

Meatpacking District Parking Regulations & Curb Utilization Study

Study Purpose & Existing Conditions

Presented to MN CB2 Traffic & Transportation

Sept 30, 2025

Purpose

As part of the BID's continued efforts to deliver a pedestrian-oriented district, we are developing a proposal to update curb regulations to reflect modern use of the curb

Objective

Solicit input and comment from the Community Board for curb management strategies and parking priorities within the District

Outcome

Provide NYC DOT with comprehensive parking recommendations for the study area



Meatpacking District, and Curb Utilization Study Area, TYLin 2025

Project Purpose

The Meatpacking District continues to evolve from an industrial district centered on the meat processing industry into one of New York City's premier cultural and retail destinations.

The existing parking regulations, created to support meatpacking operations, are no longer appropriate and do not reflect the best use of curb space within the Meatpacking District.

This comprehensive study of curb utilization and parking regulations will recommend new regulations that align with the contemporary and future character of the Meatpacking District.



Why should the BID explore a modern approach to parking and curb utilization?

- Address changing neighborhood needs & character
- Simplify logistics, loading, and unloading
- Promote higher turnover and utilization of the available curb space
- Reduce congestion and informal/illegal parking activity
- Promote the use of curb space beyond automobile storage
- Test new ideas, such as micro-distribution



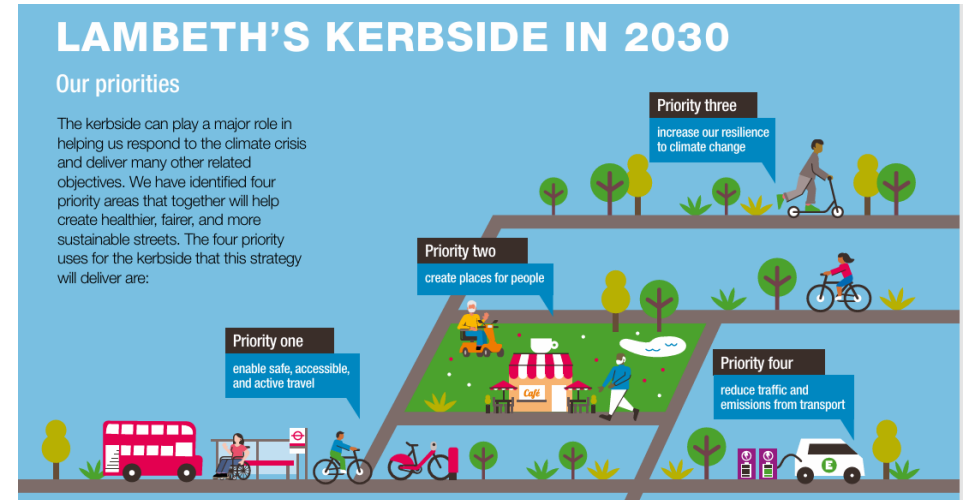
Case Studies and Precedents

Rationalization & Ease of Use

- [Relaxing time limits with demand-responsive pricing results in improving parkers' experience, reduced citations, and a better experience for shoppers/visitors](#) – San Francisco, CA

Economic Vitality

- [33% increase in weekend pedestrian activity & drop in petty crime after creation of lively promenades](#) – Dublin, Ireland
- [Customers who arrive by transit, foot, and bicycle visit businesses more often and spend more money than those who drive.](#) – Toronto, Canada
- [Stores in pedestrianized areas record higher sales volumes](#) – [Spain](#)
- Sales tax receipts rose on pedestrian-only nights – Nashville, TN



Lambeth, London – Kerbside Plan, developed in 2022

Toronto, CAN on street mini-distribution hubs



Existing Conditions & Observations



Last weeks of Gansevoort Meat Market operations, Summer 2025

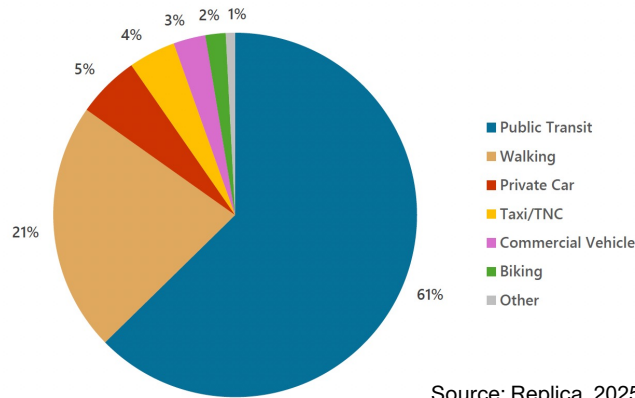
Curb Observations

Activities – Commercial loading/unloading and FHV pick-up/drop-off are the primary curbside activities. Private vehicle parking is the dominant use on weekends

