Waterfront Parking Summary

Parking spaces today:	**2,693**
Parking spaces used today:	**1,972**
Parking spaces available today:	**721**
Added parking demand:	**390**
Surface parking spaces reduced:	**171**
Needed for the future:	**561**
Public garage valet:	**633**
Private garage spaces:	**460**
Private garage spaces (with valet):	**337**
Additional spaces:	**1,430**
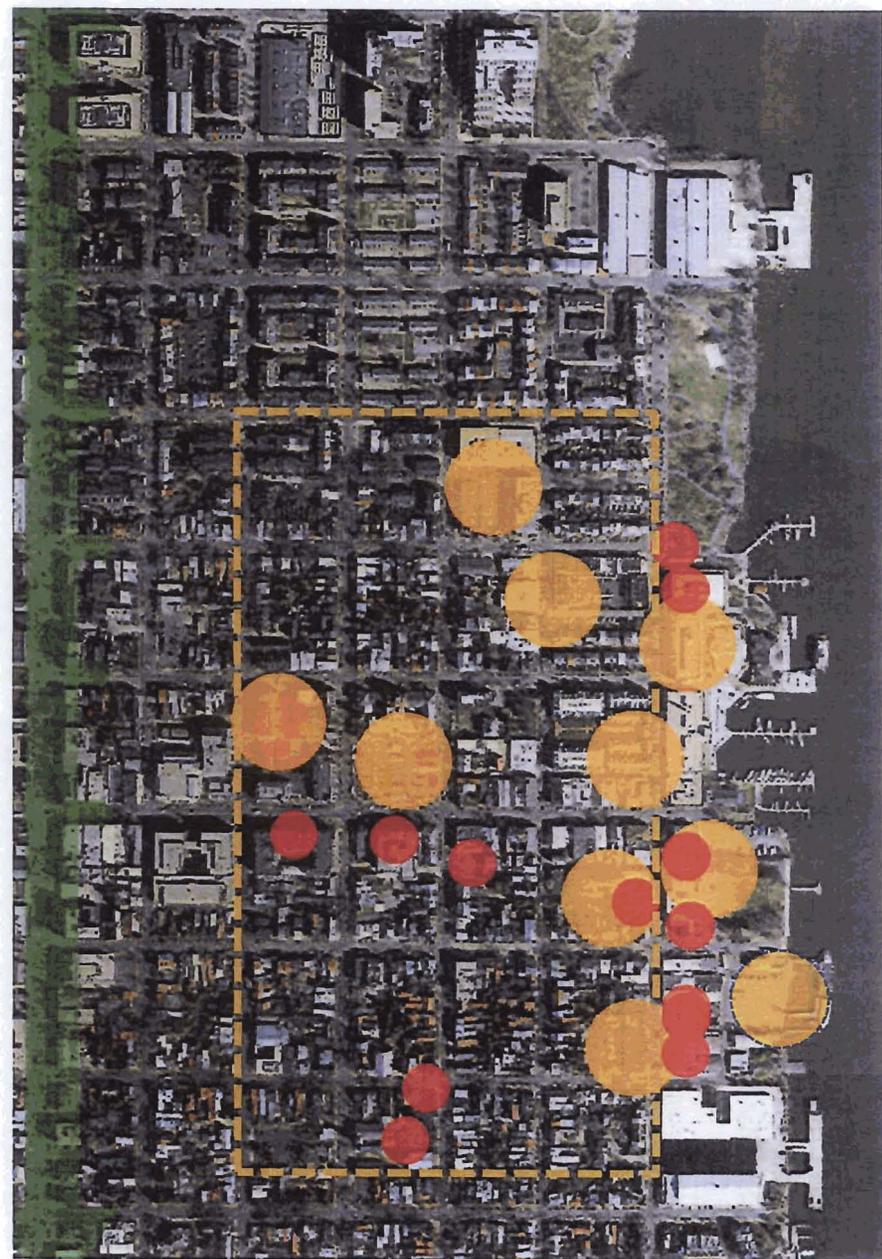
🟠 Public garages   🔴 Private garages

Parking Recommendations:

4.33: The Plan recommends that a Waterfront Parking Implementation Plan be created in order to articulate those actions that must proceed in the future to support the Waterfront Plan and the events that are deemed appropriate triggers for such actions. It should include at least four specific categories of implementation measures both to create additional parking opportunities and to protect existing residential areas:

> a. **Public garage capacity.** Monitoring utilization in existing public garages, setting triggers for the need for specific number of new parking spaces to be added to parking capacity at peak times. For example, assuming full utilization of on street parking, when the utilization of public garages in the Waterfront Core area reaches a level of 85% use, then additional parking spaces would be added to the parking capacity during peak times, through the use of garage attendants, valet parking programs, and the opening of now private garages (supported with appropriate wayfinding signage).

> b. **Waterfront development.** Requiring additional parking capacity at the point that new parking demand generators are constructed on the Waterfront.

> c. **Valet parking.** Implementing a systematic valet parking program generally for Old Town and King Street, with specific emphasis on the Waterfront core area.

> d. **Protecting residential parking.** Testing and monitoring the effect of waterfront development on residential parking areas, with the understanding that additional protective measures should be taken to protect those residential parking areas.

The Parking Implementation Plan should be created immediately after the adoption of the Waterfront Plan. It should be led by a multi-agency team and also be assisted by the advice of stakeholders affected by parking issues in the waterfront area.

4.34: Before new restaurant uses that place significant new demand for parking are allowed through the SUP process, parking solutions to meet that new demand will need to be calculated, identified and discussed in the SUP report recommendations in order to ensure that sufficient parking is in place contemporaneously with the opening of the restaurant.

4.35: Continue to implement the City's wayfinding program to facilitate access to public parking facilities throughout the waterfront planning area.

4.36: Continue to implement the recommendations of the February 2010 Old Town Alexandria Area Parking Study and the 2010 Old Town Alexandria Area Parking Work Group, including those strategies designed to encourage use of on-street spaces in shopping areas for short-term visits, to encourage the use of parking garages for longer-term parking, and to protect residential areas from excessive parking impacts.

4.37: Consider implementing new parking technologies such as smart phone applications that show locations, rates, and spaces available in parking garages.