

NEW INITIATIVES IN THE MTP PARKING AND CURB SPACE MANAGEMENT ELEMENT (October 21, 2009 Update – letters correspond to actions listed in “The Element”)

Policy 1: Prioritizing use of curb space

- (a) Allocate curb space based on priorities and considerations in Tables in Appendix A.
- (c) Establish an application process for use of WMATA & ART bus stops by other bus services.
- (f) Create permitting process for valet parking that may serve multiple businesses on a block.
- (g) Develop and maintain a tour and event bus plan including locations, durations, and permitting system.
- (h) Develop a plan for managing the loading and parking of commuter, interstate & shuttle buses
- (i) Evaluate how emerging technologies (such as plug-in electric vehicles) and changes to vehicle sizes may necessitate changes to on-street parking spaces.

Policy 2: Increase curb space availability

- (d) Allow curb space to be used by small vehicles such as scooters, bicycles and motorcycles. Enact ordinance changes to facilitate motorcycles use of metered spaces.
- (h) Charge appropriate fees for car-share parking, semi-public and private bus services, and tour buses.

Policy 3: Promote on-street parking

- (f) Consult with retail operators, property owners, commercial businesses and adjacent residents to develop and evaluate on-street parking strategies
- (g) Enact regulations that restrict the creation of multiple driveway curb cuts for single-family residential properties unless a second curb cut is necessary for safety reasons.

Policy 4: Residential permit parking

- (c) Provide effective process for initiating and processing requests to reduce zone sizes when it will facilitate elimination of cross-zone commuting.
- (d) Create a mechanism in which residents within permit parking zones can petition the County to allow unrestricted two-hour parking by non-permit holders.

Policy 5: Parking meter pricing

- (a) Install new technology such as multi-space meters and cell-phone technology to increase efficiency and payment options for customers
- (b) Establish 85% as an ideal on-street occupancy rate, so that the curb space is operating as efficiently as possible in the commercial areas.
- (c) Develop policies, including variable pricing policies that will optimize the usage of the curb in commercial areas.
- (d) Create a pilot project in one Metro station area to test the effectiveness of the variable pricing policy
- (e) Extend the hours of parking meters in districts where businesses generate nighttime or weekend demand that over-subscribes the on-street parking supply. This should be done acc to criteria and in consultation with nearby businesses & residents. Match the meter time limits with the desired duration of parking in the district.
- (f) Develop & implement communication strategies to ensure that users of metered spaces can easily understand pricing in effect for a given meter.
- (g) Implement appropriate measures for pricing of curb side usage in high demand areas where free parking for visitors is oversubscribed based on market demand and users willingness to pay.

Policy 6: Ensure minimum parking needs are met, but excessive parking is not built. Divert resources saved to community benefits.

- (b) Determine off-street parking demand in special exception projects based on the travel pattern of users of the site. Consider the parking demand and parking supply in the immediate area.
- (c) Provide County-owned off-street public parking to support other County goals when on-street spaces and spaces in private garages are over-subscribed.
- (d) Develop design guidelines that cover garage layout, lighting, signage and appearance to address the safety, convenience and comfort of the users.
- (e) Consider how garages may need to be upgraded for emerging technologies such as plug-in electric vehicles
- (f) Revise zoning requirements to reduce the number of some required parking spaces in direct proportion to the conversion of spaces to bicycle, motorcycle/scooter or reserved high-occupant vehicle use.
- (g) Ensure that parking built in excess of minimum site needs are managed to enable shared parking and a possible reduction in the parking requirements for nearby parcels.
- (h) Ensure that parking approved below the amounts set forth in the Zoning Ordinance are ameliorated by shared parking, increased TDM contributions, and/or similar alternative mitigations and community benefits.
- (i) Study existing parking ratio requirements to determine if adjustments should be made.
- (j) Create a process to allow a 2% range within which the amount of parking could be adjusted administratively to accommodate design modifications during final engineering and construction.
- (k) Support an on-going research program to assess parking demand based on development and neighborhood type to inform on-going transportation development.

