

# PLANNING FOR PARKING

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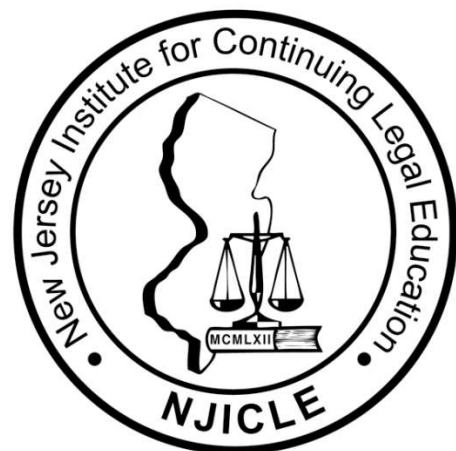
## 2021 Seminar Material

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# PLANNING FOR PARKING

## Moderator/Speaker

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*Law Offices of Richard Schkolnick*  
(Millburn)

**Nylema Nabbie, Esq.**  
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(Oakland)

## Speakers

**Mayor Shelley Brindle**  
(Westfield)

**Charles Olivo, P.E.**  
*Stonefield Engineering and Design*  
(Rutherford)

**Assemblyman Clinton Calabrese**  
*District 36*  
(Ridgefield)

**David Spatz, PP**  
*Community Housing & Planning*  
*Associates, Inc. (Harrington Park)*

**Paul D. Cray, PE, PP, CME**  
*Remington & Vernick Engineers*  
(Secaucus)

**Gerard Giosa**  
*Level G Parking Associates*  
(Old Bethpage, NY)

**Ron Ladell, Esq.**  
*Avalon Bay Communities, Inc.*  
(Woodbridge)

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*Greenbaum, Rowe, Smith & Davis LLP*  
(Roseland)

In cooperation with the New Jersey State Bar Association **Land Use**  
**Section** and the **Rutgers Center for Real Estate** **M1000.21**



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ADVANCED LAND USE  
PLANNING FOR PARKING

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Steven G. Mlenak, Esq.

## Parking Matters

- Well-planned parking is one of the key components of designing a 'Smart Growth' project.
- Right-sizing parking and utilizing shared parking strategies help the developer, the municipality and the public alike.
  - Addresses acquisition, development and maintenance costs and financing issues that plague the developer
  - Reduces impervious coverage; and
  - Potentially increases parking revenue.



## Factors to Consider

- Location
  - Rural Setting vs. Urban Settings
  - TOD
  - Walking Scores
- Possibility of Shared Parking
- Availability of On-Street or Other Public Parking

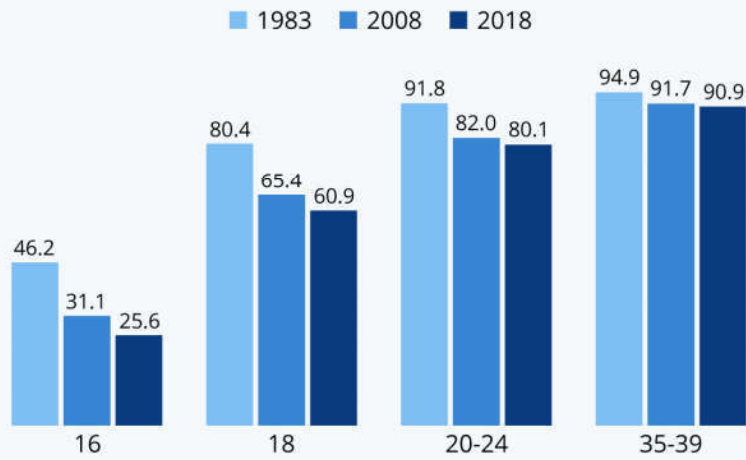
## Technological & Societal Changes Regarding Parking

- Autonomous Vehicles
- Ride-Sharing Services
- Less Interest in Vehicle Ownership
  - New Jersey ranks last of all states plus Washington, D.C. in terms of decrease in private automobile registrations from 2012 through 2018 – over 43%!
  - NJ also ranks 41<sup>st</sup> in terms of vehicle ownership per capita.

*Data from U.S. Department of Transportation's Federal Highway Administration, analysis by ValuePenguin*

## Americans Get Driver's License Later in Life

Percentage of U.S. licensed drivers in different age groups (in percent)



Source: Federal Highway Administration via Green Car Congress



## Cost of Parking

Type of Parking	Cost to Construct Per Space
Surface Parking Lot	\$2,500 - \$3,500
Structured Parking Facility	\$25,000 - \$30,000
Subsurface Parking Facility	\$30,000 - \$40,000

- Operations Cost
  - Lighting
  - Maintenance
  - Drainage
- Design Considerations

## RSIS Parking Standards

Housing Type	Parking Ratio per Unit (Varies by Bedroom Count)
Single-Family Detached	1.5 – 3.0
Garden Apartment	1.8 – 2.1
Townhouse	1.8 – 2.4
High Rise	0.8 – 1.9
Mobile Home	1.8 – 2.0

## RSIS Revisions

- “Design and Planning Professionals will take heed of recommendations for changing New Jersey’s Residential Site Improvement Standards to better match current census data regarding the demographics of parking in urban communities.”
  - That was written 15 years ago in *Parking Matters* by Bier, et al.

## Typical Considerations

- Parking Ratios
- Tandem Parking
- Sizes of Parking Spaces (8 ½' vs 9')
- Public Parking

## Parking Matters in Redevelopment

- Redevelopment is, by its nature, risky.
- In many instances, the property is located in urban settings or are otherwise tightly confined, leaving little options for parking.
- Parking factors greatly influence whether a project is feasible or not
  - Cost of Parking
  - Cost of Maintaining the Parking Area
  - Technological Advancements in Transportation
  - Societal Changes Regarding Vehicle Ownership



## RSIS in Redevelopment

- RSIS applies to all residential developments
- However, *N.J.A.C. 5:21-1.5(d)* provides that RSIS “shall not be construed to limit the powers of any municipality to establish and enforce any requirement concerning . . . parking.”
- With respect to Mixed-Use Projects:
  - “{W}here both residential and commercial development are planned in a mixed-use development these rules shall apply to the residential part or parts of such development where such residential part or parts are discrete and separate from planned commercial parts as evidenced by; for example, separate building(s), separate parking, and separate access features.”

## Flexibility in Redevelopment Plans

- *N.J.A.C. 5:21-4.14(c)* provides:
  - Alternative parking standards to those shown in Table 4.4 shall be accepted if the applicant demonstrates these standards better reflect local conditions. Factors affecting minimum number of parking spaces include household characteristics, availability of mass transit, urban versus suburban location, and available off-site parking resources.
- *N.J.A.C. 5:21-4.14(e)* further provides:
  - When housing is included in mixed-use development, a shared parking approach to the provision of parking shall be permitted.

## Other Parking Considerations

- Parking Authorities
- Special Improvement Districts
- RAB Financing
- Revenue Bond Financing
- PILOPs

## What to Avoid



## Questions?

**Steven G. Mlenak**

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**[www.greenbaumlaw.com](http://www.greenbaumlaw.com)**

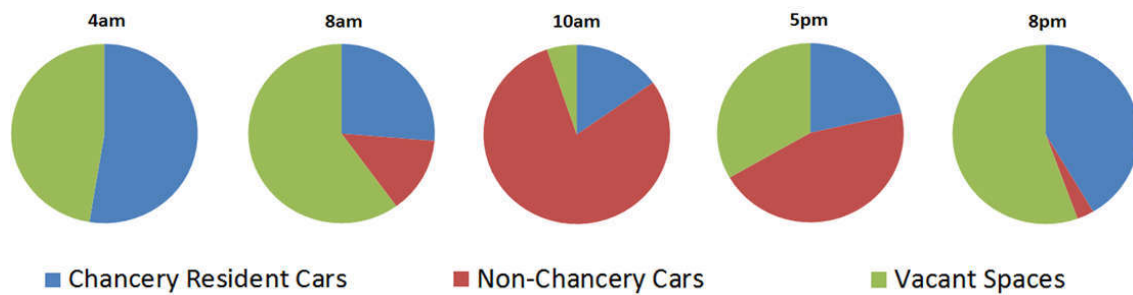
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Shared Parking  
&  
Working With Parking Authorities

Gerard Giosa  
LEVEL G ASSOCIATES

## Shared Parking

- One Parking Lot – 270 Spaces
- Over 400 Permits Sold (50% oversell rate)



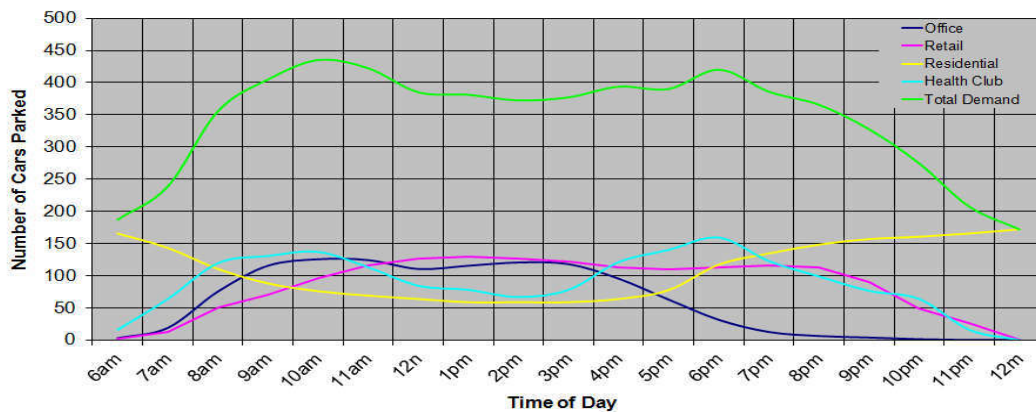


# Running The Numbers

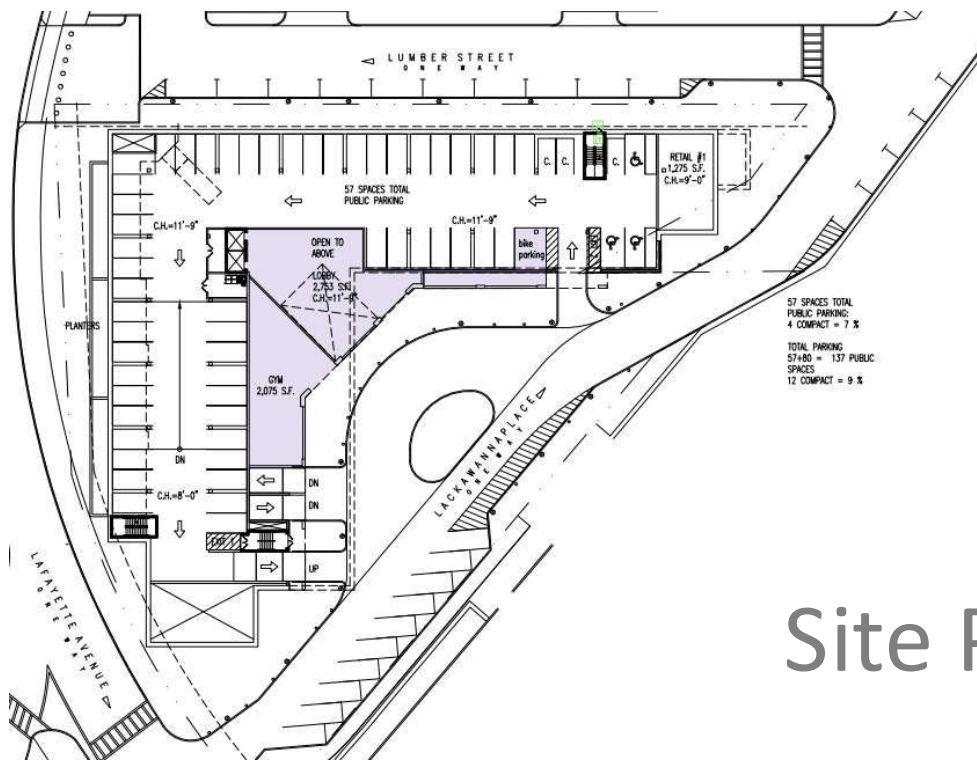
	Peak Factor	Unit	Source	6am	7am	8am	9am	10am	11am	12n	1pm	2pm	3pm	4pm	5pm	6pm	7pm	8pm	9pm	10pm	11pm	12m
50,000 SF Office Building	2.51	/ 1000 SF	Level G	3	19	75	115	126	124	110	115	120	118	95	63	31	13	6	4	1	0	0
50,000 SF Retail Building	2.58	/ 1000 SF	Level G	3	13	50	71	97	116	126	129	126	123	114	110	112	116	112	90	49	26	0
150 Rental Residential Units	1.15	/ Unit	Level G	166	143	110	88	76	69	64	59	59	59	64	78	117	135	148	157	160	166	172
25,000 SF Health Club	6.37	/ 1000 SF	ITE	16	64	119	131	137	113	84	78	67	78	121	140	159	123	99	76	64	16	0
<b>Total Demand</b>				187	239	355	405	435	422	385	381	372	377	394	390	420	386	366	327	274	207	172

SUM OF INDIVIDUAL PEAKS = 126 + 129 + 172 + 159 = 586

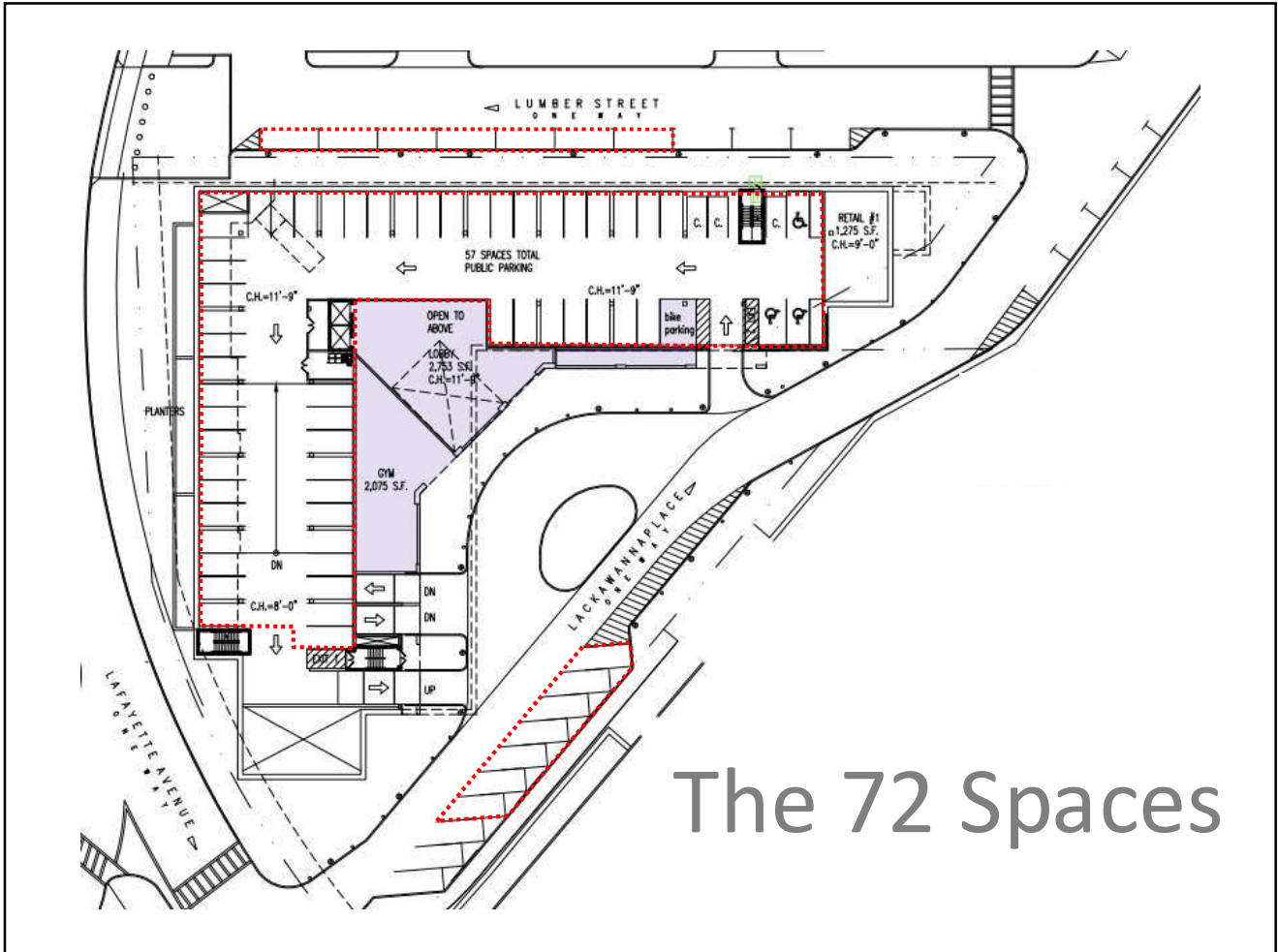
( 586 minus 435 = 151 )