Turnover – Generally higher on weekdays, driven by short-term pick-up/drop-off activity. Higher dwell times experienced on weekends, with more passenger vehicle parking

Utilization – Weekday curb utilization on most blocks is relatively low

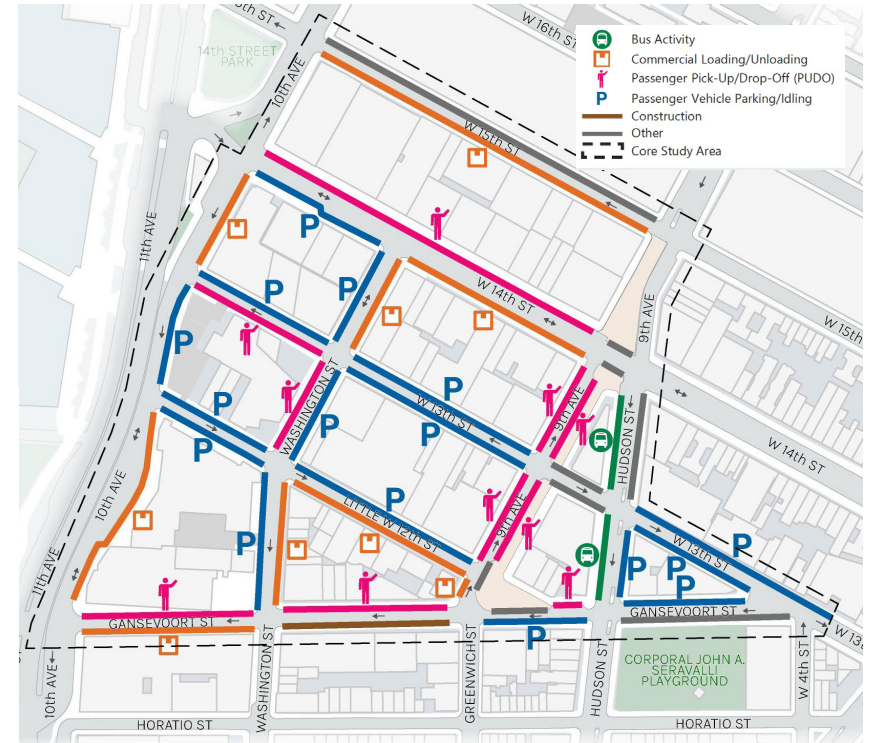
Typical Weekday: Travel Mode



82% of weekday trips to the Meatpacking District are via transit or walking alone

