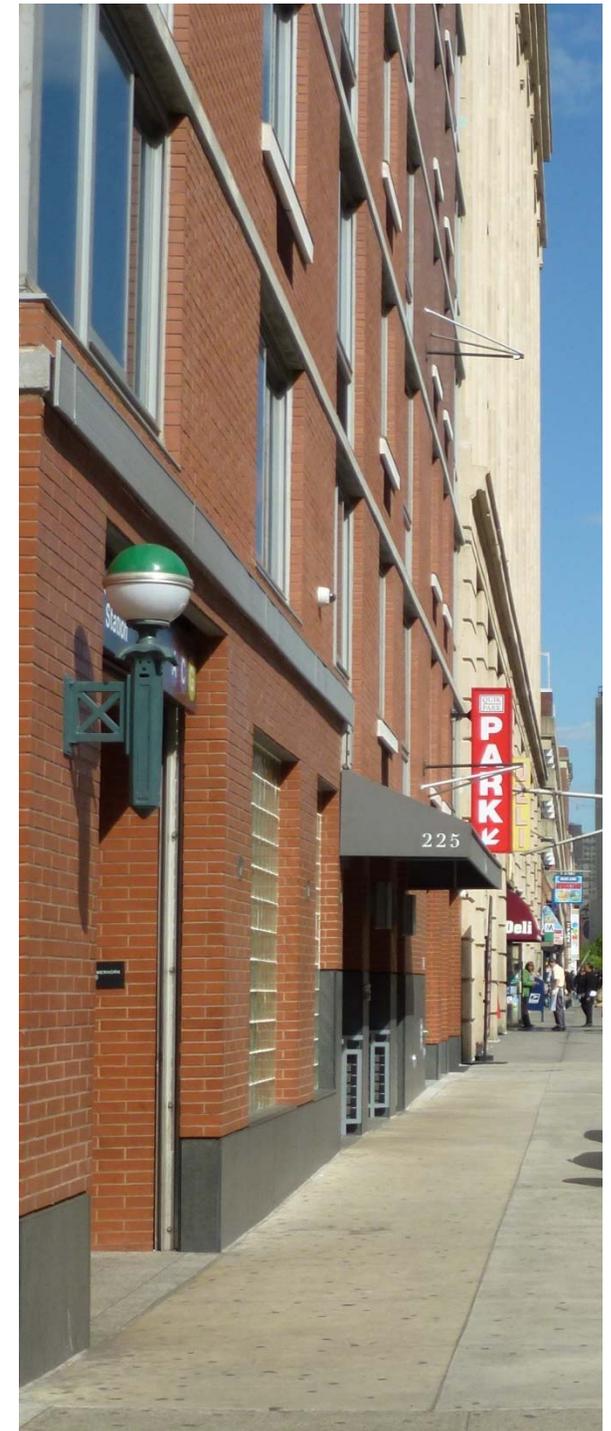


DOWNTOWN
Brooklyn

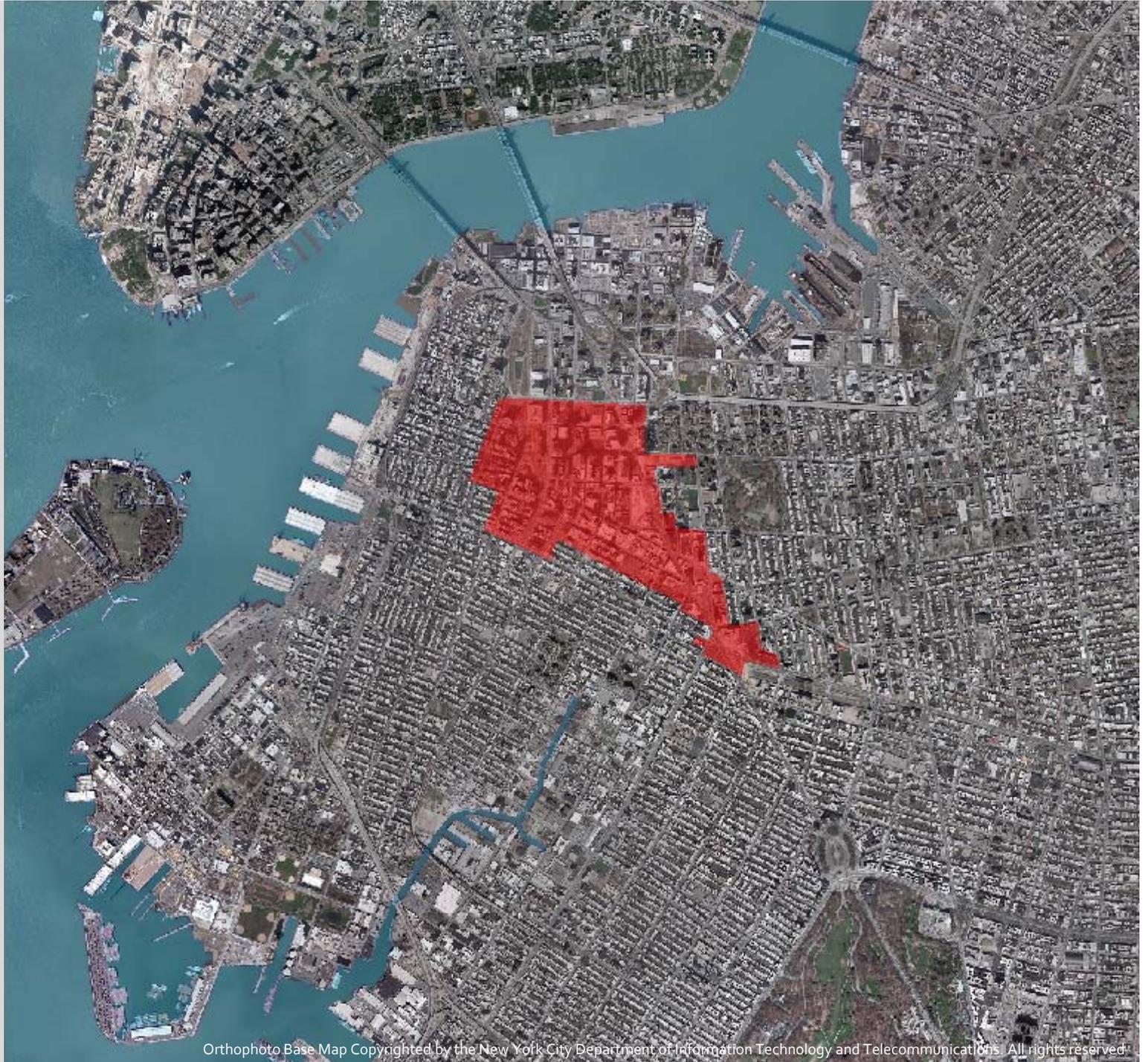
OFF-STREET
PARKING
AMENDMENTS

NYCPLANNING
DEPARTMENT OF CITY PLANNING CITY OF NEW YORK

JUNE 4, 2012



LOCATION



DOWNTOWN *Brooklyn* PARKING

Orthophoto Base Map Copyrighted by the New York City Department of Information Technology and Telecommunications. All rights reserved.

PROPOSAL

AMEND DOWNTOWN BROOKLYN'S PARKING REQUIREMENTS:

- 1. Match Residential Requirements to Residents' Use**
- 2. Encourage Affordable Housing**
- 3. Provide Additional Opportunities for Public Parking**

DOWNTOWN
Brooklyn
PARKING

ISSUES

STUDY OF OFF-STREET PARKING IN DOWNTOWN BROOKLYN:

