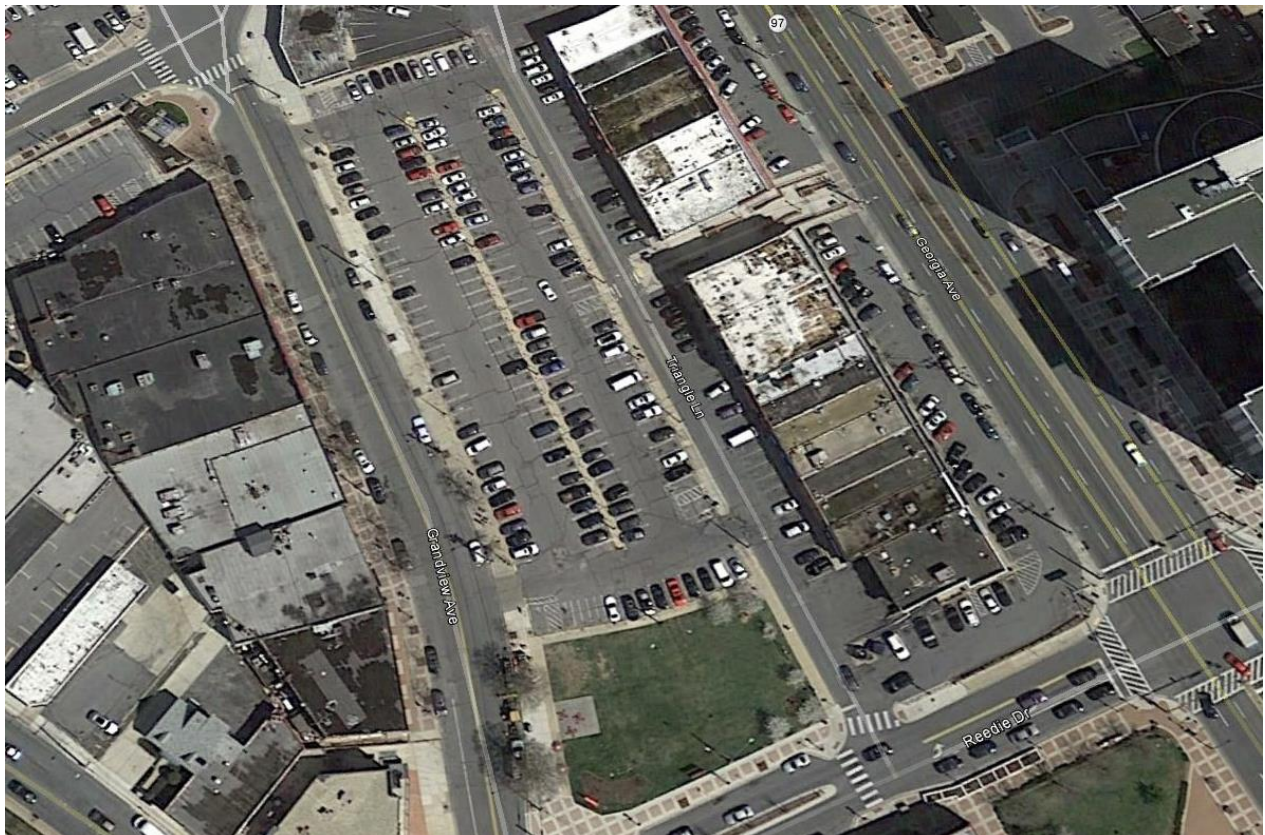




Lot 13

Public Notification Plan



Lot 13 Public Notification Plan

Background Data: Lot 13 Mitigation Plan

[Spring 2016-Update]

Introduction

Upon the closure of Lot 13 for the public/private re-development of the entire Lot13 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 13 indicates that 92 parking spaces are occupied during the peak demand period (1:00pm). 90 percent (83 parkers) of these spaces are filled by vehicles parking less than three hours. Only 10 percent (9 parkers) of these spaces are filled with vehicles parking greater than three hours.

Friday occupancy for Lot 13 peaks at 5:00PM when 117 parking spaces are occupied. 91 percent (106 parkers) of these spaces are filled by vehicles parking less than three hours. Only 9 percent (11 parkers) of these spaces are filled with vehicles parking greater than three hours

Saturday occupancy for Lot 13 peaks at 1:00PM when 141 parking spaces are occupied. 93 percent (131 parkers) of these spaces are filled by vehicles parking less than three hours. Only 7 percent (10 parkers) of these spaces are filled with vehicles parking greater than three hours.