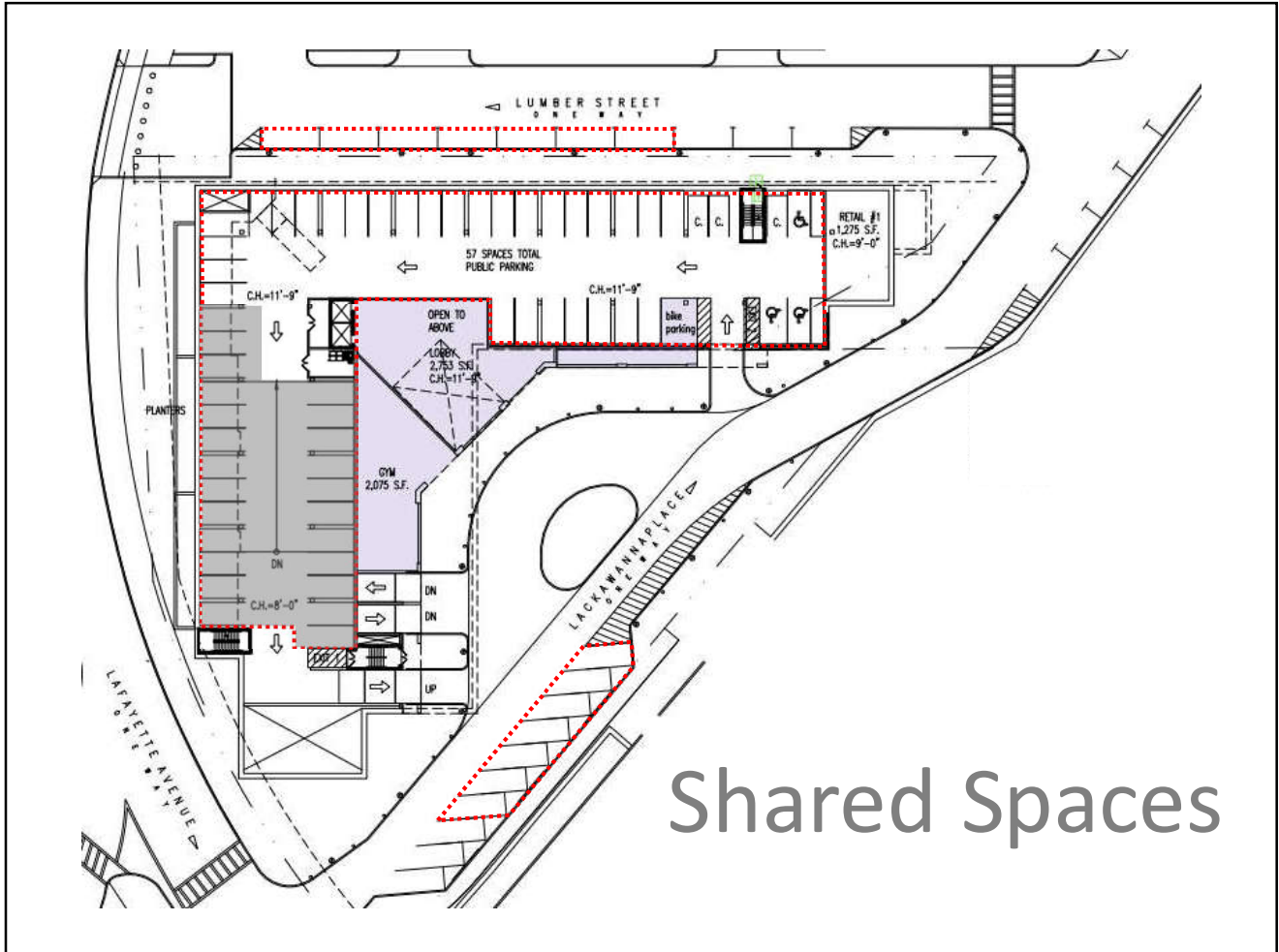
# Shared Parking Illustrated



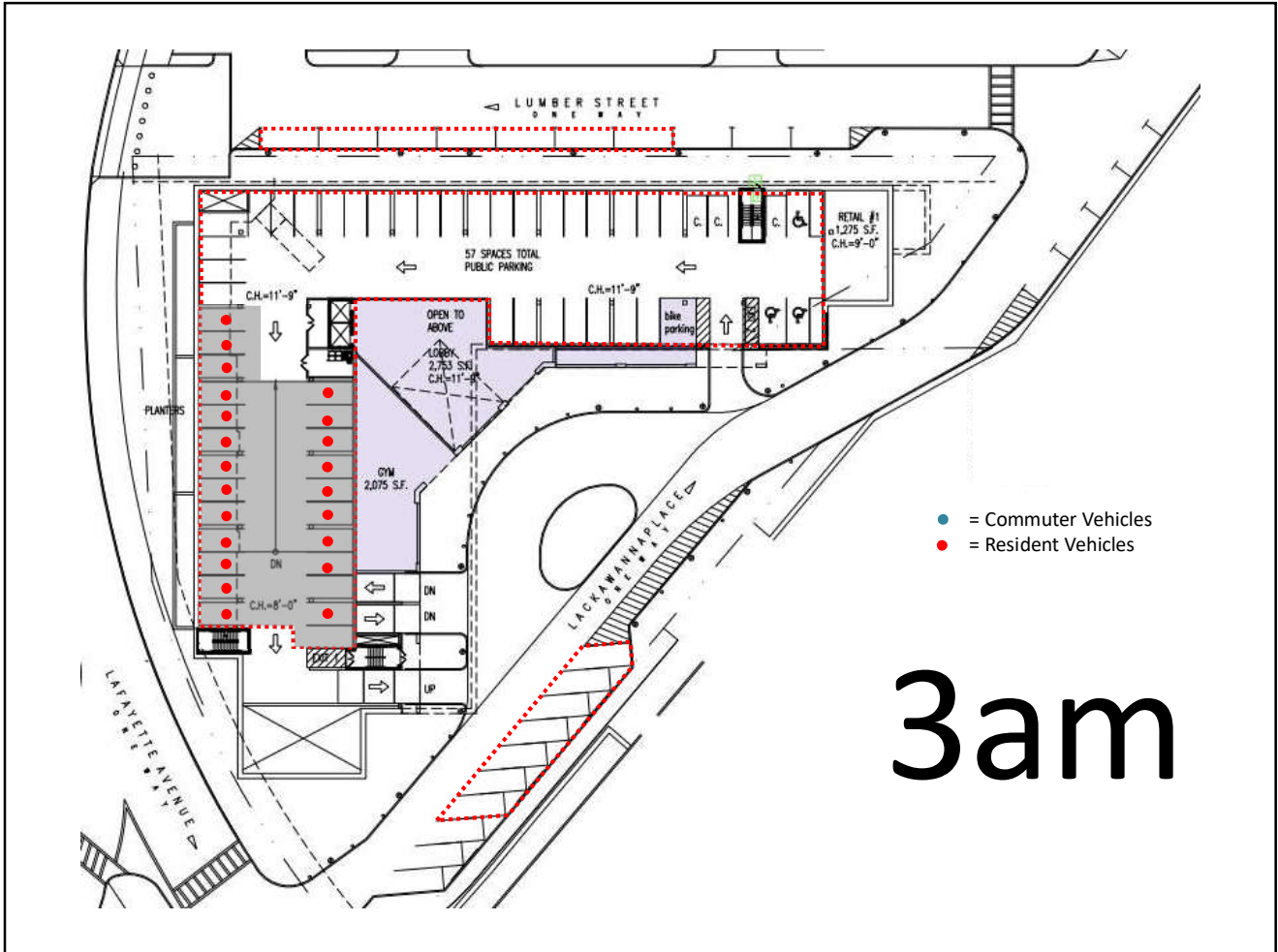
## Site Plan

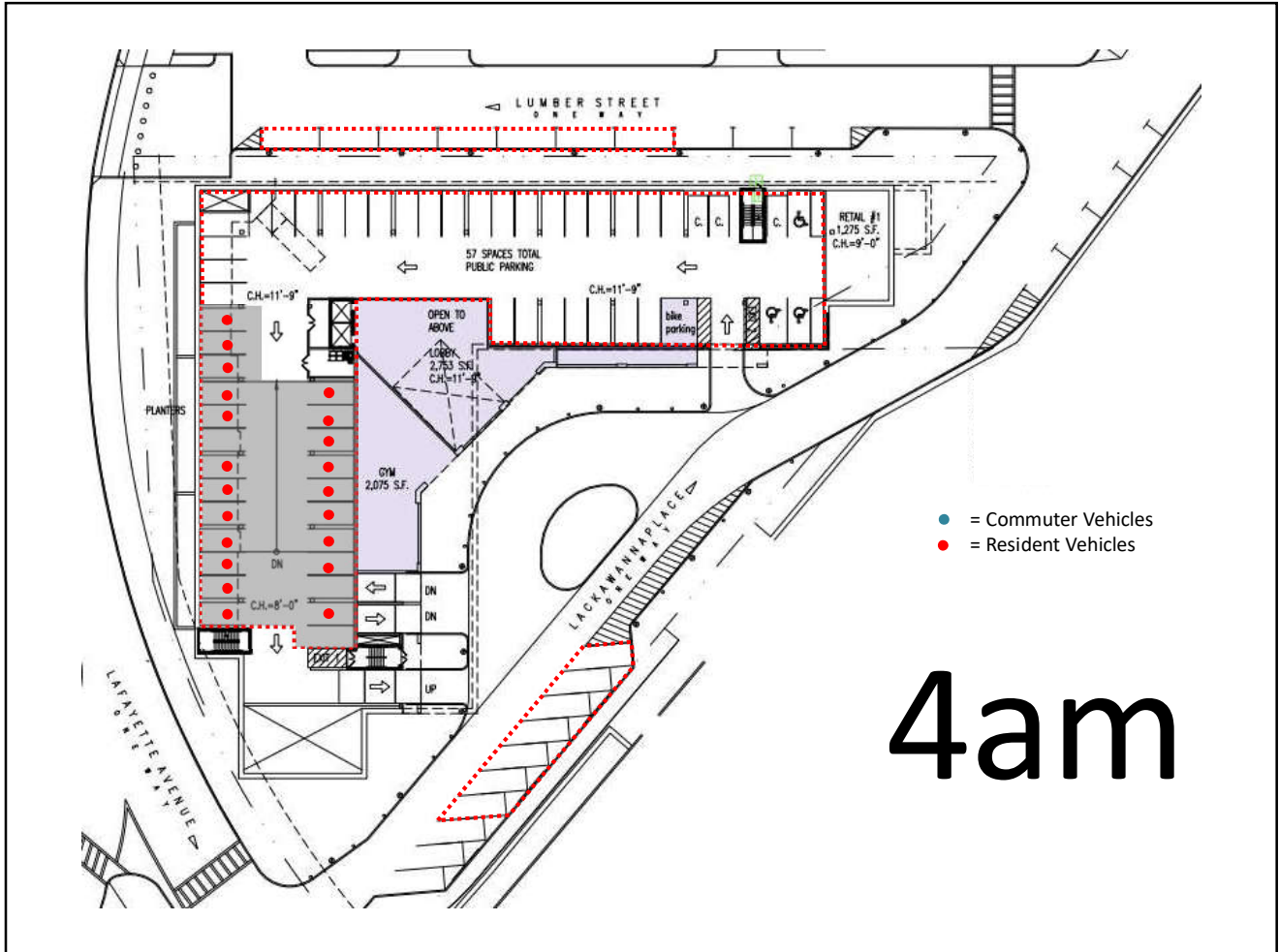


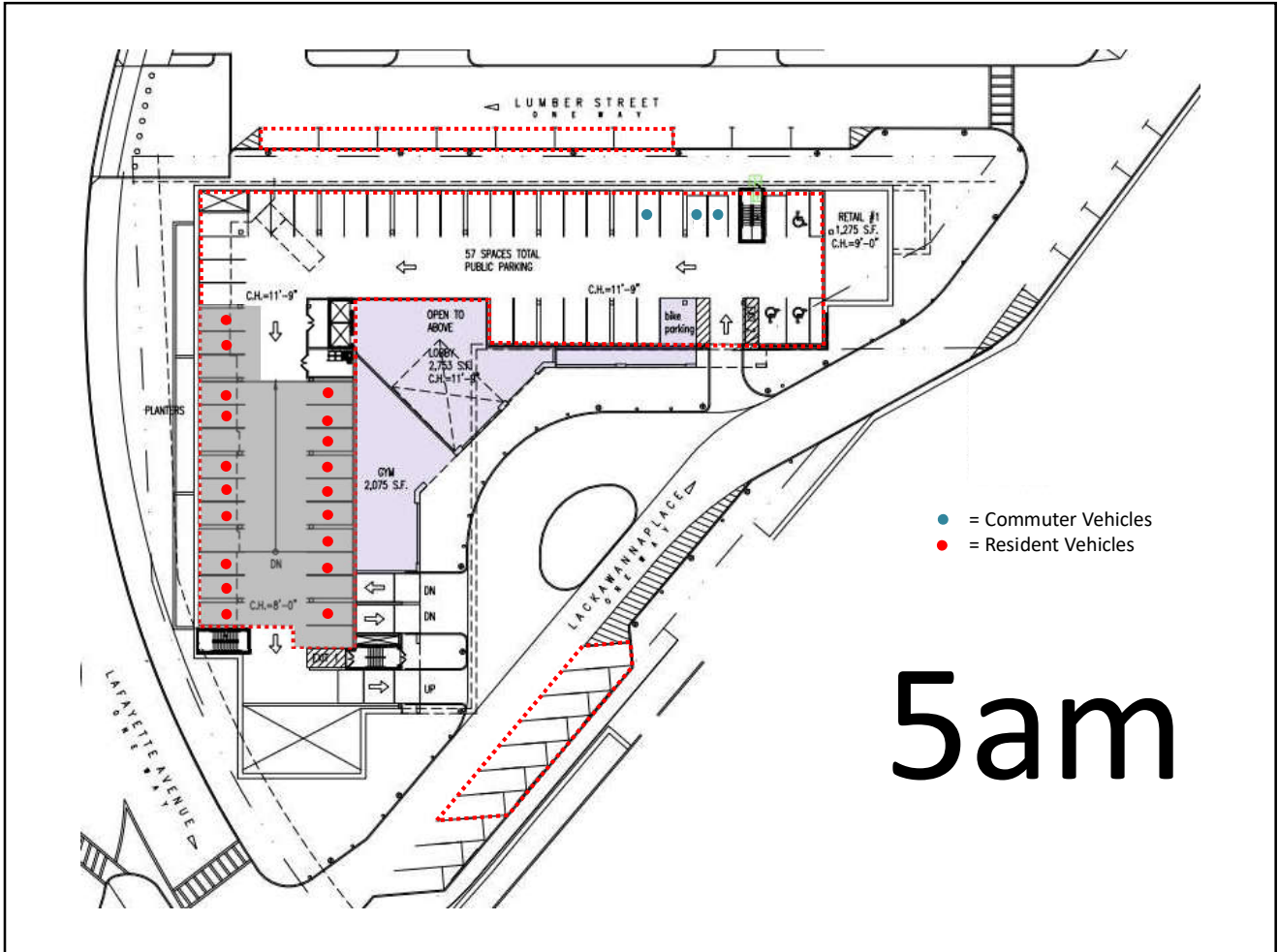
# The 72 Spaces



# Shared Spaces

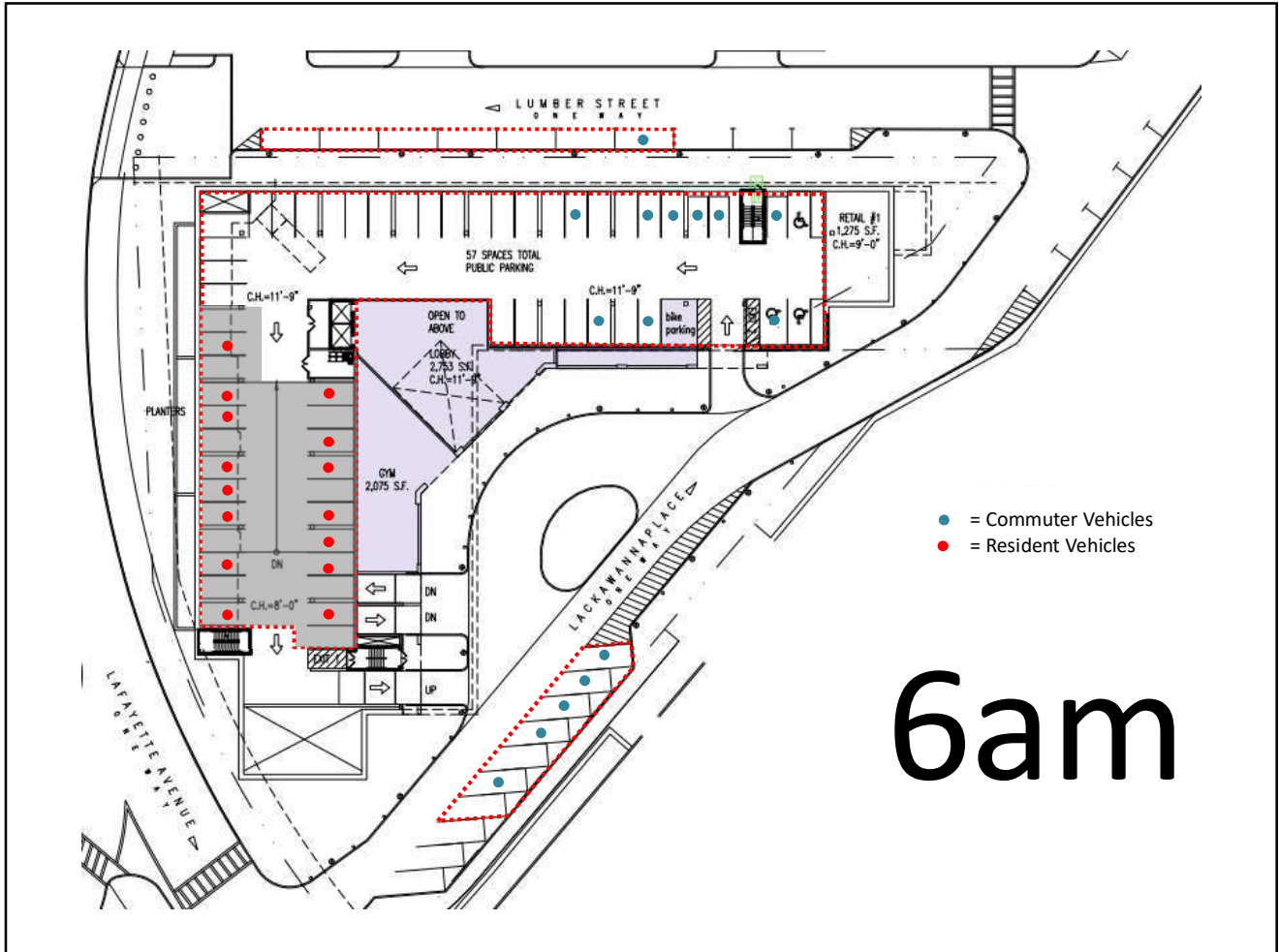




