

## **Parking Management**

To facilitate the achievement of TDM goals and encourage transit use, shared parking for uses which have different peak demand periods, instituting paid parking, unbundling the parking, or other parking reduction strategies are encouraged. Additionally, shared parking between similar uses with both existing and new buildings should be explored, especially if the existing use is over parked. These parking strategies can serve to reduce vehicle trips and increase the cost-effectiveness of the provision of parking. For development within a half mile of the Metrorail station, a parking plan should be submitted along with a development application that demonstrates that the amount of parking that is provided is sized to support the development. Provisions for parking reductions and other incentives to lower parking should be utilized if it is supported by the parking plan. The use of higher parking rates in the first phases of a development followed by lower parking rates in subsequent phases can be considered. Parking agreements with neighboring sites can be considered on an interim basis. Residential uses should take into account the number of bedrooms per unit when establishing the amount of parking to supply. All non-residential uses should reduce their parking supply below the County wide minimum.

For office space, a maximum parking rate should be: ~~is recommended. The maximum parking rate recommended for office space is:~~

- 2.1 spaces per 1,000 square feet within one quarter mile of a Metrorail station
- 2.4 spaces per 1,000 square feet between one quarter and one half mile of a Metrorail station.

In instances where a higher office parking rate exists or is desired, a parking study, or other appropriate justification, can be submitted in order to consider a different rate for office use.

\*note: Yellow highlighted text is from staff. Text highlighted in green and underlined are changes made by the Route 28 Station South Working Group.