

**King Street Parking - Mr. Josephson's Personal Notes (March 2008)
Information Used to Brief Committee**

Various studies conducted over the past few years

- King St. Retail Study Parking study and surveys
- Old Town Civic Association Parking Survey
- Staff Parking Update

Major Findings

Total parking in area from the Waterfront to Daingerfield Rd. between Cameron and Prince, and including four blocks on either side of Cameron and Prince Streets. east and west of Washington St.

4882 off-street spaces

1121 on-street spaces

6003 total

East of Washington St.:

2151 off-street 44% of total off street

351 on-street 31% of total on street

2502 total 41% of total

Off-Street Garage, of 4882 total spaces

Publicly available garage parking

1370 spaces east of Washington St.

717 spaces west of Washington St.

2087 total spaces

2795 Non-public off-street garage parking spaces

- in about 20 private garages

On-street parking, of 1121 on street spaces, 715 are in metered spaces

305 metered spaces east of Washington St.

410 metered spaces west of Washington St.

406 Other On-Street parking (2 hour and non restricted)

Other parking in the area

Per staff study Summer 2007

(Approximately 1,000 other parking spaces identified outside study area; about 800 are available to the public at varying times of the day)

Thompson's Alley Garage

67 spaces public

Harbor Center Garage	69 spaces private
Harbor center Lot	14 spaces private
300 block N Lee, N Fairfax	302 spaces mixed
Strand parking Lot	85 spaces public
Strand Shops, 211 Strand	26 surface spaces for shop customers
Art League Garage, 214 S. Union	34 private spaces
Solo Garage, 225 S. Union	72 spaces public
St Mary's Church Lot, 300 Duke	40 spaces private
Cameron/St. Asaph Lot	56 spaces public
King St. Station/Embassy Suites	XXX spaces (probably several hundred)

OLD TOWN PARKING SURVEY, APRIL 2007

(Fairfax to Water and Wolfe to Queen)

- 1218 garage spaces (of which about 419 are in addition to those in study area)
- 247 private parking lots spaces (of which about 180 are in addition to those in study area)
- 104 private non-residential off-street parking area spaces (of which about 71 spaces are in addition to those in study area)
- 668 on-street spaces (of which about 408 are in addition to those in study area)

- Identified about 400-500 additional spaces that weren't counted in either King St. or Staff survey

PARKING USAGE

On-street parking

- Study concluded that on street parking is generally available with a few exceptions.
- Area near the waterfront and around Market Square/Courthouse are mostly fully occupied at mid-day and early evening, with occupancy from 78% to 95%. (Waterfront is mostly occupied in the early evening)
- Areas west of Washington St. have from 19% to 48% vacant spaces during the day
- Turnover of spaces in the study area ranges from about one hour in the Washington/King St. area to a little over 2 hours in the upper King St. area

Off-street parking

- Looked at usage of garage facilities open to the public.
- Most of the garages open to the public are located east of Washington St. (1370 vs 717)
- garages begin to fill up during early to mid morning until late afternoon for daytime workers
- Spaces then become available again in the early evening for restaurant and other uses

ACTIONS TAKEN TO IMPROVE/ENHANCE PARKING SUPPLY

Valet parking

- Two valet parking permits have been approved on King St. providing
- There are opportunities for more valet parking either individually or through a more comprehensive program

Parking Signage

- Standardized parking directional signs have been installed all throughout the King St. corridor helping direct people to public parking locations.
- Garage price signs have been brought closer to the street

Parking Information

- Information made available on line, at Visitors Center.
- Working on new parking brochure

Shared Parking

- Contacting private garage operators/owners to solicit their participation in a shared parking program.
- Some obstacles to this include cost and liability

Metered parking

- Increased pricing will increase turnover and provide incentive to use garage parking

Transit Incentives

- Trolley
- Employer subsidized metro passes

Motor Coach parking

- Have identified additional motor coach drop off areas around City Hall block to accommodate demand.
- ACVA is working with major motor coach operators to inform them of parking and drop off locations

Enforcement

- Continued enforcement of parking in restricted zones

ADDITIONAL ACTIONS/OPPORTUNITIES

- Create Financing mechanism and organization such as a BID to implement parking and transit strategies
- Continued effort to work with private garage operators/owners to increase supply of available parking
- Continued effort to improve information available to customers, employees and visitors about available parking, including rates, hours and locations – brochure and website.
- Continue effort to improve parking signage