4D. Parking

4D.1 INTRODUCTION

This subchapter describes the potential effects of implementing the CBD Tolling Alternative on parking, including curbside parking (on-street parking) and parking lots and garages (off-street parking) in the regional study area for the Project. The analysis to determine potential effects includes assessments of commuter parking demand on on-street parking and off-street parking, where present; at commuter and intercity rail stations providing service along routes terminating at or near the Manhattan CBD; and at bus facilities, light-rail and subway facilities, ferry facilities, and a tramway facility in the 28-county regional study area. Separately, in New York City outside the Manhattan CBD and in the Manhattan CBD, general parking utilization and availability as well as the potential demand associated with the Project are described. This subchapter considers the Project's potential increase in demand to determine whether the Project could lead to shortfalls in parking supply.[1]

4D.2 METHODOLOGY

The analysis of the potential effects of the Project on parking conditions considered locations where transportation modeling predicts an increase in vehicle trips that would result from the Project (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling"**).

Consistent with the other analyses in this EA, the parking analysis was conducted using data collected prior to the COVID-19 pandemic. The analysis employs the methodologies outlined in the City of New York's *CEQR Technical Manual*.[2]

The *CEQR Technical Manual* recommends a tiered approach to evaluating a project's effects on parking demand and supply based on the vehicular trips generated by a project in total, and then at individual intersections. The first step in the tiered analysis is to determine whether a project could result in 50 or more additional vehicle trips during the peak hour in total. If surpassed, the second step in the tiered analysis is to determine whether a project could result in 50 or more additional vehicle trips during the

1 In addition, post-implementation, the Project's effects on parking supply and demand in New York City in and around the Manhattan CBD is required to be evaluated by New York City, and a report must be completed 18 months after the Project commences.

2 The MTA Reform and Traffic Mobility Act exempts the Project from the requirements of the New York State Environmental Quality Review Act, New York CEQR, the New York City Uniform Land Use Review Procedure, and any other local law of the City of New York of like or similar effect. NYCDOT and other New York City (NYC) agencies use the parking assessment methodology in environmental review documents to assess the potential effects of public and private projects on the supply of and demand for parking in NYC. The parking methodology is also used at times in geographies outside NYC in environmental review documents, such as when the lead agency is based in NYC. The City of New York first published the *CEQR Technical Manual* in 1991 and has released several versions since then to update methodologies based on new information and practical experience. The *CEQR Technical Manual* can be found at https://www1.nyc.gov/site/oec/environmental-quality-review/technical-manual.page.

peak hour at any individual intersection.[3] According to the *CEQR Technical Manual* methodology, that level of new vehicle trips may be large enough to result in a corresponding increase in demand for parking spaces at facilities within a quarter-mile[4] of a project, and detailed analysis of the projected increase in demand for parking relative to existing parking capacity and utilization at individual parking facilities is appropriate at such locations.

The analysis of the Project's potential effects on parking began with a review of the New York Metropolitan Transportation Council (NYMTC) Best Practice Manual (BPM) results for the Project to identify commuter rail stations and park-and-ride facilities where there would be 50 or more new vehicle trips in the peak hours resulting from the Project and, if warranted, additional analysis would be conducted.

Next, should the aforementioned tiered evaluation identify that a detailed parking analysis is warranted, the *CEQR Technical Manual* presents the methodology for determining adverse parking effects. These effects could be considered adverse depending on the location, utilization, and available supply of existing parking capacity according to surveys, and projected increase in parking demand from a project. In some circumstances, projects could adversely affect parking conditions when the demand for parking generated by a project cannot be accommodated by available parking supply, and in other circumstances, this effect would not be categorized as adverse but would be disclosed as a parking shortfall. The *CEQR Technical Manual* identifies certain neighborhoods of New York City as areas where a parking shortfall would not constitute an adverse effect because of the many other alternative modes of transportation there (i.e., where there are subway stations within a quarter-mile[5]) that do not limit trip-making to solely driving and parking. These neighborhoods are defined as "Parking Zones 1 and 2" in the *CEQR Technical Manual*. In these zones, when a project creates or exacerbates demand for parking exceeding parking supply, this is considered a shortfall but not an adverse effect.[6] Parking Zones 1 and 2 encompass all of Manhattan (including Roosevelt Island) and all or parts of the neighborhoods of the South Bronx in the Bronx, Flushing, Jamaica, Long Island City/Astoria in Queens; and Downtown Brooklyn and Greenpoint/Williamsburg in Brooklyn (**Figure 4D-1**).

