Parking Best Practices, 2011

Parking Best Practices is a compilation of parking regulations and policies used by various cities across the United States, Canada, and London as a way to manage on-street and off-street parking resources, as well as address traffic congestion. For decades parking regulations in city zoning codes made generous accommodations for cars. In recent years cities have started implementing new strategies with the goal of providing an appropriate amount of spaces for cars while promoting walkable communities and encouraging the use of alternative modes of transportation.

In the last decade, New York City's land use policies have further refocused development in transit oriented, walkable communities. New York City's extensive transportation network promotes high-density development and enables residents, commuters, and visitors to get around the city by subway, train, bus, ferry, bike, or on foot in addition to traveling by car. Car ownership is lower in New York than most other places, in large part, because of the many transportation options. This allows New York to have lower parking requirements than most cities.

New York already uses maximums, requires parking for bicycles and car share vehicles, and caps the amount of parking spaces in public parking facilities. However, many of New York City's parking regulations have been in place for decades and the Department of City Planning is currently reviewing parking regulations set forth in the Zoning Resolution. There is potential to do more. Moving forward, the City will reach out to communities and identify opportunities where current policies could be adjusted, or new strategies could be introduced to make neighborhoods even better.

The report provides general definitions of parking policies or parking programs along with relevant examples. In addition, there are case studies of twelve different cities summarizing parking policies – both within and beyond each city's central business district – followed by sections on current overall policies and programs, waivers and variances. The table below highlights population, journey to work, and parking data for each city included in the case study section.

City Geographic and Parking Information

City	Population	Land Area square miles	Population Density per square mile	Central Business District square miles	Metered On-Street Parking Spaces	Off-Street Public Parking Spaces	Daily Parking Rate (median)	Monthly Unreserved Rate (median)
New York, New York	8.1 million	305	26,557	9.3	85,930	102,000 (CBD)	$44.00 (Midtown)	$550.00 (Midtown)
Boston, Massachusetts	617,000	48.4	12,748	N/A	7,300	134,000	$34.00	$402.50
Chicago, Illinois	2.7 million	237	11,392	1.6	4,500	unknown	$31.00	$325.00
Milwaukee, Wisconsin	595,000	96	6,198	1.5	6,400	25,000 (CBD)	$12.00	$110.00
Minneapolis, Minnesota	383,000	58	6,603	1	6,611	16,102	$17.25	$187.00
Philadelphia, Pennsylvania	1.5 million	135	11,111	1.5	N/A	N/A	$26.00	$314.00
Portland, Oregon	584,000	145	4,028	4.6	7,800	58,130	$9.00	$185.00
San Diego, California	1.3 million	342.5	3,796	2.27	N/A	N/A	$26.00	$180.00
San Francisco, California	805,000	47.6	16,912	0.53	25,000	15,000	$25.00	$350.00
Seattle, Washington	609,000	142.6	4,271	1.48	13,500	50,000	$28.00	$290.00
Washington, Dist. Of Columbia	602,000	64	9,406	N/A	6,700	150,000	$14.00	$215.00
London, United Kingdom	7.8 million	620	12,581	N/A	N/A	N/A	$56.68 (city)	$1,020.29 (city)

Sources: US Census, 2010; Colliers International Global CBD Parking Rate Survey, 2009.

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