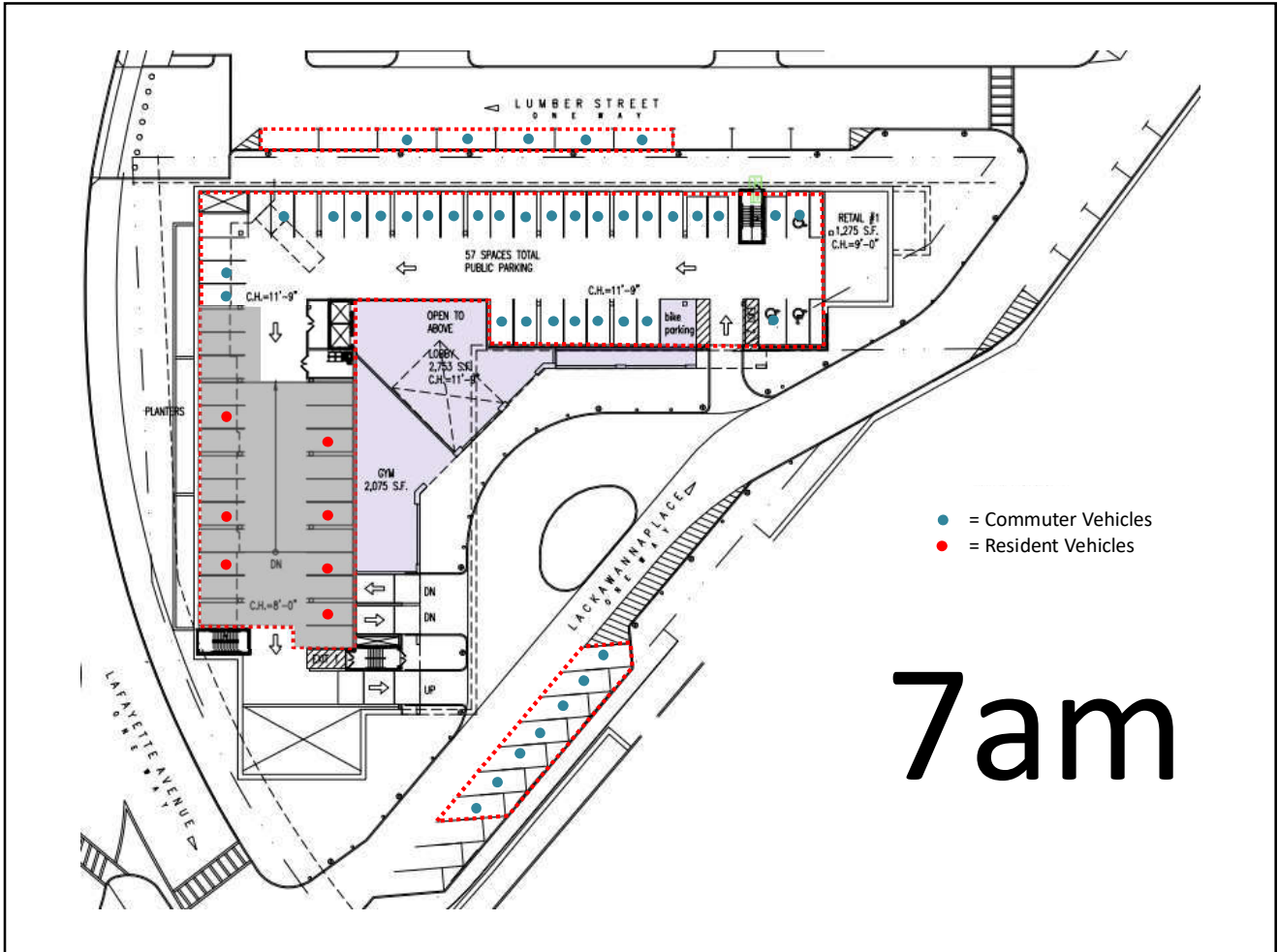


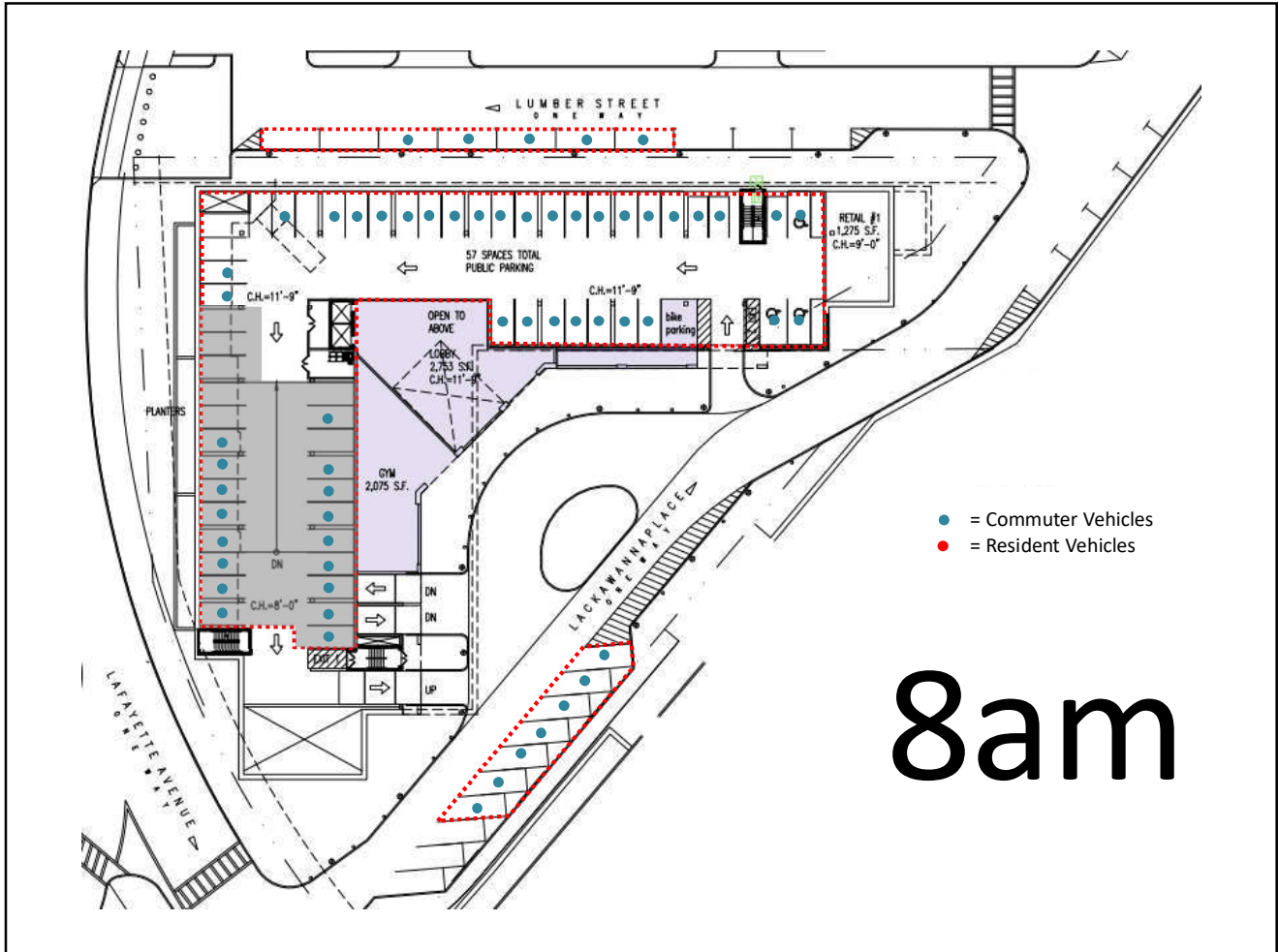
- = Commuter Vehicles
- = Resident Vehicles

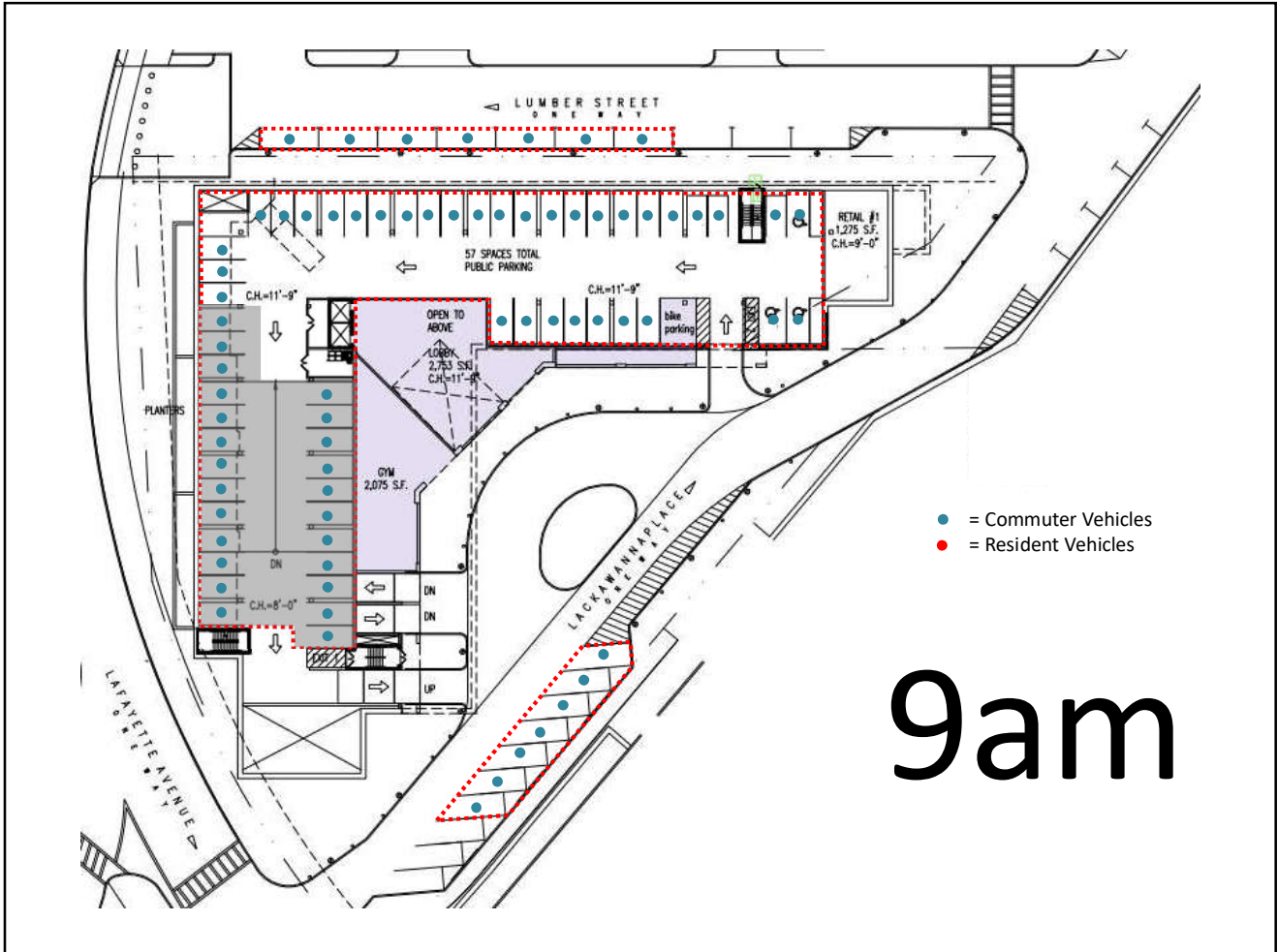
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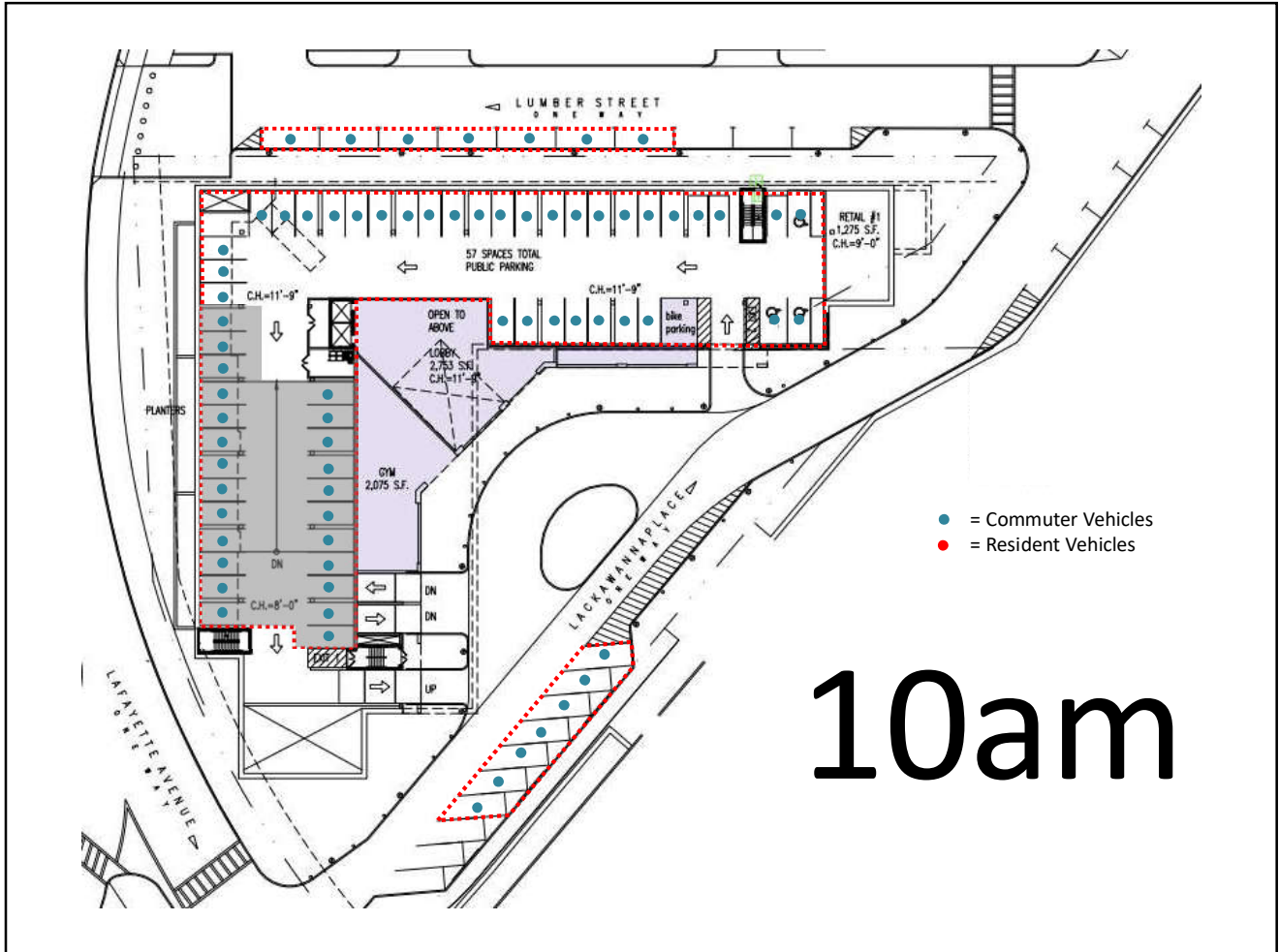