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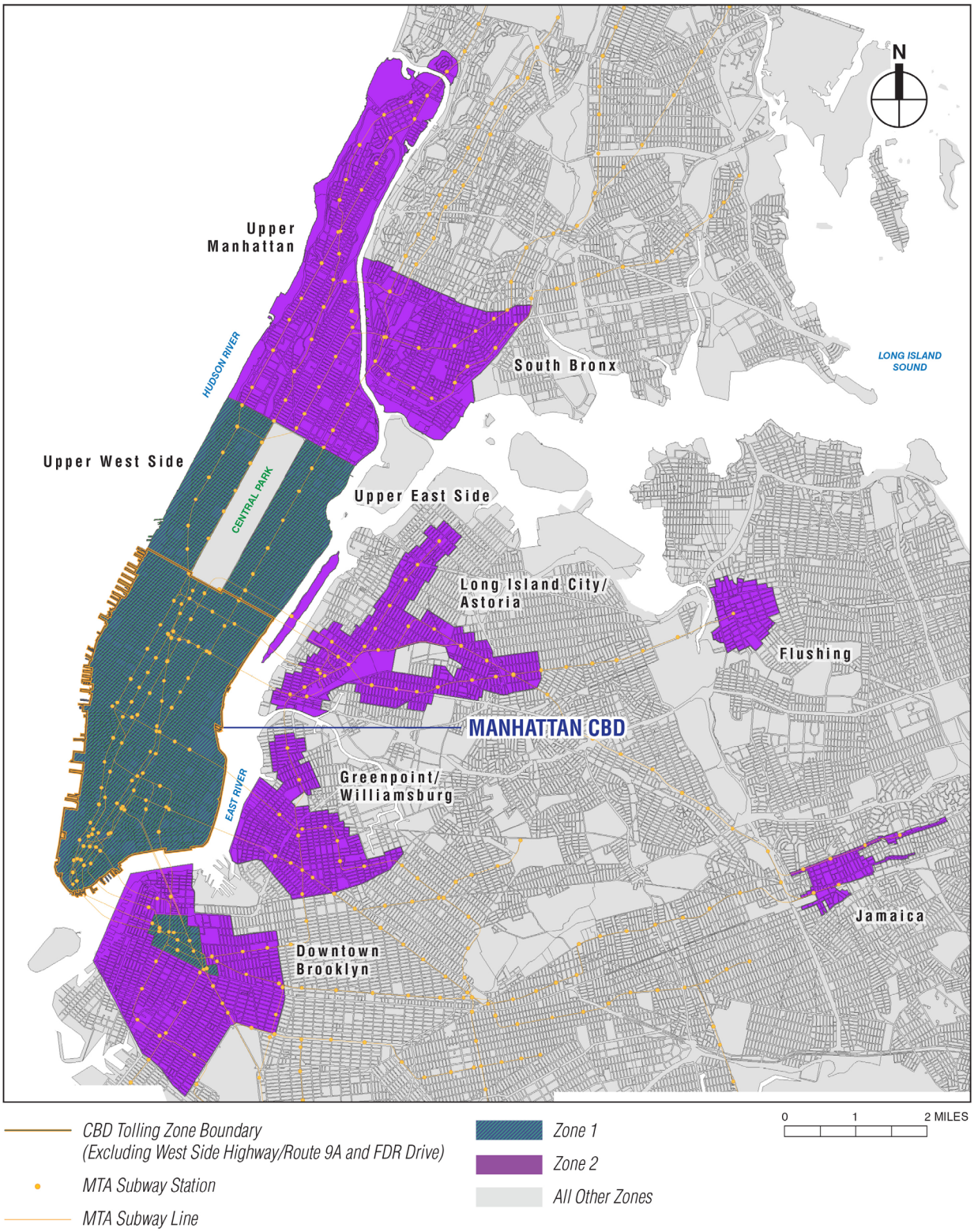
[3] According to the *CEQR Technical Manual*, "if the proposed project would generate fewer than 50 peak hour vehicle trips, the need for further traffic analysis would be unlikely." This is because the added traffic congestion from fewer than 50 vehicle trips per hour would likely fall below the published CEQR thresholds defining significant adverse traffic impacts. However, it also states that "proposed projects affecting congested intersections have at times been found to create significant adverse traffic impacts when their trip generation is fewer than 50 peak hour vehicle trips, and therefore, the lead agency, upon consultation with NYCDOT may require analysis of such intersections of concern."

