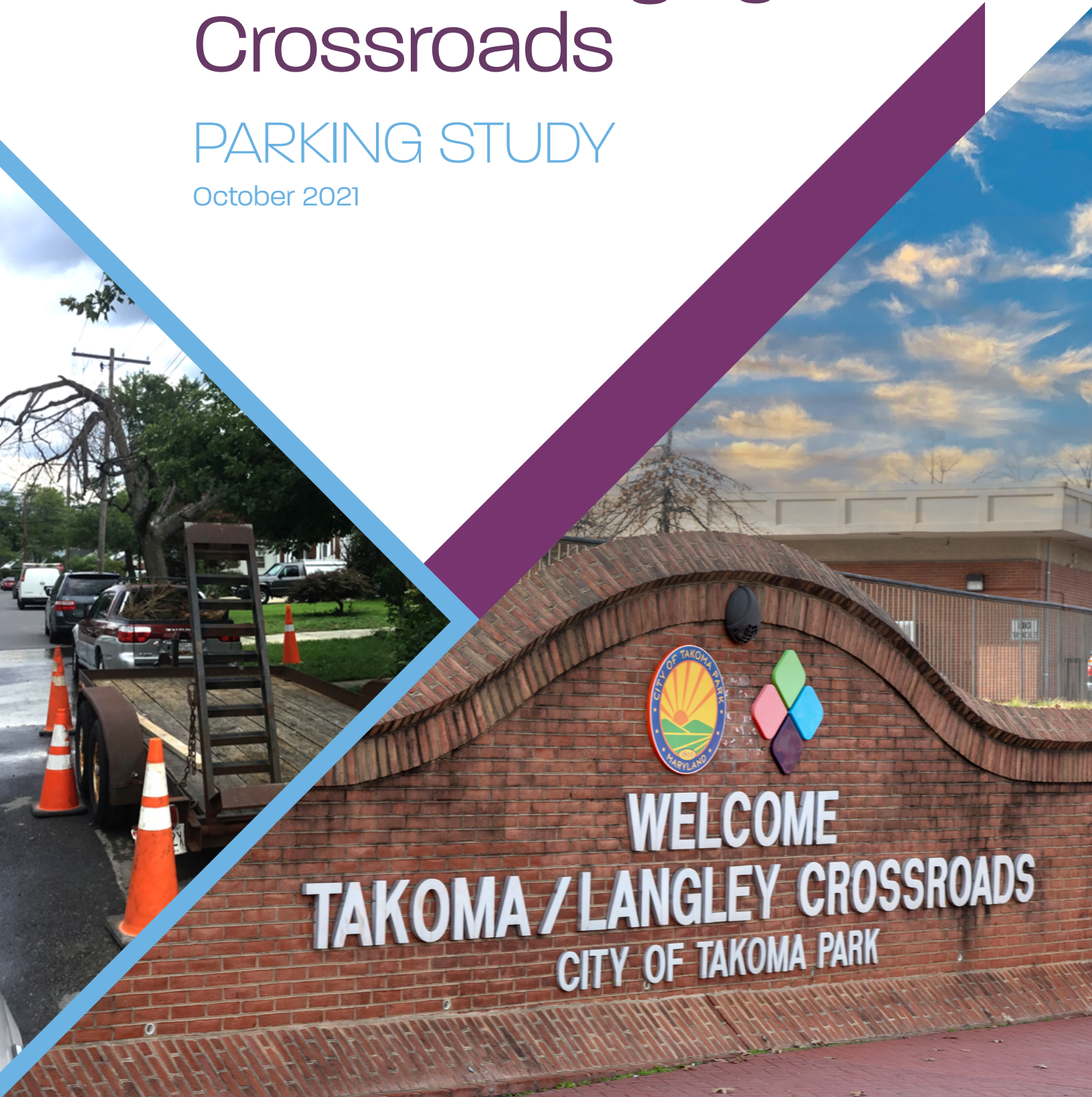
M-NCPPC
Prince George's County Planning Department

Takoma/Langley Crossroads

PARKING STUDY

October 2021



Abstract

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The Maryland-National Capital Park and Planning Commission (M-NCPPC) engaged RK&K to conduct a parking study within the Takoma/Langley Crossroads community of Prince George's County. The objective of the study was to analyze existing parking conditions of certain commercial and residential areas and to develop an action plan to address parking supply deficiencies. The consultant team collected data from existing plans and studies, field reconnaissance, and residential and commercial surveys to develop the action plan. Recognizing forthcoming changes to parking regulations through the enactment of the proposed Zoning Code, as well as potential changes in parking demand following the completion of the Purple Line, the action plan was designed to be flexible and explores two approaches—accommodating parking demand and constraining parking demand—as potential paths forward.

Takoma/Langley Crossroads

PARKING STUDY

October 2021

The Maryland-National Capital Park and Planning Commission
Prince George's County Planning Department
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772

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Prince George's County

Angela Alsobrooks
County Executive

County Council

The County Council has three main responsibilities in the planning process: (1) setting policy, (2) plan approval, and (3) plan implementation. Applicable policies are incorporated into area plans, functional plans, and the general plan. The Council, after holding a hearing on the plan adopted by the Planning Board, may approve the plan as adopted, approve the plan with amendments based on the public record, or disapprove the plan and return it to the Planning Board for revision. Implementation is primarily through adoption of the annual Capital Improvement Program, the annual Budget, the water and sewer plan, and adoption of zoning map amendments.

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The Maryland-National Capital Park and Planning Commission (M-NCPPC) is a bi-county agency, created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties: the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission has three major functions:

- The preparation, adoption, and, from time to time, amendment or extension of the General Plan for the physical development of the Maryland-Washington Regional District.
- The acquisition, development, operation, and maintenance of a public park system.
- In Prince George's County only, the operation of the entire county public recreation program.

The Commission operates in each county through a Planning Board appointed by and responsible to the County government. All local plans, recommendations on zoning amendments, administration of subdivision regulations, and general administration of parks are responsibilities of the Planning Boards.

The Prince George's County Planning Department:

- Our mission is to help preserve, protect and manage the County's resources by providing the highest quality planning services and growth management guidance and by facilitating effective intergovernmental and resident involvement through education and technical assistance.
- Our vision is to be a model planning department of responsive and respected staff who provide superior planning and technical services and work cooperatively with decision-makers, residents, and other agencies to continuously improve development quality and the environment and act as a catalyst for positive change.

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Table of Contents

Maps

Figures

“. . . an action plan that addresses current parking supply deficiencies and is flexible enough to account for future changes in the area . . . ”

Executive Summary

ABOUT THE STUDY

The Takoma Langley Crossroads is a vibrant and diverse community located in northern Prince George's County, Maryland. This parking study focuses on the area roughly defined by the following boundary:

- Northwest Branch to the north and east
- Montgomery County and the City of Takoma Park to the west
- Riggs Road to the south

It includes residential neighborhoods of several different housing types including single-family homes, duplexes, condominiums, and apartment buildings. At the core of this study area are established commercial areas along MD 193 (University Boulevard), MD 650 (New Hampshire Avenue), and MD 212 (Riggs Road), which are the three primary roadways serving the area.

On-street parking in some of the residential neighborhoods has become challenging, which has been acknowledged by community representatives and has been indicated by actions taken by some residents to claim public parking spaces. The goal of the 2021 *Takoma Langley Crossroads Parking Study* is to develop an action plan that addresses current parking supply deficiencies and is flexible enough to account for future changes in the area such as the completion of the Purple Line light rail and transit-oriented redevelopment that may follow.

To achieve this goal, this study includes a baseline assessment of the existing parking supply and parking regulations, and an in-depth evaluation of the demand for parking spaces during critical time periods. For the assessment of existing conditions, satellite imagery (from sources such as Google Maps and PGAtlas) was used to count the number of parking spaces in off-street lots and measure the number of parking spaces on the streets. For on-street parking, the number of parking spaces per block was estimated by dividing block lengths (excluding driveway widths) by the length of a typical passenger car or sedan. The days and time periods chosen for performing the evaluation of parking demand were selected to include typical weekdays (including a Friday), a typical Saturday, and hours covering mornings, evenings, and night for both the residential and commercial areas. The timeline for completing this study required that parking demand observations be made during the COVID-19 pandemic; however, the study team determined the results would still be useful for reaching the primary goal of developing a parking action plan.

BASELINE ASSESSMENT

Based on the research described previously, there are approximately 6,600 on-street parking spaces in the residential areas excluding the apartment communities, with additional on- and off-street parking available in those apartment communities. In the commercial areas, there are approximately 4,100 parking spaces, all located in surface parking lots.

The following is a list of some common observances by the study team during the residential area field visits:

- Cones or other objects used to "reserve" on-street parking spaces
- Vehicles parked in front yards
- Commercial vehicles (i.e., work trucks and vans) parked on the street
- Streets adjacent to apartment communities used as overflow parking areas for the private off-street parking lots

The following are several common observances by the study team during the commercial area field visits:

- Usage of spaces reserved for people with handicapped parking permits was relatively low
- There was little evidence of overnight parking by commercial vehicles (e.g., work vans, 2- or 3-axle "box" trucks, tractor-trailers, etc.)

PARKING DEMAND EVALUATION

Notable findings from the assessment of existing parking demand in the residential areas include:

- No open parking spaces were observed during the weekday overnight period in seven out of the 15 neighborhoods in the study area (i.e., almost half of the neighborhoods).
- The difference in parking usage between the weekday midday period and the weekday overnight period is 40 percent to 50 percent for most neighborhoods, reflecting a residential travel pattern in which many people leave home during the daytime hours to perform various activities and return home at night.
- The three neighborhoods having the highest parking-space usage are New Hampshire Estates, Adelphi Manor, and University City Apartments.
- Carole Highlands has the lowest parking space usage.

Notable findings from the assessment of existing parking demand in the commercial areas include:

- The Adelphi Shopping Center, which includes Megamart, had parking usage exceeding 70 percent during the Saturday afternoon observations; that is one of the highest usage rates of all the commercial areas.
- The La Union Mall also had high parking-space usage with more than 60 percent of the total spaces occupied during the Friday evening and Saturday afternoon observation periods.
- Nine of the 15 zones observed had weekday overnight parking-space usage lower than 10 percent.

ACTION PLAN

Likely drivers of the high parking demand observed and measured in some of the residential communities within the study area include the number of homes with an above-average number of adults residing in them, the automobile-centric character of the study area, and the heavy reliance on automobiles by many residents due to their job requirements.

Solutions in the action plan are classified as either being locally applicable or widely applicable. The solutions suggested would improve the accommodation of existing and potential future parking demand or would reduce or constrain the existing and future parking demand.

Options for accommodating the residential parking demand include increasing the parking supply or using the existing parking supply (both residential and commercial) more efficiently. An option to constrain residential parking demand would be to strengthen the existing Residential Parking Program (RPP) and apply it strategically to certain streets within the study area based on need. To potentially reduce the residential parking demand, improving access to transit could be effective.

CONCLUSIONS

Based on the assessment of parking supply and demand within the study area, and considering the potential for change in the area due to the completion of the Purple Line light rail and transit-oriented redevelopment, this study arrives at the following conclusions:

- Viable actions to improve residential parking conditions are somewhat limited
- Many potential actions have significant downsides, including:
  - » Perpetuating inequitable access to parking
  - » Possible lack of public support
- Improving access to existing and future transit service, and improving the reliability of transit, would likely have the most sustainable positive impact on residential parking

The general suggestions provided by this study should be used as a foundation for future specific Maryland-National Capital Park and Planning Commission (M-NCPPC), Prince George's County Department of Public Works and Transportation (DPW&T), and Revenue Authority actions related to parking in this area.

"The Takoma/Langley Crossroads is a vibrant and diverse community . . . "

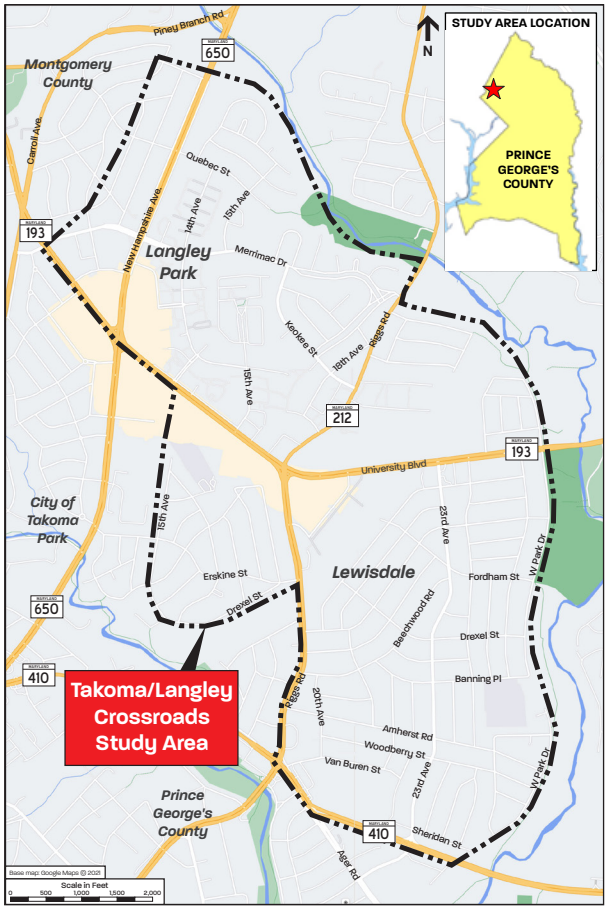
Chapter 1:
Baseline Assessment

The Takoma/Langley Crossroads is a vibrant and diverse community located in northern Prince George's County, Maryland. As its name implies, the community is served by two principal arterial roadways: MD 193 (University Boulevard), MD 650 (New Hampshire Avenue), and MD 212 (Riggs Road). Map 1 shows a map of the study area, with the specific boundary of this parking study shown as a bold black line.

This assessment of current conditions includes a summary of previous relevant transportation planning and engineering studies, an inventory of the current on- and off-street parking supply in the residential and commercial areas of the community, a review of the proposed 2018 zoning ordinance affecting minimum-required parking supply for new developments, and a summary of known parking supply and demand issues in the community. The broader parking study will include this baseline assessment of parking supply and policy, an in-depth assessment of the current parking demand and during critical times on weekdays and weekends through field visits and using household and business surveys, identification of specific parking availability deficiencies on a street-by-street and neighborhood basis, development of an action plan with recommendations for addressing these problems, and documentation of all findings.

STUDY AREA ZONING

The study area for the Takoma/Langley Crossroads Parking Study covers approximately 1.7 square miles. In October 2018, the Prince George's County Council adopted a proposed zoning ordinance that includes five Transit-Oriented/Activity Center zones designed to realize high-intensity, mixed-use development at transit stations, including Purple Line stations. In July 2019, a Countywide Map Amendment (CMA) was initiated to apply the zones of the proposed zoning ordinance to land in Prince George's County as preparation for the proposed zoning ordinance to eventually take effect. Prince George's County Planning Department staff have prepared a proposed zoning map in accordance with the Council's initiation of the CMA and simultaneous adoption of rezoning guidance contained in the 2019 *Approved Guide to New Zones*. After the proposed zoning ordinance takes effect, the proposed rezoning area for the parking study area includes areas that would be zoned exclusively for residential uses as well as areas that would be zoned for local transit-oriented mixed-use and areas zoned exclusively for commercial uses. There are also two small areas within the study area that would remain covered by current zone types after the proposed zoning ordinance is in effect. Table 1.1 shows each zoning type present within the study area along with the total area of each zoning type and the percentage of the total study area covered by each zoning type. The percentages do not add up to 100 percent due to roadways and designated open space (i.e., parks) being included in the total area but not in the individual zoning areas.