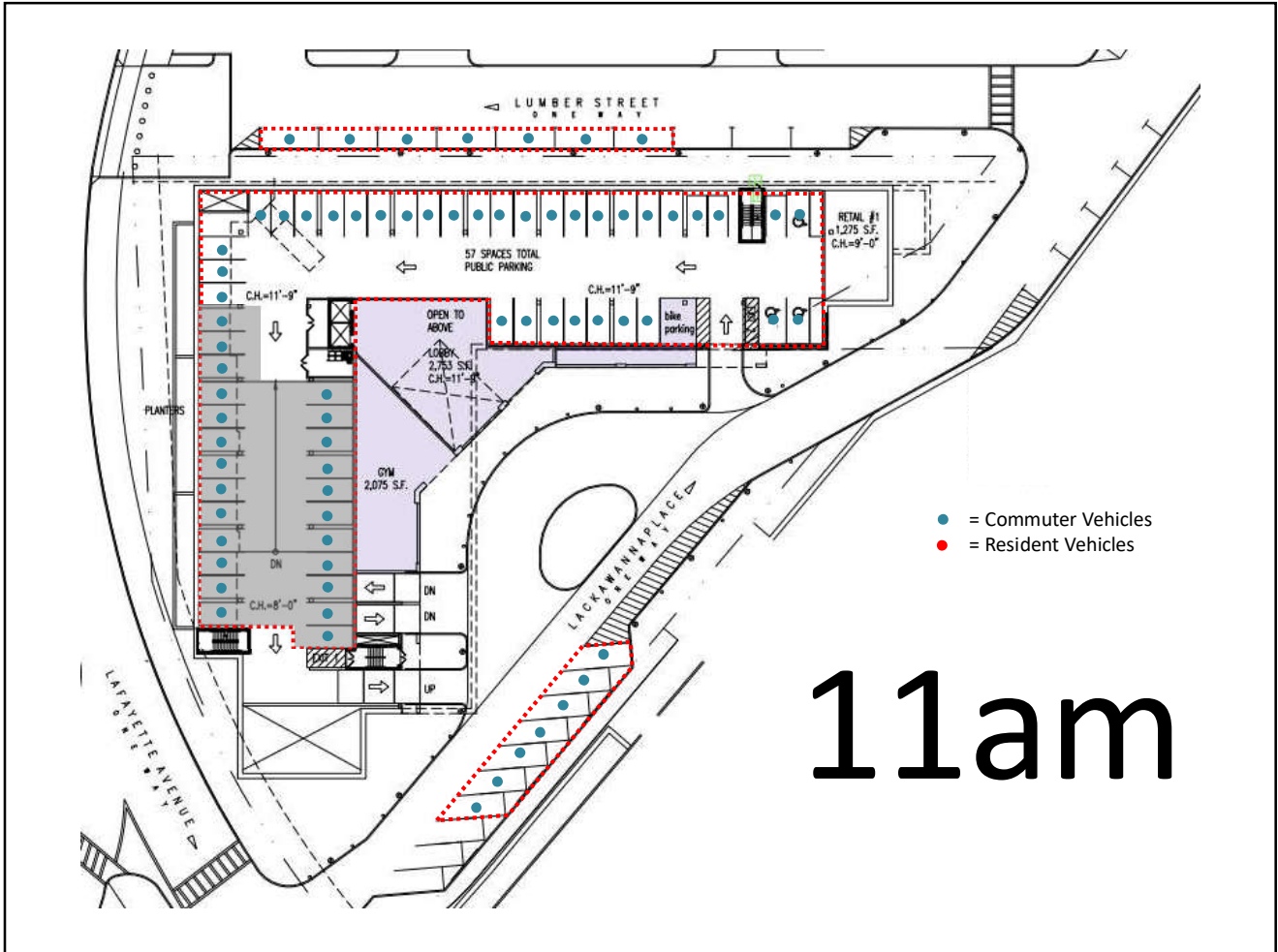


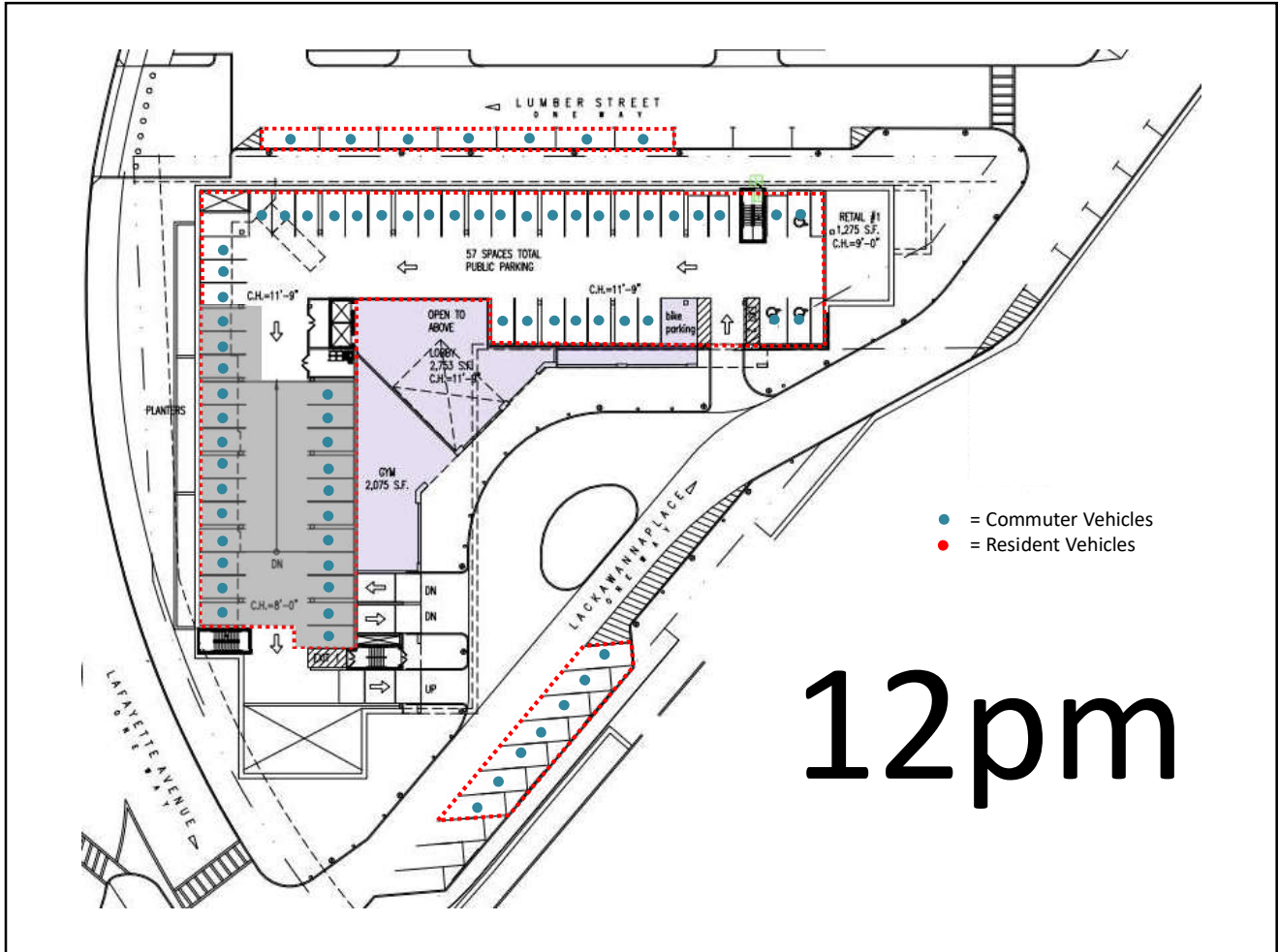


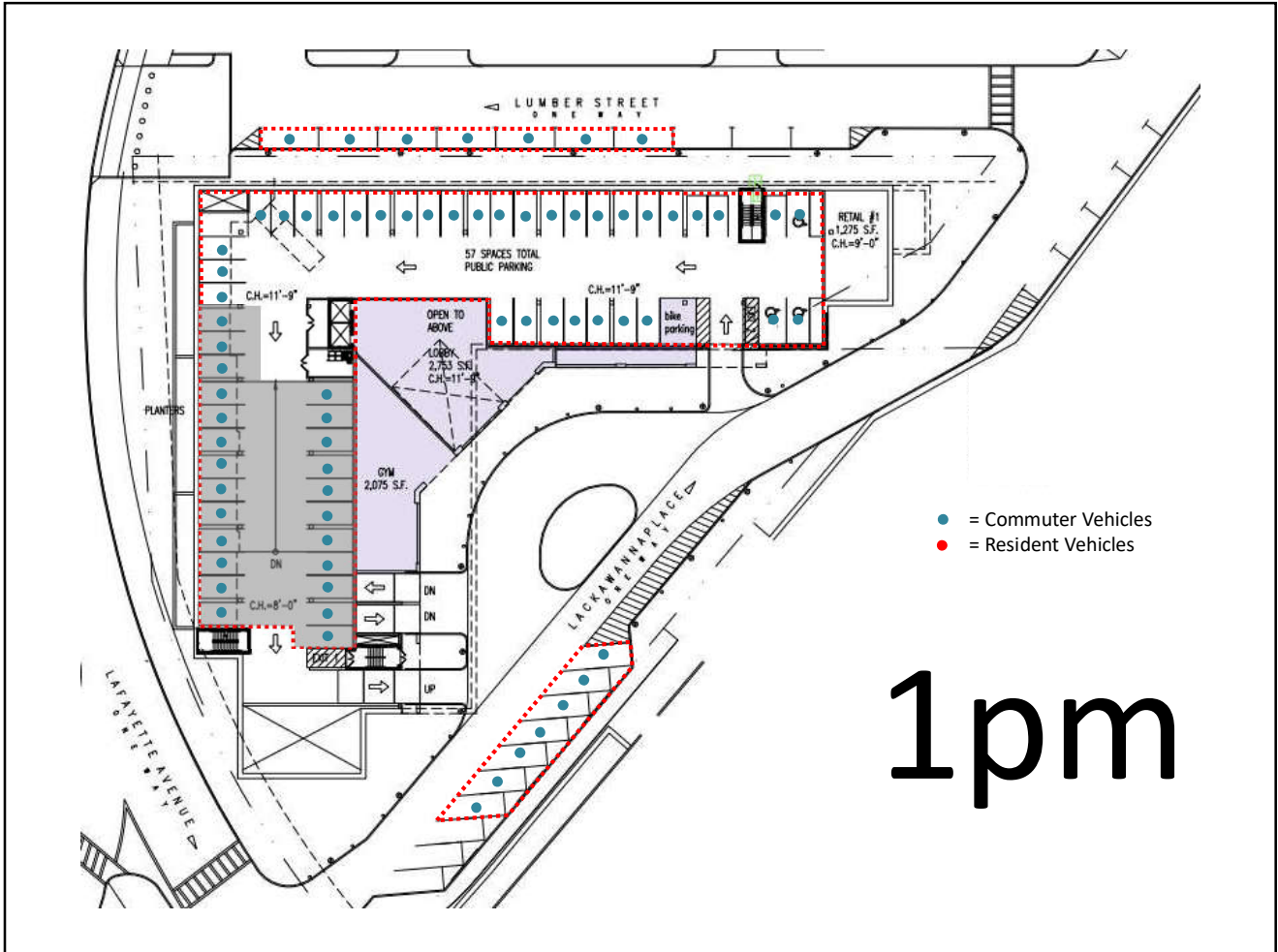






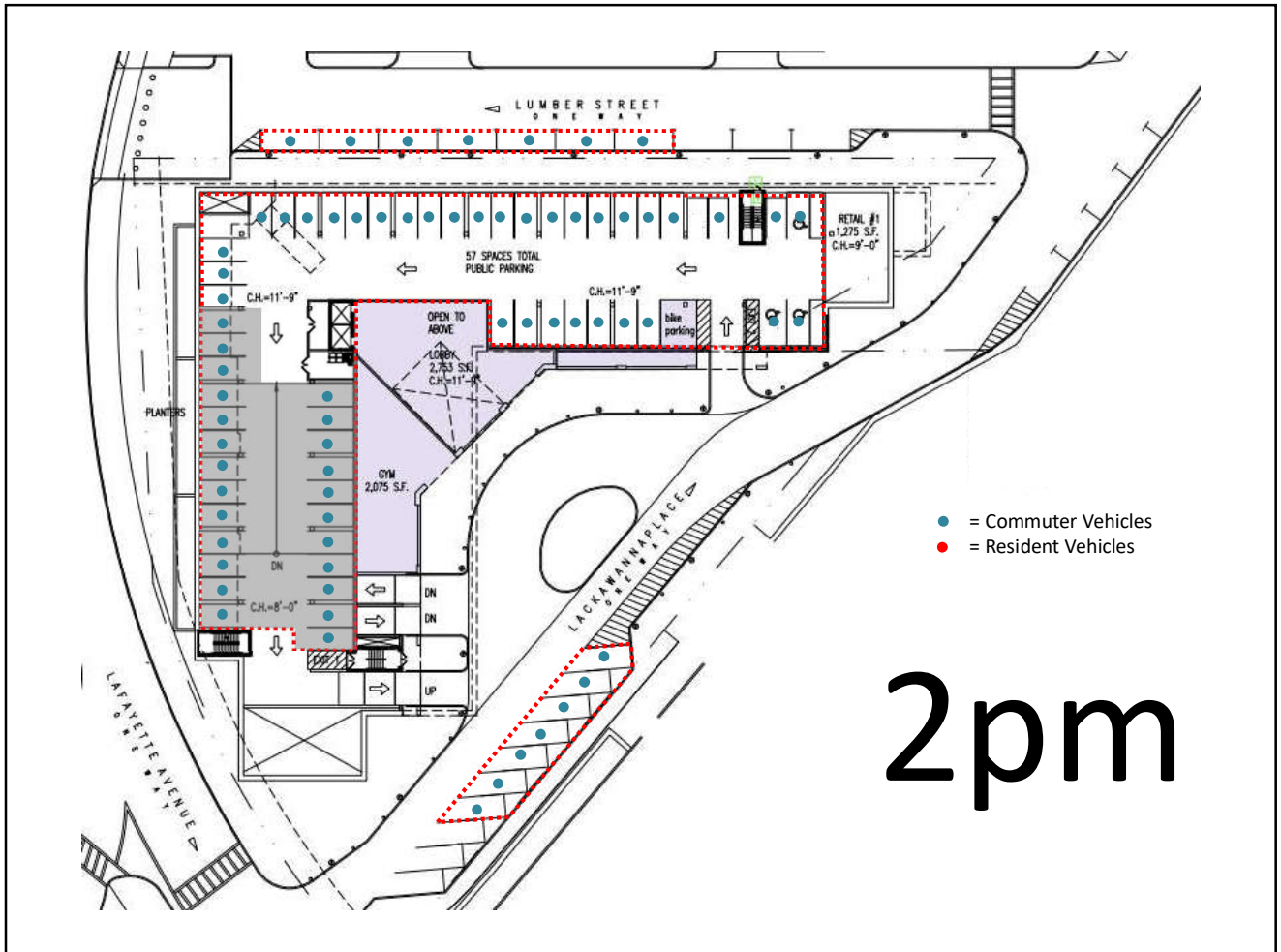




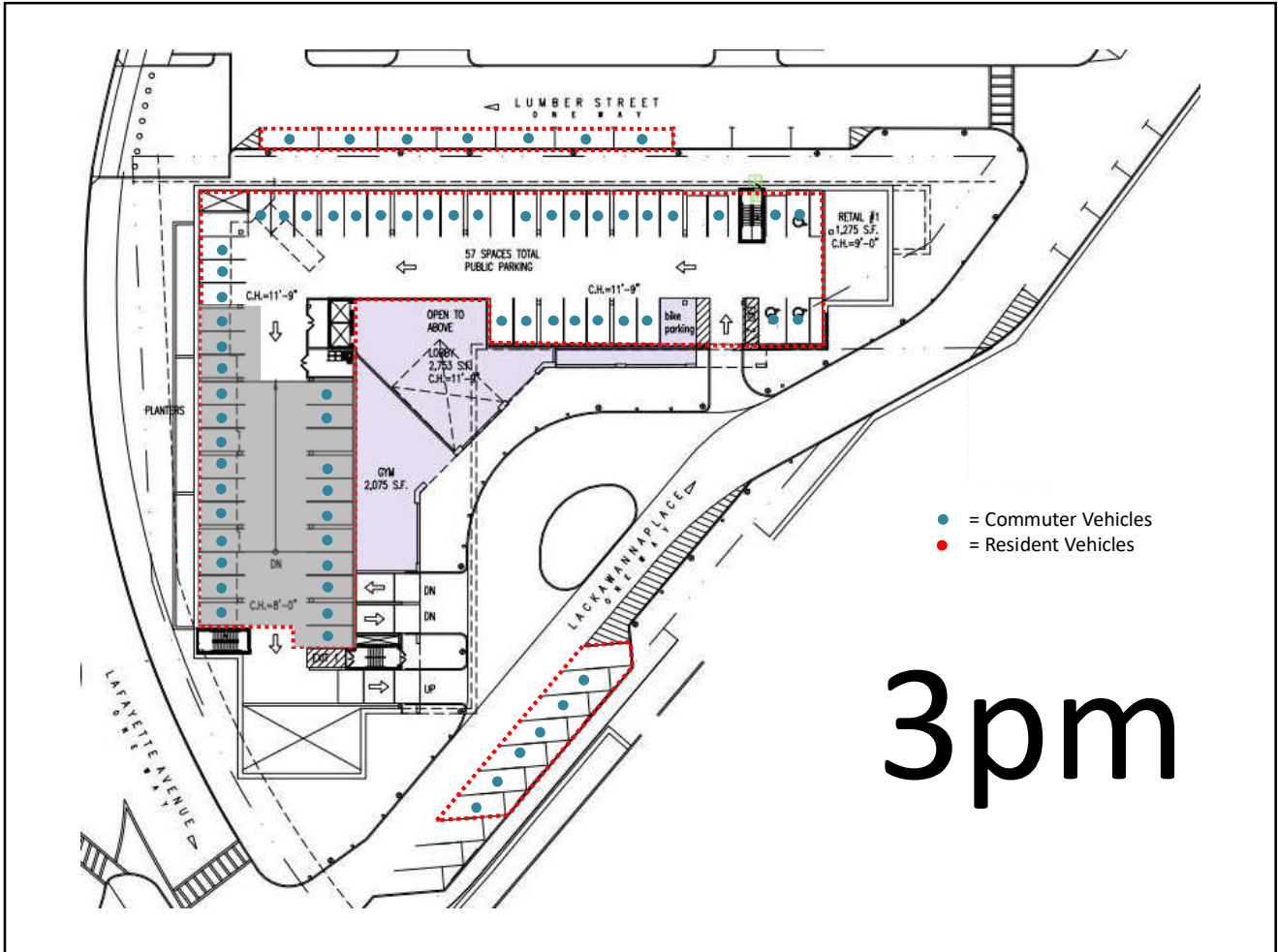


