

**A. EXISTING CONDITIONS**

This section presents an overview of legal on- and off-street parking spaces and utilization rates in the study area based on data assembled for the 1999 DEIS and updated parking information provided by the New York City Department of Transportation (NYCDOT). Information concerning the total number of parking spaces was obtained by field surveys in East Harlem, the Upper East Side, East Midtown, Gramercy Park/Union Square, the East Village/Lower East Side/Chinatown, and Lower Manhattan.

There is intense competition for street spaces throughout the study area, which is exacerbated by parking restrictions. The overall study area has approximately 70,000 off-street parking spaces. Occupancy rates vary by subarea and time of day. The Upper East Side and East Midtown have the most off-street parking but the least on-street parking.

A great deal of loading and unloading activity occurs in the curb lanes in the study area. Taxis and passenger cars stop in the curb lane to pick up and drop off passengers. Trucks park at the curb while making deliveries, which may have durations ranging from a few minutes to several hours. Whenever the curb lane is used for parking or deliveries, it cannot be used as a travel lane. On the north-south avenues, where most curb lanes on the right side of the street are designated for use by buses, a blocked curb lane creates several problems: the buses in the curb lane have to maneuver around the blockages, requiring them to slow down; traffic in the second or third lanes slows down or stops to accommodate vehicles maneuvering around the blockages; and buses slowed by these maneuvers around blockages cannot always maintain their headways, which gives rise to “bus bunching,” as discussed in Chapter 5C, “Transportation—Surface Transit.”

On the cross streets, curb parking is generally permitted at one or both curbs. In the residential areas of East Harlem and the Upper East Side, this is to accommodate automobile parking by local residents. In the other areas, curb parking is generally permitted to accommodate truck deliveries. On many cross streets, curb parking is permitted on both sides of the street. Even with both curb lanes available, there is not always enough space to accommodate all the trucks making deliveries. Truck drivers are often forced to double-park. As a result, traffic traveling on the streets must weave through the double-parked vehicles in the one remaining lane, generally at a reduced speed. On some streets, double-parked vehicles occupy so much of the street width that the streets may become completely blocked causing some drivers to detour to alternate routes.

A detailed description of parking conditions in the surveyed study area neighborhoods is presented in Appendix D.

## **B. FUTURE CONDITIONS COMMON TO ALL ALTERNATIVES**

The demand for parking in the study area in the future will depend on a number of factors, including changes in employment and population, increases in the amount of overall travel to the city and the share of such travel that might be made by auto, and possible future traffic/parking policies, such as on-street parking or single-occupant vehicle restrictions. Based on general traffic growth projections, parking demands can be expected to increase in the future. This would include both off-street parking in lots and garages and on-street parking, whose availability for use in the future may be diminished by increasing development on parking lot parcels, particularly in areas such as East Harlem and the Lower East Side, where the existing trend toward increased development is expected to continue. According to New York City Environmental Quality Review guidelines, parking demand can be expected to increase by approximately 12-13 percent between year 2000 and 2025 (0.5 percent per year).

This will influence conditions in the study area in two ways. First, it will increase the occupancy levels in off-street parking lots and garages, which, overall, should be able to accommodate the increases. Occupancy levels vary by subarea and even within each subarea. East Midtown's lots and garages have the highest overall occupancy levels today—generally 75 to 85 percent overall—and would still generally be able to accommodate additional growth (although specific parking facilities would be fully occupied, as they are today).

Second, as traffic volumes increase, so will the demand for on-street parking and goods delivery. In many parts of the study area, blockfronts are fully occupied or prone to double-parking for deliveries, auto or taxi drop-offs, and other primarily short-term usage. The locations and frequencies of such activity would increase, and could also lead to increased circulation as autos and delivery vehicles search for hard-to-find curb space.

## **C. CONSTRUCTION IMPACTS OF THE PROJECT ALTERNATIVES**

### **NO BUILD ALTERNATIVE**

With the No Build Alternative, no construction would occur, and therefore there would be no construction parking shortfalls due to construction.

### **SECOND AVENUE SUBWAY**

As detailed in Chapter 5D, "Transportation–Vehicular Traffic," curbside parking would be prohibited on both sides of Second Avenue in the construction zones to maximize the number of available moving lanes and minimize traffic impacts. To examine the potential parking impacts of the construction phase, the six representative study area construction zones selected for the traffic impact analysis were also chosen for the parking analysis. These study areas include the station and access/shaft site construction zones for 125th Street, 96th Street, 55th Street, 34th Street, Houston Street, and Hanover Square. These study zones were selected for analysis since, except for the 55th Street Station location, each station construction area could also be used as a potential shaft site/spoils removal area as well, which would result in a potentially larger construction area and more parking impacts. The 55th Street Station area was selected because of its location within an area that currently has limited on-street parking availability and that has stringent on-street parking restrictions. Each construction area would only be affected during the phase in which construction is occurring in the vicinity.