Source: Replica, 2025, via TYLin

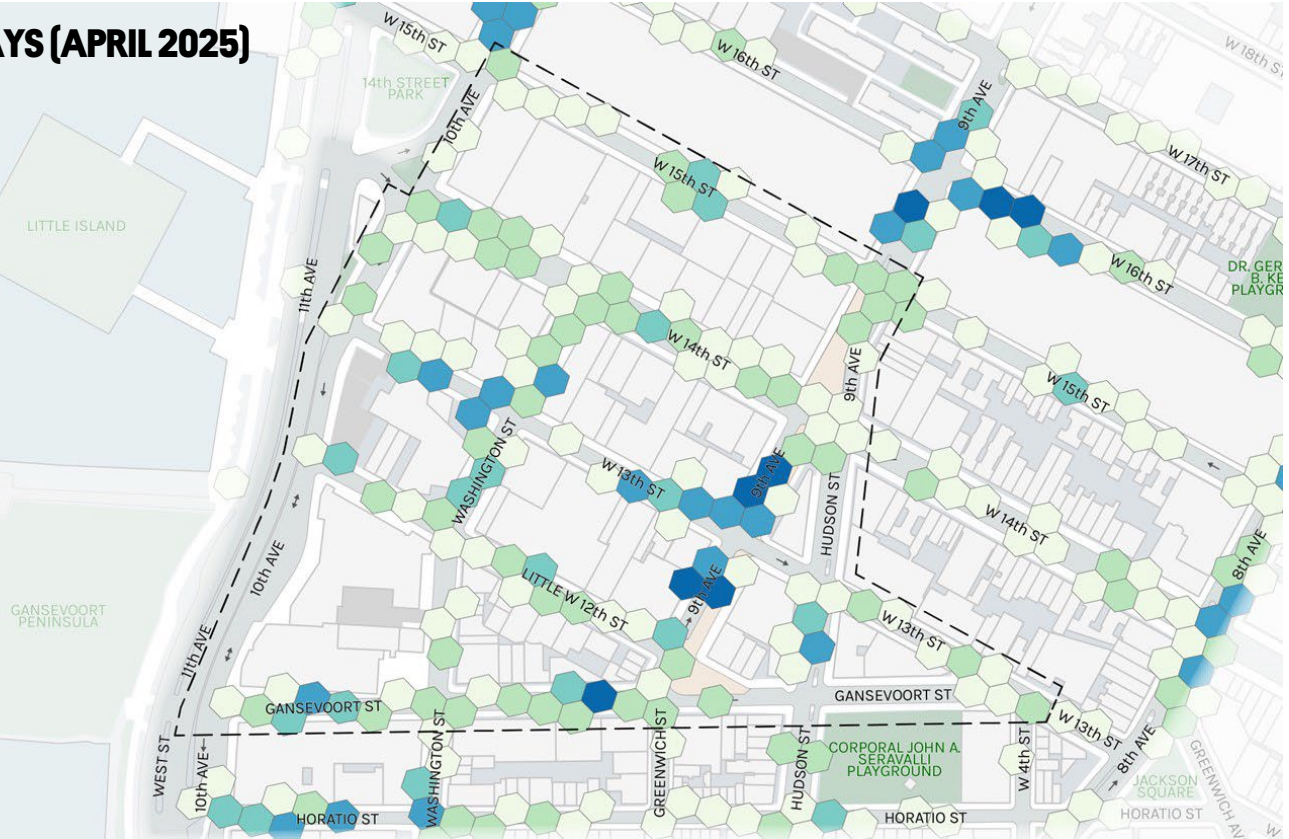
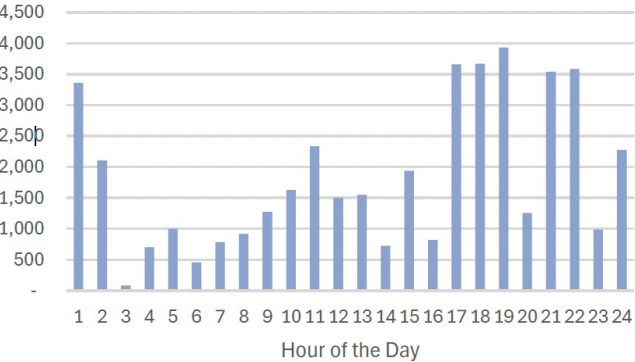
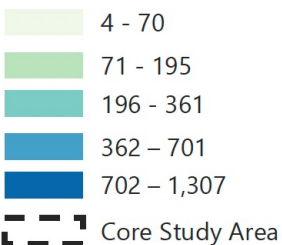
Primary Curb Activity, Weekdays