[4] The *CEQR Technical Manual* states, "in general, a quarter-mile walk (taking approximately 5 to 10 minutes) is considered the maximum distance from primary off-site parking facilities to the project site," and further explains that parking availability, the destination type, and geography of the area can increase or decrease the maximum distance people are willing to walk from parking to a destination.

[5] Based on the FHWA's *Pedestrian Safety Guide for Transit Agencies*, most people are willing to walk for 5 to 10 minutes (or approximately one-quarter to one-half mile) to a transit stop, and people may be willing to walk considerably longer distances when accessing heavy rail services. https://safety.fhwa.dot.gov/ped_bike/ped_transit/ped_transguide/ch4.cfm#a.

[6] City of New York Mayor's Office of Environmental Coordination. 2020. *City Environmental Quality Review Technical Manual*. Chapter 16, "Transportation," pp. 16 to 67.

Figure 4D-1. *City Environmental Quality Review Technical Manual* Parking Zones



Source: City of New York 2020 *City Environmental Quality Review Technical Manual*, Map 16-2.

[Note: For an audio description, please go to the following link: https://www.youtube.com/watch?v=e3t1w-ENOZ8&list=PLZHkn788ZQJPEY5zv-dr2gzkzMQFMgb_2&index=2.]

In addition, project-related shortfalls in parking may not constitute an adverse effect if other parking is available within a reasonable walking distance. Outside of Parking Zones 1 and 2, increases in parking demand that result in parking shortfalls can constitute adverse effects when the resulting parking shortfall exceeds more than half of the available on-street and off-street parking spaces within a quarter-mile of the location where the shortfall would occur. This determination should take into consideration the availability and extent of transit in the area and its proximity to the new parking demand, features of a project that result in vehicle trip reductions, and travel modes of customers in the area.

4D.3 AFFECTED ENVIRONMENT

4D.3.1 Regional Study Area

The regional study area for this EA includes 28 counties in the New York metropolitan area, which are the main catchment area for trips to and from the Manhattan CBD (see **Chapter 3, "Environmental Analysis Framework," Section 3.3.1.1**). The region has an extensive public transit network that includes commuter and intercity rail providing service along routes terminating at or near the Manhattan CBD, buses operating throughout the region, light rail and subways, ferries, and a tramway. **Subchapter 4C, "Transportation: Transit,"** provides a description of transit services throughout the regional study area, including those that serve the Manhattan CBD.

As described in **Section 4D.1**, the analysis includes an assessment of commuter parking demand at on-street parking and off-street parking, where present, at and near public transit facilities in the regional study area, where the Project's commuter parking effects are anticipated to be most concentrated. Specifically, transportation modeling predicts that increases in vehicular trips to public transit would be highest at and near commuter rail and park-and-ride facilities, and, relatively, that there would be much lower increases in vehicular trips to subway stations, light rail, and other modes of public transit without dedicated commuter parking facilities nearby. Therefore, this subsection evaluates parking utilization and demand at and near commuter rail and park-and-ride facilities, and other subsections discuss general parking utilization and capacity in New York City outside the Manhattan CBD, and in the Manhattan CBD, related to the Project.

While approximately 29 percent of the regional workforce commutes to work via public transit, this share is substantially higher for commuters to jobs in New York City (approximately 56 percent of workers with jobs in New York City use public transportation to travel to work) and is even greater for commuters to jobs in the Manhattan CBD (more than 85 percent of workers with jobs in the Manhattan CBD use public transportation to travel to work (see **Tables 6-5 and 6-6** in **Chapter 6, "Economic Conditions"**).[7]

Most of the approximately 400 intercity and commuter rail stations[8] in the regional study area have parking lots and garages for rail passengers to use. The parking facilities at rail stations vary in size from small

[7] Sources: Regional and New York City workforce data from American Community Survey 2015–2018 5-year estimates, U.S. Census Bureau; CBD data from Census Transportation Planning Package, 2012–2016, U.S. Census Bureau.

[8] Metro-North Railroad map. 2022. http://web.mta.info/mnr/html/mnrmap.htm; Long Island Rail Road map. 2022. http://web.mta.info/lirr/Timetable/lirrmap.htm; and New Jersey Transit Commuter Rail map including PATH, Newark, and Hudson Bergen Light Rail. 2022. https://d2g63oyneaimm8.cloudfront.net/sites/default/files/pdfs/rail/Rail_System_Map.pdf.

surface lots to large, multilevel garages and are owned by the transit agency, a private operator, or the municipality where the station is located. Commuter rail stations typically charge a fee to park. Some facilities restrict use to residents of the municipality, some require a monthly permit for their use, and some are available to the general public. An individual rail station might have a combination of parking operators and multiple types of fee structures within one or at multiple parking facilities.

