



## INTERIM PARKING PLAN

In order to balance the demand for parking and the need to keep and enhance pedestrian friendly activity, the Borough must strategically locate parking in a way that maximizes the land available while reducing trips generated in the search for parking. Parking is greatly influenced by change in the land uses, and a parking plan is essential to constantly monitor the evolving need for parking. Such a plan also needs to be updated in regular intervals. The interim Parking Plan offers a calculated forecast of the Borough's parking needs, updates the current parking requirements, and sets a framework for shared parking achieved through public private partnerships.

### *a. Shared Parking*

Shared parking provides for the sharing of parking spaces by multiple users. This parking management system facilitates the use of a parking space to serve the parking needs of 2 or more land uses without conflict, thus allowing parking facilities to be used more efficiently.

Often, available parking spaces are used temporarily, and a number of parking facilities have many unused spaces. Utilization patterns often follow predictable daily, weekly and annual cycles. For example, a regular office worker uses a space near his office for a maximum of 8-10 hours on a regular day, and the same space remains unused during the night and weekends. In a mixed-use scenario, where a system of shared parking is adopted, such an empty space can be used as parking for a residential unit during the nights and weekends. In case of a church next to a public parking lot, the parking lot that serves the weekday retail clientele might be full at most times of the day during weekdays and even on Saturdays,

but the same lot can be used to accommodate parking for the churches regular service on Sunday morning.

Shared parking can be very effective in the success of downtown development. The very purpose of shared parking is to reduce the number of single occupant vehicles while increasing the number of trips by walking bicycle, car/van pool, and bus. Multiple number of uses at higher densities must be located in close proximity to the Downtown. It is extremely important to minimize the space lost unnecessarily in terms of unused spaces in surface lots/decked parking lots. With housing, commercial and office uses located in close proximity to each other there is a higher possibility of sharing parking effectively because of a higher degree of variation in the time of occupancy of parking spaces among commuters, residential users, office goers, retail customers, etc. Higher density and a system of shared parking also reduces walking distances, and increases the trip value (in terms of the tasks that can be accomplished in a single trip).

### *Borough Parking Authority or Utility*

This Plan recommends future consideration of public and commuter parking within the development scenarios in specific Sub Areas. While the Plan calls for parking facilities to be shared, it does not provide the mechanism to support the costs associated with the required construction. The Borough should consider creating a parking authority, parking utility or other entity whose sole purpose is to administer and manage parking. This entity would be created to broker deals with the Borough property owners, State, NJ Transit and developers in order to accommodate the public need for Downtown parking facilities. Furthermore, this entity would work with the Police Department in the enforcement of parking rules and regulations and would also be responsible for any parking meter installations.

### *Parking Standards*

This Plan recommends the following parking standards be implemented for all development in the Redevelopment Area. The standards are lower than the current parking standards of the Borough because typically parking requirements are lower in mixed-use areas with compact development patterns and shared parking facilities.

#### Residential

- 1.50 spaces/0-1 bedroom unit
- 1.75 spaces/2 bedroom unit
- 2.00 spaces/3 bedroom unit

#### Office

- 2 spaces/1,000 sq. ft. of floor area

#### Retail (including restaurants)

- 2 spaces/1,000 sq. ft. of floor area

### **Downtown Parking Analysis**

A detailed survey of the Downtown was conducted to determine the parking availability in each of the Sub Areas. The need for parking in the Redevelopment Area was calculated using the revised parking requirements. This data of parking availability and parking need was compared with the parking yield in proposed parking facilities in the Interim Parking Plan. The following critical assumptions were made in analyzing the Redevelopment Area parking:

- a. Single-family residential buildings and mixed-use/office buildings on individual lots are self-sufficient in meeting their parking needs, and do not rely on a shared parking arrangement.
- b. Parking required for the Downtown mixed-use developments with shared parking arrangements would be significantly lower than the normal requirements.
- c. The maximum (average) build-out for the Redevelopment Area will not be more than 3 habitable floors.
- d. All of the parking facilities at the Interim Parking Plan stage will be surface parking lots.

The analysis of existing and proposed parking indicates that consolidation of properties in the interior of each block (creating shared public/private parking facilities) greatly improves the parking yield. Parking facilities in Sub Areas 2 and 4 are in a strategic position to serve the Downtown users. These locations should become the top priority in the improvement of interim surface parking facilities into stacked parking facilities (parking decks). A land use change in Sub Area 3 is not advanced at this point and hence, the parking need within this Sub Area is not hereby amended.

In spite of the consolidation of rear parking areas, the Downtown- parking deficit in the Interim Parking Plan will be close to 290 spaces. Construction of 2 parking decks with 3 levels each in Sub Areas 2 and 5 would be adequate to meet

the parking necessity at maximum build out. It is recommended that the construction of such facilities be phased in accordance with the increase in intensity of use within the Downtown.

**Parking Summary Chart**

	Parking Need At Build-out	Existing Parking	Proposed Parking	Parking Deficit In the Interim Parking Plan
<i>(Approximate number of parking spaces)</i>				
Sub Area 1	280	80	105	175
Sub Area 2	290	100	215 (And a deck capacity of 120 spaces in each level)	75
Sub Area 3	No change in existing and proposed parking			
Sub Areas 4 and 5	230	100	175 (And a deck capacity of 130 spaces in each level)	55
Sub Area 6	200	130	215	(-)15
Total	1,000	410	710	290