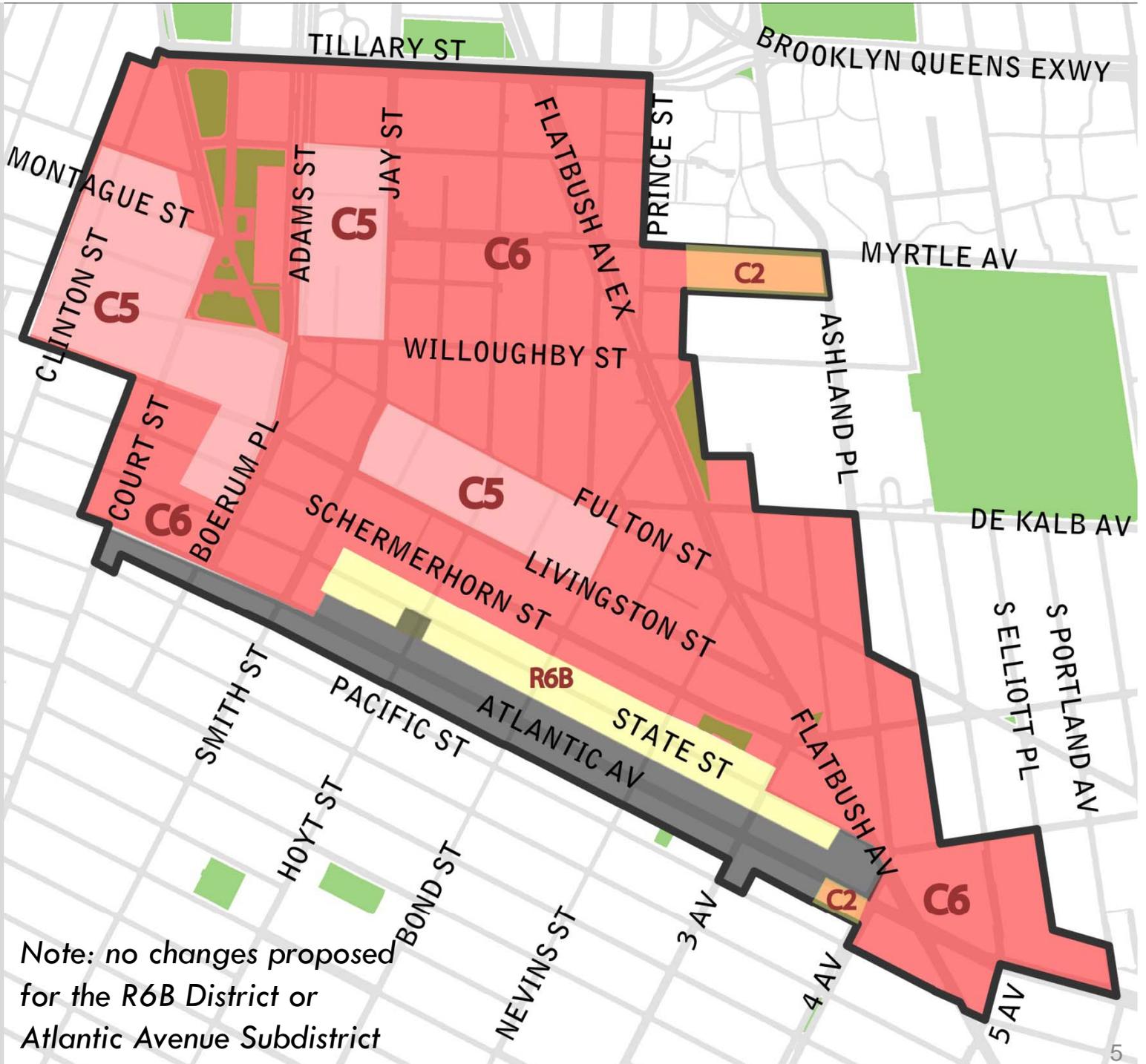
- **LOWER CAR OWNERSHIP RATE:**
22% of Downtown Brooklyn households own cars compared to 32% of CD2 households and 45% of households citywide
- **EXCESS PARKING SUPPLY:**
Parking in Downtown Brooklyn is half empty on weekends and more than half empty during evenings, including parking accessory to residential buildings¹
- **UNNECESSARY COST:**
Parking costs approximately \$50,000 a space to build