In addition, several other rail and non-rail transit hubs in the regional study area have parking facilities for their customers, such as the PATH Journal Square Station and various commuter park-and-ride lots with access to bus service into New York City. While most commuters using commuter rail and park-and-ride lots drive either alone or in a carpool to the transit facility, others walk, bike, or are dropped off there by local buses, shuttles, and private or for-hire vehicles.

Typically, parking facilities at the regional study area's commuter rail stations and transit hubs are well-used. Many are at capacity (or at least at "effective capacity," when a user perceives an off-street parking facility is full, which for commuter rail parking facilities is typically considered at or exceeding 85 percent utilization), and some facilities have waiting lists for additional parking demand that the parking operators (i.e., transit agency, municipality, or private entity that controls the facility) maintain. Based on information from the Metropolitan Transportation Authority for the Long Island Rail Road and Metro-North Railroad and from NJ TRANSIT, average pre-COVID-19 pandemic parking utilization at transit facilities across the regional study area ranged from approximately 75 percent to 100 percent of capacity, with many individual facilities reaching their effective capacity (see **Tables 4D.1.1, 4D.1.2, and 4D.1.3** in **Appendix 4D.1, "Transportation: Parking Utilization at Commuter Rail Stations in the Regional Study Area"**).

4D.3.2 New York City Outside the Manhattan CBD

As described in **Section 4D.1**, general parking utilization and capacity are discussed in this subsection to characterize the potential effects of the Project on parking. Many neighborhoods throughout New York City have curbside parking on major and minor streets. This parking is subject to regulations that limit long-term parking in business districts and that prohibit parking on some busy streets during peak periods to create capacity for traffic or buses. In addition, neighborhoods throughout New York City are subject to New York City's alternate-side parking regulations, which prohibit parking during certain times to allow street cleaning. In recent years, several New York City programs that promote repurposing on-street parking spaces with other uses have reduced the number of on-street parking spaces. These include Citi Bike, NYCDOT's bike share program, which places bike share docking stations in former on-street parking spaces; Neighborhood Loading Zone, which dedicates more curb space to commercial loading/unloading; Open Restaurants, which allows restaurants and other food-service establishments to convert on-street parking spaces to customer seating as a temporary program during the COVID-19 pandemic enabled through an emergency order; and the Open Streets program using the same emergency order as Open Restaurants, which allows certain street segments to be temporarily closed to through vehicles. New York City is currently transitioning the temporary Open Restaurants and Open Streets programs to be permanent, so the reduced number of on-street parking spaces resulting from those temporary programs is anticipated to continue. Throughout New York City, curbside parking is generally heavily used, with high demand and few available spaces during most times of the day. Although a specific survey was not conducted for this Project or can be cited, parking surveys performed as part of traffic studies in New York City typically show

high levels of weekday daytime utilization for on-street parking. Consequently, on-street spaces are generally not a reliable source of parking and finding available parking spaces that are not already occupied can involve substantial time searching for an available space.

The neighborhoods closest to the Manhattan CBD, including the Upper East Side (i.e., East 59th Street to East 96th Street, from Central Park to the East River), the Upper West Side (i.e., West 59th Street to West 110th Street, from Central Park to the Hudson River), Long Island City in Queens, and Williamsburg and Downtown Brooklyn in Brooklyn, have curbside parking on local streets subject to the regulations noted above. This parking is typically heavily used. Figure 4D-2 shows the locations of these neighborhoods. Some commercial centers in Brooklyn and Queens, including Long Island City, Flushing, and Jamaica in Queens, have public off-street parking facilities, and these too are typically heavily used.