There are 89 short-term on-street parking spaces within 600 feet of Lot 13. During the midweek peak demand period approximately 31 spaces are available. During the Friday peak demand period 14 spaces are available (PM restrictions on Veirs Mill Rd reduce availability) and during the Saturday peak demand period approximately 26 spaces are available.

Short-Term Parking Space Alternatives (less than 3 hours)

Weekday Alternatives:

Lot 13 currently has 159 parking spaces, on average **83 parking spaces** are occupied during the peak demand period (1:00 pm) by vehicles parking less than 3 hours. There are currently 89 on-street spaces within 600 feet of Lot 13, **16 spaces will need to be relocated**. A **total of 99** “short-term” (less than 3 hours) parking spaces will need to be relocated ($83 + 16 = 99$).

The north portion of Lot 13 will remain open for the duration of construction. 2 ADA spaces will remain and **34 parking spaces** will be converted to 1-hour parking.

Lot 34 currently has 39 parking spaces (not including 3 ADA). 23 long-term spaces will be converted to 3 hours, 8-2 hour spaces will be converted to 3 hours and 8 long-term spaces will be converted to accommodate 8 handicap parking spaces (a total of 31 spaces will become 3-hour parking and 8 will be used to accommodate ADA parking). 23 parking spaces are occupied during the peak demand period. 77 percent (18 parkers) of these spaces are filled by vehicles parking less than three hours and will remain after the conversion. 23 percent (5 parkers) of these spaces are filled by vehicles parking more than three hours and will need to relocate after the conversion. An estimated 21 parking spaces will be available during the peak demand period ($39 \text{ total spaces} - 18 \text{ occupied spaces} = \mathbf{21 \text{ available spaces}}$).

Lot 33 currently has 50 parking spaces (not including 3 ADA). 38 long-term spaces will be converted to 3 hours and 12- 2-hour spaces will be converted to 3 hours (all 50 spaces will become 3-hour parking). 38 parking spaces are occupied during the peak demand period. 88 percent (33 parkers) of these spaces are filled by vehicle parking less than three hours and will remain after conversion. 12 percent (5 parkers) of these spaces are filled with vehicles parking more than three hours and will need to relocate after conversion. An estimated 17 spaces will be available during the peak demand period ($50 \text{ total spaces} - 33 \text{ occupied spaces} = \mathbf{17 \text{ available spaces}}$).

There are 89 short-term on-street parking spaces within 600 feet of Lot 13. On average **31** of these spaces are available during the peak demand period (1:00pm).

Option 1: Lot 13 - **34** spaces available (2 ADA and 34 1-hour)

Option 2: Lot 34 – **21** spaces available

Option 3: Lot 33 – **17** spaces available

Option 4: On-street- **31** spaces available

Option 5: WMATA Garage

An estimated **103** public parking spaces will be available for the 99 “short-term” parkers displaced from Lot 13, Grandview Ave and Reddie Drive. An estimated 19 “long-term” (greater than 3 hours) will be displaced by the closure of Lot 13 and the meter conversion in Lot 34, and Lot 33.

Friday Alternatives:

Lot 13 currently has 159 parking spaces, on average **106 parking spaces** are occupied during the peak demand period (5:00 pm) by vehicles parking less than 3 hours. There are currently 89 on-street spaces within 500 feet of Lot 13, **16 spaces will need to be relocated**. A **total of 122** “short-term” parking spaces will need to be relocated ($106 + 16 = 122$).

The north portion of Lot 13 will remain open for the duration of construction. 2 ADA spaces will remain and **34 parking spaces** will be converted to 1-hour parking.

Lot 34 currently has 39 parking spaces (not including 3 ADA). 23 long-term spaces will be converted to 3 hours, 8-2 hour spaces will be converted to 3 hours and 8 long-term spaces will be converted to accommodate 8 handicap parking spaces (a total of 31 spaces will become 3-hour parking and 8 will be used to accommodate ADA parking). 27 parking spaces are occupied during the peak demand period. 97 percent (26 parkers) of these spaces are filled by vehicles parking less than three hours and will remain after the conversion. 3 percent (1 parker) of these spaces are filled by vehicles parking more than three hours and will need to relocate after the conversion. An estimated 13 parking spaces will be available during the peak demand period ($39 \text{ total spaces} - 26 \text{ occupied spaces} = \mathbf{13 \text{ available spaces}}$).