Source: TYLin, June 2025

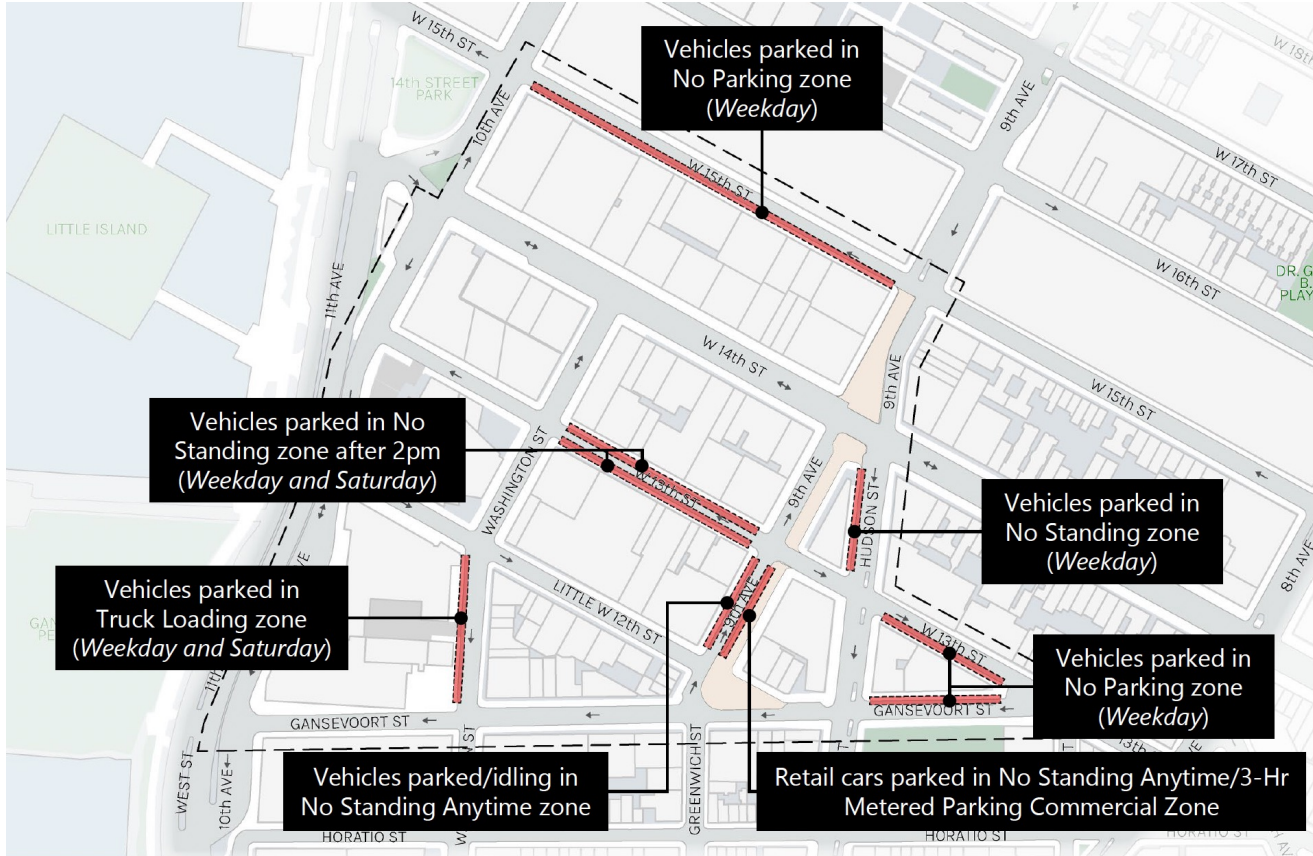
FHV Activity

MONTHLY TOTAL PICK-UPS FOR WEEKDAYS (APRIL 2025)



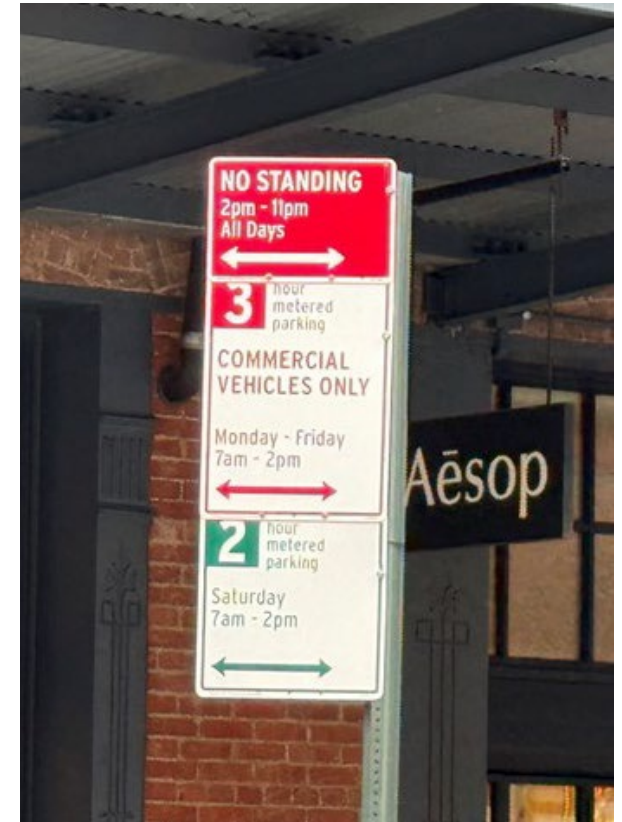
Source: NYC DOT, April 2025 via TYLin

Illegal Parking



Vehicles parked illegally in a No Parking zone on the south side of W 15th Street between 10th Avenue and 9th Avenue (June 5, 2025)