Map 1. Map of the Study Area

Table 1.1 Proposed Zoning Ordinance Category Sizes and Percentages of the Total Study Area

Zoning Category	Acres	% of Total
Commercial, General and Office (CGO)	19	2%
Residential, Single-Family-65 (RSF-65)	554	55%
Residential, Single-Family-Attached (RSF-A)	121	12%
Residential, Multifamily-20 (RMF-20)	8	1%
Legacy Comprehensive Design (LCD)	9	1%
Local Transit-Oriented (core) (LTO-c)	155	15%
Local Transit-Oriented (edge) (LTO-e)	133	13%
Total Study Area	**999**	

Residential Areas

Based on the measurements shown in Table 1.1, approximately 68 percent of the total study area would be zoned exclusively for residential development. Of the area comprised of exclusively residential zones, 80 percent would be zoned as Residential, Single-Family-65 (RSF-65), 17 percent would be zoned as Residential, Single-Family-Attached (RSF-A), and 1 percent would be zoned as Residential, Multifamily-20 (RMF-20).

M-NCPPC defines RSF-65 as allowing "primarily small-lot, single-family detached communities reflective of traditional subdivision patterns." RSF-65 limits individual lot size to a minimum of 6,500 square feet, with a maximum of 6.7 dwelling units per net acre.

RSF-A zoning is defined by M-NCPPC as allowing "a mix of residential types emphasizing attached dwellings such as townhouses, two-family attached, and three-family attached homes in medium-density communities offering choices of residential types and price points." RSF-A establishes a minimum lot size of 5,000 square feet for single-family detached dwellings, with a maximum of 8.7 dwelling units per acre. For two- and three-family dwellings, there is no minimum lot size prescribed; however, there is a maximum of 32.66 two-family dwelling units per net acre and a maximum of 12.44 three-family dwelling units per net acre. There is a maximum of 16.33 dwelling units per net acre for townhouses. The minimum lot size for other residential uses not covered by the types described above is 6,500 square feet.

RMF-20 zoning is described as providing for "a variety of medium- to moderately high-density residential development offering variety in housing types and price points." RMF-20 sets a minimum lot size of 7,500 square feet for multifamily dwellings with a maximum of 20 dwelling units per acre. For two- and three-family dwellings, there is no minimum lot size, and there can be a maximum of 40 dwelling units per acre for two-family dwellings and a maximum of 14 dwelling units per acre for three-family dwellings. Townhouses have no minimum lot size and a maximum of 20 dwelling units per acre. The minimum lot size for other residential uses not covered by these four types is 7,500 square feet.

Table 1.2 summarizes the lot sizes and dwelling unit densities per net acre that would be permitted for each of the uses described above by the proposed zoning ordinance.

Table 1.2 Proposed Zoning Ordinance Minimum Residential Lot Sizes and Maximum Dwelling Units Per Net Acre

Zoning Category	Minimum lot size (sf)	Maximum dwelling units per net acre
Residential, Single-Family-65 (RSF-65)	6,500	6.7
Residential, Single-Family-Attached (RSF-A): Single-family attached	5,000	8.7
Residential, Single-Family-Attached (RSF-A): Two-family attached	0	32.66
Residential, Single-Family-Attached (RSF-A): Three-family attached	0	12.44
Residential, Single-Family-Attached (RSF-A): Townhouse	0	16.33
Residential, Single-Family-Attached (RSF-A): Other uses	6,500	n/a
Residential, Multifamily-20 (RMF-20): Two-family	0	40
Residential, Multifamily-20 (RMF-20): Three-family	0	14
Residential, Multifamily-20 (RMF-20): Townhouse	0	20
Residential, Multifamily-20 (RMF-20): Multifamily	7,500	20
Residential, Multifamily-20 (RMF-20): Other uses	7,500	n/a

Local Transit-Oriented Zones

In addition to the exclusively residential zones described above, residential development is also allowed and currently exists in proposed Local Transit-Oriented (LTO) zones. M-NCPPC defines these zones as "moderate-intensity, vibrant, transit-rich mixed-use centers incorporating walkable urbanism and robust connectivity for pedestrians, bicyclists, transit-riders, and drivers." There are two categories of mixed-use LTO zones: Edge (LTO-e) and Core (LTO-c). Based on the information shown previously in Table 1.1, both types of LTO zones combined would make up about 28 percent of the total study area. Using satellite imagery of the study area to identify existing residential developments and comparing those residential development areas to the areas to be zoned as LTO-e and LTO-c, approximately 98 percent of the proposed LTO-e zoned area currently consists of residential development, and about 59 percent of the proposed LTO-c zoned area currently consists of residential development. Table 1.3 summarizes the lot sizes and dwelling unit densities per net acre that would be permitted for townhouses and other types of residential units under the proposed zoning ordinance in the Local Transit-Oriented Core and Edge zones.

Most of the existing commercial development within the study area (approximately 74 percent of the total commercial development) is located in the proposed LTO-c zoned areas. Using satellite imagery of the study area to identify existing commercial developments and comparing those commercial development areas to the areas to be zoned as LTO-e and LTO-c, approximately 2 percent of the proposed LTO-e zoned area currently consists of commercial development, and about 41 percent of the proposed LTO-c zoned area currently consists of commercial development. Table 1.4 summarizes the commercial lot sizes and floor area ratios allowable under the proposed zoning ordinance in the Local Transit-Oriented Core and Edge zones.

Commercial Areas

Previously, Table 1.1 showed that only 2 percent of the total study area would be zoned exclusively for commercial development under the proposed zoning ordinance, and these areas are currently developed as commercial uses.

Table 1.3 Proposed Zoning Ordinance Minimum Transit-Oriented Residential Lot Sizes and Dwelling Units Per Net Acre

Zoning Category	Minimum net lot area (sf)	Dwelling units per net acre (min.)	Dwelling units per net acre (max)
Local Transit-Oriented Core (LTO-c) Residential: Townhouse	1,000	20	80
Local Transit-Oriented Core (LTO-c) Residential: Other	1,500	20	80
Local Transit-Oriented Edge (LTO-e) Residential: Townhouse	1,000	10	40
Local Transit-Oriented Edge (LTO-e) Residential: Other	5,000	10	40

Table 1.4 Proposed Zoning Ordinance Minimum Transit-Oriented Commercial Lot Sizes and Floor Area Ratio Per Net Acre

Zoning Category	Minimum net lot area (sf)	Floor area ratio (min)	Floor area ratio (max)
Local Transit-Oriented Core (LTO-c) Commercial	1,500	0.50	3.00
Local Transit-Oriented Edge (LTO-e) Commercial	3,000	0.25	2.00

REVIEW OF PARKING POLICIES

Off-Street Parking Requirements for Residential Uses

Under the proposed zoning ordinance, the minimum off-street residential parking requirements would be based on housing type and zoning, as shown in Table 1.5.

For comparison to the proposed zoning ordinance, the existing minimum residential parking requirements under the current zoning, which governed how all of the existing residential development within the study area was built, are summarized in Table 1.6.

These requirements are defined in Part 11 of Subtitle 27 of the Zoning Ordinance of Prince George's County.[1] The minimum-required parking per dwelling unit (DU) will be lower under the proposed zoning ordinance compared to the current zoning law.

Off-Street Parking Requirements for Non-Residential Uses

As with residential land uses, minimum parking requirements for nonresidential uses are based on the proposed zoning category and land use. For example, in the LTO-e zone, the parking requirement for a pharmacy is two spaces per 1,000 square feet of gross floor area (GFA), but for a grocery store the requirement is one space per 300 square feet of GFA. It should be noted that shopping centers, which comprise most of the nonresidential uses within the study area, have no parking minimums in LTO-c and LTO-e zoning.

In some cases, the parking requirement is based on the number of employees, seats (e.g., places of worship, concert venues, etc.), faculty, students, beds (e.g., health care facilities), or other variables.

Table 1.5 Minimum Residential Off-Street Parking Requirements Under the Proposed Zoning Ordinance

Type of Use	LTO-c	LTO-e	RSF-65, RSF-A, and RMF-20
Dwelling, Multifamily	No minimum	1.0 per DU (all studio and one-bedroom) to 1.35 per DU (all other unit types)	1.5 per DU
Dwelling, Single-family Detached	N/A	N/A	1.5 per DU
Dwelling, Three-family	No minimum	1.0 per DU	1.2 per DU
Dwelling, Townhouse	N/A	1.0 per DU	2.0 per DU
Dwelling, Two-family	N/A	N/A	1.5 per DU

Table 1.6 Minimum Residential Off-Street Parking Requirements Under the Existing Zoning Ordinance

Type of Use	Number of Spaces
Multifamily Dwelling:	
Less than 90% one-bedroom units	2.0 per DU
Not wholly within a one-mile radius of a Metro station	+0.5 per bedroom in excess of one per unit
Single-family Detached Dwellings:	
Cluster Development	1.5 per DU
All others	2.0 per DU
Three-family Dwelling	2.0 per DU
Townhouse or Other Single-family Attached Dwelling	2.04 per DU
Two-family Dwelling	2.0 per DU

1 Proposed Zoning: CB-013-2018 Part 27-4: Zones and Zone Regulations and CB-013-2018 - PART 27-6: Development Standards.

Local Transit-Oriented—Core (LTO-c)

The vast majority of the nonresidential uses in our study area would be in LTO-c. The LTO-c zone has no minimum parking requirement, but it does have a maximum parking requirement, as described below. In the LTO-c zoned areas:

- The maximum number of off-street vehicle parking spaces for development shall be 125 percent of the minimum requirements for the LTO-e zoned area calculated in accordance with Section 27-6305(a) of the proposed zoning ordinance, Minimum Number of Off-Street Vehicle Parking Spaces. Spaces in structured parking facilities do not count toward the maximum allowed. (Section 27-4204(b)(1)(D)(ii)(aa))

Local Transit-Oriented—Edge (LTO-e)

In the LTO-e zoned areas:

- The minimum required number of off-street vehicle parking spaces for development shall be 50 percent of the minimum requirements in Section 27-6305(a), Minimum Number of Off-Street Vehicle Parking Spaces. (Section 27-4204(b)(1)(D)(i))
- The maximum number of off-street vehicle parking spaces for development shall be 150 percent of the minimum requirements calculated in accordance with Section 27- 6305(a), Minimum Number of Off-Street Vehicle Parking Spaces. Spaces in structured parking facilities do not count toward the maximum allowed. (Section 27-4204(b)(1)(D)(ii)(bb))

Table 1.7 . List of Previous Planning Documents Reviewed for this Study

No.	Document Name
1.	2019 MWCOG Purple Line Parking Assessment
2.	2009 Takoma/Langley Crossroads Sector Plan
3.	2014 General Plan: Plan 2035 Prince George's (Plan 2035)
4.	2009 Countywide Master Plan of Transportation (MPOT)
5.	Prince George's County Proposed Countywide Sectional Map Amendment (CMA)
6.	2019 Transportation Action Guide for Urban Communities (TAGUC)
7.	2021 Planning Assistance for Municipalities and Communities (PAMC) projects in the Northern Gateway (SPACES)
8.	2012 Montgomery County Takoma/Langley Crossroads Sector Plan
9.	2008 New Hampshire Avenue Corridor Concept Plan
10.	2013 M-NCPPC Purple Line TOD Study, Parts 1-4
11.	Takoma/Langley Crossroads Planning and Implementation Study, Existing Conditions Section (Draft)
12.	Prince George's County Revenue Authority Residential Parking Permitting Process and Guidelines

REVIEW OF PREVIOUS PLANNING DOCUMENTS

The planning studies and reports listed in Table 1.7 were reviewed to identify any information that might be relevant to the current parking study.

The review of these documents yielded the following key findings:

- Of all the background documents, only the 2019 *Metropolitan Washington Council of Governments (MWCOG) Purple Line Parking Assessment* provides an accounting of the existing parking situation.
  - » It did not consider all of the residential parking in the general vicinity of the two Purple Line stations within the Takoma/Langley Crossroads Parking Study area.
  - » It also only covered the weekday afternoon peak hours (5:00–8:00 p.m.).
  - » It did not provide any information regarding parking within the commercial core of the Takoma/Langley Crossroads Parking Study area.
  - » It provides some useful information regarding the current Residential Parking Permit (RPP) situation, as well as some practical recommendations that should be considered when developing the Action Plan for the Takoma/Langley Crossroads Parking Study.
- The Takoma/Langley Crossroads Planning and Implementation Study, Existing Conditions Section (Draft) includes recommendations for repurposing excess commercial area parking supply for pedestrian mobility enhancements.
  - » It addresses the high population density within the study area.
  - » It does not address inadequate parking supply in the residential neighborhoods of the study area.
- The County's RPP process requires applicants to submit a petition garnering the support of at least 60 percent of the residents of the proposed RPP zone.
  - » The process is free of charge and based on registered license plates.
  - » The petition must meet program guidelines (i.e., minimum 60 percent resident support, residential area, public roadway).
- The other documents provide mostly general development planning strategies with medium- and long-term countywide implications.

Relevant information from each of the previous planning documents provided by M-NCPPC will be referenced and incorporated into the Action Plan for the current parking study.

REVIEW OF POLICIES IN NEIGHBORING JURISDICTIONS

The Takoma/Langley Crossroads Parking Study area in Prince George's County shares a boundary with unincorporated sections of Montgomery County as well as the City of Takoma Park, a municipality within Montgomery County. Therefore, it is relevant to recognize what types of residential parking policies are in effect in these neighboring jurisdictions.

Montgomery County operates a digital permit program for residential parking, in lieu of requiring residents to place decals on their vehicles. The permits are license-plate based, allowing enforcement of parking restrictions using license plate scanning devices operated by the Parking Management Division or the County Police. Additional details of the Montgomery County program are as follows:

- Residential parking permit zones are defined at the block level.
- Sixty-six percent of the households on a block must petition to have their block participate in the program.
- One permit is allowed per vehicle registered to an address, and there is no limit to the number of permits that can be issued to a single address.
  - » One (1) permanent visitor permit is allowed per dwelling unit.
  - » Short-term (7-day) temporary permits are available for use by two to five vehicles at a time but are limited to once-per-month use.
- There is a $20 fee associated with each residential or visitor permit, which are renewable annually.
- Typical parking restriction hours are 9 a.m. to 5 p.m., Monday through Friday, with some exceptions allowed depending on need.
- Outside of central business districts, only single-family dwelling units are eligible to participate in the program.

