Getting Parking Policy Right

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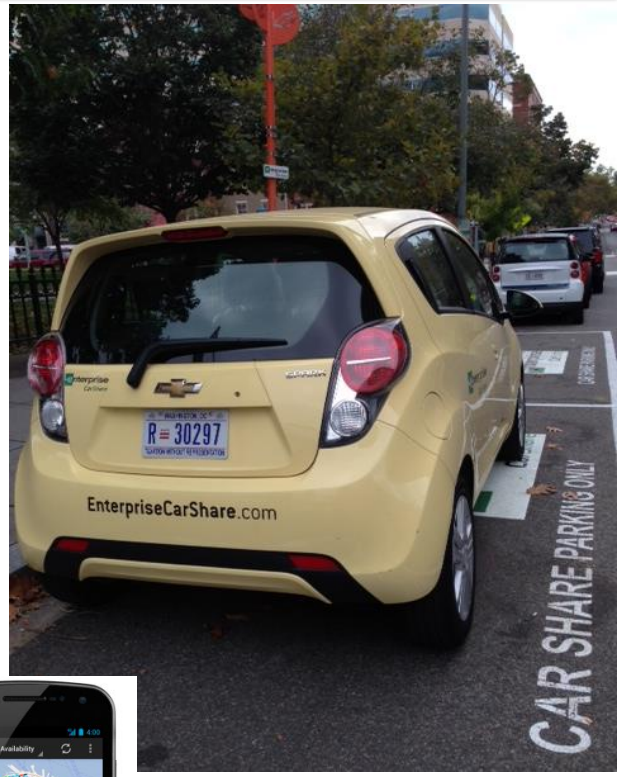
What is DC doing?

- Considered eliminating most minimums
- Current proposal eliminates for Downtown
- 1 space/3 units in multifamily over 4 units
- 1 space/lot for lower density unless no alley access
- 50% reduction close to Metro or major bus line
- Relief by special exception not variance
- TDM guidelines for relief
- Sharing allowed
- Mitigation for parking more than 2x over minimum

Trends leading to rethinking parking policy

- "High cost of free parking"
- Demographics, technology & market
  - 4.5% drop in average daily miles of driving (2005-2011, Alexandria/Arlington/DC)
  - Bike & walk to work rising in Alexandria
  - Carfree households: 38% in DC; 9.2% in Alexandria, 20% by Braddock Metro
  - Peak driving age cohort (34-54 yrs)
  - 20% drop in 19 year olds with drivers licenses
  - Growth of urban core
  - Rise of alternatives to car ownership



Why parking minimums?

- Minimum parking requirements aim to avoid spillover street demand
- Minimums create too much parking
- Increases costs, car ownership, traffic
- Off-street supply doesn't address on-street demand
- Demand reflects pricing:
  - Annual permit = $35/yr = $3/mo.
  - Off-street space = $150-250/mo.
- Residential permit parking programs can manage on-street availability

Designing a residential permit program for a mixed use district

Problem: Mixed use districts have spillover demand on residential streets visitors

Solution:

- Change 2 hour free to pay to park if non-resident
- Residents don't pay but all non-permit holders pay by phone
- Residents given credits for guests
- Grandfather existing permit holders
- Price or auction new permits
- Reserve some for income qualified