

# Brookland Park/Six Point “Long List” Review

Hotchkiss Community Center  
December 5, 2018 (6:00 PM)

# Agenda

1. Review Findings, Feedback and Preliminary Recommendations (20 minutes)
  - a. High-level, aimed at orienting new participants
  - b. Present guiding principles
  - c. Introduce concepts and relative pro's and con's
2. Open Forum Q&A (10 minutes)
  - a. Intended to clarify ambiguity or answer questions regarding what principles are being addressed
  - b. NOT intended to be a debate or exploration forum
  - c. Questions should be limited to principles and concepts presented
3. Topic Exploration and Discussion (50 minutes)
  - a. Topic areas are set up around the perimeter of the room
  - b. Staffers are subject-matter experts focused on the particular topic
  - c. Also opportunities to complete surveys, post comments, etc.
4. Topic Center Summaries (10 minutes)
  - a. Each representative will report general feedback to the group at the conclusion of the session

# General Findings (What We Saw)

1. There is no standardization or clear visual indication of where curbside parking is allowed and prohibited.
2. The only truly public supply in the area is on-street. The majority is unrestricted parking in residential neighborhoods; time limits are imposed only in the commercial areas. The curbside spaces in these areas are highly utilized.
3. There are no truly public parking lots in the district; even those owned by public agencies have restrictions for use. Off-street parking is underutilized currently.
4. There are five proposed developments planned for the area representing over 22,000 square feet of commercial space and 76 residential units and only 60 parking spaces planned to support all of it.
5. The area is also experiencing a renaissance as existing commercial and residential properties are revitalized.

# Most Common Concerns (What We Heard)

- On-street parking in the residential districts needs to be reserved for residents as most of the buildings in the area were developed before the automobile age.
- The majority of individuals park on the street so they can see their car at all times; safety and security of off-street parking were consistent themes.
- Curbside turnover and availability is a major concern for businesses in the area. There is no active enforcement of current parking regulations.
- The majority of the population in these neighborhoods is aging in place and desires more designated handicapped parking.
- Solutions need to consider and balance the concerns of residents, business owners, employees, and visitors/patrons.
- No one wants to introduce any solutions which will create barriers to visitors and patrons coming into the area.

# 'Long List' Initiatives

1. Mark "Parking" and "No Parking" areas
2. Designate time-limited parking spaces according to land uses
3. Identify ADA spaces for commercial blocks and process for residential areas
4. Designate on-street permit programs
5. Create parking benefit district
6. Create system for shared parking
7. Start enforcing
8. Revise code to reinstate parking requirements with 'in lieu' option
9. Identify and capture strategic sites for future parking structure development
10. Pro-actively initiate streetscape improvements to support walking/alternative transportation use
11. Set up paid parking pilot

INITIATIVE	PROS	CONS
Standardize marking of parking and no parking areas on-street	Reduces unsafe practices	Significant cost
	Makes the area more welcoming to outside visitors	May displace some existing parkers
	Regulations are already in place	Will still require enforcement
Evaluate time limit assignments	Current assignments can be confusing, lack predictability	Current time limits are 'tuned' to adjacent businesses
	Can be adjusted to reflect emerging development	Make create initial confusion with long-time residents
	Opportunity to get community agreement before enacting	Will still require enforcement
Adopt ADA on-street policies for commercial districts	Improves accessibility	Could reduce curbside capacity
	Expands the supply of ADA spaces	May not be needed on every block
On-Street Parking Permit Program	Creates a mechanism for employee & resident parking	Will require enforcement if implemented
	Relatively low cost	Could increase traffic through neighborhoods
	Increases traffic/visibility through neighborhoods	Would require commitment from both parties
Create a parking benefit district	Provides a mechanism for paying for local improvements	Not all revenues can automatically go into the district
	Ensures funds stay in the neighborhood	Dependent on mechanisms to collect funds
Promote shared parking agreements between parties to create 'public' parking	Makes the most use out of existing assets	Would require amendment to local code
	Creates resources, pedestrian traffic	May require significant physical improvements
	Low or no cost way to expand capacity	Still requires a third-party to broker
	Could help mitigate operating costs	Does require participation from both parties
Introducing 'in lieu' payment option to Zoning Ordinance	Creates funds for parking/traffic improvements	Places onus on City to build more parking assets
	Allows for waivers without putting onus on the public	Would require additional zoning revisions
	Allows developers to maximize footprint	Can be a barrier to development
Resume active parking enforcement	Provides a mechanism for paying for local improvements	Perceived as predatory, unfriendly
	Increases official presence in the area (safety)	Will need a robust appeal process initially
Evaluate strategic public parking asset development	Creates a catalyst to support growth/redevelopment	Not the highest, best use of land
	Gives new visitors to the area a clear place to go	May require eminent domain process to assemble plots
	Could serve a land-banking function	Diverts funds that could be used for other projects
Institute "Fee for Use" for on-street parking	Will increase turnover	Can create a barrier to patronage
	Provides incentive to use off-street parking	Would require enforcement if implemented
	Creates a revenue stream to fund other options	Would require identification of off-street options
	Creates incentive for alternative transportation	Cost and time intensive to implement

# Exploration Stations

1. *Proposed Curbside Marking and Time Limits:* Alex
2. *Shared Parking Agreements:* Greg
3. *Proposed ADA administration process and On-Street Parking Permit Programs:* Andy
4. *'In Lieu' and other Zoning Amendments:* Kalyani
5. *Parking Benefit Districts/Paid Parking:* Eric
6. *Streetscape Improvements:* Max/VHB