DOWNTOWN *Brooklyn* PARKING

¹ Phillip Habib Associates/Downtown Brooklyn Partnership Existing On-Street and Off-Street Parking Inventory and Utilization Study, 2011

**EXISTING
ZONING:
High-Density
Commercial
Districts**

**DOWNTOWN
Brooklyn
PARKING**



Note: no changes proposed for the R6B District or Atlantic Avenue Subdistrict

**TRANSIT
ACCESS**



**DOWNTOWN
Brooklyn
PARKING**

**PARKING
SUPPLY**

CURRENT:

**9,650 OFF-STREET PARKING SPACES IN DOWNTOWN
BROOKLYN**

66% are in public garages

24% are in public lots

*10% are in garages accessory to residential buildings**

PLANNED:

1,160 spaces planned for public garages in City projects:

Willoughby Square (up to 694 spaces)

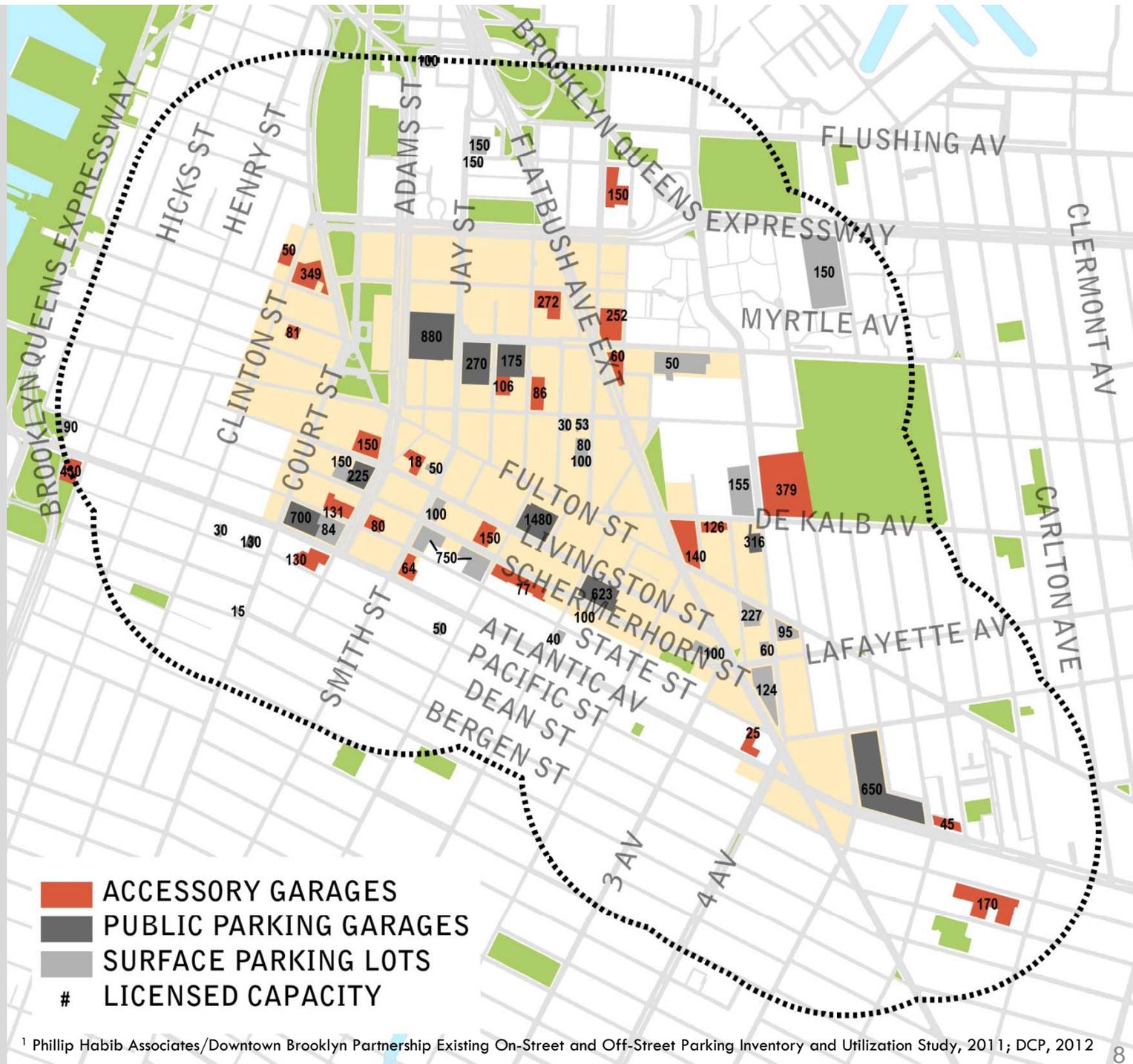
BAM Cultural District (up to 466 spaces)