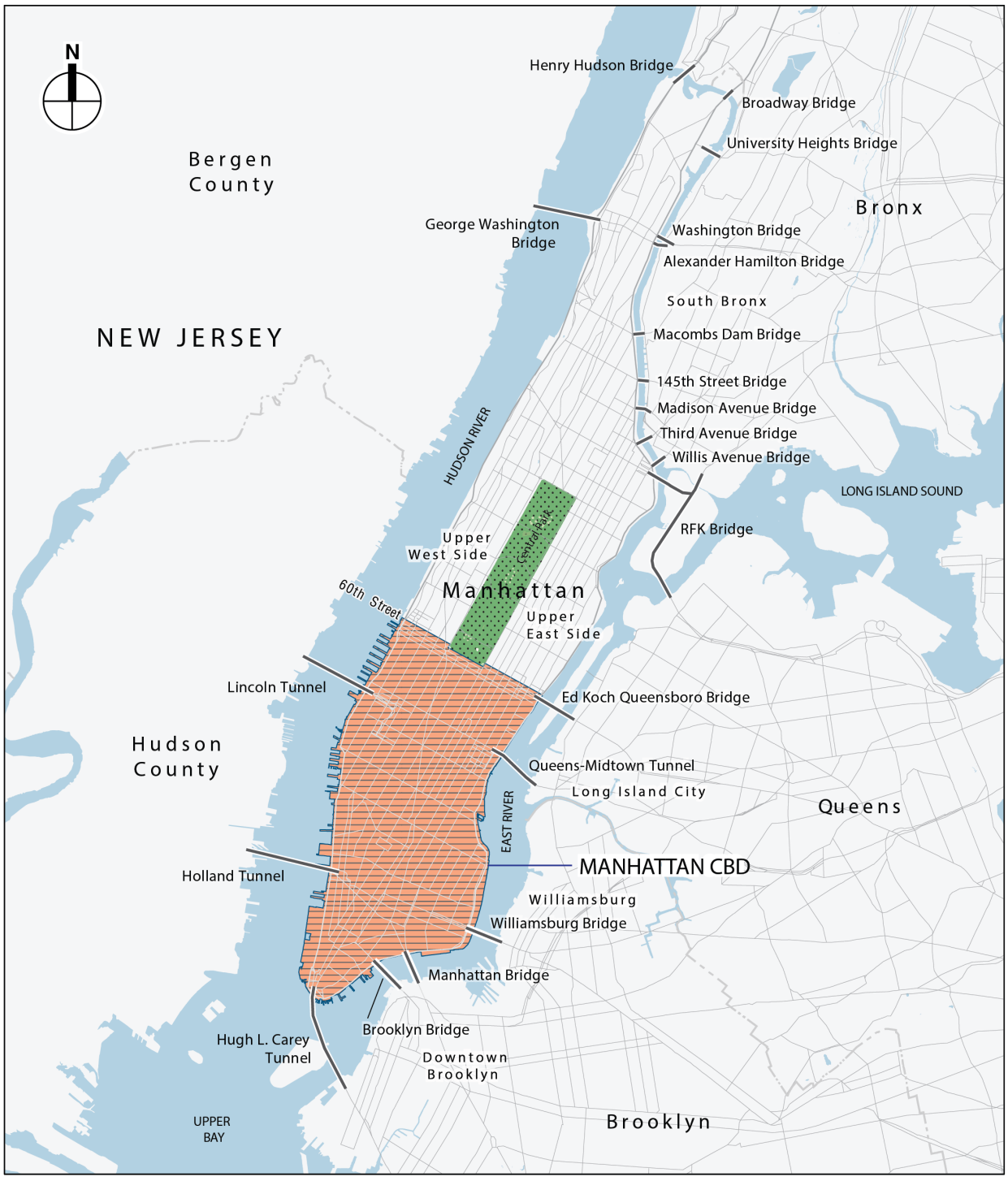
4D.3.3 Manhattan CBD

As described in Section 4D.1, general parking utilization and capacity are discussed in this subsection to characterize the potential effects of the Project on parking. Curbside parking exists throughout the Manhattan CBD. To provide for bus lanes on some north–south avenues, curbside parking is generally restricted during and between the weekday AM and PM peak commuter hours but is allowed overnight and on weekends. Numerous special parking regulations are within the Manhattan CBD, but in general, parking is allowed on both curbsides of the east–west streets, except for two-way, primary crosstown streets such as 14th Street, 23rd Street, 34th Street, 42nd Street, and 57th Street and near the entrances to and exits from bridges and tunnels connecting to the Manhattan CBD. Parking on major avenues and on side streets within Midtown Manhattan is generally metered to limit parking duration, and parking on all streets is subject to New York City's alternate-side parking regulations, which prohibit parking during certain times to allow street cleaning. The Manhattan CBD is subject to the same programs (e.g., Citi Bike, Neighborhood Loading Zone, Open Restaurants, and Open Streets) that have reduced and will continue to reduce the amount of on-street parking in New York City outside of the Manhattan CBD (see Section 4D.3.2). Throughout the Manhattan CBD, curbside parking is in high demand and is heavily used, with limited available spaces during most times of typical weekdays. Additionally, metered parking rates regulated by NYCDOT are priced higher in the Manhattan CBD than elsewhere in New York City.