The City of Takoma Park has its own parking permit program enforced by the Takoma Park Police Department. It is distinct from the program operated by Montgomery County. Details of the City of Takoma Park's parking permit program are as follows:

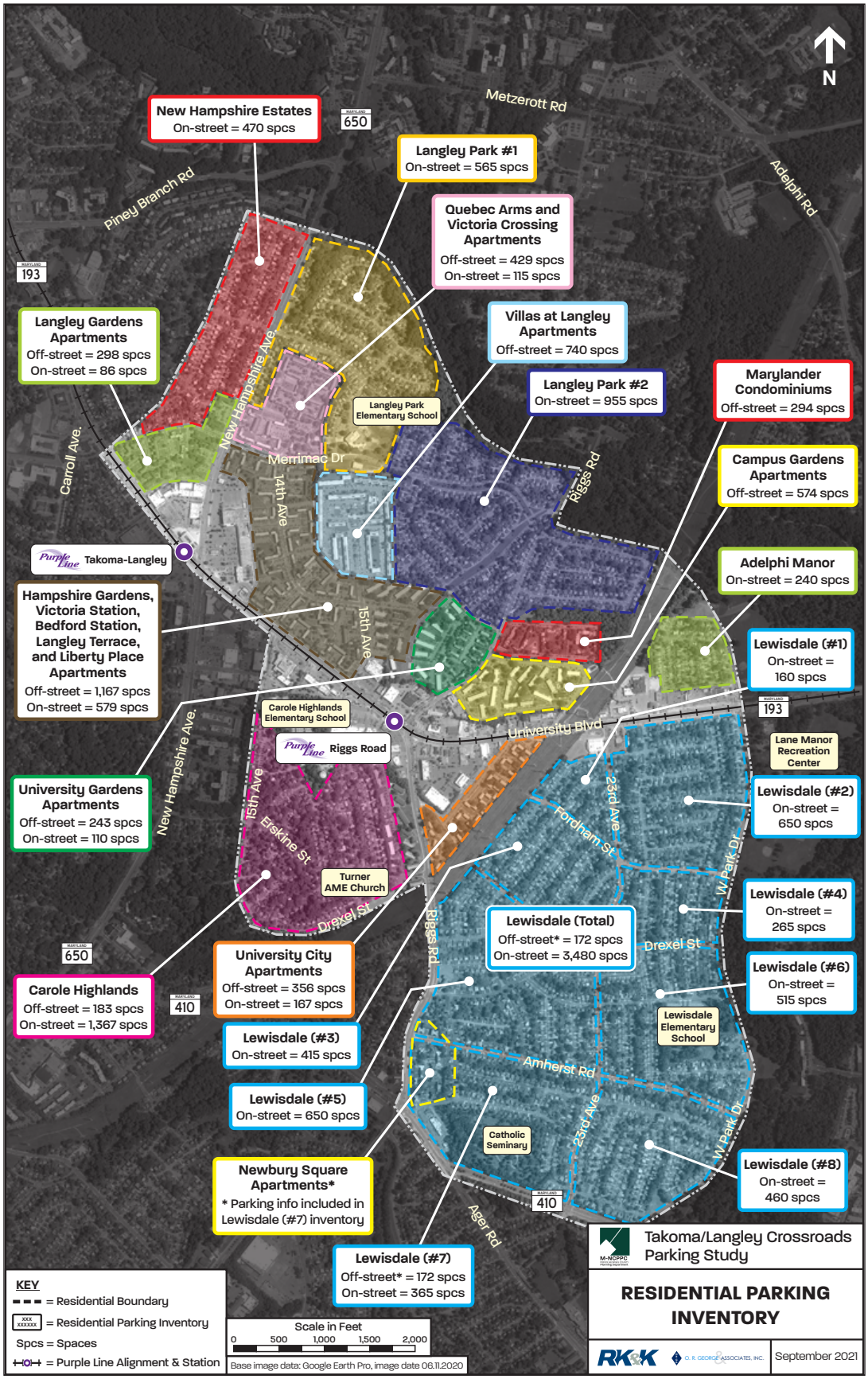
- This is a decal-based program.
- There are two types of permits—residential and business:
  - » Residential permits are limited to two per dwelling unit, and business permits are limited to three per site.
  - » There are no provisions for visitors permits or temporary permits.
- There is a fee associated with each permit. The costs for residential permits are $12.50 for a one-year permit and $20 for a two-year permit. Business permits are $15 per year.
- There are several designated parking permit areas in the city covering a variety of time periods.
  - » Some areas require permits for overnight parking, whereas others require permits for daytime parking.
- The nearest permit area to the Takoma/Langley Crossroads Parking Study area is located adjacent to the Carole Highlands neighborhood, immediately west of New Hampshire Avenue.
  - » Covers overnight, 7 p.m. to 7 a.m., every day including weekends.

EXISTING PARKING SUPPLY

An inventory of the existing on-street and off-street parking supply within the study area was performed in July 2020. The first step in performing this inventory was to conduct field reconnaissance throughout the study area. Through observations from these site visits, the residential portions of the study area were divided into 14 subareas that align with the existing residential neighborhood subdivisions. The inventory was subsequently performed remotely to tally the total parking supply within each of these subareas. On-street parking totals were estimated by measuring roadway block lengths using Google Maps satellite imagery and using the Institute of Transportation Engineers (ITE) recommendation of 25 feet per parallel parking space. This process also accounted for No Parking areas adjacent to fire hydrants and at driveway aprons. Map 2 shows the 14 residential subareas along with the parking supply totals within each subarea categorized as on-street or off-street (off-street tallies include parking lots and exclude driveways). Using the inventory methodology described herein, the study team determined there are approximately 6,598 on-street parking spaces within the single-family and duplex home communities, and approximately 5,151 on- and off-street parking spaces within the apartment and condominium communities, for a total of 11,749 residential parking spaces within the study area.

The commercial core of the study area is concentrated along MD 193 (University Boulevard) between West Park Drive and MD 650 (New Hampshire Avenue). The commercial activity consists primarily of single-level strip-mall style retail centers of varying sizes. This commercial/retail core was divided into 13 subareas based on signage observed during the field reconnaissance. Google Maps satellite imagery was used to count the number of spaces and determine which spaces are restricted for handicapped permit use only. Map 3 shows the commercial subareas along with the number of existing off-street parking spaces within each subarea, categorized as unrestricted spaces or accessible spaces (i.e., spaces where a handicapped parking permit must be displayed in the parked vehicle). The anchor stores or other primary uses within each subarea are also listed on the map. Subareas 6 and 8 each contain office buildings in addition to retail uses, as indicated on the map.

Map 2. Residential Parking Inventory



OBSERVED PARKING ISSUES

Additional field reconnaissance was performed in August 2020 during a typical weekday afternoon to identify any unusual or potentially problematic conditions or behaviors related to the parking supply in the various residential subareas. These site visits were also used to make some initial observations of parking demand in the off-street parking areas that serve the commercial subareas.

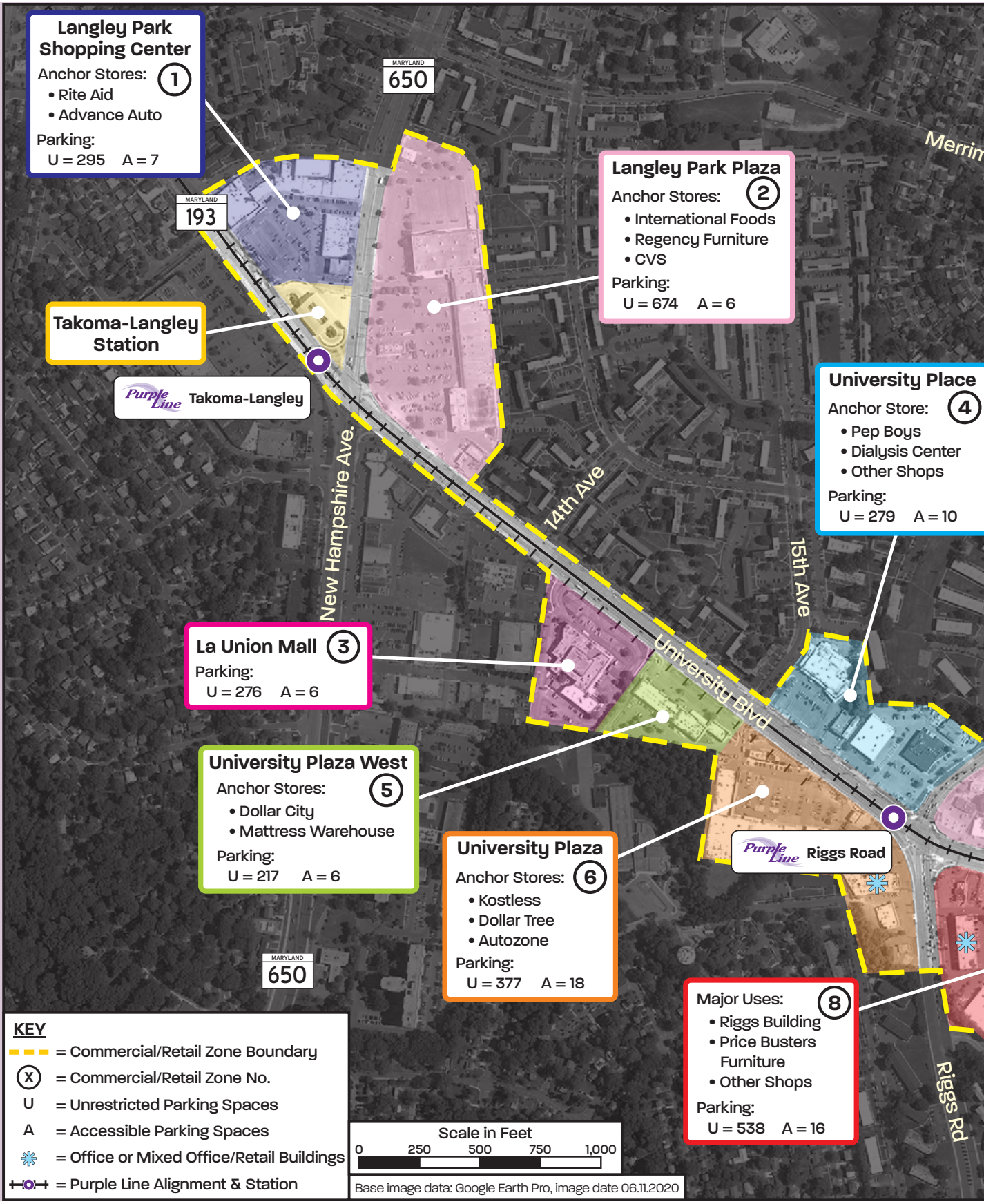
Field observations and photos provide anecdotal evidence of parking demand exceeding parking supply in the residential subareas, both on- and off-street.

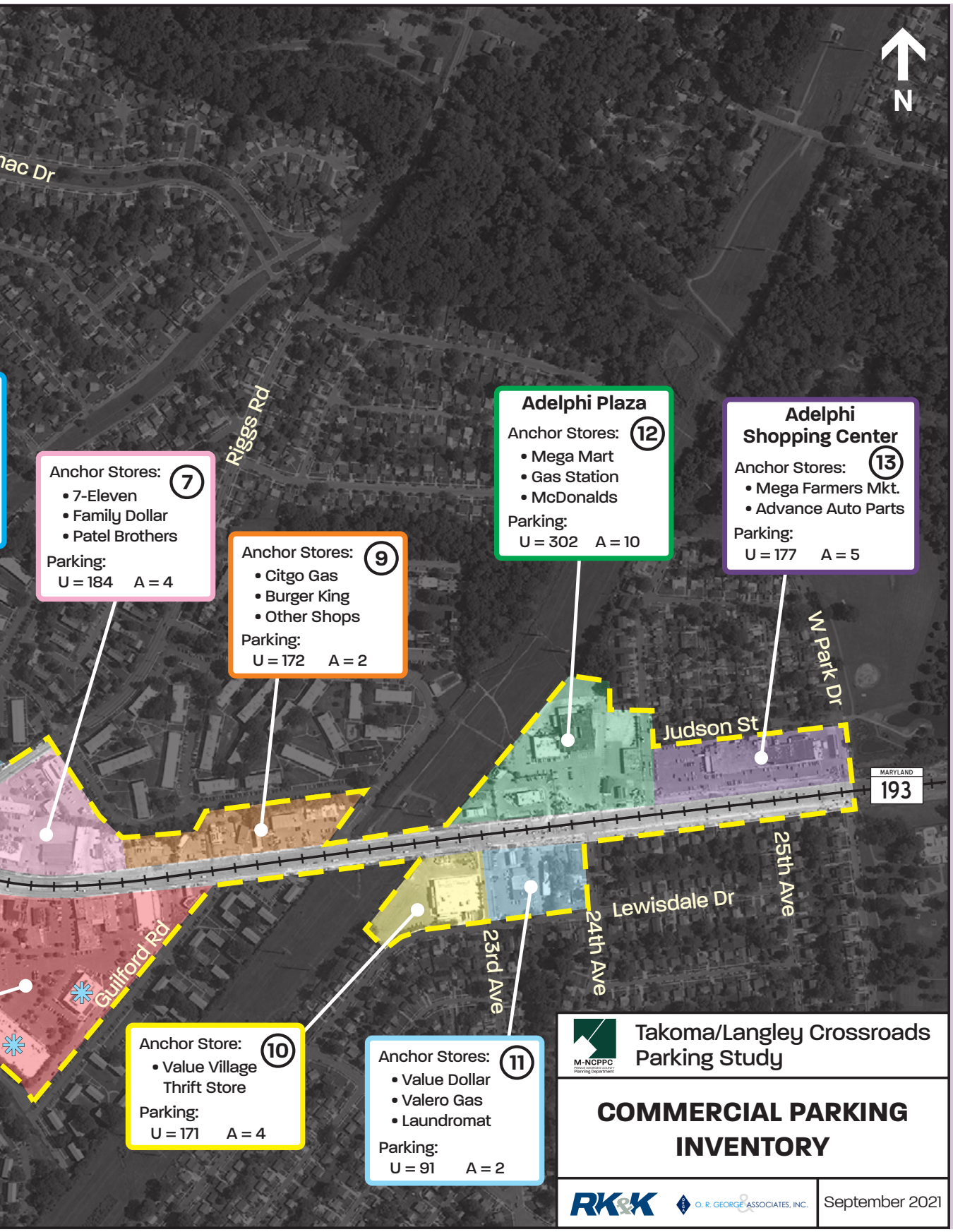
Some key observations from the field reconnaissance of the residential subareas are as follows:

- Some residents use objects such as traffic cones, chairs, milk crates, or assorted large moveable objects to unofficially reserve on-street parking spaces in front of or near their homes.
  - » This activity was observed in Lewisdale as well as in the Carole Highlands, Langley Park 1, Adelphi Manor, and New Hampshire Estates (especially prevalent) subareas.
- Commercial vehicles such as contractor trucks and vans were frequently observed parked on the street in front of residences that were not visibly under construction.
  - » Presumably these vehicles belong to occupants of the nearby houses or apartment buildings, where observed.
  - » Several work trailers, box trucks, boats, and recreational vehicles (RVs) were observed on-street as well.
  - » This activity was observed in Carole Highlands, Langley Park 1, Langley Park 2, Lewisdale, Adelphi Manor, adjacent to the Quebec Arms Apartments, adjacent to the University Gardens Apartments, and adjacent to the Victoria Station and Bedford Station Apartments.
- Commercial vehicles were also observed occupying spaces in off-street residential parking lots.
  - » This activity was observed at the Campus Garden Apartments, Newbury Square Apartments, University City Apartments, and the Villas at Langley Apartments.
- Small ad-hoc businesses such as snow cone stands and food/produce stands were occasionally observed in several front yards. This has the potential to attract additional vehicle traffic to the residential streets as customers search for parking spaces, although no such parking activity was observed during this particular field visit.
  - » This activity was observed in Carole Highlands, at the Victoria/Bedford Station Apartments, and at the Villas at Langley Apartments.
- Vehicles were occasionally observed parked on front lawns.
  - » Some vehicles were posted as being "For Sale," while others appeared to be in use.
  - » This activity was observed in Carole Highlands, Langley Park 1, Langley Park 2, Lewisdale, and New Hampshire Estates subareas.
- Several areas in residential neighborhoods had "Do Not Park on Grass" signs posted.
  - » These signs were posted at the ends of some streets, adjacent to parks, or in private off-street parking lots.

Observations of the commercial zones indicated there was abundant unused parking supply in the larger off-street parking lots except near supermarkets. The small parking lots such as those serving convenience stores or auto repair businesses appeared to have less excess capacity.