**DOWNTOWN
Brooklyn
PARKING**

* All of these garages have public parking licenses from the Department of Consumer Affairs

EXISTING PARKING SUPPLY

DOWNTOWN *Brooklyn* PARKING



¹ Phillip Habib Associates/Downtown Brooklyn Partnership Existing On-Street and Off-Street Parking Inventory and Utilization Study, 2011; DCP, 2012

**CURRENT
RULES**

**ACCESSORY
vs.
PUBLIC
PARKING**

**DOWNTOWN
Brooklyn
PARKING**

ACCESSORY PARKING:

- Intended for the users of a building (residents, employees, shoppers, etc.)
- Can be used by the public when not wanted by residents – rules vary by zoning district

PUBLIC PARKING:

- To be used by the general public

**CURRENT
RULES**

**ACCESSORY
PARKING
REQUIREMENTS**

**DOWNTOWN
Brooklyn
PARKING**

**CURRENT MINIMUM OFF-STREET ACCESSORY PARKING
REQUIREMENTS:**

- Commercial Development: None
- Community Facilities: None*
- Residential Development: 40% of units**
 Affordable Housing: 25% of “Government-Assisted” units***

* Parking is required for hospitals.

** R7-1/C2-4: 50% of units
Reduced or waived for small lots (generally less than 15,000 sq. ft.)
Waived when a small number of spaces would have been required

*** R7-1/C2-4: 45% of units
Reductions and waivers apply

**CURRENT
RULES**

**ACCESSORY
and
PUBLIC
PARKING
LIMITS**

**DOWNTOWN
Brooklyn
PARKING**

CURRENT ACCESSORY PARKING RULES:

- 225* extra parking spaces allowed in addition to minimum requirement for most buildings in Downtown Brooklyn
- In C6 Districts, short-term parking by the public is allowed
- In C5 Districts, parking by public is limited to weekly or monthly

CURRENT PUBLIC PARKING RULES:

- Public parking garages require a special permit**
- Public parking lots up to 150 spaces are permitted as-of-right***