Varied / Inconsistent Parking Regulations



Lack Of Parking Regulation Compliance



Untapped Potential On Some Blocks



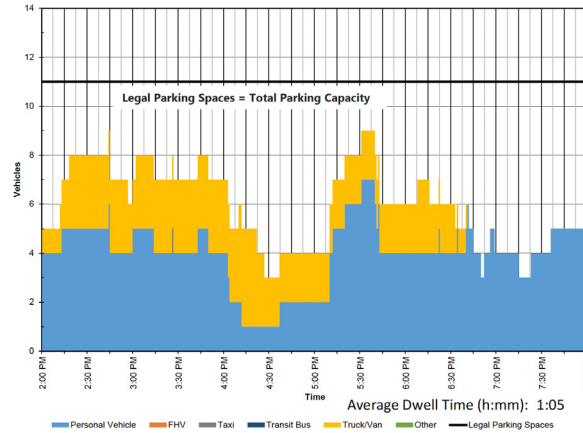
Utilization & Availability

Curb availability, dwell time, and utilization fluctuate greatly block by block

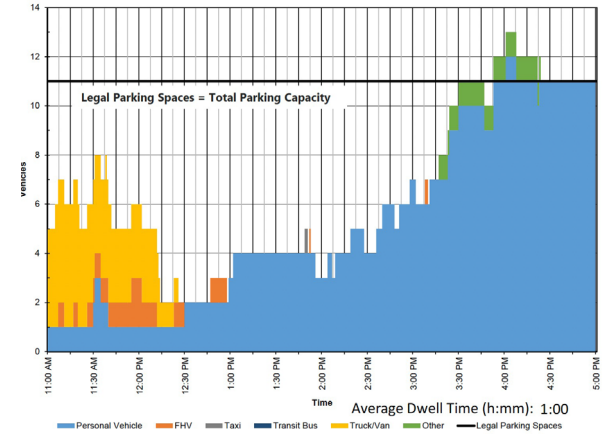
Regulations -- not availability -- constrain parking capacity

Weekends see a high volume of personal vehicles and increased average dwell time across locations

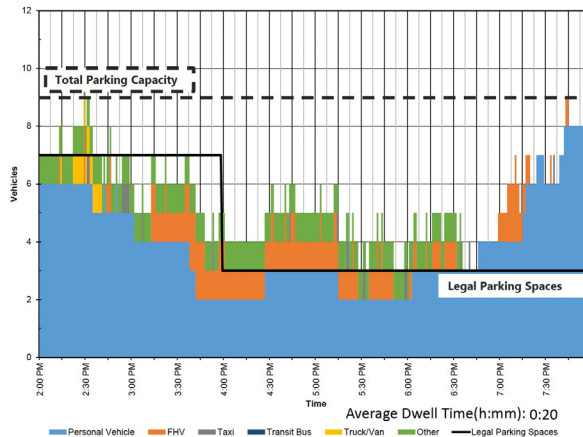
Weekday: East Curb: Washington St between Gansevoort St and Little W 12th St



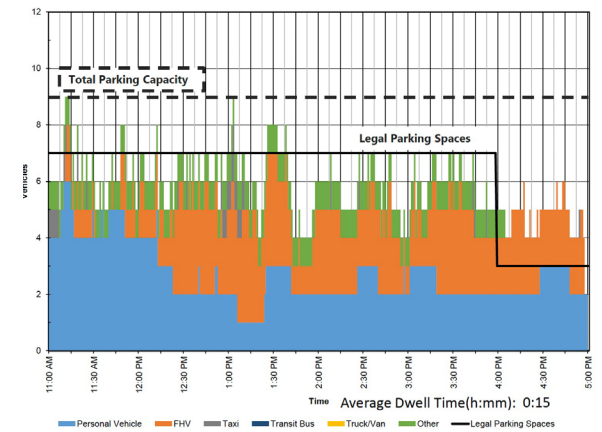
Weekend: East Curb: Washington St between Gansevoort St and Little W 12th St