Map 3. Commercial Parking Inventory




N
Riggs Rd
Anchor Stores: 7
• 7-Eleven
• Family Dollar
• Patel Brothers
Parking:
U = 184 A = 4
Anchor Stores: 9
• Citgo Gas
• Burger King
• Other Shops
Parking:
U = 172 A = 2
Adelphi Plaza
Anchor Stores: 12
• Mega Mart
• Gas Station
• McDonalds
Parking:
U = 302 A = 10
Adelphi Shopping Center
Anchor Stores: 13
• Mega Farmers Mkt.
• Advance Auto Parts
Parking:
U = 177 A = 5
W Park Dr
Judson St
MARYLAND 193
25th Ave
Lewisdale Dr
24th Ave
23rd Ave
Guilford Rd
Anchor Store: 10
• Value Village Thrift Store
Parking:
U = 171 A = 4
Anchor Stores: 11
• Value Dollar
• Valero Gas
• Laundromat
Parking:
U = 91 A = 2
M-NCPPC
Takoma/Langley Crossroads Parking Study
COMMERCIAL PARKING INVENTORY
RK&K
O. R. GEORGE & ASSOCIATES, INC.
September 2021

DEMOGRAPHICS AND PARKING

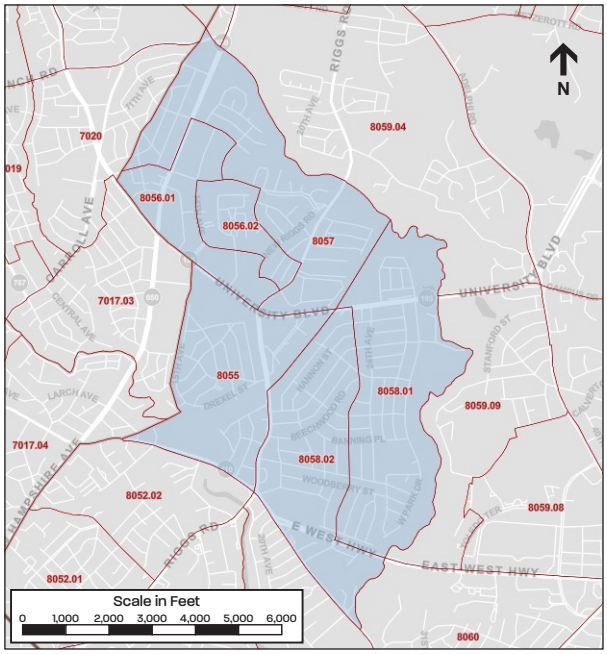
This parking study's focus area includes United States (U.S.) Census Tracts 8055, 8056.01, 8056.02, 8057, 8058.01, and 8058.02, as shown in Map 4. The U.S. Census Bureau's *American Community Survey, 2019 5-Year Estimates Data Profiles* provides information about population and housing in these six census tracts that shed some light on potential causes of the parking demand versus supply challenges in this area.

Figure 1.1 compares the average household size (in terms of number of occupants) in each of the census tracts in the study area to the Maryland statewide average. The census tract that includes the Carole Highlands neighborhood (8055) has household occupant percentages that align closely with the statewide averages.

The proportion of households statewide with four or more people is 24 percent. In the five census tracts that include all neighborhoods in the study area except for Carole Highlands, the proportion of four-or-more-person households ranges from 39 percent to 65 percent.

Figure 1.2 compares the number of occupants per room in each of the census tracts to the statewide average. The proportion of rooms statewide with 1.01 to 1.5 occupants is 2 percent and with more than 1.5 occupants is 1 percent. All census tracts in the study area have a higher proportion of rooms holding 1.01 to 1.5 persons versus the statewide average, ranging from 5 to 32 percent. Four of the six census tracts have a higher proportion of rooms holding more than 1.5 persons compared to the statewide average, ranging from 4 to 12 percent. The two tracts with the highest percentage of multi-occupant rooms include apartment communities that have off-street parking. However, the other tracts that consist primarily of single-family and duplex homes that are more dependent on on-street parking also have proportions of multiple-occupant rooms that are notably higher than the statewide average.

Map 4. Census Tracts in the Parking Study Area



The percentage of households with more than 4 persons in the study area ranges from 52 percent to 65 percent in four of the census tracts. This far surpasses the statewide percentage of 24 percent.

The average household size and average number of occupants per room for the census tracts within the study area corroborate the anecdotal evidence of overcrowding in housing in this area, which can lead to excess pressure on the parking supply.

Figure 1.1. Household Size, Study Area Census Tracts Versus Statewide

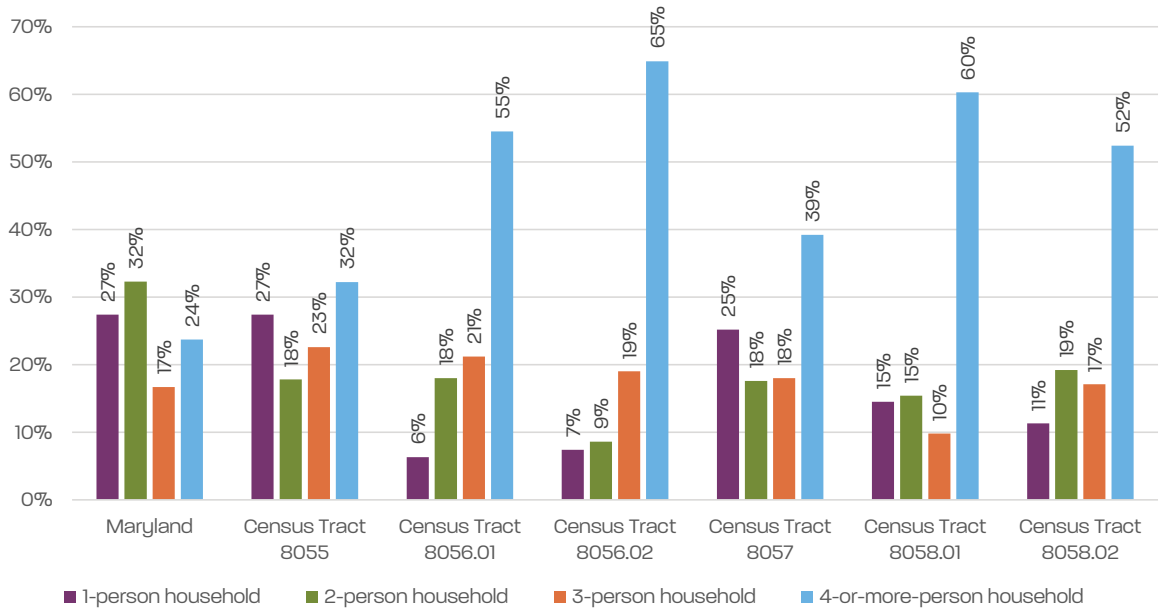
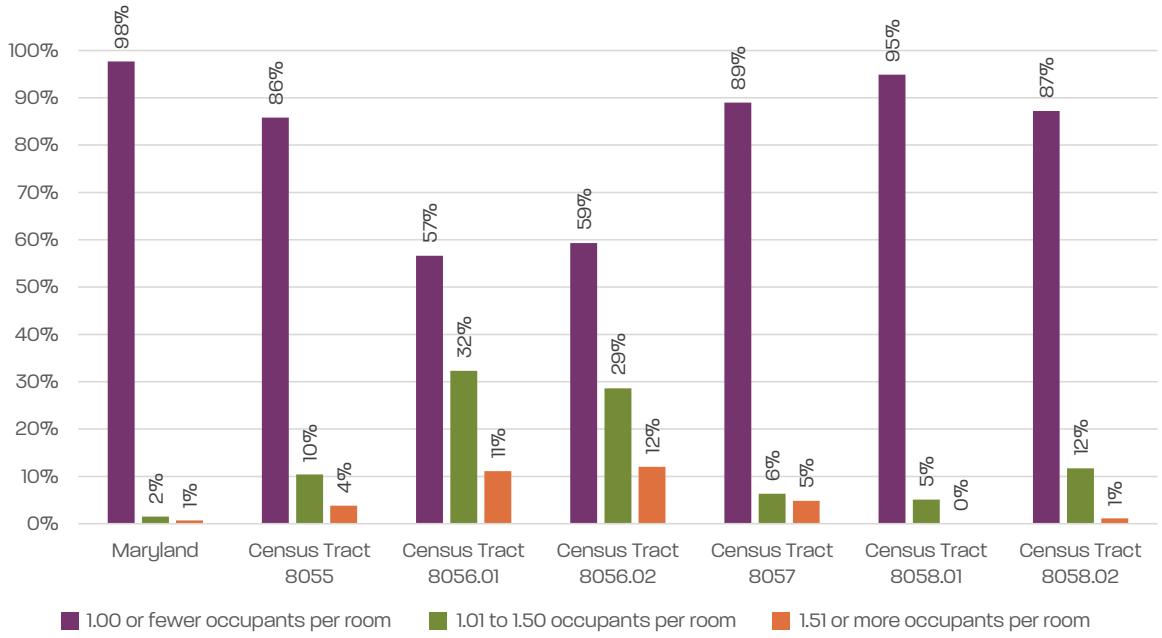


Figure 1.2. Occupants Per Room, Study Area Census Tracts Versus Statewide



SUMMARY OF KEY FINDINGS

The following is a brief summary of the key findings of this baseline assessment for the Takoma/Langley Crossroads Parking Study:

- Most of the existing commercial land uses are located within proposed LTO-c zoned areas.
  - » These commercial land uses seem to have most of the underutilized off-street parking supply within the study area.
  - » However, these commercial areas are within the type of proposed zone (LTO-c) that does not have a parking minimum, but has an established parking maximum.
  - » When these commercial properties were built, they were in CSC or R-18 zones which had minimum parking requirements but did not have maximum requirements.
  - » This could eventually lead to the elimination of much of the excess off-street parking supply in the study area as parcels are redeveloped.
- Field observations and photos provide anecdotal evidence of parking demand exceeding parking supply in the residential subareas, both on-street and off-street.
- U.S. Census data corroborates the anecdotal evidence that there are more adults per household than average in the study area that could contribute to parking demand exceeding the parking supply.
  - » The percentage of households having four or more occupants is greater than the Maryland statewide average in each of the six census tracts in the study area.
  - » The percentage of households with more than one occupant per room exceeds the statewide average in each of the six census tracts in the study area.

Chapter 2:
Parking Demand

Following the completion of the baseline assessment of the existing parking supply in the residential and commercial areas of the study area, field visits were performed in those same areas to measure and observe the parking demand. Parking demand measurements were performed throughout the study area in November 2020. An online public survey of perceived parking conditions and needs within the residential portions of the study was conducted in January 2021. Commercial business operators were interviewed by phone in January 2021 to assess their perceived parking conditions and needs.

OBSERVED PARKING UTILIZATION

The utilization of the available parking spaces in residential areas was observed during the following days and times:

- Saturday, November 14, 2020, from 12:00-4:00 p.m.
- Tuesday, November 17, 2020, from 9:00-11:00 a.m., 4:00-8:00 p.m., and 11:00 p.m. to 1:00 a.m. Wednesday morning
- Friday, November 20, 2020, from 5:00-7:00 p.m.

The parking utilization in the commercial areas was observed during the same Friday and Saturday dates and times listed above for the residential parking observations, with the following exception:

- Six of the commercial areas were observed on Tuesday, November 17, 2020, from 7:00-10:00 a.m., 4:00-6:00 p.m., and 11:30 p.m. to 12:30 a.m. Wednesday morning.
- The remaining seven commercial areas were observed on Thursday, November 19, 2020, from 7:00-10:00 a.m., 4:00-6:00 p.m., as well as on Tuesday, November 17, 2020 from 11:30 p.m. to 12:30 a.m. Wednesday morning.

These days and times were assumed to be the critical periods for performing parking observations based on traditional regional morning and evening commute patterns, common business hours for commercial establishments, and the need to quantify overnight parking conditions. These observations were made during the COVID-19 pandemic and therefore may represent atypical daytime parking demand conditions. However, as described later in this section of the report, the weekday late-night/overnight observation period showed parking supply at capacity in several neighborhoods. This time period was not expected to be significantly impacted by COVID-19 pandemic-related travel pattern changes.

The parking demand measured during different times of day and days of the week was compared to the available parking supply in both the residential and commercial areas to determine how the number of parked vehicles fluctuates over time and by location.

RESIDENTIAL PARKING DEMAND

There are approximately 6,600 on-street parking spaces in the portions of the study area with single-family homes and duplex homes:

- Langley Park (divided into two sections for this study)
- Lewisdale
- Adelphi Manor
- Carole Highlands
- New Hampshire Estates

There are approximately 5,200 on- and off-street parking spaces available in the apartment and condominium communities:

- Villas at Langley
- Newbury Square
- Langley Gardens
- Marylander Condominiums
- Victoria Station
- Bedford Station
- Langley Terrace
- Hampshire Gardens
- Liberty Place
- Quebec Arms
- Victoria Crossing
- Campus Gardens
- University City
- University Gardens

Notable Findings from the Residential Parking Assessment

- No open parking spaces were observed during the weekday overnight period in seven out of the 15 neighborhoods in the study area.
- Midday parking usage during weekdays is 40 percent for most neighborhoods, while overnight parking usage during weekdays is 50 percent. This reflects a residential travel pattern in which many people leave home during the daytime hours to perform various activities and return home at night.
- The three neighborhoods with the highest parking-space usage are New Hampshire Estates, Adelphi Manor, and University City Apartments.
- Carole Highlands has the lowest parking-space usage.
- For most of the residential areas, the on-street parking utilization data reflect a common residential travel pattern in which many people leave home during the daytime to perform various activities and return home at night.

Below and on the following pages are charts for each neighborhood, community, or cluster of communities showing the percentage of parking spots occupied during each of the specified observation periods and lists of the key observations based on parking-utilization data. Photos of observed parking conditions show the high level of demand and some of the contributing factors to that high demand: commercial and recreational vehicles parked in residential areas, houses with multiple vehicles, and objects placed in the street by residents to reserve parking spaces.

Langley Park Neighborhood (Sections 1 and 2)

Key Observations:

- The highest number of parked cars was observed during the overnight hours in both sections of Langley Park.
- In Section 1, during the weekday observations, parking demand was around 50 percent during the midday hours, increasing to 76 percent during the overnight hours.
- In Section 2, during the weekday observations, parking demand was around 59 percent during the midday hours, increasing to 93 percent during the overnight hours.