* 150-225 extra spaces allowed for non-Quality Housing buildings

200-300 extra spaces allowed for Quality Housing buildings

** Up to 150 spaces in C2 districts as-of-right

*** Lots require special permit in C5 districts

PROPOSAL

AMEND PARKING REQUIREMENTS IN SPECIAL DOWNTOWN BROOKLYN DISTRICT

1. MATCH REQUIREMENTS TO RESIDENTS' USE:

Reduce requirement from 40% to 20% of units

2. ENCOURAGE AFFORDABLE HOUSING

3. PROVIDE ADDITIONAL OPPORTUNITIES FOR PUBLIC PARKING

DOWNTOWN
Brooklyn
PARKING

**USE OF
OFF-STREET
PARKING**

**DOWNTOWN BROOKLYN'S PARKING IS LEAST USED AT TIMES
WHEN RESIDENTS' PARKING DEMAND IS GREATEST:**

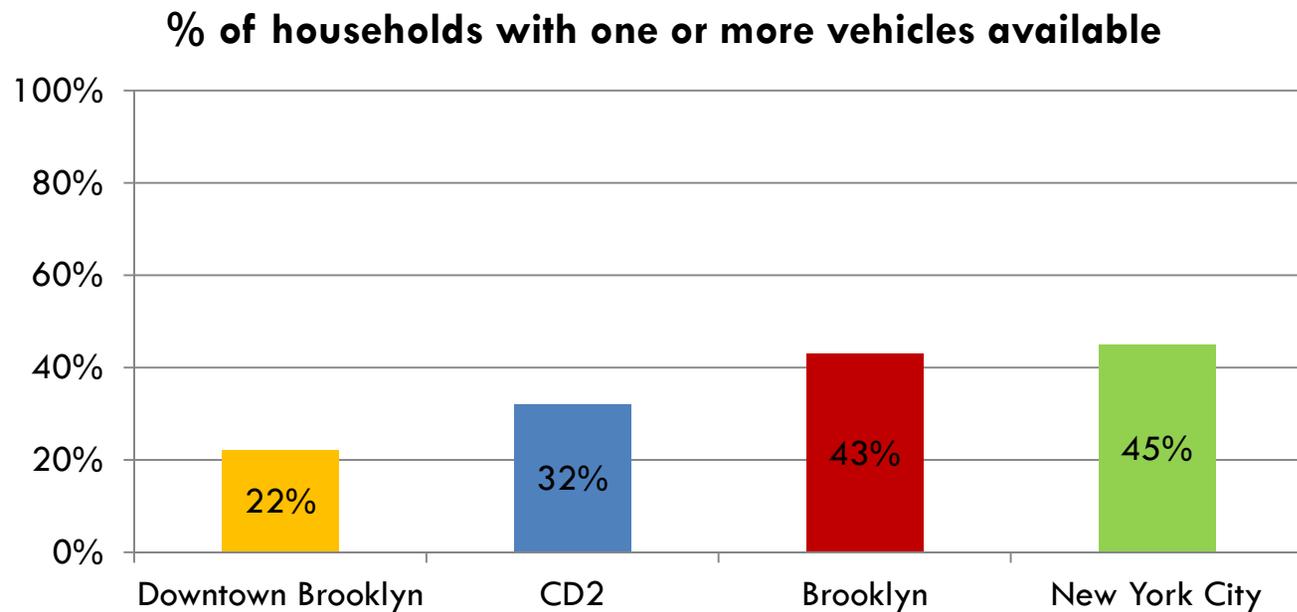
- 40% of spaces are used in the evening
- 50% of spaces are used on weekends
- 80% of parking spaces are used during the day

**DOWNTOWN
Brooklyn
PARKING**

¹ Phillip Habib Associates/Downtown Brooklyn Partnership Existing On-Street and Off-Street Parking Inventory and Utilization Study, 2011

**VEHICLE
OWNERSHIP**

DOWNTOWN BROOKLYN'S RESIDENTS HAVE LOW RATES OF CAR OWNERSHIP:



**DOWNTOWN
Brooklyn
PARKING**

Source: 2008-10 ACS PUMS, Population Division, New York City Department of City Planning;
Downtown Brooklyn data is from the 2006-2010 ACS AFF, Census Tracts 9, 11, 15 and 37, Population Division, NYC DCP

**PROPOSED
RULES**

**Accessory
REQUIREMENTS**

**DOWNTOWN
Brooklyn
PARKING**

PROPOSAL:

- **MATCH RESIDENTIAL PARKING REQUIREMENTS TO USE BY RESIDENTS;**
Reduce the minimum parking requirement from 40% to 20% of residential units*

* Reduced or waived for small lots (less than 15,000 sq. ft.)
Waived when a small number of spaces would have been required