The Manhattan CBD has approximately 600 off-street parking facilities (surface lots and parking garages) with a total capacity of nearly 90,000 parking spaces. While a specific survey was not conducted for this Project, surveys for numerous development projects in the Manhattan CBD areas of Lower Manhattan and Midtown[9] over the past several years have found that off-street parking facilities were at or near capacity on weekdays throughout the Manhattan CBD. In many parts of the Manhattan CBD near shopping and entertainment venues (e.g., Rockefeller Center and the Theater District) as well as major institutional uses (e.g., hospitals and museums), off-street parking facilities are heavily used in the evenings and on weekends. In addition to off-street parking for periodic use by the public, many off-street parking facilities also provide monthly parking for residents of the Manhattan CBD and commuters.

[9] Source: Recently completed Environmental Impact Statements for projects proposed in the Manhattan CBD, including *Phased Redevelopment of Governors Island South Island Development Zones Final Second Supplemental Generic EIS* (2021), *Two Bridges Large Scale Residential Development Final EIS* (2018), and *Greater East Midtown Rezoning Final EIS* (2017).

Figure 4D-2. General Location of Neighborhoods Near the Manhattan Central Business District



Note: The MTA Reform and Traffic Mobility Act defines the Manhattan CBD as the area south of and inclusive of 60th Street but excluding the West Side Highway/Route 9A and the FDR Drive

Source: ArcGIS Online, https://www.arcgis.com/index.html.

4D.4 ENVIRONMENTAL CONSEQUENCES

4D.4.1 No Action Alternative

The No Action Alternative would not implement a vehicular tolling program. The No Action Alternative would not substantially change demand for on-street and off-street parking in the regional study area, or within or outside the Manhattan CBD compared to existing conditions. In the No Action Alternative, the demand for parking facilities and curbside spaces within and outside the Manhattan CBD would likely be comparable to current conditions, with limited available capacity, especially near heavily used transit stations.

4D.4.2 CBD Tolling Alternative

REGIONAL STUDY AREA

The BPM results show that all tolling scenarios for the CBD Tolling Alternative would decrease vehicle trips entering and leaving the Manhattan CBD with a corresponding increase in transit trips to the Manhattan CBD. There would be as much as a 9.2 percent decrease in vehicle-miles traveled (VMT) to as little as a 7.6 percent decrease in VMT for the Manhattan CBD from the Project, compared to the No Action Alternative (see **Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling"**). There would be as little as a 0.7 percent increase in transit share to as much as a 1.6 percent increase in transit share from the Project, compared to the No Action Alternative. Consequently, there would be a decrease in demand for parking within the Manhattan CBD and an increase in demand for parking at the region's transit stations and commuter park-and-ride locations.

As discussed in **Subchapter 4C, "Transportation: Transit,"** the evaluation of the effects of the CBD Tolling Alternative on transit ridership (subway, commuter rail, and bus passengers) outside the Manhattan CBD considered groups of stations together, rather than individual stations. In addition, projected transit ridership increases as reported by the BPM at individual transit stations (including commuter rail or bus stations, park-and-ride facilities, and subway stations) were also evaluated to forecast the number of new vehicle trips they would create at each of the localized station groupings. As described in **Section 4D.3** transportation modeling predicts that increases in vehicular trips to public transit would be highest at and near commuter rail and park-and-ride facilities, and, relatively, there would be much lower increases in vehicular trips to subway stations, light rail, and other modes of public transit without dedicated commuter parking facilities nearby. Although there could initially be some modest level of vehicular traffic searching for parking in neighborhoods outside the Manhattan CBD to avoid the toll, the behavior would most likely be short-lived as part of the adjustment process. Time spent by motorists searching unsuccessfully for free, available parking just outside the Manhattan CBD boundary would eventually result in the outcomes anticipated by the transportation modeling, which forecasts an overall reduction in vehicular traffic and an increase in transit use in the regional study area.