Example of a multiple-vehicle household. Credit: RK&K

Figure 2.1. Langley Park (Section 1) Percentage of Parking Spaces Occupied

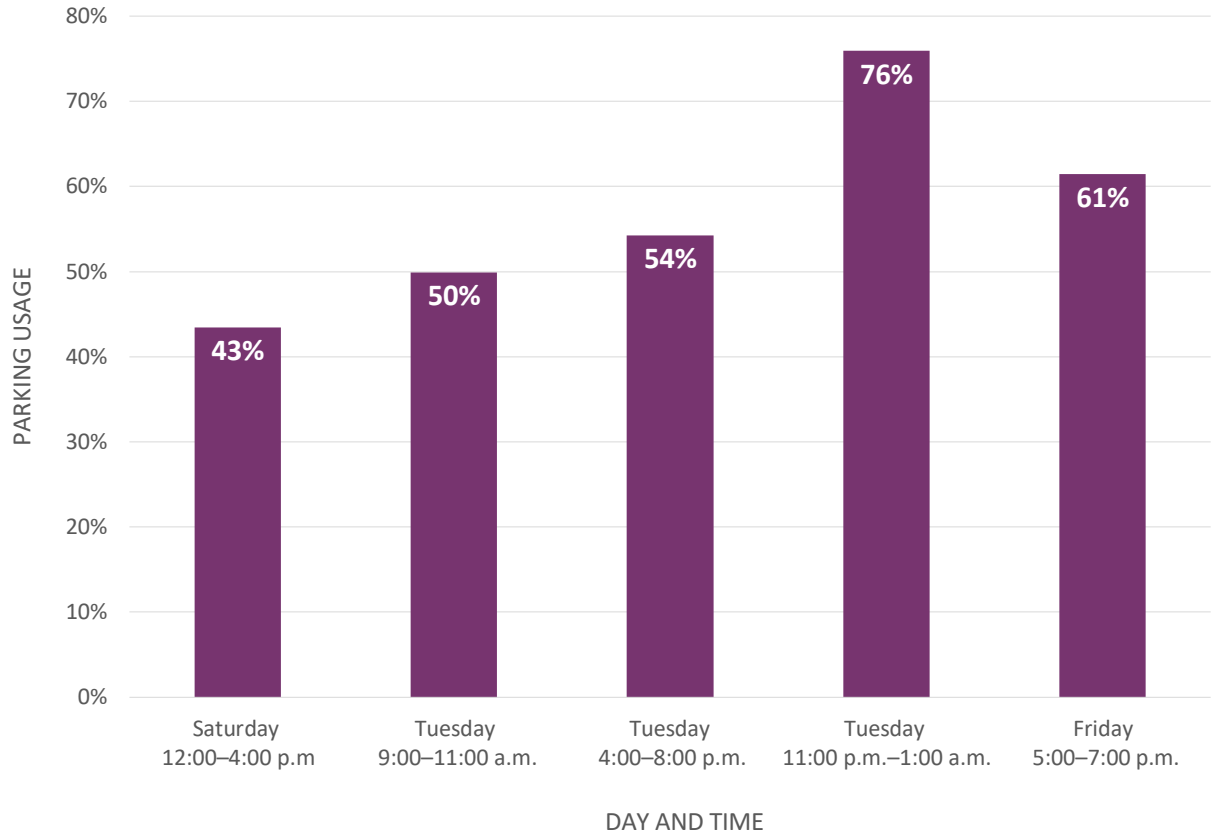
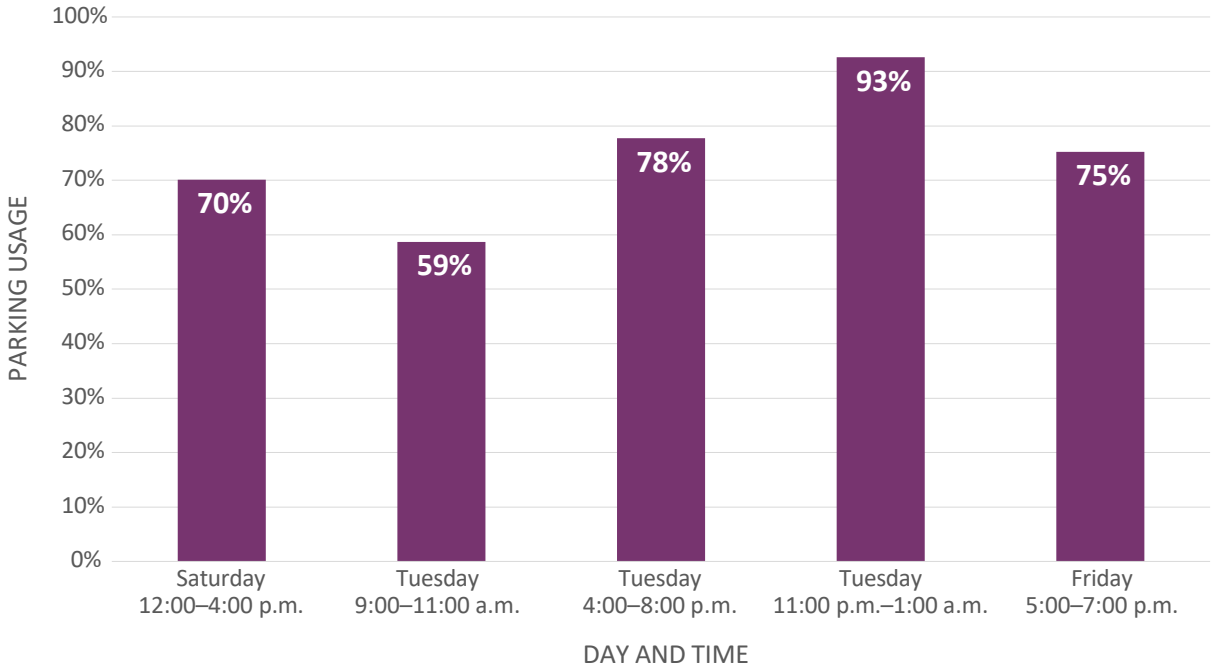


Figure 2.2. Langley Park (Section 2) Percentage of Parking Spaces Occupied

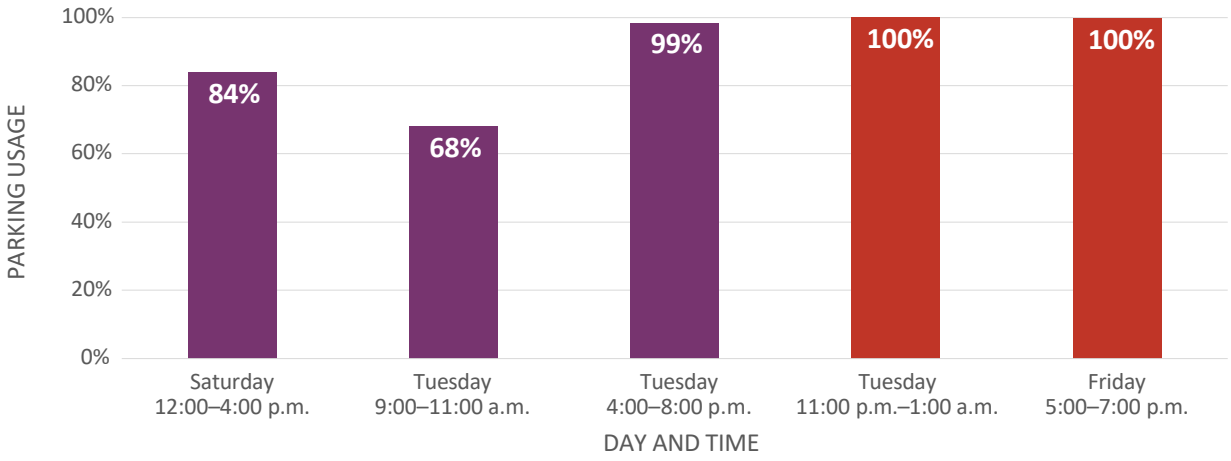


New Hampshire Estates Neighborhood

Key Observations:

- The highest numbers of parked cars were observed during the Friday evening and overnight periods.
- During the weekday observations, parking demand was around 68 percent during the midday hours, increasing to 100 percent during the overnight hours, indicating there were no open parking spaces overnight.
- There were also no open parking spaces during the Friday evening period.
- This neighborhood had one of the highest parking usage rates in the entire study area.

Figure 2.3. New Hampshire Estates Percentage of Parking Spaces Occupied



Example of objects being used to reserve parking spaces.

Credit: RK&K

Carole Highlands Neighborhood

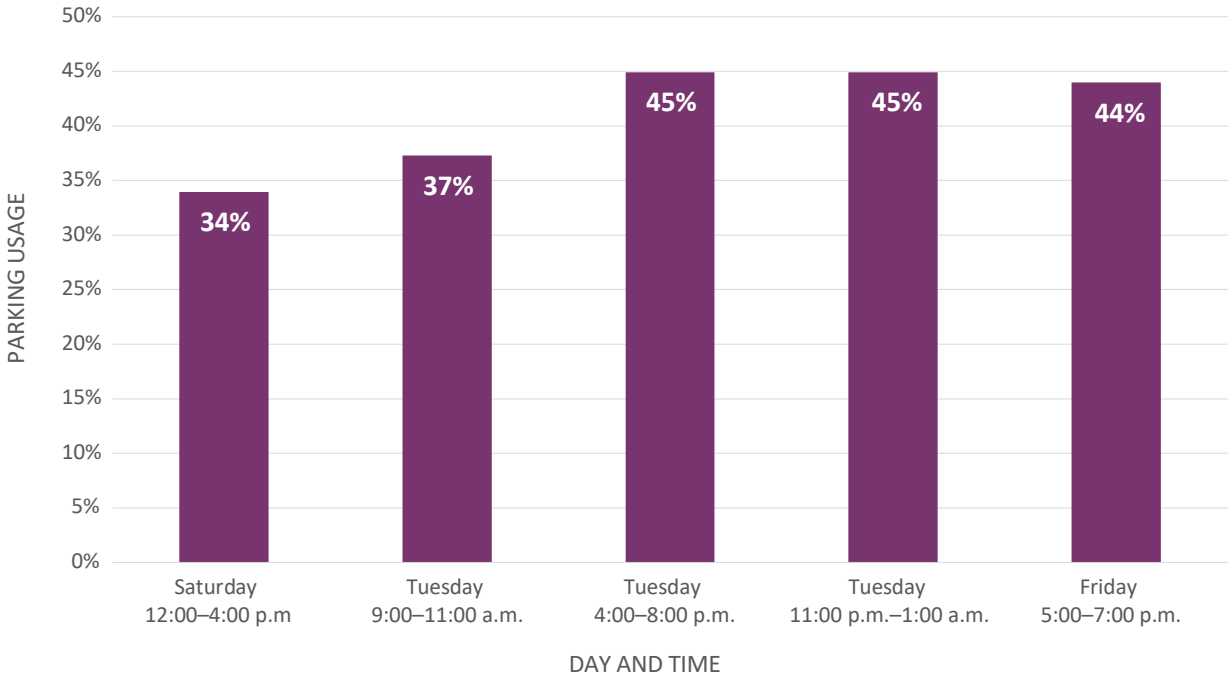
Key Observations:

- The highest numbers of parked cars were observed during Tuesday and Friday evenings and the weekday overnight periods.
- The parking demand did not exceed 50 percent during any of the observed time periods.
- This neighborhood had one of the lowest parking-usage rates in the entire study area (i.e., it had many open parking spaces).

Credit: RK&K

Example of commercial vehicle parked on-street.

Figure 2.4. Carole Highlands Percentage of Parking Spaces Occupied

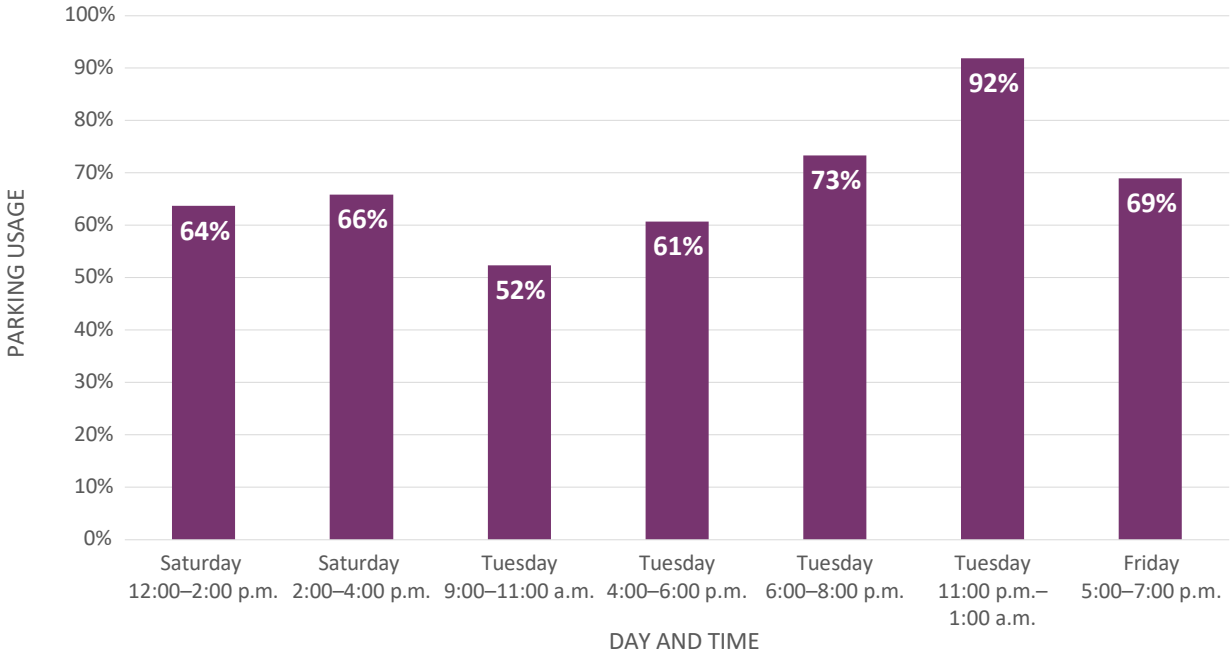


Lewisdale Neighborhood

Key Observations:

- The highest numbers of parked cars were observed during the Tuesday evening and overnight periods.
- During the weekday observations, parking demand was around 52 percent during the midday hours, increasing to 92 percent overnight.

Figure 2.5. Lewisdale Percentage of Parking Spaces Occupied



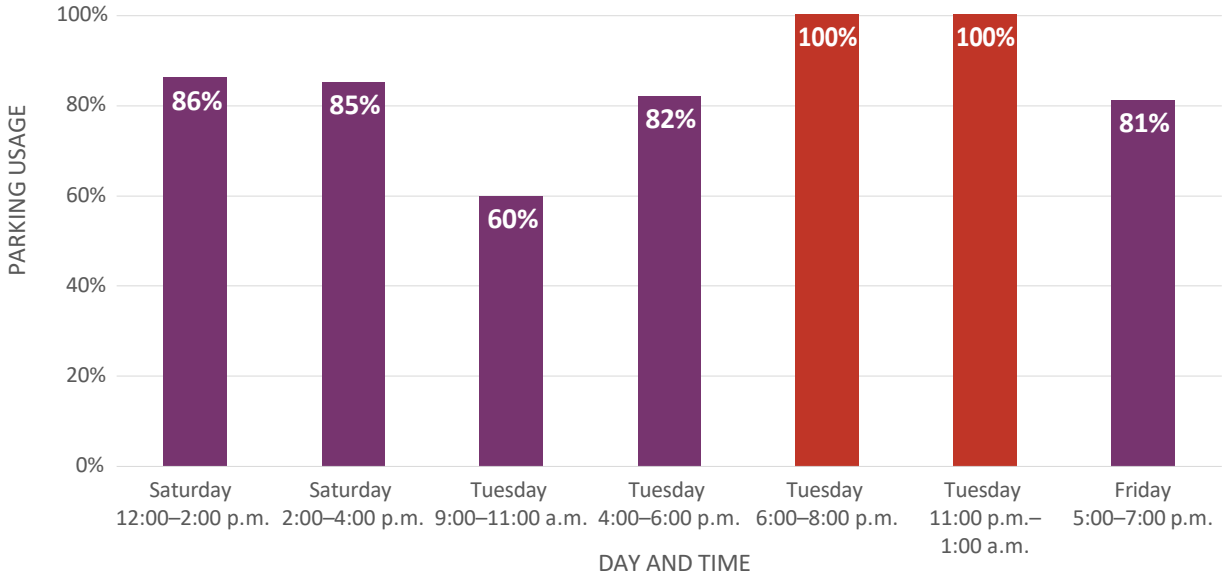
Example of a commercial vehicle parked on-street, and objects being used to reserve parking spaces. Credit: RK&K

Adelphi Manor Neighborhood

Key Observations:

- The only time period during with a relatively high number of open parking spaces was the Tuesday midday period.
- During the weekday observations, parking demand was around 60 percent during the midday hours, increasing to 100 percent overnight, indicating there were no open spaces during the overnight period.
- This neighborhood had one of the highest parking-usage rates in the entire study area.

Figure 2.6. Adelphi Manor Percentage of Parking Spaces Occupied



Example of a commercial vehicle and a boat parked on-street.