Weekday: East Curb: 9th Ave between Gansevoort St and W 13th St



Weekend: East Curb: 9th Ave between Gansevoort St and W 13th St



Existing Parking Regulations



Existing Parking Regulations

Weekday

- Taxi Stand
- Bus Stop
- Truck Loading Zone
- Hotel Loading Zone
- Authorized Vehicles Only
- 2-HR MP
- 3-HR MP Commercial, No Standing Overnight
- 3-HR MP Commercial, 2-HR MP
- 3-HR MP Commercial, 2-HR MP, No Standing Overnight
- No Standing, No Parking (Daytime)
- No Standing, No Stopping, No Parking (Anytime)
- Core Study Area

Note: 2-HR MP = 2 Hour Metered Parking (Private Vehicles)



Existing Parking Regulations

Saturday

- Taxi Stand
- Bus Stop
- Truck Loading Zone
- Hotel Loading Zone
- Authorized Vehicles Only
- 2-HR MP
- 3-HR MP Commercial, No Standing Overnight
- 3-HR MP Commercial, 2-HR MP
- 3-HR MP Commercial, 2-HR MP, No Standing Overnight
- No Standing, No Parking (Daytime)
- No Standing, No Stopping, No Parking (Anytime)
- Core Study Area

Note: 2-HR MP = 2 Hour Metered Parking (Private Vehicles)