Based on the BPM results, the increase in commuters at individual stations or park-and-ride facilities outside the Manhattan CBD would be distributed throughout the region, and no locations would have

increases in vehicle trips of 50 or more vehicles in the peak hour for any tolling scenario.*[10]* In the regional study area outside New York City, the increase in transit ridership from the Project would primarily be served by commuter rail and bus. Commuter and intercity rail make up 11.4 percent of AM peak-period person-trips to and from the Manhattan CBD on an average weekday (see Subchapter 4C, "Transportation: Transit"). As stated in Subchapter 4C, "MTA bus services account for approximately 1.6 percent of all trips into and out of the Manhattan CBD. NJ TRANSIT bus service carries about 5.3 percent of all trips. Other private bus carriers (such as Greyhound, Coach USA, Academy, DeCamp, and Lakeland) with service to the Port Authority Bus Terminal and on-street in Manhattan account for less than 1 percent of all trips into and out of the Manhattan CBD." Therefore, the 0.7 to 1.6 percent increase in transit usage from the Project (see Table 4A-8 in Subchapter 4A, "Transportation: Regional Transportation Effects and Modeling") would be distributed among 400 commuter rail stations consisting of Metro-North, LIRR, and NJ TRANSIT, The PATH service, MTA bus, NJ TRANSIT Bus, and private carriers, which would not generate more than 50 vehicles per hour at any transit station or commuter park-and-ride location. Moreover, the new vehicle trips at stations would include some customers who would be dropped off without parking and therefore would not add to the demand for parking. Because other modes of public transit in the regional study area (e.g., subways, light rail) would incur even fewer additional vehicle trips as a result of the Project, those locations would also not exceed 50 more vehicles in the peak hour for any tolling scenario. Consequently, using the tiered methodology of the *CEQR Technical Manual* for analysis of parking, no detailed analysis of parking is warranted, and it can therefore be concluded that no adverse effect would occur to parking conditions at locations in the regional study area.

Although there would be no adverse effect on parking utilization based on the *CEQR Technical Manual* methodology, the Project would generate parking demand near some public transit facilities in the regional study area, which would exceed supply if the facility is currently at or over capacity.

NEW YORK CITY OUTSIDE THE MANHATTAN CBD

With the CBD Tolling Alternative, the number of commuters and visitors to the Manhattan CBD who would use transit for their journey would increase in all tolling scenarios. As described in Subchapter 4A, the change in the transit mode share would range from an increase of 1.0 percent (Tolling Scenario B) to 2.3 percent (Tolling Scenario E). Some of these new transit users would drive to transit stations in New York City outside the Manhattan CBD to access transit to complete their journey. However, based on lower auto ownership rates and lack of parking availability in New York City, as compared to the regional study area outside New York City, the driving trips to parking would be at far lower numbers than commuter rail and park-and-ride facilities described in the regional study area. Consequently, the CBD Tolling Alternative would slightly increase the number of drivers who would seek parking near transit facilities in New York City outside the Manhattan CBD.

[10 For the Final EA, the Project Sponsors committed to additional mitigation measures (see Chapter 16, "Summary of Effects," Table 16-2). These new mitigation commitments neither require a change in the tolling scenarios used for the analyses in the EA nor change the fundamental conclusions of the EA (see Chapter 3, "Environmental Assessment Framework," Section 3.3.3).]

Based on the BPM results, the increase in the number of travelers at individual transit facilities in New York City outside the Manhattan CBD would be widely distributed. Within New York City, the 0.7 to 1.6 percent increase in transit usage from the Project would be distributed among commuter rail and subway stations within New York City. Subways, which carry 61.9 percent of these commuters, most often do not have dedicated parking facilities and little to no available on-street or off-street parking nearby. Parking at commuter rail stations within New York City is also very limited. Moreover, the new vehicle trips at transit facilities would include some customers who would be dropped off without parking and therefore would not add to the demand for parking. According to Metro-North Railroad and Long Island Rail Road data, approximately 50 percent and 60 percent of transit passengers, respectively, drive and park to access stations, on average, during the AM peak period.

Applying an average, regional vehicle occupancy factor of 1.10 from 2012 to 2016 Census Transportation Planning Products Reverse Journey to Work data to the new transit riders that are distributed across transit stations within the study area, no station would exceed 32 vehicles per hour (vph) at commuter rail stations or 28 vph at subway stations. Consequently, using the tiered methodology of the *CEQR Technical Manual*, no adverse effect would occur to parking conditions at locations in New York City outside the Manhattan CBD.