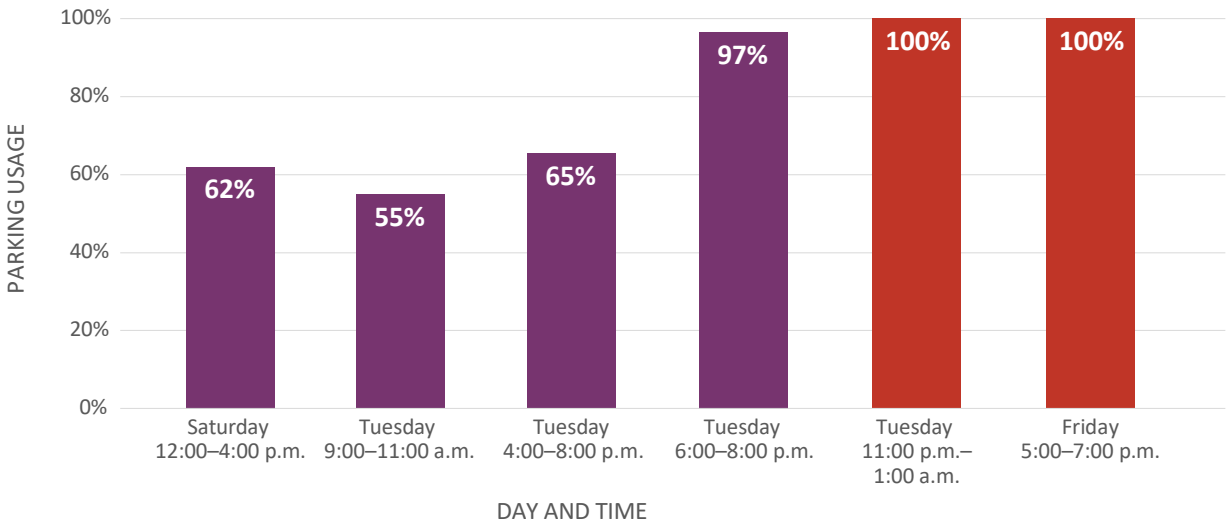
Credit: RK&K

Villas at Langley Apartments

Key Observations:

- The highest numbers of parked cars were observed during the Tuesday evening and overnight periods.
- During the weekday observations, parking demand was around 55 percent during the midday hours, increasing to 100 percent overnight, indicating there were no open spaces in the parking lots during the overnight period.

Figure 2.7. Villas at Langley Percentage of Parking Spaces Occupied



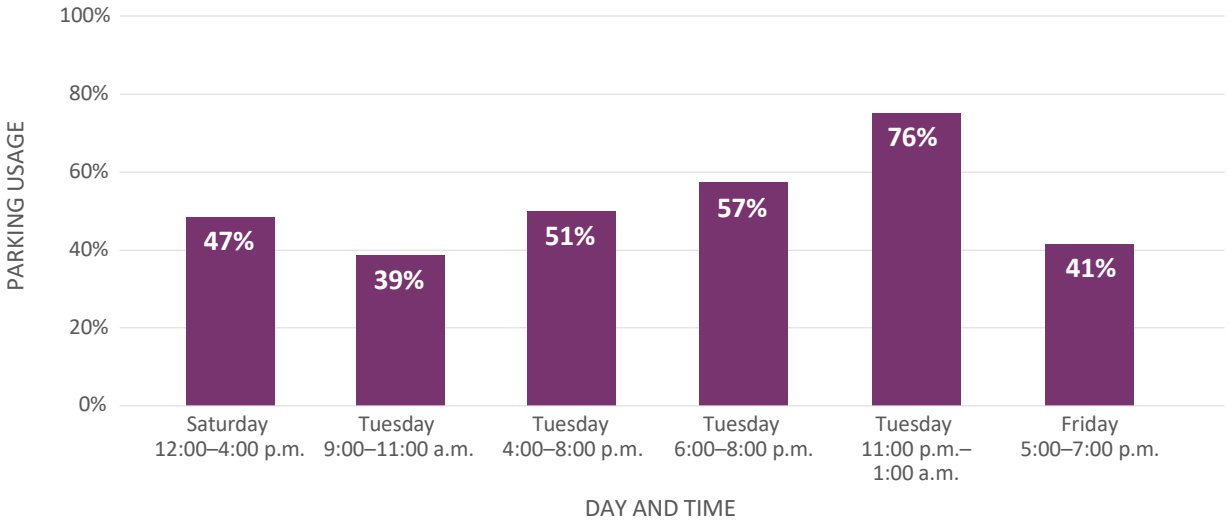
Examples of commercial vehicles parked in the off-street lot for this community. Credit: RK&K

Newbury Square Apartments

Key Observations:

- In this apartment complex, the parking demand did not exceed 60 percent except during the weekday overnight period when usage reached 76 percent.

Figure 2.8. Newbury Square Percentage of Parking Spaces Occupied



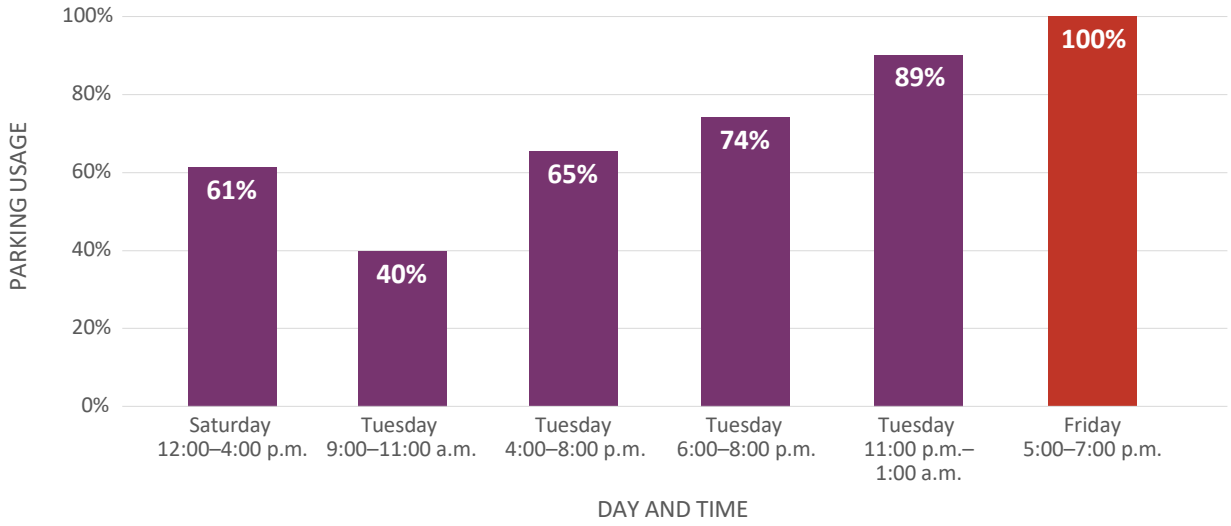
Example of a double-parked vehicle. Credit: RK&K

Langley Gardens Apartments

Key Observations:

- Vehicles associated with this community park along Merrimac Drive, Tahona Drive, and Lebanon Street, as well as in off-street lots.
- The highest numbers of parked cars were observed during the weekday overnight and Friday periods.
- During the weekday observations, parking demand was a relatively low 40 percent during the midday hours, increasing to about 89 percent during the overnight period.
- During the Friday evening observation, the parking lot and adjacent street parking reached full capacity.

Figure 2.9. Langley Gardens Percentage of Parking Spaces Occupied



Examples of commercial vehicles parked on-street adjacent to this community. Credit RK&K

Marylander Condominiums

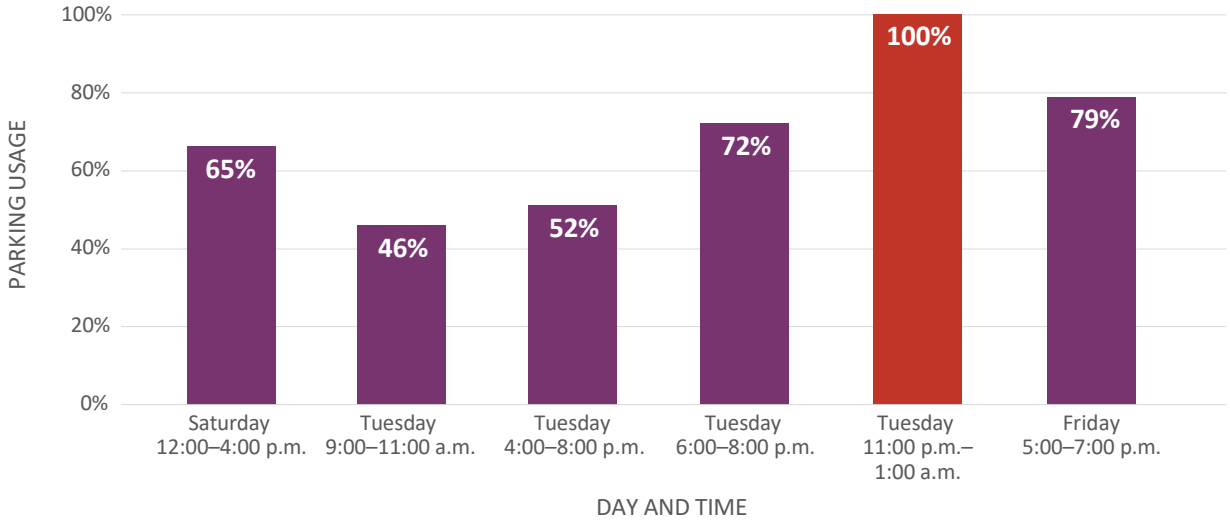
Key Observations:

- The highest numbers of parked cars were observed during the Friday evening and Tuesday overnight periods.
- During the weekday observations, parking demand was around 46 percent during the midday hours, increasing to 100 percent overnight, indicating there were no open spaces in the parking lots during the overnight period.
- Several signs are present advising people to not park on the grass, which is a behavioral symptom of an insufficient number of parking spaces available.

Credit: RK&K

A sign instructing drivers not to park on the grass.

Figure 2.10. Marylander Condominiums Percentage of Parking Spaces Occupied

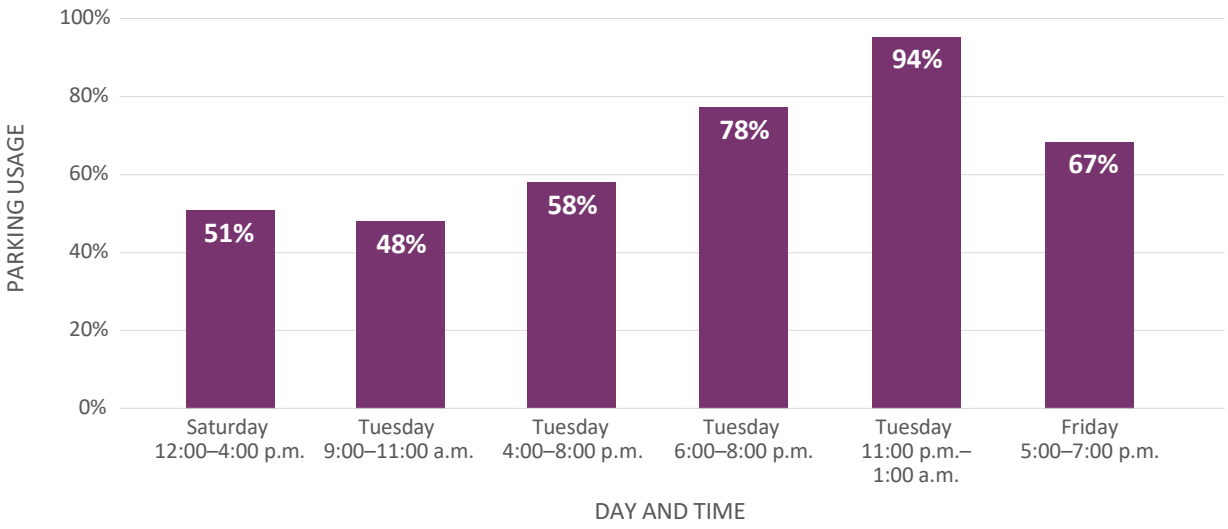


Victoria Station, Bedford Station, Langley Terrace, Hampshire Gardens, and Liberty Place Apartments

Key Observations:

- Vehicles associated with this community park along 14th Avenue, 15th Avenue, Merrimac Drive, and Kanawha Street, as well as in off-street lots.
- The highest numbers of parked cars were observed during the Tuesday evening and overnight periods.
- During the weekday observations, parking demand was around 48 percent during the midday hours, increasing to 94 percent overnight.

Figure 2.11. Victoria Station, Bedford Station, et. al., Percentage of Parking Spaces Occupied



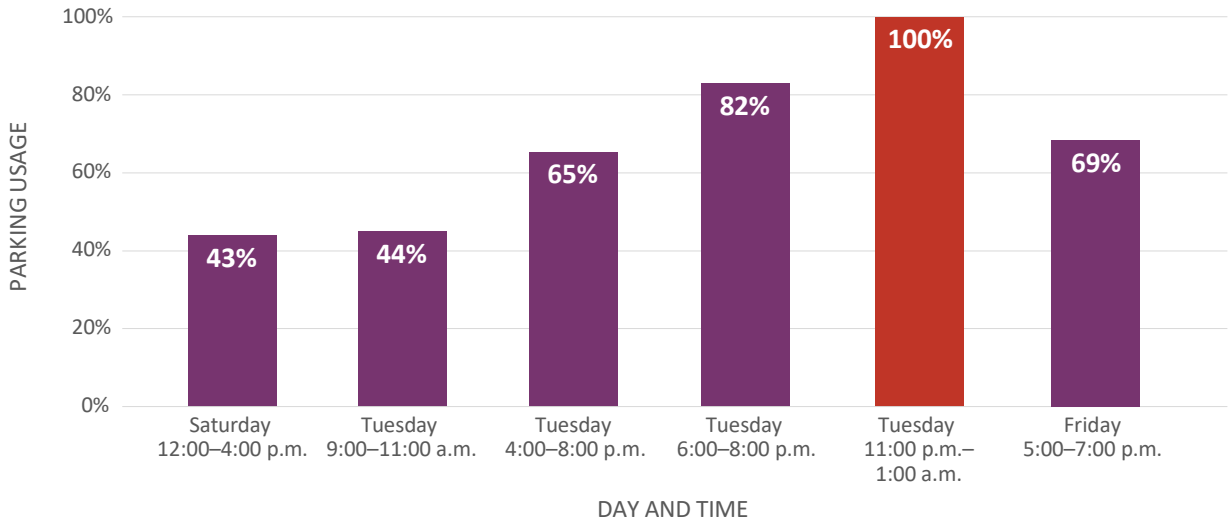
Examples of commercial vehicles parked on-street adjacent to these communities. Credit:RK&K

Quebec Arms and Victoria Crossing Apartments

Key Observations:

- Vehicles associated with this community park along 14th Avenue as well as in off-street lots.
- The highest numbers of parked cars were observed during the Tuesday evening and overnight periods.
- During the weekday observations, parking demand was around 44 percent during the midday hours, increasing to 100 percent overnight, indicating there were no open spaces in the parking lots during the overnight period.

Figure 2.12. Quebec Arms and Victoria Crossing Percentage of Parking Spaces Occupied



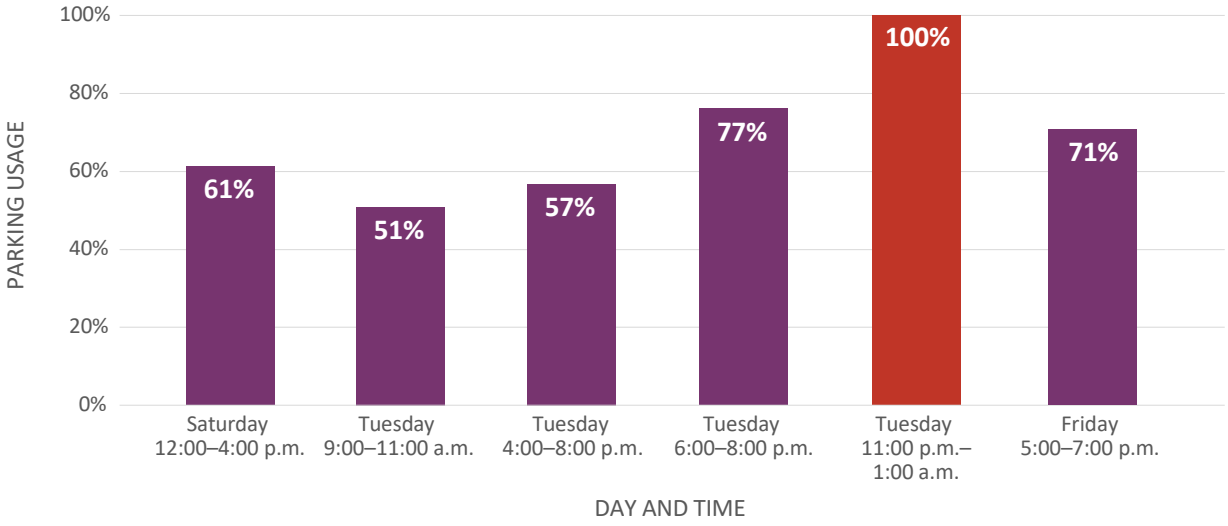
Examples of commercial vehicles parked on-street adjacent to these communities. Credit: RK&K

Campus Gardens Apartments

Key Observations:

- The highest numbers of parked cars were observed during the Tuesday evening and overnight periods.
- During the weekday observations, parking demand was around 51 percent during the midday hours, increasing to 100 percent overnight, indicating there were no open spaces in the parking lots during the overnight period.