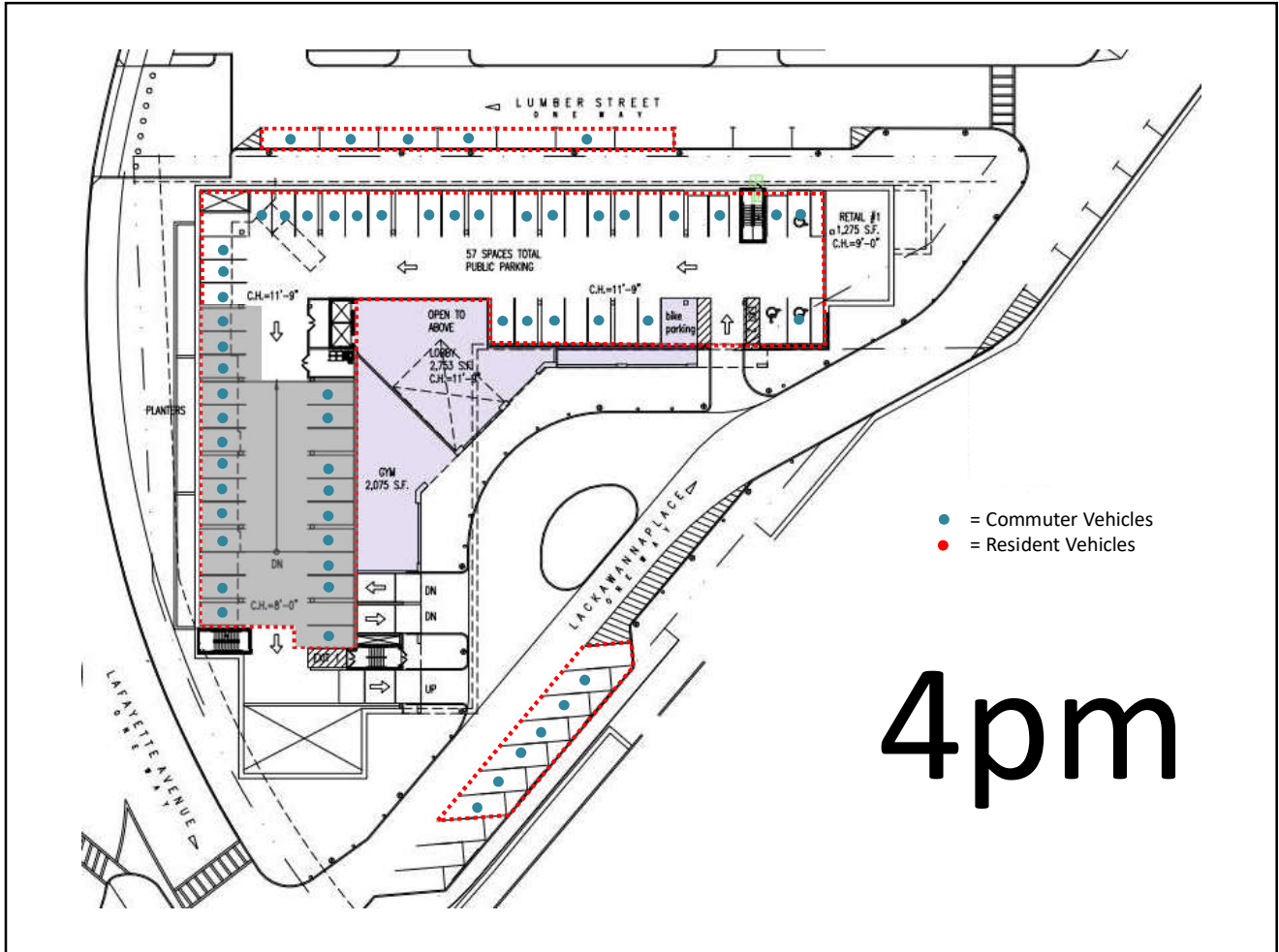
- = Commuter Vehicles
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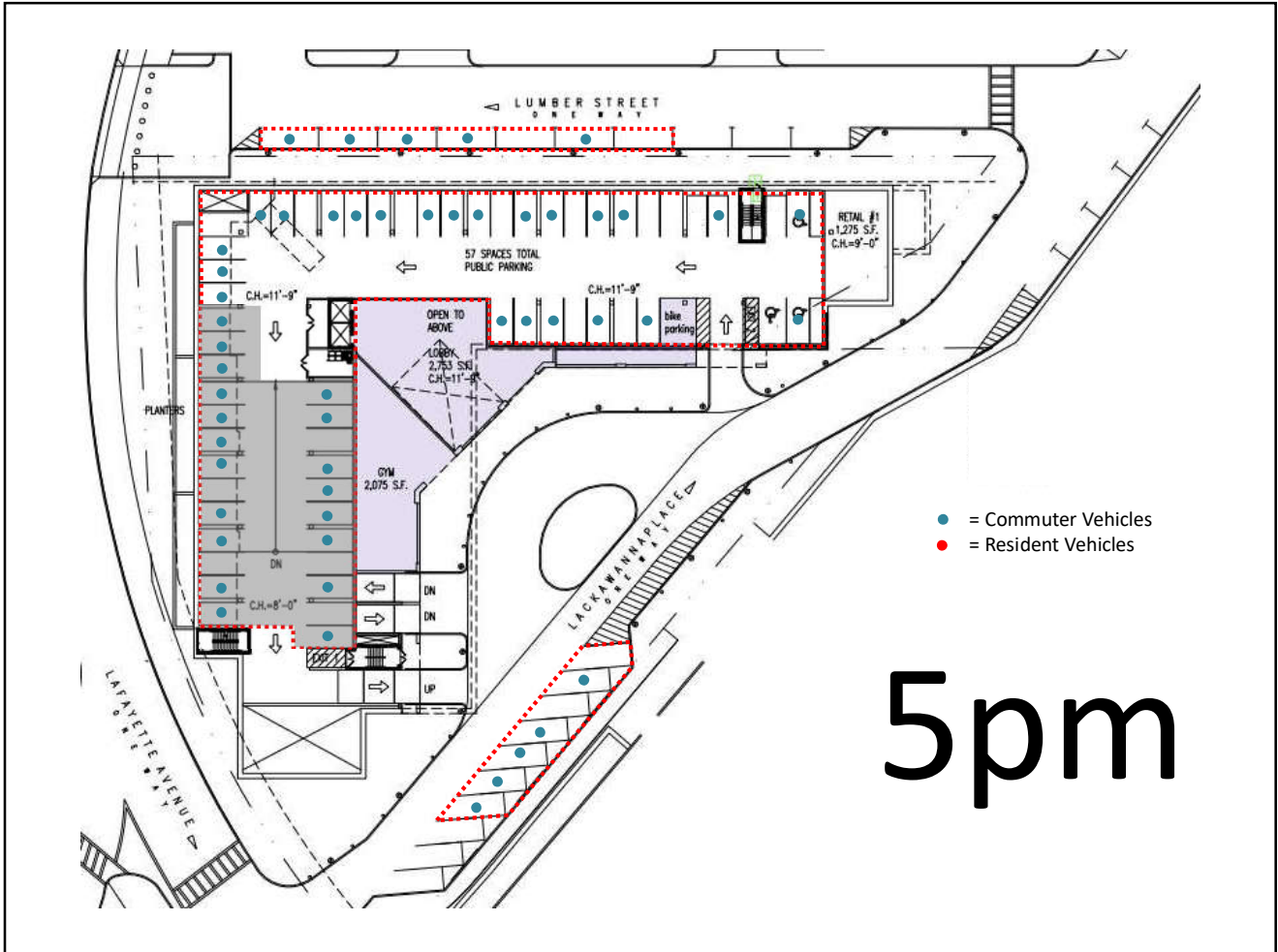
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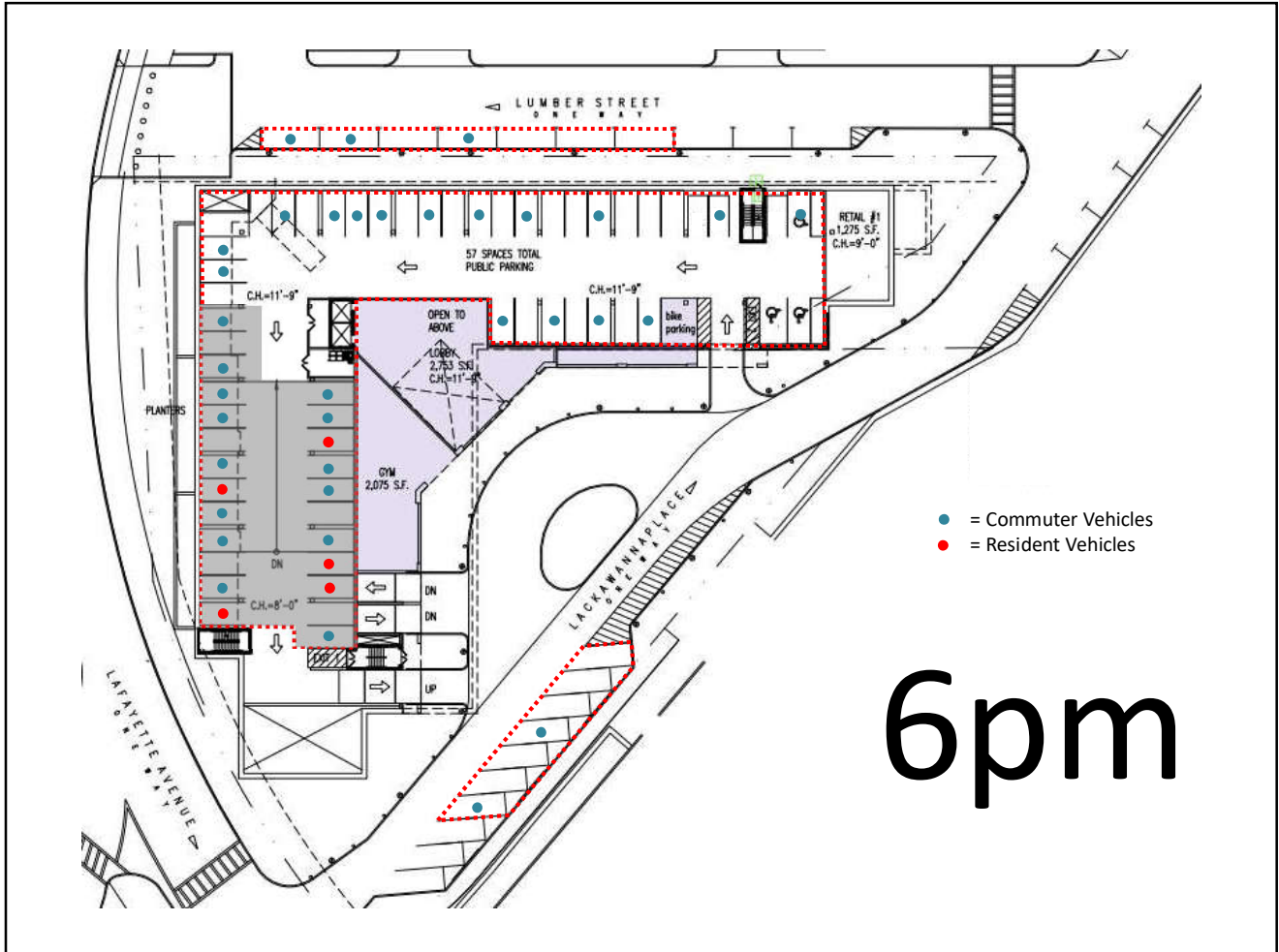