There is potential that the CBD Tolling Alternative would increase parking demand immediately outside the Manhattan CBD in the neighborhoods just north of the Manhattan CBD boundary at 60th Street (the Upper East Side and Upper West Side); see **Figure 4D-2** for their locations. Modeling conducted for this Project using the BPM shows that the number of cars on each of the avenues immediately north of 60th Street would decrease under all tolling scenarios; therefore, there would not be an increase in parking demand in those neighborhoods. However, there may be economic considerations and, as described in **Chapter 6, "Economic Conditions," Section 6.4.3.2,** if an increase in demand were to occur just north of the 60th Street Manhattan CBD boundary, that demand would be accommodated either by the existing off-street parking spaces where available or—if there were capacity constraints—through upward adjustments in parking fees. These factors would likely offset potential changes in parking behavior resulting from the CBD Tolling Alternative. In any case, as noted earlier in the discussion of the *CEQR Technical Manual* methodology used to assess parking changes associated with projects in New York City, increases in parking demand that cause parking shortfalls in Parking Zones 1 and 2 are not considered adverse effects (see **Figure 4D-1**).

Although there would be no adverse effect on parking utilization based on the *CEQR Technical Manual* methodology, the Project would generate parking demand outside the Manhattan CBD, which could exceed supply if the area is currently at or over capacity. To further examine the potential effects of the Project on parking supply and demand, the MTA Reform and Traffic Mobility Act states that the City of New York must study the effects of the Project on parking within and around the Manhattan CBD, and a report must be completed 18 months after the Project commences.

MANHATTAN CBD

The CBD Tolling Alternative would decrease the number of daily private vehicle trips to the Manhattan CBD under all tolling scenarios. As shown in **Table 4A-9 in Subchapter 4A, "Transportation: Regional**

Transportation Effects and Modeling," the decrease in vehicle trips would range from 15,536 trips by private vehicle (drive alone or carpool) in Tolling Scenario A to approximately 41,936 trips by private vehicle (drive alone or carpool) in Tolling Scenario E. The decrease in vehicle trips would also result in a decrease in parking demand in the Manhattan CBD. While the demand for parking spaces in the Manhattan CBD from residents within the Manhattan CBD would likely generally remain unchanged, the demand from those driving into the Manhattan CBD each day from other locations would decrease in comparison to the No Action Alternative. This reduction would be spread across the approximately 600 off-street parking facilities with nearly 90,000 parking spaces in the Manhattan CBD as well as the numerous on-street parking spaces in the Manhattan CBD. (**Chapter 6, "Economic Conditions,"** provides an analysis of the potential economic effects of the CBD Tolling Alternative on the off-street parking industry in the Manhattan CBD.) Therefore, the CBD Tolling Alternative would not create or exacerbate a parking shortfall in the Manhattan CBD.

4D.5 CONCLUSION

Most of the parking facilities near transit stations are well-used with limited available capacity, and the Project would generate parking demand near some public transit facilities in the regional study area, which would exceed supply if the facility is currently at or over capacity. The increase in commuters at individual stations or park-and-ride facilities would be distributed throughout the region, and no locations would have increases in vehicle trips of 50 or more vehicles in the peak hour for any tolling scenario. Therefore, no adverse effect on parking conditions would occur at locations in the regional study area.

The Project would generate parking demand outside the Manhattan CBD, which could exceed supply if the area is currently at or over capacity. To further examine the potential effects of the Project on parking supply and demand, the MTA Reform and Traffic Mobility Act states that the City of New York must study the effects of the Project on parking within and around the Manhattan CBD, and a report must be completed 18 months after the Project commences.

While the demand for parking spaces in the Manhattan CBD from residents within the Manhattan CBD would likely generally remain unchanged, the demand from those driving into the Manhattan CBD each day from other locations would decrease in comparison to the No Action Alternative.

Table 4D-1 summarizes the effects of the CBD Tolling Alternative on parking.

Table 4D-1. Summary of Effects of the CBD Tolling Alternative on Parking

SUMMARY OF EFFECTS	EFFECT FOR ALL TOLLING SCENARIOS	POTENTIAL ADVERSE EFFECT	MITIGATION AND ENHANCEMENTS
All tolling scenarios would result in a reduction in parking demand within the Manhattan CBD of a similar magnitude to the reduction in auto trips into the Manhattan CBD. With a shift from driving to transit, there would be increased parking demand at subway and commuter rail stations and park-and-ride facilities outside the Manhattan CBD.	Reduction in parking demand due to reduction in auto trips to the Manhattan CBD; small changes in parking demand at transit facilities outside the Manhattan CBD, corresponding to increased commuter rail and subway ridership	No	**No mitigation needed.** No adverse effects.