Example



Avalon Fort Greene
631 rental units

Currently required
parking:
252 spaces

Evening use:
88 spaces

Requirement for a
similar building
under the proposal:
126 spaces

**DOWNTOWN
Brooklyn
PARKING**

PROPOSAL

AMEND PARKING REQUIREMENTS IN SPECIAL DOWNTOWN BROOKLYN DISTRICT

1. MATCH REQUIREMENTS TO RESIDENTS' USE

2. ENCOURAGE AFFORDABLE HOUSING:

Remove parking requirements for affordable units

3. PROVIDE ADDITIONAL OPPORTUNITIES FOR PUBLIC PARKING

**PROPOSED
RULES**

**AFFORDABLE
UNITS**

**DOWNTOWN
Brooklyn
PARKING**

PROPOSAL:

- **ENCOURAGE AFFORDABLE HOUSING:**

- Remove parking requirement for affordable units

Reflects lower auto-ownership among households in affordable housing

Reduces cost of development

Encourages use of Inclusionary Housing Program

PROPOSAL

AMEND PARKING REQUIREMENTS IN SPECIAL DOWNTOWN BROOKLYN DISTRICT

1. MATCH REQUIREMENTS TO RESIDENTS' USE

2. ENCOURAGE AFFORDABLE HOUSING

3. PROVIDE ADDITIONAL OPPORTUNITIES FOR PUBLIC PARKING

- Allow accessory garages to be used by the public
- Allow below-grade public parking garages up to 225 spaces as-of-right
- Allow accessory spaces off-site in new public garages

DOWNTOWN *Brooklyn* PARKING

ISSUES

PARKING RULES VARY ACROSS DOWNTOWN BROOKLYN:

Parking utilization is similar but zoning rules are different

OFF-SITE PARKING CAN BE MORE EFFICIENT:

Lets constrained sites be developed, particularly sites over subway tunnels, and makes better use of evening excess parking supply

PUBLIC PARKING IS WELL-USED ON WEEKDAYS:

The greatest demand for parking is during the business day, when parking occupancy is approximately 80%

SPECIAL PERMITS REQUIRE A SIGNIFICANT INVESTMENT

Time, cost and uncertainty of applying for a special permit may act as deterrent to providing additional public parking

RESIDENTIAL ACCESSORY PARKING EFFECTIVELY OPERATES AS PUBLIC PARKING

**PROPOSED
RULES**

**PUBLIC
parking**

**DOWNTOWN
Brooklyn
PARKING**

PROPOSAL:

• **PROVIDE ADDITIONAL OPPORTUNITIES FOR PUBLIC PARKING**

- Allow accessory garages to be used for short-term parking by the public in all districts
- Allow accessory spaces off-site in new public garages
- Allow below-grade public parking garages up to 225 spaces as-of-right

**PROPOSED
RULES**

**ADDITIONAL
Requirements**

**DOWNTOWN
Brooklyn
PARKING**

PROPOSAL:

- **REQUIRE FEATURES TO REDUCE CONFLICTS AT ENTRANCES AND EXITS:**
 - Reservoir spaces to keep cars from backing up onto the street
 - Stop signs and speed bump at exits
- **RECOGNIZE NEW TYPES OF PARKING GARAGES:**
 - Count indoor stacker trays as floor area
 - Count trays in automated garages as parking spaces and as floor area

**PROPOSED
RULES**

**AUTOMATED
Garages**



**DOWNTOWN
Brooklyn
PARKING**

- Each tray counts as a parking space, except maneuvering spaces
- Each tray counts as 153 square feet for zoning purposes
- Each location where the car is left to be transferred to the facility counts as a reservoir space

PROPOSAL

AMEND PARKING REQUIREMENTS IN DOWNTOWN BROOKLYN

1. MATCH RESIDENTIAL REQUIREMENTS TO RESIDENTS' USE:

- Reduce accessory residential parking requirement from 40% to 20% of units

2. ENCOURAGE AFFORDABLE HOUSING:

- Remove parking requirements for affordable units

3. PROVIDE ADDITIONAL OPPORTUNITIES FOR PUBLIC PARKING:

- Allow short-term parking by the public
- Allow accessory spaces off-site in new public garages
- Allow below-grade public garages as-of-right

DOWNTOWN *Brooklyn* PARKING