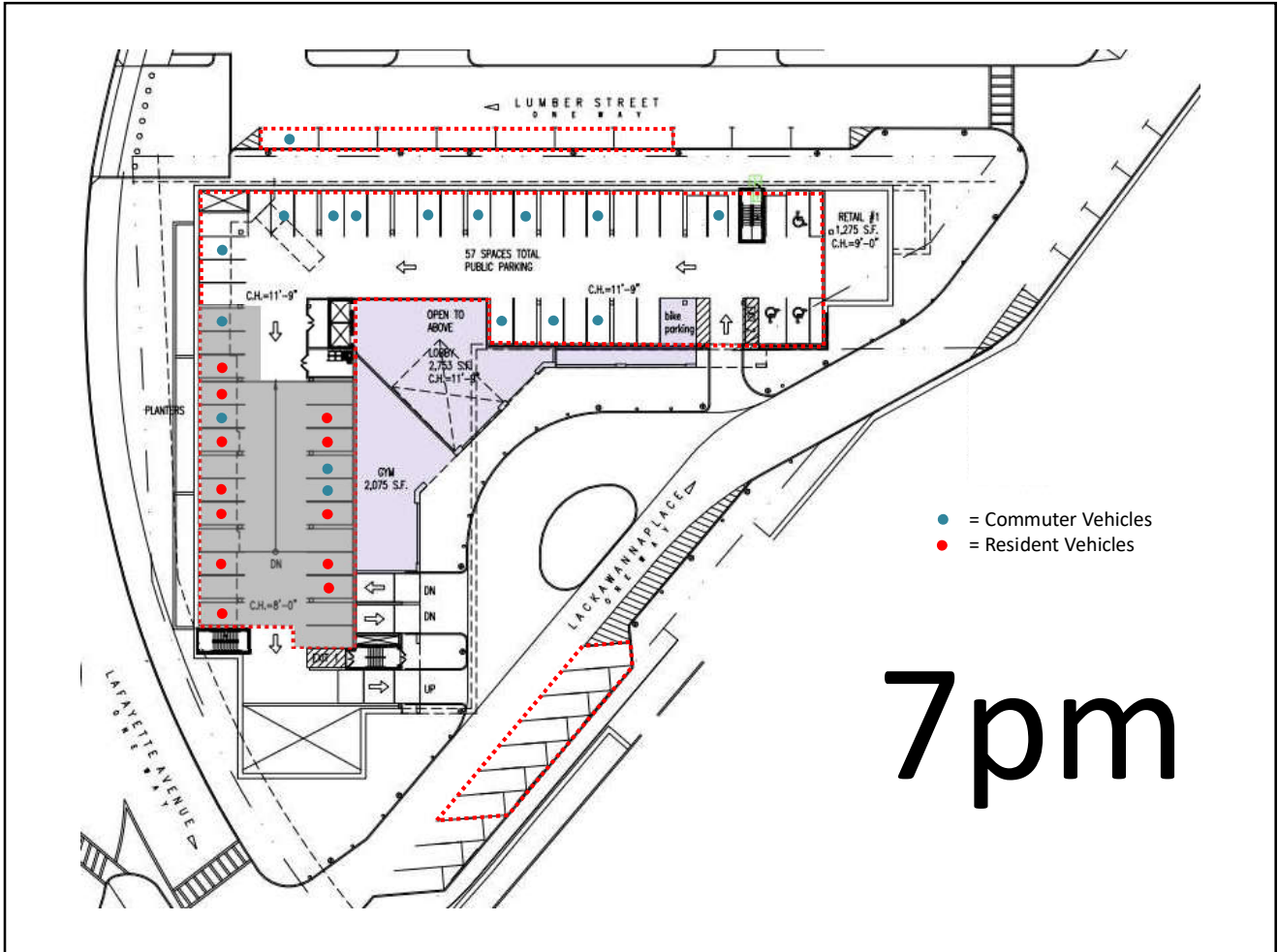


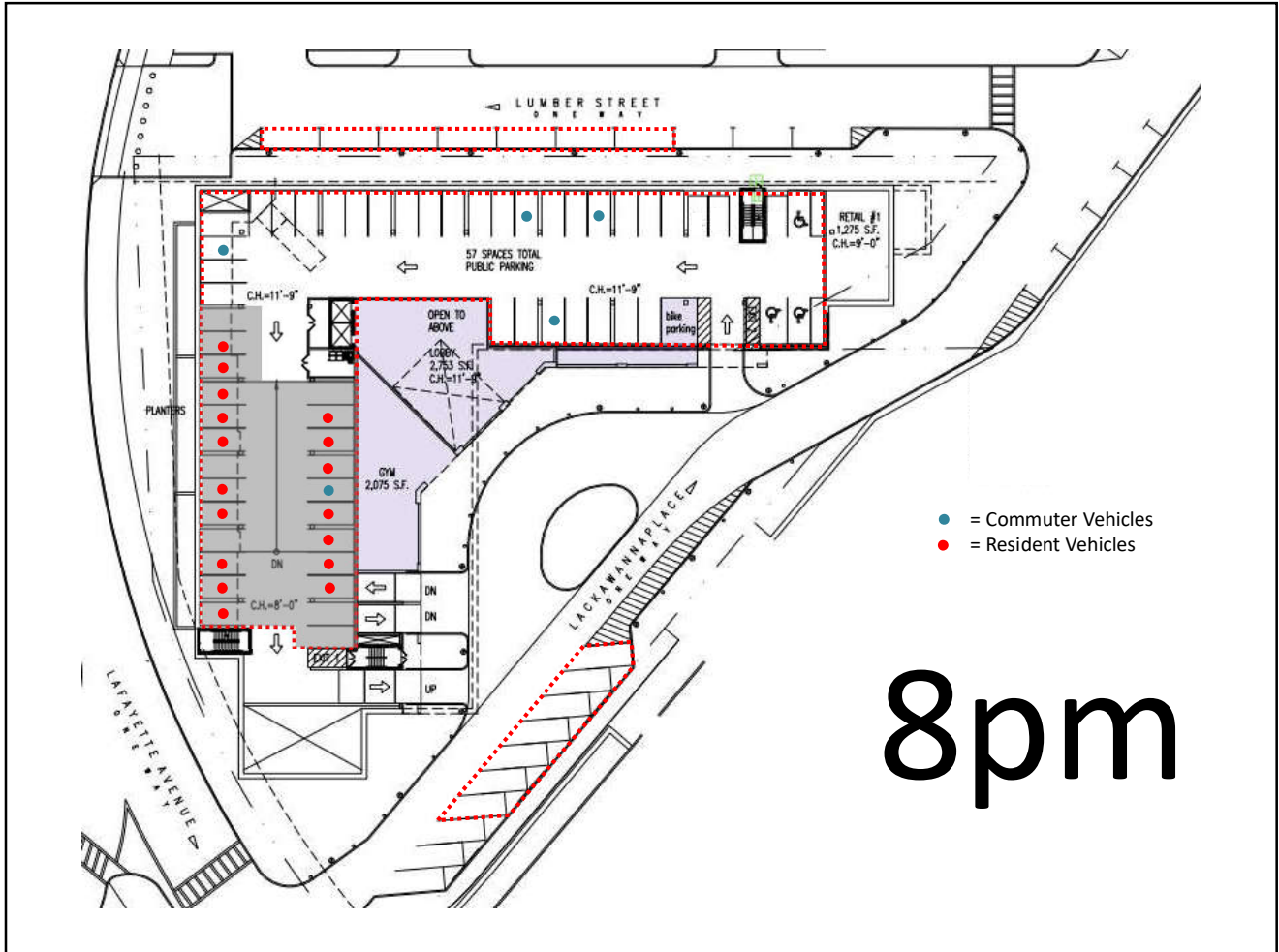


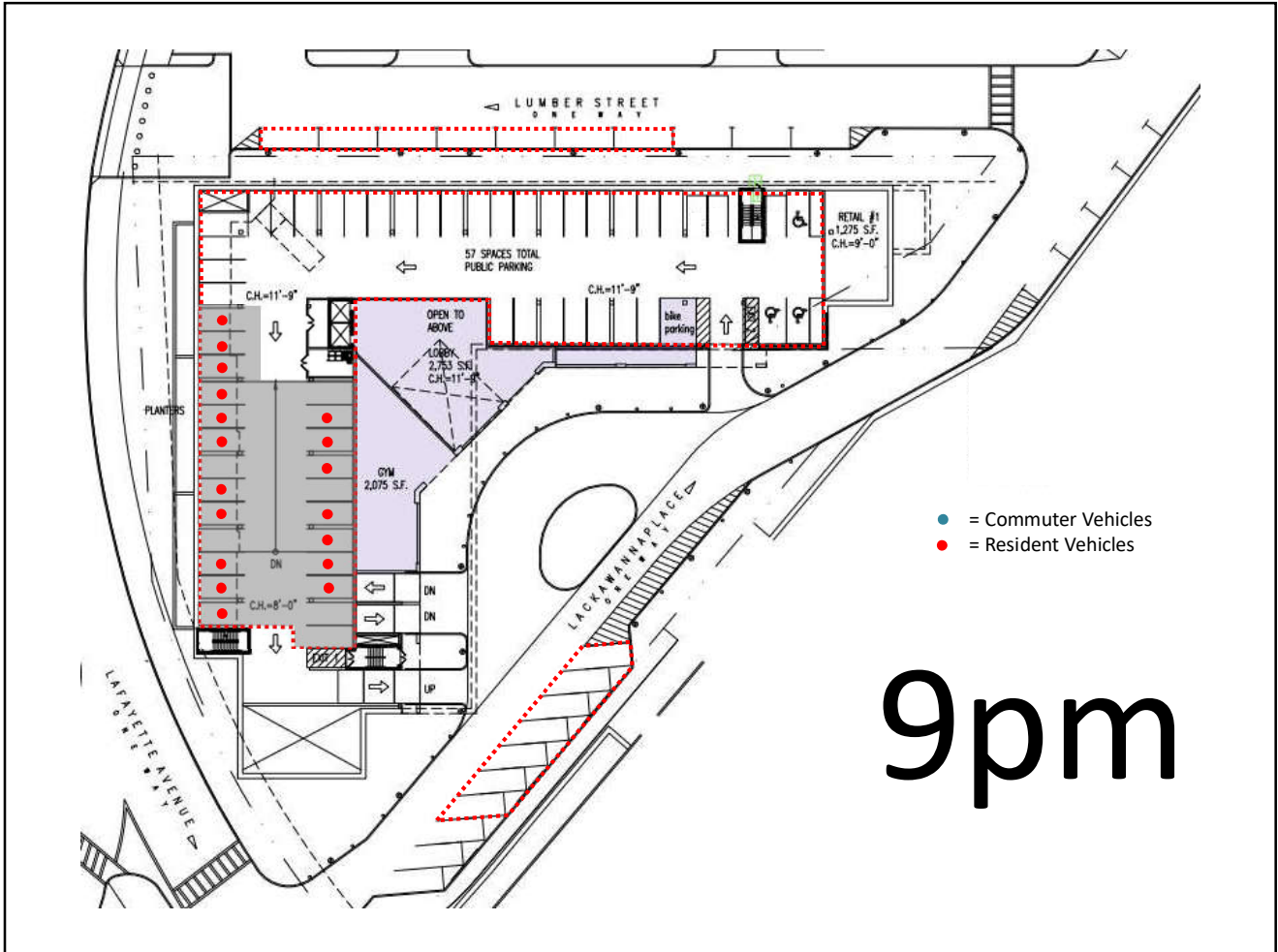


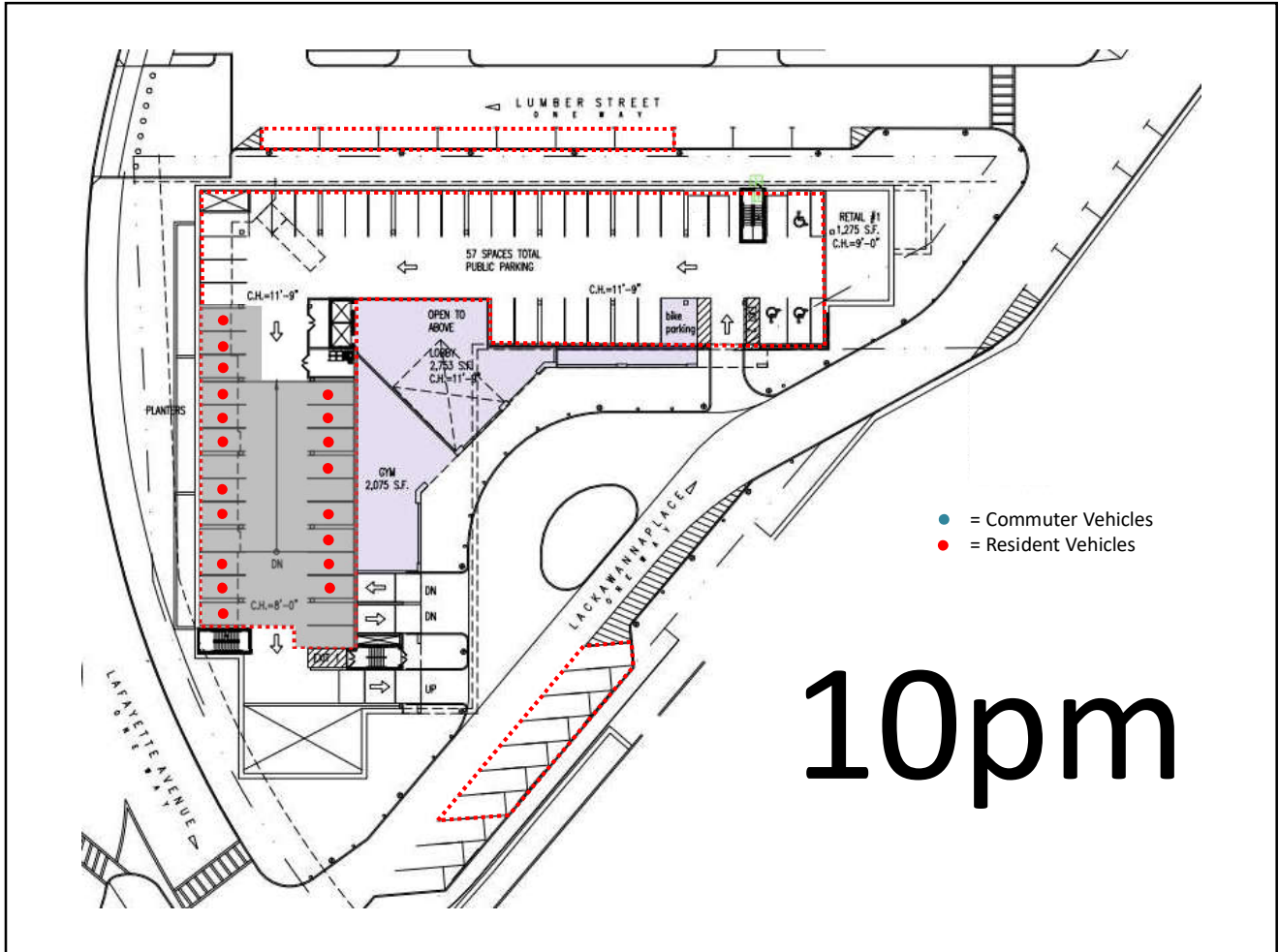




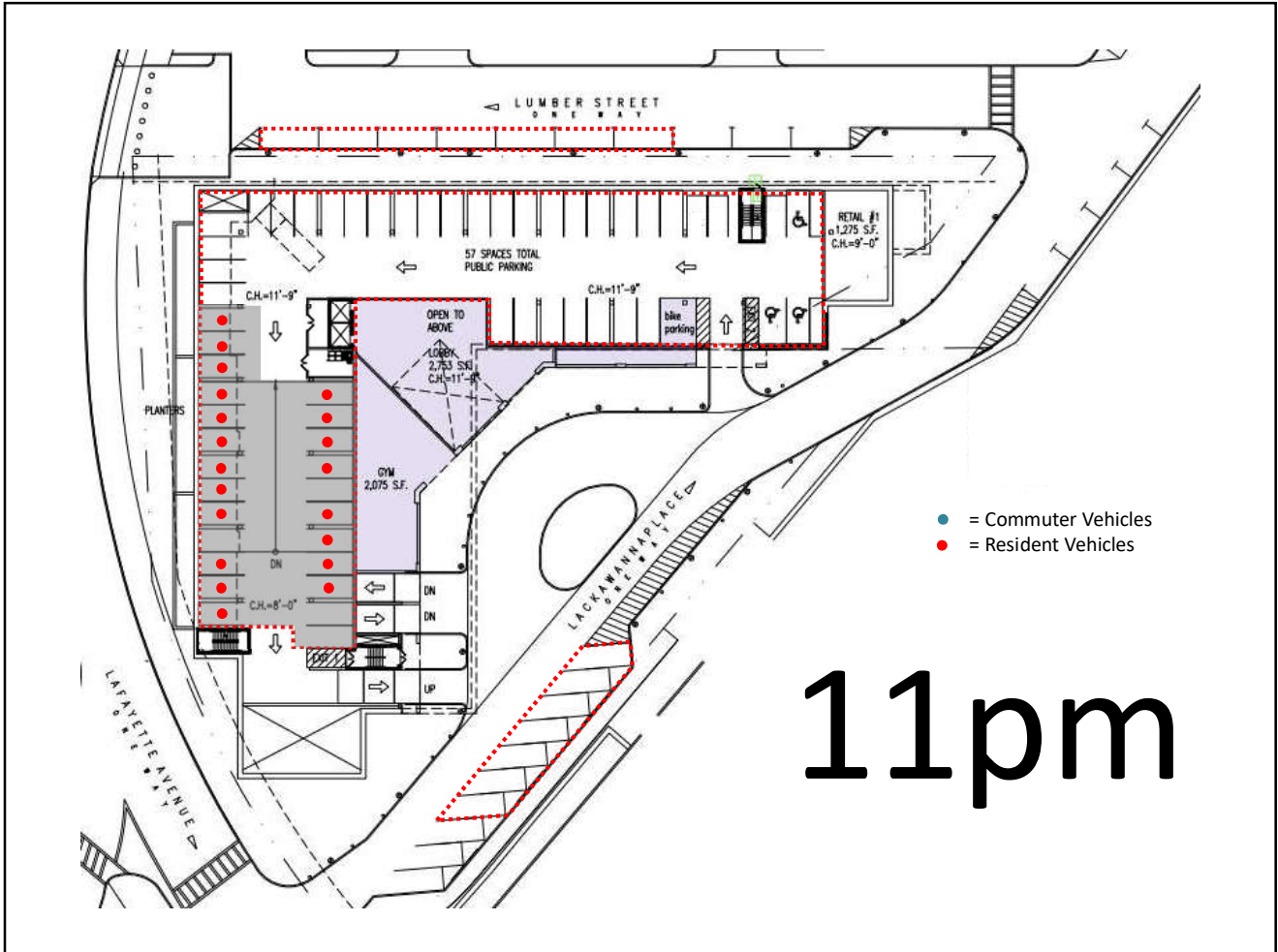












# Working With Parking Authorities



## Benefits

- Parking Authorities Have Broad Powers (but sufficiently restricted to prevent misuse)
- Knowledge of Local Government and Business Environment
- Land (Parking Lots)
- Financing (Parking Authority Bonds)

## NJ Examples

- **New Brunswick Parking Authority**
  - Gateway / Transit Village Redevelopment
  - Heldrich Center / Rockoff Hall Redevelopment
  - Child Health Institute / Medical Research Redevelopment
  - NBPAC Redevelopment
- **Morristown Parking Authority**
  - Epstein's Redevelopment
  - Chancery Square Redevelopment
- **Bloomfield Parking Authority (Special Purpose Entity)**
  - Glenwood Redevelopment
- **All projects listed received NJ Smart Growth Awards**

## Investment Ratios / Morristown

- Dalton Parking Garage (2000) = 700 spaces;
- Cost = \$9,265,000
- Private Investment in immediate vicinity – next 5 years: \$60,750,000 (Investment Ratio = 6.5 : 1)
  
- De Hart Parking Garage (2008) = 800 spaces;
- Cost = \$16,000,000
- Private Investment in immediate vicinity – next 5 years: \$125,000,000 (Investment Ratio = 7.8 : 1)

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### About the Panelists...

**Mayor Shelley Brindle** was elected in November 2017 as the first female Mayor in the history of Westfield, New Jersey. Prior to being elected, she had retired as HBO's Executive Vice President, Domestic Network Distribution and Marketing, where she was responsible for the revenue, marketing and distribution strategy of HBO's \$4.4B domestic subscription business.

Mayor Brindle aspired to use her experience as the first woman in HBO's C-suite to serve as a mentor to emerging female leaders and entrepreneurs, as well as applying her leadership and operating skills to serve as Mayor of her hometown. In addition to being Mayor, she serves on the Board of Philo, a streaming TV tech company in San Francisco; serves as a Global Ambassador for Vital Voices and is a founding member of Plum Alley Investments. She is an active member of several women's leadership organizations and has been a regular participant at Fortune's annual Most Powerful Women Summit.

Mayor Brindle received her B.A. from the University of Virginia.

**Assemblyman Clinton Calabrese**, with offices in Ridgefield, New Jersey, represents District 36 in the New Jersey General Assembly. Vice-Chair of the Telecommunications and Utilities Committee, he also serves on the Housing, and Environmental and Solid Waste Committees.

A Principal of Alkova Companies, a real estate investment firm, Assemblyman Calabrese has also been an analyst for Deutsche Bank. He formerly served on the Cliffside Park Zoning Board of Adjustment and the Cliffside Park Board of Education.

Mr. Calabrese received his B.S. from St. Joseph's University and his M.S. from New York University.

**Paul D. Cray, PE, PP, CME** is Regional Manager of Remington & Vernick Engineers in the firm's Secaucus, New Jersey, office. With more than 25 years in all facets of land development and municipal engineering consulting, he specializes in infrastructure improvements, land planning, due diligence investigations/feasibility studies, securing and maintaining regulatory/approvals, complex environmental permitting, expert testimony, value engineering, contract negotiation, and construction administration and conflict resolution.

Mr. Cray has been a member of the American Society of Civil Engineers (ASCE), Water Resources Professionals and Stormwater Professionals. Prior to joining Remington and Vernick he was Vice President, Land Development, for J. Timothy Kernan, Inc.

Mr. Cray received his BSCE in Civil Engineering from North Carolina State University.

**Gerard Giosa** is the President and founder of Level G Associates, a New York-based parking and transportation consulting firm with offices in Old Bethpage, New York. With more than 30 years of consulting experience throughout the United States and Canada, he is one of the leading parking experts in the United States. Over the past several years Mr. Giosa has been active in the development of parking and transportation programs in Patchogue, Bay Shore,

Mineola, Great Neck Plaza, Scarsdale, and other communities in the New York metropolitan area. In New Jersey, he is on-call parking consultant to the Morristown Parking Authority, the New Brunswick Parking Authority and the Montclair Planning Board.

Mr. Giosa has served as an instructor at Monmouth University's Kislak Real Estate Institute and the International Parking Institute's Parking Administrator Certification (CAPP) Program. He was lead parking consultant for six projects that received NJ Future's Smart Growth Redevelopment Awards and is co-author of "Parking Matters: Designing, Operating, and Financing Structured Parking in Smart Growth Communities" (ULI; NJDCA).

Mr. Giosa received his B.S. from the University of Rhode Island/Empire State College.

**Ron Ladell** is Senior Vice President, New Jersey, for AvalonBay Communities, Inc., in the company's Woodbridge, New Jersey, office, where he oversees AvalonBay's development activities throughout New Jersey and focuses on developing premiere residential and mixed-use communities in high barrier to entry markets. AvalonBay is constructing communities in Maplewood, Boonton, Teaneck, Piscataway and Edgewater; and over the last few years, has built communities in Princeton, Bloomfield, Union, Roseland, Somerset, Wharton, Bloomingdale, Wood-Ridge, Hackensack, North Bergen, West Long Branch, Tinton Falls, Lyndhurst and Lawrenceville. The company has also purchased communities located in Aberdeen, East Rutherford, Hoboken, Plainsboro and Watchung.

Mr. Ladell is a member of the New Jersey Apartment Association's Board of Directors, a founding member of New Jersey Mixed-Use Developers (an affiliate of the New Jersey Builder's Association) and previously served as a Board member of PlanSmart NJ and for a special improvement district. An Adjunct Professor at the Rutgers Business School, he serves on the Rutgers Center for Real Estate Studies Executive Committee where, working with other members, he is planning the Center's activities and developing an undergraduate and graduate level curriculum for the next generation of real estate leaders. Mr. Ladell is also an instructor for the New Jersey Redevelopment Authority and a guest lecturer at The Wharton School (MBA), University of Pennsylvania; the Cornell University Baker Program in Real Estate; the Lehigh University College of Business and Economics; Rutgers University School of Law-Newark; Rider University; and at Rutgers University Edward J. Bloustein School of Planning and Public Policy. The recipient of the Leadership Excellence Award bestowed by Monmouth University's Kislak Real Estate Institute, he has lectured for ICLE, the New Jersey League of Municipalities, the American Planning Association, the Urban Land Institute and other professional organizations, and has been quoted in the *Wall Street Journal*, *The New York Times* and other publications.