Policy 7: Off-street surface parking

- (b) Incorporate appropriate restrictions on surface lots in high-density by-right districts and along arterial streets.
- (c) Require direct access from building entrance to public sidewalk in lower-density districts, while allowing placement of appropriately screened parking lots to side or rear of buildings.
- (d) Study best practices for regulating off-street surface parking in low-density residential areas to determine if additional regulations could protect neighborhood character and sustainability.
- (e) Encourage voluntary removal of imperviously-paved surface parking where ample on-street parking exists.

Policy 8: Reduced Parking Space Requirements: No new initiatives**Policy 9: Shared parking**

- (b) Plan for shared parking when approving garage designs and selecting and installing technology
- (c) Identify complementary users to maximize use of spaces 24/7 & encourage agreements between owners.
- (d) Promote sharing of office garages with local residents for overnight parking to support County policies such as affordable housing and historic preservation.
- (f) Require County-owned or leased properties in commercial areas to offer shared parking after hours of operation.
- (g) Allow off-site options to satisfy part or all of the parking requirement of the site through off-site agreements particularly when sites are unsuitable for structured parking or are constrained and to utilize excess parking in existing developments.
- (h) Encourage development sites within 1/8 mile of each other to consolidate parking requirements for efficiency.
- (i) Create a mechanism to allow by-right developments to share parking with another development to fulfill their parking requirement
- (j) Encourage in areas with insufficient parking resources, visitor and customer parking spaces to be available for public use to the extent that it does not interfere with the intended use
- (k) Limit reserved parking spaces for individuals to no more than 20% of the total parking supply.
- (l) Create an information network through which motorists can locate on-street & off-street empty parking spaces in real-time. Provide additional wayfinding signage as an interim step. Create a pilot project.
- (m) Build, maintain and/or operate public parking facilities only when a community parking need is not adequately addressed through on-street parking or the private provision of off-street parking. Consider such factors as achieving 90% occupancy & recovery of maintenance costs when setting fees.

Policy 10: Encourage “unbundling” and discourage subsidized parking

- (a) Evaluate offering to County employees where paid parking is the norm parking at market rates, transit benefits or “cash out” if employees choose to not use provided space or transit benefit
- (b) Encourage unbundled parking in residential facilities funded with County subsidies.
- (c) Encourage unbundled parking in special exception office development projects. Where appropriate craft conditions that encourage unbundling at the level of the employee and discourage subsidy to them.
- (d) In special exception residential projects within ¼ mile of a Metro station or major transit facility, encourage unbundled parking & discourage lease or sale of parking at subsidized price.
- (e) In special exception residential projects not within ¼ mile of a Metro station or major transit facility, encourage unbundling when it is not likely to result in overspill onto unmetered on-street parking.
- (f) Review best practices for promoting unbundled parking and share with the development industry.
- (g) Study the effects of unbundling on automobile ownership & usage, housing and its impacts on neighborhoods.

Policy 11: Reduce or eliminate parking requirements for projects near transit nodes that advance County’s transportation goals

- (a) Develop guidelines for adjustment of parking requirements for affordable housing and other unique projects near transit nodes when adequate TDM measures or transit support are provided.
- (b) Work with government and non-profit partners to eliminate regulatory parking requirements for affordable or supportive housing near transit.
- (c) Use comprehensive planning processes to identify opportunities for development with reduced parking.

Policy 12: In-lieu fees

- (a) Allow developers to pay in-lieu fees for provision of off-site parking spaces.
- (b) Develop a County plan to fund the construction of additional parking spaces in new developments at strategic locations for public parking through payment of in-lieu fees from future developments
- (c) Review effectiveness of the in-lieu fee program on a regular basis.

Policy 13: Parking for persons with disabilities:

- (b) Provide passenger loading area that can serve paratransit vehicle loading space with accessible curb ramp

Appendix A

- Clarification on placement of taxi stands (A-1 pg 26)
- One space reserved for handicapped access per 360-440 feet of available curb space (A-1 pg 27)
- Perform study regarding parking needs of retail employees (A-1 pg 28)