Lot 33 currently has 50 parking spaces (not including 3 ADA). 38 long-term spaces will be converted to 3 hours and 12- 2-hour spaces will be converted to 3 hours (all 50 spaces will become 3-hour parking). 43 parking spaces are occupied during the peak demand period. 90 percent (39 parkers) of these spaces are filled by vehicle parking less than three hours and will remain after conversion. 10 percent (4 parkers) of these spaces are filled with vehicles parking more than three hours and will need to relocate after conversion. An estimated 11 spaces will be available during the peak demand period (50 total spaces – 39 occupied spaces = **11 available spaces**)

There are 89 short-term on-street parking spaces within 600 feet of Lot 13. On average **14** of these spaces are available during the peak demand period (5:00pm). The number of available spaces are reduced because of PM restrictions on Veirs Mill Rd.

Option 1: Lot 13 - **32** spaces available (2 ADA and 34 1-hour)

Option 2: Lot 34 – **13** spaces available

Option 3: Lot 33 – **11** spaces available

Option 4: On-street- **14** spaces available

Option 5: WMATA Garage

An estimated **72** public parking spaces will be available for the 122 “short-term” parkers displaced from Lot 13, Grandview Ave and Reddie Drive. The remaining 50 “short-term” parkers will need to utilize private parking spaces of the WMATA Parking Garage. An estimated 16 “long-term” (>greater than 3 hours) will be displaced by the closure of Lot 13 and the meter conversion in Lot 34, and Lot 33.

Saturday Alternatives:

Lot 13 currently has 159 parking spaces, on average **131 parking spaces** are occupied during the peak demand period (1:00 pm) by vehicles parking less than 3 hours. There are currently 89 on-street spaces within 600 feet of Lot 13, **16 spaces will need to be relocated**. A **total of 147** “short-term” parking spaces will need to be relocated (133+16=147).

The north portion of Lot 13 will remain open for the duration of construction. 2 ADA spaces will remain and **34 parking spaces** will be converted to 1-hour parking.

Lot 34 currently has 39 parking spaces (not including 3 ADA). 23 long-term spaces will be converted to 3 hours, 8-2 hour spaces will be converted to 3 hours and 8 long-term spaces will be converted to accommodate 8 handicap parking spaces (a total of 31 spaces will become 3-hour parking and 8 will be used to accommodate ADA parking). 36 parking spaces are occupied during the peak demand period. 89 percent (32 parkers) of these spaces are filled by vehicles parking less than three hours and will remain after the conversion. 11 percent (4 parker) of these spaces are filled by vehicles parking more than three hours and will need to relocate after the conversion. An estimated 7 parking spaces will be available during the peak demand period (39 total spaces – 32 occupied spaces = **7 available spaces**)

Lot 33 currently has 50 parking spaces (not including 3 ADA). 38 long-term spaces will be converted to 3 hours and 12- 2-hour spaces will be converted to 3 hours (all 50 spaces will become 3-hour parking). 41 parking spaces are occupied during the peak demand period. 88 percent (36 parkers) of these spaces are filled by vehicle parking less than three hours and will remain after conversion. 12 percent (5 parkers) of these spaces are filled with vehicles parking more than three hours and will need to relocate after conversion. An estimated 14 spaces will be available during the peak demand period (50 total spaces – 36 occupied spaces = **14 available spaces**)

There are 89 short-term on-street parking spaces within 600 feet of Lot 13. On average **26** of these spaces are available during the peak demand period (1:00pm).

Option 1: Lot 13 - **34** spaces available (2 ADA and 34 1-hour)

Option 2: Lot 34 – **7** spaces available

Option 3: Lot 33 – **14** spaces available

Option 4: On-street- **26** spaces available

Option 5: WMATA Garage

An estimated **81** public parking spaces will be available for the 147 “short-term” parkers displaced from Lot 13, Grandview Ave and Reddie Drive. The remaining 66 “short-term” parkers will need to utilize private parking spaces of the WMATA Parking Garage. An estimated 19 “long-term” (greater than 3 hours) will be displaced by the closure of Lot 13 and the meter conversion in Lot 34, and Lot 33.

Long-Term Parking Space Alternatives (greater than 3 hours)

Lot 13 currently has 159 parking spaces, on average **9 parking spaces** are occupied during the peak demand period (1:00 pm) by vehicles parking greater than 3 hours. Lot 34 has 39 parking spaces, on average **5 parking spaces** are occupied by vehicle parking greater than 3 hours. Lot 33 has 50 parking spaces, on average **5 parking spaces** are occupied by vehicle parking greater than 3 hours. **A total of 19** “long-term” parking spaces (>greater than 3 hours) will need to be relocated.