Mr. Ladell received his B.A. from Rutgers College, Rutgers University and his J.D. from Rutgers University School of Law-Newark.

**Steven G. Mlenak** is a Partner in the Redevelopment & Land Use and Real Estate Departments of Greenbaum, Rowe, Smith & Davis LLP in the firm's Roseland, New Jersey, office. He concentrates his practice in redevelopment, land use, zoning and real estate development, and his clients include property owners and developers engaged in mixed-use, residential, industrial, commercial, office, retail and affordable housing development projects. Mr. Mlenak counsels clients on the redevelopment process, including the negotiation and drafting of redevelopment agreements, the review of redevelopment area studies and redevelopment plans, the drafting of



redevelopment-related ordinances and resolutions, and appearances before redevelopment entities and governing bodies. He also maintains a strong practice in community association law.

Admitted to practice in New Jersey and New York, and before the United States District Court for the District of New Jersey, Mr. Mlenak has been a member of the New Jersey State Bar Association General Council, the New Jersey Chapter of the Community Associations Institute (CAI-NJ) and NAIOP-NJ. He has also been a member of the American Bar Association's Young Lawyers Division and the Legislative Committee of the New Jersey Builders Association.

Mr. Mlenak is the author and co-author of articles which have appeared in *Community Trends, Dimensions* and other publications, and has lectured for Lorman Education Services, CAI-NJ and other organizations. In 2018 he was selected as a "New Leader of the Bar" by the *New Jersey Law Journal* and he is the recipient of several other honors.

Mr. Mlenak received his B.A. from the University of Connecticut and his J.D. from Rutgers University School of Law-Newark.

**Nylema Nabbie** is a Partner in Cleary, Giacobbe, Alfieri & Jacobs, L.L.C. in Oakland, New Jersey, and has extensive land development experience on behalf of private and corporate clients on the local, county and state levels. She has substantial litigation experience, including challenges as to the constitutionality and validity of municipal zoning ordinances before the trial courts and Appellate Division of the State of New Jersey. She is responsible for complex commercial real estate transactions, as well as the representation of financial institutions and private individuals in commercial, construction and residential loan transactions; and for the preparation of public offering statements and registration of multi-family projects with the Department of Community Affairs.

Admitted to practice in New Jersey and New York, Ms. Nabbie is a former Director of the New Jersey State Bar Association's Land Use Section. She serves as Hillsdale Planning Board attorney and as co-counsel to the North Bergen Planning Board; and formerly served as West New York Zoning Board of Adjustment Attorney and as co-counsel to the Closter Zoning Board of Adjustment. She has been a member and Chair of the Teaneck Planning Board.

Ms. Nabbie received her undergraduate degree, *cum laude*, from Seton Hall University and her J.D. from Seton Hall University School of Law.

**Charles Olivo, P.E.** is Principal at Stonefield Engineering and Design in Rutherford, New Jersey. The company provides its customers with engineering and design services that include site/civil, traffic signal design, traffic impact study, expert testimony, roadway improvement construction plans, GIS mapping and land use/urban planning.

Mr. Olivo started Stonefield Engineering and Design at the age of 29 from the basement of his home, in January 2010, and in 2016 he was named New Jersey Small Businessperson of the Year by the United States Small Business Administration. Much of the company's work is part of private- and public-sector land development projects, which can range from a single-family home to a large-scale mixed-use project that requires the attention of skilled engineers and designers.

Mr. Olivo received his undergraduate degree from the University of Notre Dame.

**Richard S. Schkolnick**, Law Offices of Richard Schkolnick in Millburn, New Jersey, has extensive experience providing solutions to property owners in complex land use and zoning matters, and has served as counsel to local government agencies with respect to land use and zoning issues. He focuses his practice in applications to construct wireless communications facilities and has represented national wireless carriers in hundreds of zoning applications.

Admitted to practice in New Jersey and New York, Mr. Schkolnick is Past Chair of the Board of Directors of the New Jersey State Bar Association's Land Use Law Section. He secured a unanimous decision from the New Jersey Supreme Court on behalf of the Township of West Orange in the State's seminal eminent domain case, *Township of West Orange v. 769 Associates, LLC*, 172 N.J. 564 (2002), and also served as Co-General counsel to the New Jersey State Democratic Party.

Mr. Schkolnick is a graduate of Haverford College, where he was elected to *Phi Beta Kappa*, and received his Masters of Government Administration from the University of Pennsylvania's Fels Center of Government, where he was a Fels Scholar. He received his J.D. from the U.C.L.A. School of Law.

**David Spatz, PP** has been President of Community Housing & Planning Associates, Inc., a New Jersey-based planning consulting firm with offices in Harrington Park, New Jersey, since 1986. He has more than 40 years of consulting experience as a licensed Professional Planner, with both municipal and private clients, and is the planning consultant for Union City and West New York in Hudson County.

In addition to the provision of planning testimony, Mr. Spatz has prepared numerous redevelopment plans, master plans and zoning ordinances, as well as grant applications for federal and state community development and recreation programs. He has provided planning testimony before more than 80 Municipal Planning and Zoning Boards throughout the State.

Mr. Spatz received his Masters of Urban Planning from New York University.