Figure 2.13. Campus Gardens Percentage of Parking Spaces Occupied



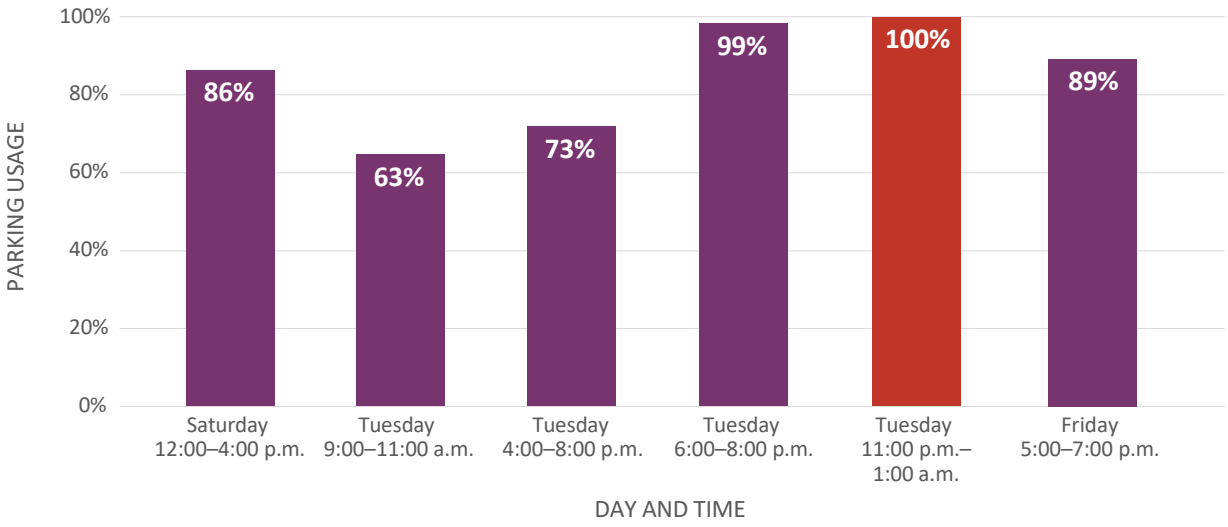
Example of commercial vehicles parked in the rear of a lot serving this community. Credit: RK&K

University City Apartments

Key Observations:

- Vehicles associated with this community park along Guilford Road as well as in off-street lots.
- The highest numbers of parked cars were observed during the Tuesday evening and overnight periods, with the parking lots being at or very near capacity during both periods.
- Parking demand here was also high during the Friday evening and Saturday afternoon periods.
- During the weekday observations, parking demand was around 63 percent during the midday hours, increasing to 100 percent overnight, indicating there were no open spaces in the parking lots during the overnight period.
- This neighborhood had one of the highest parking-usage rates in the entire study area.

Figure 2.14. University City Apartments Percentage of Parking Spaces Occupied



Credit: RK&K

Examples of a vehicle parked in the grass and commercial vehicles parked in the lot serving this community.

University Gardens Apartments

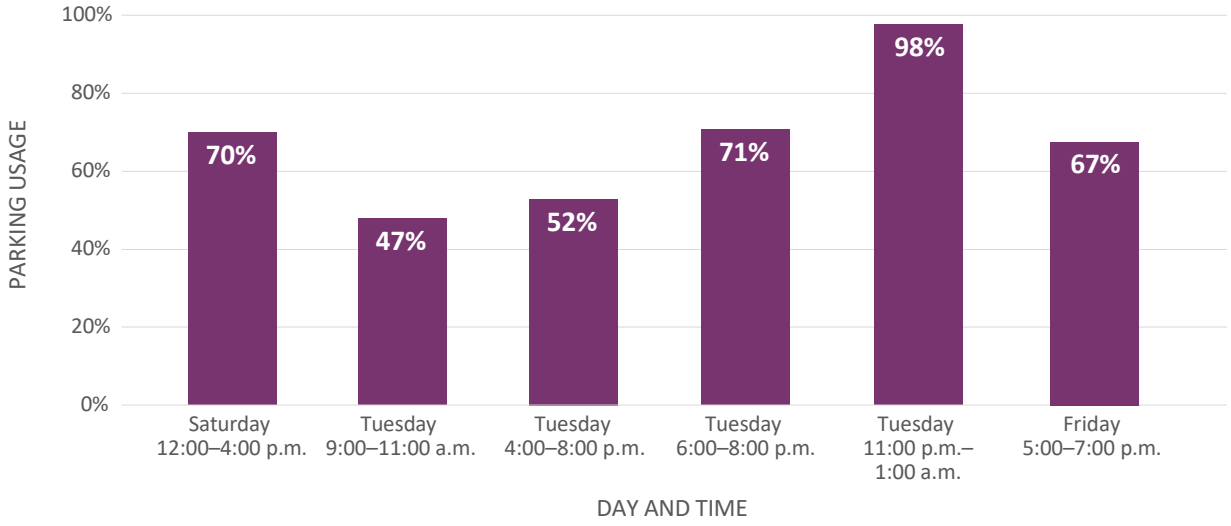
Key Observations:

- Vehicles associated with this community park along 18th Avenue, Keokee Street, and Jasmine Terrace, as well as in off-street lots.
- The highest numbers of parked cars were observed during the Saturday afternoon, Tuesday evening, and Tuesday overnight periods.
- During the weekday observations, parking demand was around 47 percent during the midday hours, increasing to 98 percent overnight, indicating very few open spaces were available at night.

Credit: RK&K

Example of commercial vehicles parked on-street adjacent to this community.

Figure 2.15. University Gardens Apartments Percentage of Parking Spaces



COMMERCIAL PARKING DEMAND

There are approximately 4,000 parking spaces within the off-street lots serving the 15 commercial zones designated in this study. The five commercial zones with the largest parking lots in terms of the number of spaces are (from largest to smallest):

- Langley Park Plaza
- The Riggs Building site
- Adelphi Plaza
- University Place
- La Union Mall

Notable Findings from the Commercial Parking Assessment

- The Adelphi Shopping Center (Commercial Zone 13), which includes Megamart, had parking-usage percentages exceeding 70 percent during the Saturday afternoon observations, which is one of the highest usage rates of all the commercial areas.
- The La Union Mall (Commercial Zone 3) was also one of the areas with the highest parking space usage, with more than 60 percent of the total spaces occupied during the Friday evening and Saturday afternoon observation periods.
- Nine of the 15 zones observed had weekday overnight parking-space-usage percentages lower than 10 percent.

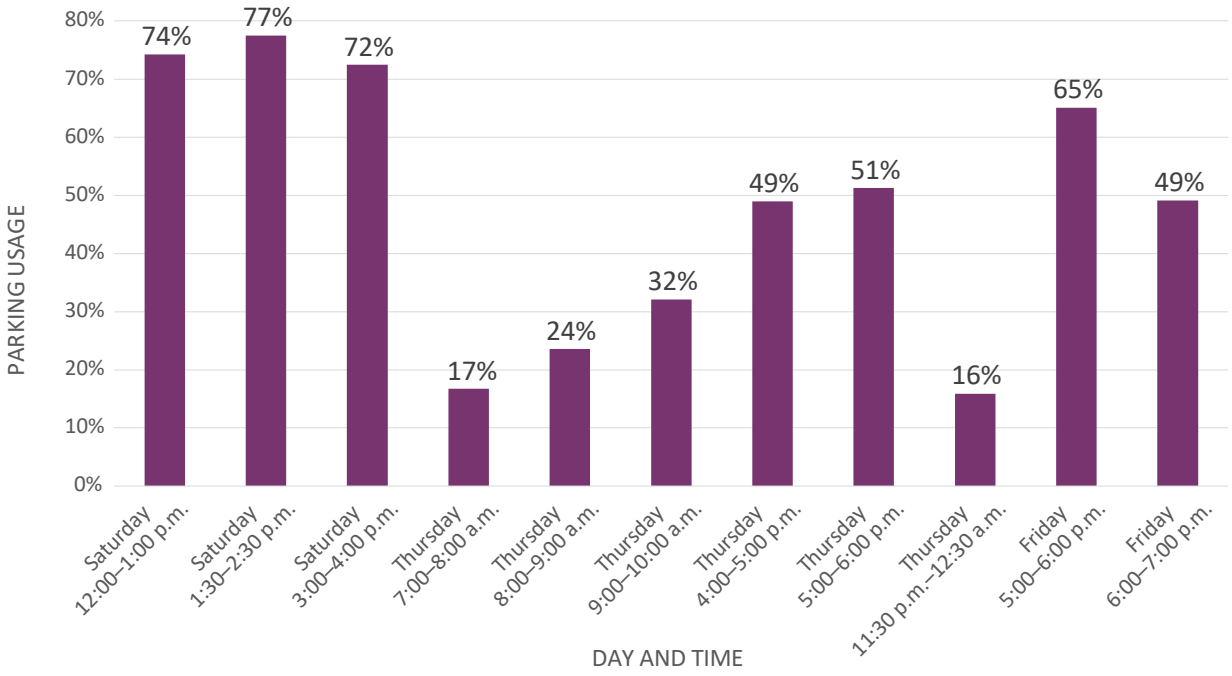
Below and on the following pages are parking utilization charts for the two commercial zones with the highest percentages of total parking spaces occupied during each of the specified observation periods, example photos of observed parking conditions, and lists of the key observations based on parking-utilization data.

Adelphi Shopping Center

Key Observations:

- Data show parking demand is at its highest during the afternoon and evening periods, especially on Saturdays.
- Parking may become an issue here on Saturdays when parking demand exceeds 70 percent.
- During the nighttime period, parking demand is 16 percent. Based on the type of businesses here, this lot may be used to store vehicles overnight.

Figure 2.16. Adelphi Shopping Center Percentage of Parking Spaces Occupied



Example showing weekday afternoon parking lot usage.

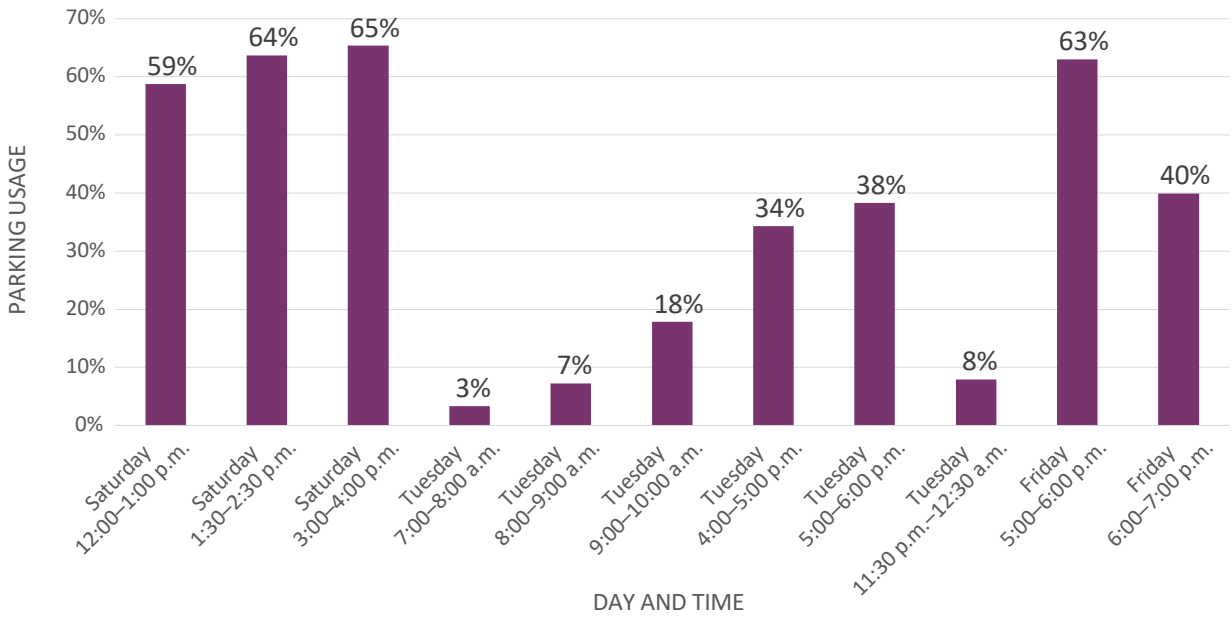
Credit: RK&K

La Union Mall

Key Observations:

- Data show parking demand is at its highest on Fridays and Saturdays.
- Parking demand is generally lower on weekdays.
- The parking demand does not exceed 65 percent for any time period.
- Parking demand was lowest at this location on Tuesdays from 7:00–8:00 a.m. (3 percent)

Figure 2.17. La Union Mall Percentage of Parking Spaces Occupied



Example showing some areas of the parking lot are more heavily utilized than others. Credit: RK&K

RESIDENTIAL PARKING PERCEPTIONS

The online residential parking survey consisted of the following questions and response options:

1) In which of the 15 neighborhoods within the study area do you live? (A map was provided with the neighborhoods labeled.)

2) How many different vehicles (passenger car, pickup truck, SUV, or motorcycle) are driven by the people living in your household (including yourself)?

3) Where are these vehicles usually parked?

   a. In my driveway
   b. In a parking lot
   c. On my street in front of or across from my house or apartment
   d. On my street in front of or across from my next-door neighbor's home
   e. On my street more than one house/ building away from my house or apartment
   f. On another nearby street, or on a different block
   g. On the grass in front of my home
   h. No vehicles are driven by any people in my household

4) Is it difficult for you to find a parking space on the street in front of, or across from, your home?

5) Do people who do not live in your household often park their vehicles on the street in front of your house or apartment?

6) Do you use objects (such as traffic cones or folding chairs) to prevent people who do not live in your household from parking on the street in front of your home, or to reserve the space for a person who lives in your household?

7) On a typical day, how many visitors (i.e., people who do not live in your household) drive a vehicle to visit your home?

8) Does anyone in your household (including yourself) drive a vehicle that is ONLY used for business purposes? Examples of business-only vehicles include contractor's van/truck, delivery truck, moving van, food truck, tow-trailer, flatbed truck, construction vehicle, etc. Please do NOT include personal vehicles used for ridesharing services or food delivery services such as Uber, Lyft, Door Dash, Grub Hub, etc.

9) Where is this business-only vehicle usually parked?

   a. In my driveway
   b. In a parking lot
   c. On the street in front of or across from my home
   d. On the street in front of or across from my next-door neighbor's home
   e. On the street more than one house/ building away from my home
   f. On another nearby street, or on a different block
   g. On the lawn in front of my house
   h. No business-only vehicles are driven by any people in my household

10) Are business-only vehicles often parked in front of your home that are not driven by people living in your household?