Garage 45 currently has 612 long-term spaces, on average 403 of these spaces are **vacant** during peak demand.

Option 1: 610 long-term spaces are available at Garage 45. Garage 45 has an average of **403 long-term spaces vacant** for long-term users during midweek peak occupancy.

Option 2: WMATA Garage

Option 3: Use alternative transportation

ADA Parking Space Alternatives

Lot 13 currently has 8 ADA spaces. 8 new ADA spaces will be relocated to Lot 34.

Carpool Parking Space Alternatives

There are currently zero (0) carpool spaces in Lot 13. Carpool applications will be monitored and spaces will be added if necessary.

Residential Parking Enforcement

Division of Parking will continue to monitor and enforce the Residential Parking Permit Program in neighborhoods adjacent to the Wheaton 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 during midweek peak demand periods. All metered parking spaces in Lots 34 and 33 will be converted to 3-hour parking. The 3-hour parking spaces will provide adequate parking for over 91% of the parkers in the Wheaton PLD during peak demand periods. Long-term parking supply will be relocated to Garages 45 and the WMATA Garage. Long-term parkers and Construction workers will be encouraged to purchase a Parking Convenient Sticker. A major push to encourage employees to seek out alternatives to driving alone should be considered in conjunction with the lot closure notice effort. In addition, designated carpool spaces will be provided as needed. MCDOT will monitor parking space occupancy during the construction of Garage 13 and adjust parking supply as necessary.

Displaced Parking Spaces				
Weekday				
Facility	Short-term parkers (> 3 hours)	Long-term (< 3 hours)	ADA	Total
Lot 13	83	9	8	100
Lot 34 displaced	0	5		5
Lot 33 displaced	0	5		5
Grandview and Reddie Dr	16			16
Total needed to be relocated	99	19	8	126
Available Alternative Parking Options				
Facility	Short-term (> 3 hours)	Long-term (< 3 hours)	ADA	Total
Lot 13 (spaces remaining)	34		2	36
Lot 34 (current inventory)	39		3	42
Availability after conversion	21		11	32
Lot 33 (current inventory)	50		3	53
Availability after conversion	17		3	20
On-street (Inventory within 600 feet)	89			89
Availability	31			31
Garage 45 (total inventory)		610		610
Availability		403		403
WMATA (total inventory)		977		977
Estimated Availability		635		635
Total (inventory)	212	1,587	8	1,807
Total Availability	103	1,038	16	1,157

Displaced Parking Spaces				
Friday				
Facility	Short-term parkers (> 3 hours)	Long-term (< 3 hours)	ADA	Total
Lot 13	106	11	8	125
Lot 34 displaced	0	1		1
Lot 33 displaced	0	4		4
Grandview and Reddie Dr	16			16
Total needed to be relocated	122	16	8	146
Available Alternative Parking Options				
Facility	Short-term (> 3 hours)	Long-term (< 3 hours)	ADA	Total
Lot 13 (spaces remaining)	34		2	36
Lot 34 (current inventory)	39		3	42
Availability after conversion	13		11	24
Lot 33 (current inventory)	50		3	53
Availability after conversion	11		3	13
On-street (Inventory within 600 feet)	89			89
Availability	14			14
Garage 45 (total inventory)		610		610
Availability		403		403
WMATA (total inventory)		977		977
Estimated Availability		635		635
Total (inventory)	212	1,587	8	1,807
Total Availability	72	1,038	16	1,125

Displaced Parking Spaces				
Saturday				
Facility	Short-term parkers (> 3 hours)	Long-term (< 3 hours)	ADA	Total
Lot 13	131	10	8	149
Lot 34 displaced	0	4		4
Lot 33 displaced	0	5		5
Grandview and Reddie Dr	16			16
Total needed to be relocated	147	19	8	174
Available Alternative Parking Options				
Facility	Short-term (> 3 hours)	Long-term (< 3 hours)	ADA	Total
Lot 13 (spaces remaining)	34		2	36
Lot 34 (current inventory)	39		3	42
Availability after conversion	7		11	18
Lot 33 (current inventory)	50		3	53
Availability after conversion	14		3	17
On-street (Inventory within 600 feet)	89			89
Availability	26			26
Garage 45 (total inventory)		610		610
Availability		403		403
WMATA (total inventory)		977		977
Estimated Availability		635		635
Total (inventory)	212	1,587	8	1,807
Total Availability	81	1,038	16	1,135