# *Parking Variances, Reports and Proofs*

*We tend to overlook the importance of parking; without parking, there would be no traffic*

*Quick math, a parking garage with 100 parking stalls, would that generate the same, more, or less traffic than a parking garage with 10 parking stalls?*

*We as planners tend to ignore that we are helping to dictate demand by providing supply*

*Generally every Municipality sets parking requirements for every land use conceivable – bowling alley, liquor store, restaurant, and apartment.*

*At the statewide level, we have the RSIS which sets standards for single-family through multi-family.*

**Table I Off-Street Parking and  
Loading Requirements Nonresidential  
Land Use**

<b>Use</b>	<b>Required Off-Street Parking Spaces Per Indicated Area</b>
Automobile sales	1 per employee, plus 1 per 10 cars displayed
Assembly operations	1 per 800 square feet of gross floor area
Bars	1 per 2 seats
Bowling alleys	4 per alley
Car washes	10 per washing lane
Churches and synagogues	1 per 3 seats
Fiduciary institutions	1 per 300 square feet of gross floor area
Finishing operations	1 per 800 square feet of gross floor area
Hotels and motels	0.7 per guest room, plus 10 per 1,000 square feet of gross floor nonroom area
Industrial uses	1 per 800 square feet of gross floor area
Libraries	1 per 300 square feet of gross floor area
Manufacturing uses	1 per 800 square feet of gross floor area
Medical centers	1 per 250 square feet of gross floor area
Neighborhood convenience centers	4 per 1,000 square feet of gross leasable area under 400,000 square feet of gross leasable area
Nightclub	1 per 3 seats
Offices:	
Under 49,999 square feet of gross floor area	4.5 per 1,000 square feet of gross floor area
50,000 to 99,999 square feet	4 per 1,000 square feet of gross floor of gross floor area
100,000 and more square feet	3.5 per 1,000 square feet of gross floor of gross floor area
Receiving	1 per 5,000 square feet of gross floor area
Research	1 per 1,000 square feet of gross floor area
Restaurants	1 per 3 seats

Quick-food establishments	1 per 30 square feet of gross floor area
Retail stores	1 per 200 square feet of gross floor area
Schools:	
Elementary	1.5 per classroom, but not fewer than 1 per teacher and staff
Intermediate	2.5 per classroom, but not fewer than 1 per teacher and staff
Secondary	2.5 per classroom, but not fewer than 1 per teacher and staff
Service stations	4 per bay and work area
Shipping	1 per 5,000 square feet of gross floor area
Shopping centers:	
Under 400,000 square feet of gross leasable area	4 per 1,000 square feet of gross leasable area
400,000 to 599,999 square feet of gross leasable area	4.5 per 1,000 square feet of gross leasable area
600,000 and more square feet of gross leasable area	5 per 1,000 square feet of gross leasable area
Storage areas	1 per 5,000 square feet of gross leasable area
Theaters	1 per 3 seats
Theaters in shopping centers	1 per 4 seats
Warehouses	1 per 5,000 square feet of gross floor area
Nonresidential Land Use	Required Off-Street Parking Spaces Per Indicated Area
Community buildings, country clubs, social halls, lodges, fraternal organizations and similar uses	1 per 200 square feet of gross floor area
Doctors and dentists	4 per doctor, plus 1 for each employee
Funeral homes and mortuaries	10 per 50 square feet of chapel area
Hospitals, nursing and convalescing homes	1 for each bed, plus 1 for each employee for the shift with the greatest number of employees

**Residential Land Use [Added 11-10-2003 by Ord. No. 39-2003]**

<b>Housing Unit Type/Size</b>	<b>Required Off-Street Parking per Dwelling Unit</b>
Single or Two-Family Detached	
Up to 3 bedroom	2
4 bedroom	3

**N.J.A.C. 5:21-4.14**

This file includes all Regulations adopted and published through the New Jersey Register, Vol. 52 No. 21, November 2, 2020

**NJ - New Jersey Administrative Code > TITLE 5. COMMUNITY AFFAIRS > CHAPTER 21. RESIDENTIAL SITE IMPROVEMENT STANDARDS > SUBCHAPTER 4. STREETS AND PARKING**

**§ 5:21-4.14 Parking: number of spaces**

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(a) An adequate number of on-street and off-street parking spaces shall be required in all developments to accommodate residents and visitors. For projects containing dwelling units required by the New Jersey Uniform Construction Code's Barrier Free Subcode ([N.J.A.C. 5:23-7](#)) to be accessible, accessible parking spaces for people with disabilities shall be provided in accordance with the requirements of the Barrier Free Subcode and shall be considered part of the total number of required spaces.

(b) For residential developments, parking shall be provided, as set forth in Table 4.4 below. If applicant does not specify the number of bedrooms per unit, note "c" for each category in Table 4.4 shall apply for the parking requirement.

(c) Alternative parking standards to those shown in Table 4.4 shall be accepted if the applicant demonstrates these standards better reflect local conditions. Factors affecting minimum number of parking spaces include household characteristics, availability of mass transit, urban versus suburban location, and available off-site parking resources.

(d) Garage and driveway combinations shall be counted as follows:

- 1. Each garage car space shall be counted as 1.0 off-street parking space regardless of the dimensions of the driveway.
- 2. A one-car garage and driveway combination shall count as 2.0 off-street parking spaces, provided the driveway measures a minimum of 18 feet in length between the face of the garage door and the right-of-way.
- 3. A two-car garage and driveway combination shall count as 3.5 off-street parking spaces, provided a minimum parking width of 20 feet is provided for a minimum length of 18 feet as specified for a one-car garage and driveway combination.

(e) When housing is included in mixed-use development, a shared parking approach to the provision of parking shall be permitted.

(f) When, in the judgment of the local approving authority, on-street parking is available, then only that proportion of the parking requirement which is not available on the street shall be provided in off-street parking facilities. A length of 23 feet per on-street parking space shall be used in calculating the number of available on-street parking spaces.

**TABLE 4.4**

**PARKING REQUIREMENTS FOR**

**RESIDENTIAL LAND USES<a>**

**Housing unit type/size<b>**

**Parking requirement per dwelling unit**

Single-Family Detached

**TABLE 4.4**  
**PARKING REQUIREMENTS FOR**  
**RESIDENTIAL LAND USES<a>**

<b>Housing unit type/size&lt;b&gt;</b>	<b>Parking requirement per dwelling unit</b>
2 Bedroom	1.5
3 Bedroom	2.0
4 Bedroom	2.5<c>
5 Bedroom	3.0
Two Family (Duplex)	"Single-Family Detached" values shall apply to each unit
Garden Apartment	
1 Bedroom	1.8
2 Bedroom	2.0<c>
3 Bedroom	2.1
Townhouse	
1 Bedroom	1.8
2 Bedroom	2.3<c>
3 Bedroom	2.4
High Rise	
1 Bedroom	0.8
2 Bedroom	1.3<c>
3 Bedroom	1.9
Mobile Home	
1 Bedroom	1.8
2 Bedroom	2.0<c>
Retirement Community	Values shall be commensurate with the most appropriate housing unit type and size noted above that the retirement community resembles.
Recreational Homes (owner occupied)	Values shall be commensurate with the most appropriate housing unit type and size noted above that the recreational homes (owner occupied) resemble.
Mid-Rise Apartment	"Garden Apartment" values shall apply
Assisted living<d>	0.50

## Notes:

<a> When determination of the required number of parking spaces results in a fractional space for the entire development, any fraction of one-half or less may be disregarded, while a fraction in excess of one-half shall be counted as one parking space.

<b> Requirements for attached units (apartment/condominium/townhouse) include provisions for guest parking (0.5 spaces per dwelling unit). Guest parking must either be provided for on street or in common parking areas.

<c> If applicant does not specify the number of bedrooms per unit, this parking requirement shall apply.

<d> As defined by the New Jersey Department of Health at [N.J.A.C. 8:36-1.3](#), as a facility with apartment-style housing and congregate dining, and other assisted living services available when needed. At a minimum, apartment units have one room, a private bathroom, a kitchenette, and a lockable entrance door.

Source: Modified and adapted from U.S. Department of Commerce, Bureau of the Census, Public Use File--New Jersey (cross-tabulation of vehicles by housing unit for units constructed 1975 to 1980).

## History

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### HISTORY:

Amended by R.1999 d.374, effective November 1, 1999 (operative May 1, 2000).

See: [31 N.J.R. 477\(a\)](#), [31 N.J.R. 3259\(a\)](#).

Rewrote (d); and in Table 4.4, deleted "offstreet" preceding "parking" in Note c.

Administrative correction.

See: [32 N.J.R. 684\(b\)](#).

Amended by R.2000 d.480, effective December 4, 2000 (operative June 3, 2001).

See: [32 N.J.R. 2670\(b\)](#), [32 N.J.R. 4277\(a\)](#).

In Table 4.4, amended column headings and inserted requirement for assisted living.

Amended by R.2002 d.399, effective December 16, 2002.

See: [34 N.J.R. 2615\(a\)](#), [34 N.J.R. 4412\(a\)](#).

In Table 4.4, added "Two Family (Duplex)" and rewrote footnote b.

Public Notice: Notice regarding the Publication of two Notices of Adoption in the December 16, 2002 New Jersey Register.

See: [34 N.J.R. 4343\(a\)](#), [4412\(a\)](#), [35 N.J.R. 219\(b\)](#).

Administrative change.

See: [35 N.J.R. 1663\(a\)](#).

Public Notice: Application for Special Area Standard for Parking.

See: [46 N.J.R. 458\(a\)](#), [46 N.J.R. 1480\(a\)](#).

Amended by R.2020 d.118, effective November 2, 2020.



# *Timeline*

*Cars as the uninvited guests of streets*

*1900: the social construction of streets was stable*

*1920s that stability was completely disrupted*

*“joy riders” “road hogs” Vs. “jaywalkers”*

*1935: the invention of the parking meter*

*1960s through 1970s the ideology changes yet again*

*2021: what are streets for and how does parking play a role in this?*

# *Current Parking Policy*

*Parking is free for 99% of all trips*

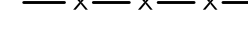

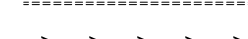
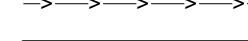






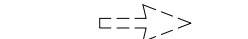
*No such thing as “free” parking; hidden cost in everything else*

*The cost is to the city, economy, environment*

*Off-street parking requirements are the result of not enough on-street parking*

*For commercial buildings, the parking lot is often larger than the building itself*

TAX MAP LOT 186.56  
N/F LANDS OF  
HAMILTON/WASH PROPERTIES  
DB. 3526, PG. 62

-  FENCELINE
-  PROPOSED CURB
-  PROPOSED DEPRESSED OR FLUSH CURB
-  PROPOSED ADA PATH
-  PROPOSED BUILDING
-  PROPOSED CONCRETE AREA
-  PROPOSED MODULAR BLOCK RETAINMENT
-  PROPOSED CONCRETE RETAINING WALL
-  DIRECTION OF TRAFFIC FLOW
-  DTS
-  NJDOT DESIRABLE TYPICAL SECTION

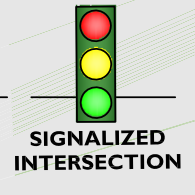


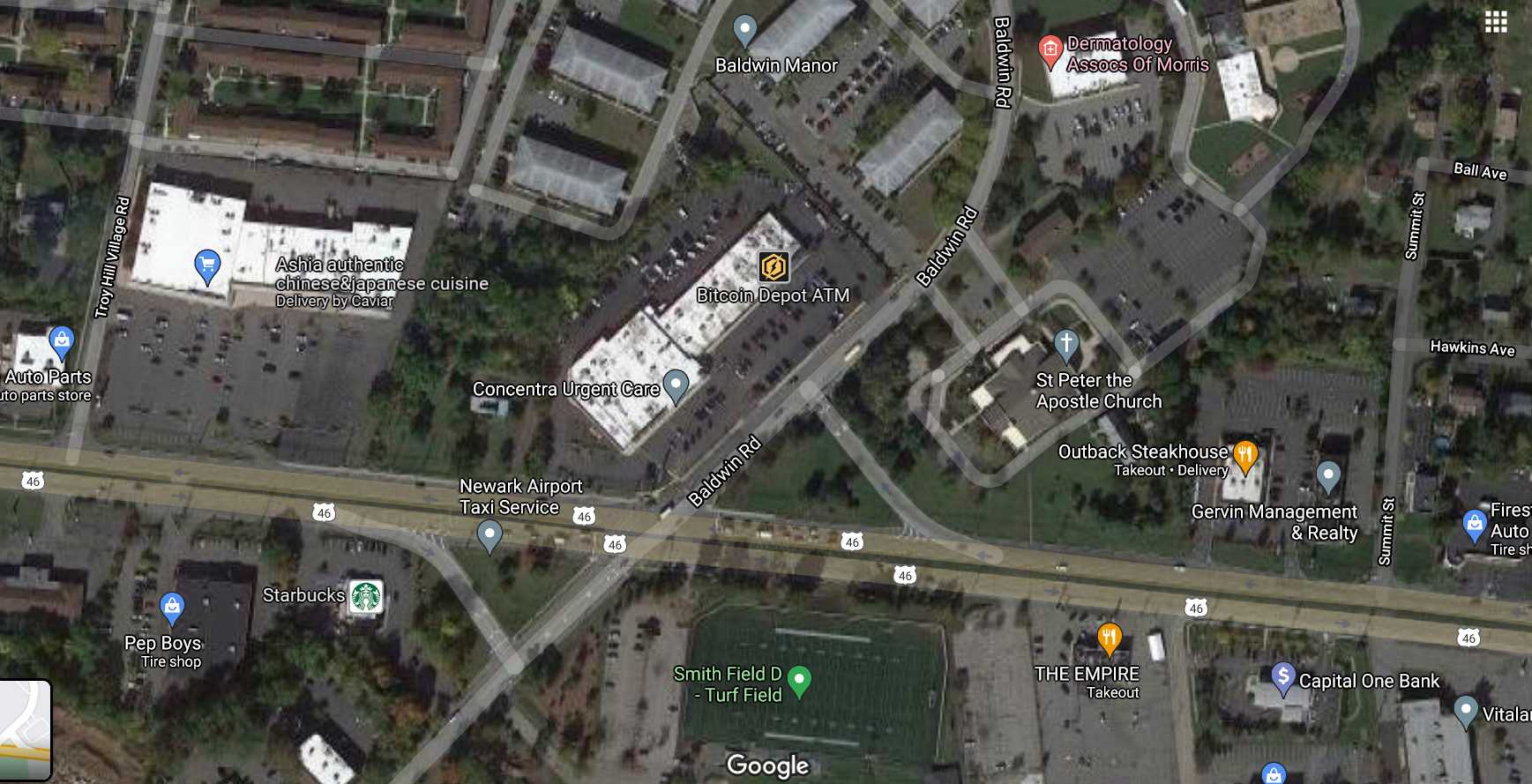
ALLEY NO. 2  
(20' WIDE ROW PER F.M.)

**PROPOSED**  
**114' X 130' PROTOTYPE**  
**LEFT ENTRY**  
**SINGLE LANE DRIVE-THRU**  
**(14,820 SF)**  
**53 PARKING SPACES TOTAL**

WASHINGTON BOULEVARD  
(VARIABLE WIDTH R.O.W.)  
(ASPHALT ROADWAY)

**NEW JERSEY STATE HIGHWAY ROUTE 33**  
(VARIABLE WIDTH R.O.W.)  
(ASPHALT ROADWAY)





Baldwin Manor

Dermatology Assocs Of Morris

Ashia authentic chinese & japanese cuisine  
Delivery by Caviar

Bitcoin Depot ATM

Concentra Urgent Care

St Peter the Apostle Church

Outback Steakhouse  
Takeout · Delivery

Newark Airport Taxi Service

Gervin Management & Realty

Starbucks

Pep Boys  
Tire shop

THE EMPIRE  
Takeout

Capital One Bank

Smith Field D  
- Turf Field

Google

Vitality

Troy Hill Village Rd

Baldwin Rd

Baldwin Rd

Baldwin Rd

Summit St

Ball Ave

Hawkins Ave

Summit St

46

46

46

46

46

46

46

46

## *Current Parking Policy*

*It worked! At the time there was not enough parking for these relatively new cars. Putting it in a parking lot, off-street, solved all the problems*

*Developer pays for parking (build and maintain it) → tenants pay for the parking in their rent → tenants pass along the cost of parking to their customers*

*The parking cost is bundled; if you don't drive a car or own a car, you are still paying for it*

*At the point that parking is built, no one can pay less for it even when using less of it*

## *Examples and Results*

*In the case of the restaurant, you are paying for the parking in your meal*

*In the case of residential, you are paying for parking in your rent*

*This is how the cost of parking is bundled*

*Providing free parking skews the choices that you make when you decide on transportation*

*Parking uses up land, spreads out cities, and increases vehicular travel*

# *Transportation System*

*Transportation system has 3 elements: 1) vehicles 2) rights-of-way 3) terminal capacity  
Which corresponds to 1) cars 2) roads 3) parking*

*Free parking is an invitation to drive wherever whenever*

*The remedies then to this type of transportation system is street widening, freeways,  
higher parking requirements*

*Planners were under tremendous pressure to do something about the parking problem*

*The solution created unfortunately creates another issue entirely*

# *Parking Requirements*

*Parking requirements are copied from one city/Municipality to another*

*Re-think off-street parking requirements; cap parking*

*Consider the context of where a project is being built and what the ultimate planning goal is of the project*

*Role of the development team is to consider the quantity of parking needed for the project to be successful*



# *The \$\$'s*

*Generally building parking costs the developer the following:*

*\$5,000 per surface parking stall*

*\$20,000 - \$25,000 per above-ground structured parking stall*

*\$35,000 per below-ground garage parking stall*

## *Parking Variance Support*

*Civil and Traffic Engineering Firm is tasked with designing the parking facility and justifying whether it is sufficient. Generally relying upon:*

- 1. ITE's most current Parking Generation Manual*
- 2. Review of Town/commonly accepted standards*
- 3. Sample of Similar Local Studies*

# *Present Day Parking*

*Take a look around our communities and decide how we want to plan for people first and parking as a much lower priority.*

*Interestingly enough, we did this during COVID.*

*How many restaurants to adapt, survive and keep their customers safe placed tables and chairs within their parking lots effectively making many parking stalls useless.*

*As it relates to housing, there is an even greater value to this trade. With the RSIS standards we are trading a parking garage stall for a volume of space that someone can live in. Every parking stall we require that goes unused could have been a space traded for someone's home.*

*-Charles Olivo, Stonefield*