



APPENDIX 3 P PARKING INVENTORY: 29th STREET TO UNIVERSITY PARKWAY

Parking ⇒ All Stakeholders have emphasized the importance of providing full-time and off-peak parking along North Charles Street. The following parking update is based on a November 19, 2002 field reconnaissance.

Inventory of Existing Parking Opportunities (1)
EXISTING CONDITIONS

BLOCK by BLOCK	WEST SIDE / SB CHARLES STREET	EAST SIDE/ NB CHARLES STREET	EAST SERVICE DRIVE	TOTAL SPACES
University to 34 th	0	32	44	76
34 th to 33 rd	0	7	12	19
Subtotal	0	39	56	95
33 rd to 32 nd	0	0	18	18
32 nd to 31 st	0	4	13	17
31 st to 30 th	0	13	17	30
30 th to 29 th	5	17	19	41
Subtotal	5	34	67	106
TOTALS	5	73	123	201

(1) Includes metered, non-metered, and restricted parking spaces.
 7 MTA bus stops exist on NB Charles Street
 4 MTA bus stops exist on SB Charles Street

Potential Parking Opportunities P
MEDIAN WITH EAST SERVICE DRIVE OPTION

BLOCK by BLOCK	WEST SIDE / SB CHARLES STREET	EAST SIDE/ NB CHARLES STREET	EAST SERVICE DRIVE	TOTAL SPACES
University to 34 th	41*	32*	42	115
34 th to 33 rd	7*	7*	10	24
Subtotal	48*	39*	52	139
33 rd to 32 nd	19*	7*	18	44
32 nd to 31 st	5*	4*	13	22
31 st to 30 th	-	13*	17	30
30 th to 29 th	-	17*	19	36
Subtotal	24*	41*	67	132
TOTALS	72*	80*	119	271

* Off-Peak Parking Only⇒ parking prohibited during AM peak along SB Charles Street **OR** PM peak along NB Charles Street

Potential Parking Opportunities P
MEDIAN ONLY OPTION

BLOCK by BLOCK	WEST SIDE/ SB Charles Street	EAST SIDE/ NB Charles Street	TOTAL SPACES
University to 34 th	37	33	70
34 th to 33 rd	7	9	16
Subtotal	44	42	86
33 rd to 32 nd	13	7*	20
32 nd to 31 st	-	11*	11
31 st to 30 th	-	15	15
30 th to 29 th	-	15	15
Subtotal	13	48	61
TOTALS	57	90	147**

* Off-Peak Parking Only⇒ parking prohibited during PM peak along NB Charles Street between Art Museum Drive and 33rd Street.
 ** Further work on parking spaces required; at present, this option would have less parking than is permitted today **UNLESS** parking is permitted along the median during off-peak periods. Parking along the median in off-peak periods, however, may create safety problems for both traffic and pedestrians.

Further parking details to be evaluated during design development

- Residential permit parking (RPP)
- Parking meter locations
- Truck loading zone locations
- MTA bus stops
- Opportunities for “protected” parking and angled parking

Note: The tabulation of potential parking opportunities is an approximation based on the current options and is subject to change. More detailed evaluations of parking quantities will be conducted during design development.