



# Lot 3

# Public Notification Plan



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*Background Data: Lot 3 Mitigation Plan*

**[July 2016-Update]**

## Introduction

Upon the closure of Lot 3 for the public/private redevelopment of the entire Lot 3 area, the following steps will be taken to minimize the impacts to parking patrons. The reasoning used in this plan: short-term users and drivers with disabilities are to be accommodated as close as possible to the existing garage and long-term users will need to use other parking facilities, requiring further walking distances, as they have various alternative options available to them.

## Observations

WEEKDAY:

Daytime occupancy data for Lot 3 indicates that 21 spaces designated as short-term parking (13-2-hour 8-3 hour) average 28% occupied (or 6 spaces). The remaining 122 spaces (long-term) average 74% occupied (or 90 spaces).

WEEKEND<sup>1</sup>:

Friday occupancy data indicates that peak occupancy occurs at 8pm when 145 of the 150 spaces are occupied. Peak occupancy on Saturday occurs at 12 noon when approximately 99 spaces are occupied. The average length of stay is 2.93 hours for Friday and 2.64 hours for Saturday.

## Short-Term Parking Space Alternatives<sup>2</sup>

1. Lot 3 currently has 21 spaces designated for short-term parking, on average 6 spaces are occupied. Garage 4 currently has 30 (30 2-hr) short-term spaces, on average 22 of these spaces are **vacant** during midweek peak occupancy.
2. The 22 vacant short-term spaces in Garage 4 will accommodate the 6 displaced from Lot 3.
3. Friday space available = 162 @ 7pm in Garage 4 and Lot 29.
4. Saturday spaces available = 144 @ 11am in Garage 4 and Lot 29.

## Long-Term Parking Space Alternatives

Lot 3 currently has 122 long-term spaces, on average 90 are occupied. Garage 4 currently has 249 long-term spaces, (this number will be reduced by 11 to accommodate additional ADA spaces) on average 107 of these spaces are vacant during peak demand (currently the # of vacant spaces fluctuates between 75 and 137 through out the year). Garage 4 will be able to absorb the displaced long-term parkers from Lot 3.

Alternative: 1539 long-term spaces are available at Garage 5/55. Garage 5/55 has an average of 990 long-term spaces vacant for long-term users during midweek peak occupancy. During Friday peak demand times, there are over 800 spaces available in Garages 5/55 and over 900 during Saturday peak demand times

<sup>1</sup> Weekend occupancy data provided by independent consultant.

<sup>2</sup> Weekend peak is Friday at 8pm and Saturday at 12pm.

## ADA Parking Space Alternatives

Lot 3 currently has 7 ADA spaces. 7 new ADA spaces will be relocated to the outside lot of Garage 4. This will reduce the Long-term spaces in Garage 4 by 11 spaces.

Based on the level of occupancy data, the available spaces are distributed over the three garages as follows:

<b>Displaced Parking Spaces</b>				
<b>Facility</b>	<b>Short-term</b>	<b>Long-term</b>	<b>ADA</b>	<b>Total</b>
Lot 3	6	90	7	<b>103</b>
Garage 4 <b>displaced</b> (for ADA)		11		<b>11</b>
<b>Total needed to be relocated</b>	<b>6</b>	<b>101</b>	<b>7</b>	<b>114</b>
<b>Available Alternative Parking Options</b>				
<b>Facility</b>	<b>Short-term</b>	<b>Long-term</b>	<b>ADA</b>	<b>Total</b>
Garage 4 (average <b>vacant</b> spaces)	22	107	11	
<b>Total Available after Changes</b> =	<b>22</b>	<b>96</b> (reduced by 11 to accommodate ADA)	<b>18</b> (including additions)	<b>136</b>
<b>Alternative 1:</b> Garage 5/55 (average <b>vacant</b> space)	N/A	990 (including chained spaces)	N/A	<b>990</b>
<b>Alternative 2:</b> Lot 29 (average <b>vacant</b> space)	<b>0</b>	<b>24</b>		<b>24</b>
<b>Total vacant spaces</b> <b>(Garage 4+ Garage 5/55)</b>	<b>22</b>	<b>1110</b>	<b>18</b>	<b>1150</b>

## Residential Parking Enforcement

Division of Parking Management Services will continue to monitor and enforce the Residential Parking Permit Program in neighborhoods adjacent to the Silver Spring PLD. Enforcement will be increased if overflow parking encroaches into these areas.

## Solutions Summary

Based on this parking capacity and occupancy analysis, no major discrepancy between demand and supply is anticipated system-wide, assuming demand stays at current levels. Supply of short term parking at Garage 4 can support the demand from Lot 3. Long-term parking supply will be relocated to Garage 4. Additional parking is available at Garage 5/55 which has a total capacity of 1539 long term spaces. It is anticipated that some parkers may use private parking spaces currently available in the area however, a

major push to encourage employees to seek out alternatives to driving alone should be considered. In addition, ADA spaces will be moved to the surface lot of Garage 4.