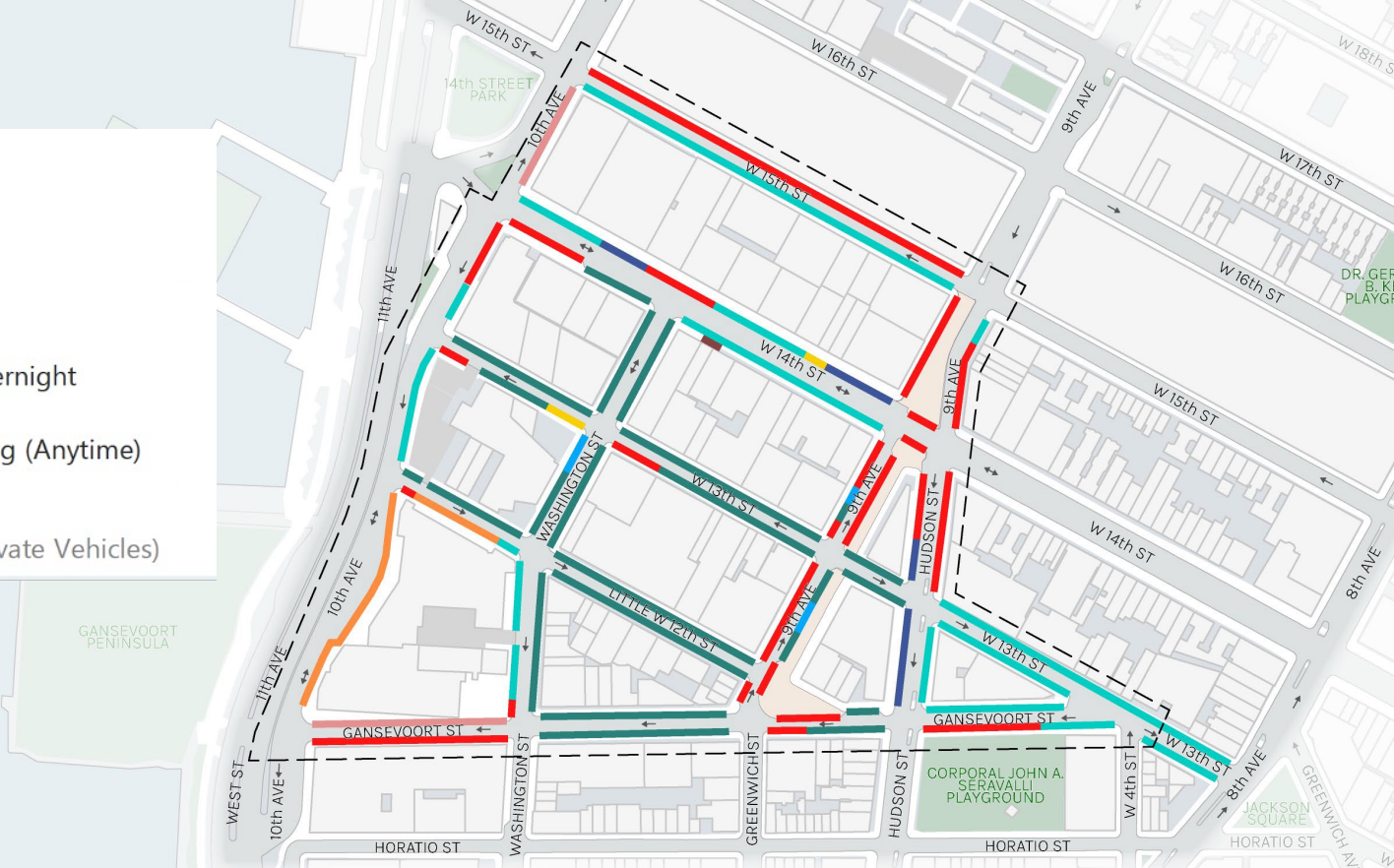


Existing Parking Regulations

Sunday

- Taxi Stand
- Bus Stop
- Truck Loading Zone
- Hotel Loading Zone
- Authorized Vehicles Only
- Unmetered Parking
- Unmetered Parking, No Standing Overnight
- No Standing, No Parking (Daytime)
- No Standing, No Stopping, No Parking (Anytime)
- Core Study Area

Note: 2-HR MP = 2 Hour Metered Parking (Private Vehicles)