Details of parking conditions during the construction phase within each study area are presented in Appendix D. Generally, throughout the alignment, assuming the average Second Avenue blockface accommodates seven to eight parking spaces, about 50 to 80 parking spaces could be eliminated along Second Avenue within each construction zone. Within each zone, on-street parking capacity could be reduced by an additional 10 to 20 parking spaces on the cross streets to provide locations for truck deliveries to businesses on Second Avenue that might lose parking in front of their establishments. Thus, overall, approximately 60 to 100 curbside parking spaces could be lost per construction zone. These parking spaces would remain unavailable for the extent of construction in the affected area. Available capacity exists throughout the study area for displaced parkers in off-street parking garages and lots. Therefore, adequate parking would remain to meet demand, although it might not be as convenient as the curbside spaces. Vehicles making deliveries would have to park farther from their destinations. Alternative loading zones for vehicles making deliveries in the area would be established near each construction zone. These numbers reflect the best available parking reduction estimates for the construction phase at this time. The engineering team will develop detailed maintenance and protection of traffic plans for the entire construction effort; this will detail the number and specific location of parking spaces to be eliminated. Furthermore, each of these areas is projected to experience significant traffic impacts that might be mitigated by restricting additional parking to maximize roadway capacity.

Any parking garages or lots located adjacent to construction areas would be adversely affected unless alternative entrances/egresses to the garages are available from the construction areas. As with the areas assessed in detail, any associated shortfalls in parking that would occur as a result of temporary closures to such garages or lots would be reduced if additional parking garages are located within a one-quarter mile radius.

## **D. PERMANENT IMPACTS OF THE PROJECT ALTERNATIVES**

### **NO BUILD ALTERNATIVE**

Under the No Build Alternative, conditions would be the same as described above in the section entitled “Future Conditions Common to All Alternatives.”

### **SECOND AVENUE SUBWAY**

Once the Second Avenue Subway is operating, there would be little if any change to the number of curb spaces available throughout the study area. The new subway would result in a modest reduction in traffic volumes; therefore, no significant traffic impacts requiring mitigation, such as parking regulation changes, would be needed. There could be a minor loss of curb spaces immediately adjacent to new subway station locations, depending on whether access to the stations via stairwells, elevators, or escalators would be placed adjacent to the curb. In such cases, curb parking may need to be prohibited adjacent to the station entrances (e.g., with “No Standing” regulations). Similarly, station entrances may be located in curb extensions that may eliminate one to two parking spaces near a corner. Relocating adjacent mid-block fire hydrants (existing “No Parking” areas) to curb extension areas may reduce the net number of on-street parking spaces that might be eliminated.

At the 116th Street Station, a secondary station entrance would be provided on the sidewalk at the southeast corner of Second Avenue and 118th Street beginning in Phase 2 of the project. The sidewalk at this location would likely be widened into the parking lane on 118th Street, which

would displace three to four curbside parking spaces. In addition, there would likely be a need to channelize eastbound 118th Street traffic crossing Second Avenue, which would require the curb line on the southwest corner to be extended an equivalent distance. This would displace three to four additional curbside parking spaces. Similarly, at the Grand Street Station, the north and south sidewalks of Grand Street between Forysth and Chrystie Streets would likely be widened into the parking lanes to provide wider station entrances. This action would result in the loss of approximately five metered parking spaces on the south side of Grand Street and a five-vehicle capacity taxi relief stand on the north side of the street beginning in Phase 4 of the project. The taxi relief stand would likely be replaced within the area, potentially resulting in the removal of an additional five metered spaces. Similar reductions in the number of parking spaces could also occur at the Chatham Square and potentially Seaport and Hanover Square Stations, beginning in Phase 4 of the project, depending on final station locations and designs.

At the Grand Street Station, a property at 89 Chrystie Street now occupied by a public parking garage with a posted capacity of 140 cars may be acquired so that an ancillary facility can be constructed at that location. If so, the business would be displaced and the cars would have to be parked elsewhere. This would not be a significant adverse impact, since other parking garages and lots are located in the vicinity. Portions of several parking areas may be acquired for ancillary facilities and emergency egress associated with stations. These include parking areas on the south side of 125th Street between Park and Lexington Avenues for the 125th Street Station; on the west side of St. James Place across from James Street for the Chatham Square Station; and on the northeast corner of Beekman Street and the southeast corner of Peck Slip for the Seaport Station. No significant adverse impact on parking would be created if portions of these lots are acquired since other parking garages and lots are located in the vicinity of these parking areas and the entirety of the parking facility would not be acquired. Please see Chapter 8, "Displacement and Relocation," for a description of the measures that would be taken with respect to compensating property owners. Overall, the total number of parking spaces along the Second Avenue Subway corridor would be similar to that with the No Build Alternative, and no significant adverse impacts would result.

## **E. SUMMARY OF SIGNIFICANT ADVERSE IMPACTS AND MITIGATION MEASURES**

During construction, approximately 60 to 100 curbside parking spaces would be removed in or near each construction zone. This loss of parking spaces would last for the extent of construction in that area. While this would make parking less convenient, adequate off-street parking would remain in the area to meet the demand. Alternative loading zones for vehicles making deliveries in the area would be established near each construction zone.

The completed subway would not result in significant adverse impacts to parking conditions, and no mitigation is required. \*