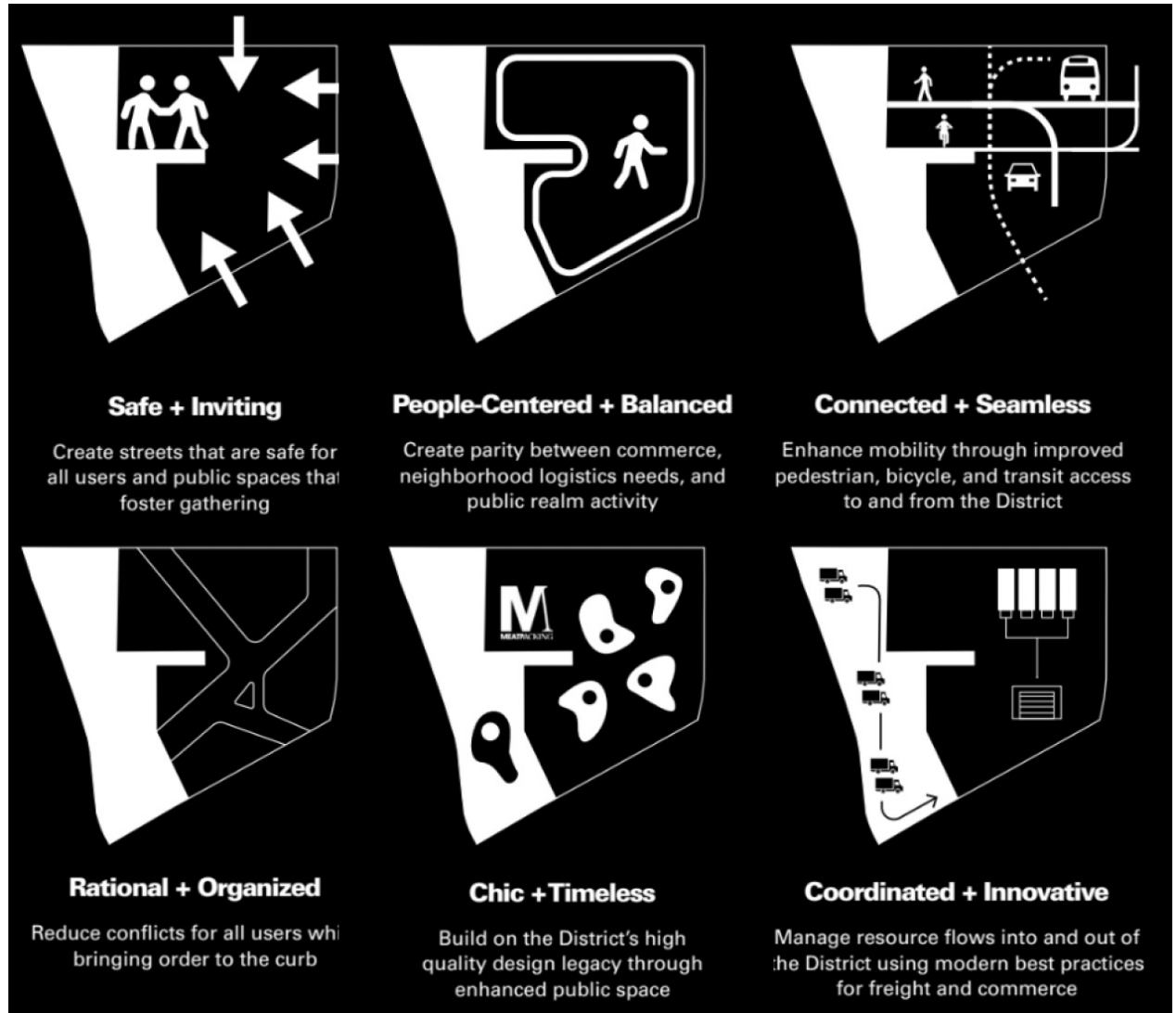
Feedback & Recommendations



Project Principals

Born out of the BID's POD and Western Gateway Public Realm Vision, the curb utilization study is grounded in six planning principles.

These will underpin the recommendations we provide to DOT and should be used to contextualize recommendations.



Preliminary/ Example Recommendations

The recommendations below build off the established project principles to ensure suggested changes and modifications build on this established framework

SAFE & INVITING: Prioritize curb use that protects pedestrians and cyclists, minimize vehicle conflicts near high foot traffic areas, and welcome nodes.

PEOPLE-CENTERED + BALANCED

Allocate equitably between competing demands – people, businesses, public realm.

CONNECTED + SEAMLESS

Improve access for bike share, delivery e-bikes; make multimodal travel easier.

RATIONAL + ORGANIZED

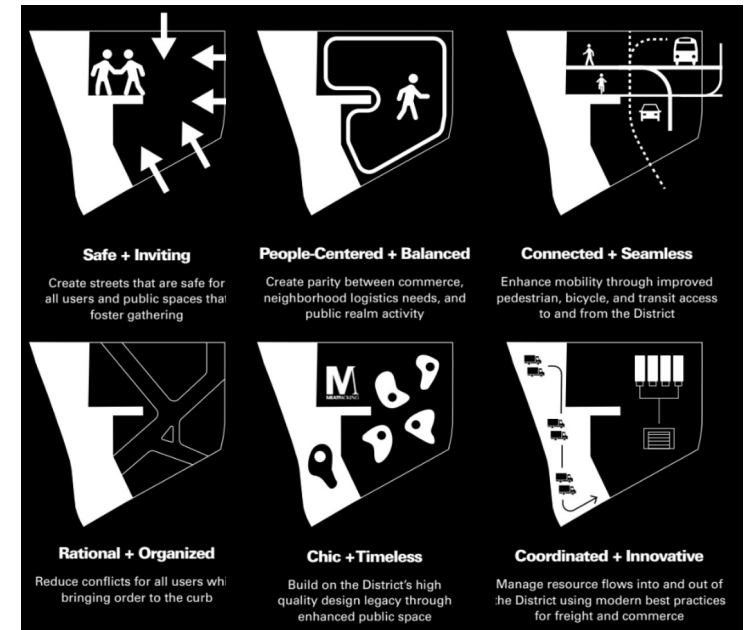
Clear curb typology or pattern, standardized and streamlined rules.

CHIC + TIMELESS

Curb infrastructure blends with high-quality urban design

COORDINATED + INNOVATIVE

Pilot smart loading zones, freight microhubs and timed access



CB2 Feedback

Preliminary Questions / Ideas for Feedback

- What traffic/curb management issues do you see as persistent in the Meatpacking District?
- How should parking regulations be updated?
- What types of curb activity should be prioritized?
What should be deprioritized?
- What is the most effective/valuable use of curb space?
- Are there specific streets that need specific treatments?
- How should weekends be treated versus weekdays?