11) How would you feel about parking your business-only vehicle in a secure parking lot within a 5-minute walk of your home, but not visible from your home?

   a. Very comfortable
   b. Somewhat comfortable
   c. Neither comfortable nor uncomfortable
   d. Somewhat uncomfortable
   e. Very uncomfortable

12) How would you feel about parking your personal, non-business vehicle in a secure parking lot within a 5-minute walk of your home, but not visible from your home?

   a. Very comfortable
   b. Somewhat comfortable
   c. Neither comfortable nor uncomfortable
   d. Somewhat uncomfortable
   e. Very uncomfortable

13) Please tell us any additional concerns that you have about the parking conditions in your neighborhood.

Postcards announcing the survey were distributed via the U.S. Postal Service to each of the approximately 8,900 residential addresses located within the study area. The postcards included a brief description of the Takoma/Langley Crossroads Parking Study, the hyperlink to the survey page, and a QR code that could be photographed using a mobile device (phone or tablet) to open the survey webpage on that device. All materials related to this residential survey, including the survey questions and responses, were provided in Spanish and English.

Although the response rate for the online survey was lower than expected, the study team was able to glean some useful information from the results, primarily from the answers given to the open-ended question asking them to describe their additional concerns about parking. The following is a summary of the perceptions shared by the respondents.

Self-Identified Locations

Approximately 55 percent of the respondents stated that they lived in either the Lewisdale or Carole Highlands neighborhoods. The second most-common respondent location was the neighborhood designated in this study as Langley Park Section 2, at approximately 8 percent.

Ease of Finding Parking Nearby

Approximately 66 percent of the respondents stated that finding on-street parking near their home was difficult.

General Observations

The following is a summary of the most relevant comments given by respondents to the open-ended question on the survey:

- There are too many vehicles per household
- Many vehicles apparently used for work are parked on the street, including vans and trailers
- On-street parking nearby is needed for people with disabilities
- Concern that on-street parking spaces will be used by Purple Line commuters after light-rail service commences
- It is difficult getting in and out of driveways due to encroachment or obstruction by cars parked on the street
- Streets near apartment communities are used as overflow parking, preventing some non-apartment residents from being able to park in front of their own houses

COMMERCIAL PARKING PERCEPTIONS

For the telephone-based interviews of area businesses, the study team used Google Maps source data to develop the initial list of contacts and supplemented this with a site visit to ensure that information regarding all key businesses was captured.

A total of 81 businesses were identified within the study area. Of these, the study team received responses from 27 businesses and three property management companies representing multiple businesses.

The following questions were asked of the respondents during the telephone-based interview survey:

1) What are your days and hours of operation?
2) What time(s) of day are the busiest for customers?
3) How do most of your customers travel to your business?
    a. Drive
    b. Take a bus or other transit service
    c. Walk
    d. Bike
    e. Taxi or rideshare
    f. Not sure
4) Do your customers have difficulty or major issues with parking or finding spaces? If so, what times do they experience difficulty parking, and do you often get complaints from them about parking?
5) How much time do customers typically spend at your business?
6) How do you compare the parking situation now with conditions before the construction activity in the area and before the COVID-19 pandemic?
    a. Better
    b. Worse
    c. About the same
7) Do you experience problems with commercial vehicles being parked in your lot overnight that are not associated with any businesses served by this parking lot?
8) How often do you receive deliveries? Do you have loading docks or a designated space for delivery vehicles? Do deliveries affect your customer parking?
9) The proposed zoning code has no parking minimum for commercial properties near transit stops, meaning that a business could provide zero parking spaces. How feasible would it be for your business to eliminate or reduce parking?
10) If the sidewalks and pedestrian connections to the surrounding neighborhoods were better, do you think more people would walk to your business instead of drive? Would you still need that same amount of parking if there were better pedestrian connections?
11) Do you have any other comments about your business' current parking situation?

The responses received to these questions are summarized below in terms of perceived parking utilization, mode choice, loading and unloading impacts, unauthorized parking, and construction impacts.

Parking Utilization

The field-measured parking demand and survey responses indicate that the commercial area parking supply is sufficient to meet the parking demand under current conditions. In fact, the commercial area that abuts the Takoma/Langley Crossroads Transit Center exhibited the highest observed parking demand, yet none of the responses from businesses within that area stated that parking supply was a problem.

Mode Choice

The perception of most respondents was that customers predominantly used passenger vehicles or buses to reach their businesses. Some also opined that there was likely pedestrian traffic from the surrounding neighborhoods.

Impacts of Delivery Loading and Unloading

There was no indication of issues pertaining to loading and unloading. The larger businesses (notably in Langley Park Shopping Center and Langley Park Plaza) have designated loading areas. Smaller businesses usually accommodate deliveries by short-term curbside loading or from generic spaces in their parking lot.

Unauthorized Parking

There was no indication that unauthorized parking by commercial vehicles was a current issue. The three management companies that responded confirmed that they provided monitoring and enforcement (notably at Langley Park Plaza, University Plaza West, University Plaza, and the parcel containing the Riggs Building and various other shops). The field-measured parking demand data corroborate these perceptions. At Langley Park Plaza, unauthorized parking has been a problem in the past but is not currently. The property manager noted that their enforcement actions seem to have mitigated the problem, which was exacerbated by some unauthorized "park-and-ride" usage due to the proximity of the Takoma/Langley Crossroads Transit Center. They also suspected that unauthorized parking had declined due to COVID-19 pandemic-related changes to commuting patterns.

Construction Impacts

The ongoing construction of the Purple Line light rail has altered the access points for several of the parking lots serving businesses in the study area and has also required the reconfiguration or elimination of a number of parking spaces on those lots. Several respondents noted that their businesses had been [presumably negatively] impacted by this activity. The management company for Langley Park Plaza advised that it had allocated several parking spaces on its property used by Purple Line contractors.

“. . . parking scarcity is exacerbated by the auto-centric character of the Takoma/Langley Crossroads area . . .”

Chapter 3:
Action Plan

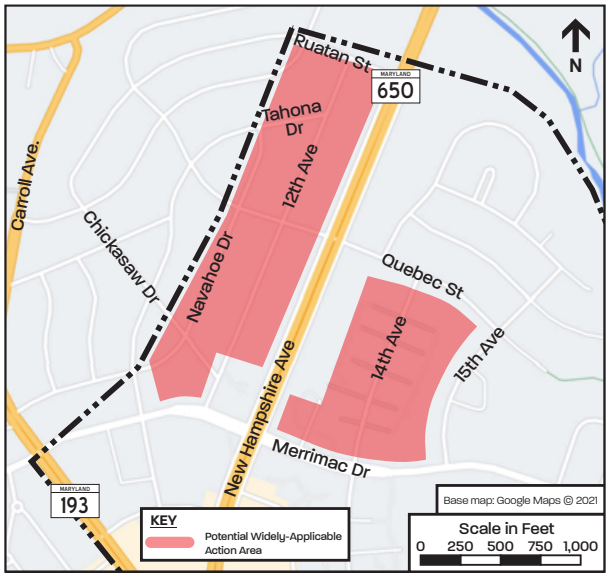
Residential parking is in short supply, particularly during the observed periods of peak demand: weekday evenings between the hours of 6:00–8:00 p.m., and weekday late nights between 11:00 p.m. and 1:00 a.m. This high parking demand is likely driven by the significant number of homes having an above-average number of adults residing in them (see Chapter 1). This parking scarcity is exacerbated by the auto-centric character of the Takoma/Langley Crossroads area. The addition of the Purple Line light rail to the area may allow residents to be less reliant on automobiles, but until portions of the area are redeveloped to reflect the transit-oriented vision in the proposed zoning code, high parking demand will likely continue to be a problem. Also, some residents have jobs that rely on automobiles, even after transit-oriented redevelopment occurs. This is observed by the high incidence of commercial vehicles parked in residential areas.

SCOPE OF ACTIONS: TWO CATEGORIES

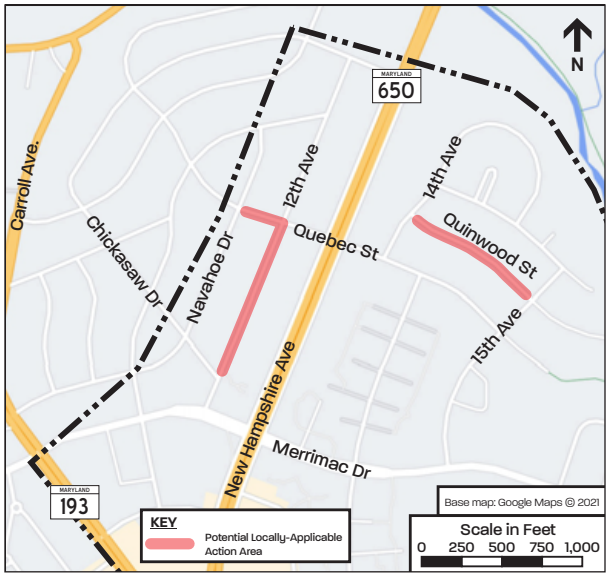
The data and observations of the existing parking conditions in the Takoma/Langley Crossroads Parking Study area were examined closely and used to develop potential actions that may be implemented to better serve the needs of the community and manage the limited supply of residential parking. These actions fall into two categories: widely applicable and locally applicable.

Widely applicable actions are recommendations that cover one or more of the entire neighborhoods defined in this study. These actions are intended to resolve issues that are not unique to a specific block or street. Map 5 shows an example of how a widely applicable action area might be defined.

Locally applicable actions are recommendations that cover one or two street blocks. These actions are intended to address problems that are specific to a particular location. Map 6 shows an example of how a locally applicable action area might be defined.



Map 5. Examples of widely applicable action coverage areas.



Map 6. Examples of locally applicable action coverage areas.

SOLUTIONS: TWO APPROACHES

There are two approaches for addressing the parking challenges identified by this study—accommodating the existing demand for parking or constraining the existing demand. These approaches are not mutually exclusive and different solutions may be appropriate in different areas. These approaches may be applied widely or locally, depending on the recommended action.

Accommodating the Parking Demand

Accommodating the existing parking demand can be achieved by increasing the supply of parking spaces or making better use of the existing supply of parking spaces.

Increase the Parking Supply

This can be accomplished by adding more on-street, or curbside, parking spaces. This may include designating spaces along streets where there is currently no parking allowed or widening streets to add spaces where houses only line one side of the block. Other actions to increase the parking supply include converting unnecessary travel lanes into parking lanes, converting parallel parking spaces into back-in angled parking spaces (where there is adequate street width to do so), or by converting two-way streets into one-way streets to make room for angled parking. Although the actions described above would increase the on-street parking supply, there are limited opportunities within the study area to implement them.

Increasing the parking supply can also be accomplished by building new parking facilities, including surface lots or parking structures. The Takoma/Langley Crossroads Planning and Implementation Study, which is a separate study currently underway that focuses on transit-oriented redevelopment and improving walkability and pedestrian connectivity, includes several recommendations for new structured parking in the commercial portions of the study area. However, it is not practical or feasible to construct new off-street parking facilities within the boundaries of the existing residential communities. Doing so would be costly and require using open space in the neighborhoods that, if it were available, would be more appropriate for sustainable amenities such as passive or active parkland, or additional housing. Furthermore, even if these open spaces were available adjacent to the neighborhoods that need the greatest parking relief, the residential parking survey conducted for this study indicated no support for additional residential parking that is not located within a reasonable walking distance to residents' homes. Data collected, and observations made, during this study show that most of the residential neighborhoods are experiencing constrained parking availability during peak parking periods while there are more parking spaces available in the adjacent commercial areas than needed based on commercial demand. A potential benefit for any operator of any prospective new parking facilities within the residential neighborhoods would be the possible income raised from parking fees. However, charging parking fees may exacerbate existing equity issues within the community, with lower-income residents being less able to take advantage of this amenity.

Options for increasing the parking supply:

- Remove unnecessary No Parking zones.
- Improve or widen unpaved areas on block faces without houses to safely accommodate parking.
- Convert unnecessary travel lanes into parking lanes.
- Convert two-way streets to one-way to allow for converting parallel parking spaces into back-in angled parking spaces.
- Construct new off-street parking areas in the residential neighborhoods.
- Implement a County-subsidized off-street driveway construction program.

The residential parking supply could also be increased by implementing a County-managed program to subsidize the cost incurred by homeowners who choose to construct driveways on their property for off-street parking. This type of program could benefit some residents by making parking more convenient and benefit homeowners by increasing their property values. The County would recover the costs of the subsidy through increased tax assessments associated with the increased property values. However, adding a driveway also eliminates one on-street space, so each driveway would need to at least include two parking spaces. This may be problematic for impermeable surfaces and lot coverage. It is also problematic in that it would be eliminating a public parking space with two private parking spaces such that people in multifamily homes would see a decrease in available parking.

Make Better Use of the Existing Parking Supply

The existing commercial development was built to meet parking minimums required under earlier zoning ordinances. The commercial areas located adjacent to the residential neighborhoods have more parking than their businesses need. The data and observations made for this study corroborate this, as do many of the responses obtained from staff and representatives of those businesses in the phone interviews. Consideration should be given to engaging the property owners of these parking lots to determine their willingness to allow residents of the adjacent communities to utilize a portion of their lots for parking. The ongoing Takoma/Langley Crossroads Planning and Implementation Study examines replacing existing surface parking lots in the commercial areas with higher-density transit-oriented development and structured parking. This redevelopment may provide opportunities for shared use of the parking during non-peak business hours.

If these lots could be used for parking some of the commercial vehicles that are currently parking on-street in the residential neighborhoods, this could free up those residential spaces for residents' personal vehicles. Possible ways to incentivize this shared parking option for the parking lot owners include restricting the residential usage to non-peak periods for the businesses (which coincides with the peak periods for parking in the residential neighborhoods) and charging parking fees to be collected by the commercial property owners.

Map 7 is a map showing the commercial zones in the study area, a boundary representing one-eighth-mile distance away from those commercial parking lots, and the portions of the residential neighborhoods that are within that boundary. Although it is generally accepted that pedestrians prefer to walk up to one-quarter mile to reach a business (such as a retail store) and up to one-half mile to reach transit, this study assumes residents would not want to walk further than one-eighth mile to a shared parking lot based on the online residential parking survey results.

Options for using the existing parking supply more efficiently:

- **Use nearby commercial parking lots as residential satellite parking during non-peak business hours.**
- **Provide increased security for residential vehicles parked in commercial lots.**
- **Provide increased security for residents walking between their homes and remotely-parked vehicles.**
- **As an incentive for parking lot owners to participate, suggest that they charge a nominal fee for residents to have a guaranteed parking space.**

This shared parking option may be successful if accompanied by a community outreach program touting its benefits. A plan to increase security for the vehicles (provided by the commercial property owners or subsidized by the County) and for their drivers as they walk between the shared parking lots and their homes (through an increased County Police presence) should also be considered.

Disadvantages include the lack of support shown by some residents for parking their vehicles farther away from their homes, as indicated by the residential parking survey results, and the equity challenges posed by implementing parking fees to share the commercial area lots (e.g., lower-income residents may not be able to afford to pay to park).

Constraining or Reducing the Parking Demand

Several actions may be considered to constrain or reduce the existing parking demand, including modifying the County's Residential Parking Permit (RPP) program and improving transportation alternatives.

Residential Parking Permit Program Modifications

The current RPP program is a free, voluntary petition-based program that allows residents to set parking restriction days and times to control non-resident parking on neighborhood streets. Alternatively, the County Council has the authority to designate RPP zones at its discretion, bypassing the residential application and petition process.

Once an RPP zone is established after meeting all of the requirements, a parking permit can be issued to any vehicle that has a Maryland registration that matches the name and address of a resident living within the designated RPP zone. Permit applicants must provide proof of residency, and vehicles must be registered to the address, with a few exceptions permitted for vehicles registered to other addresses.

There is a cap of three two-year permits and one visitor permit per household. The visitor permit provides two vehicle slots. Therefore, each household in an RPP zone could have a maximum of five vehicles assigned to it at any given time. There is no fee required to obtain parking permits. It is also possible that some unregistered vehicles would continue to park in designated RPP zones, so adequate enforcement is required to make RPP zones effective.

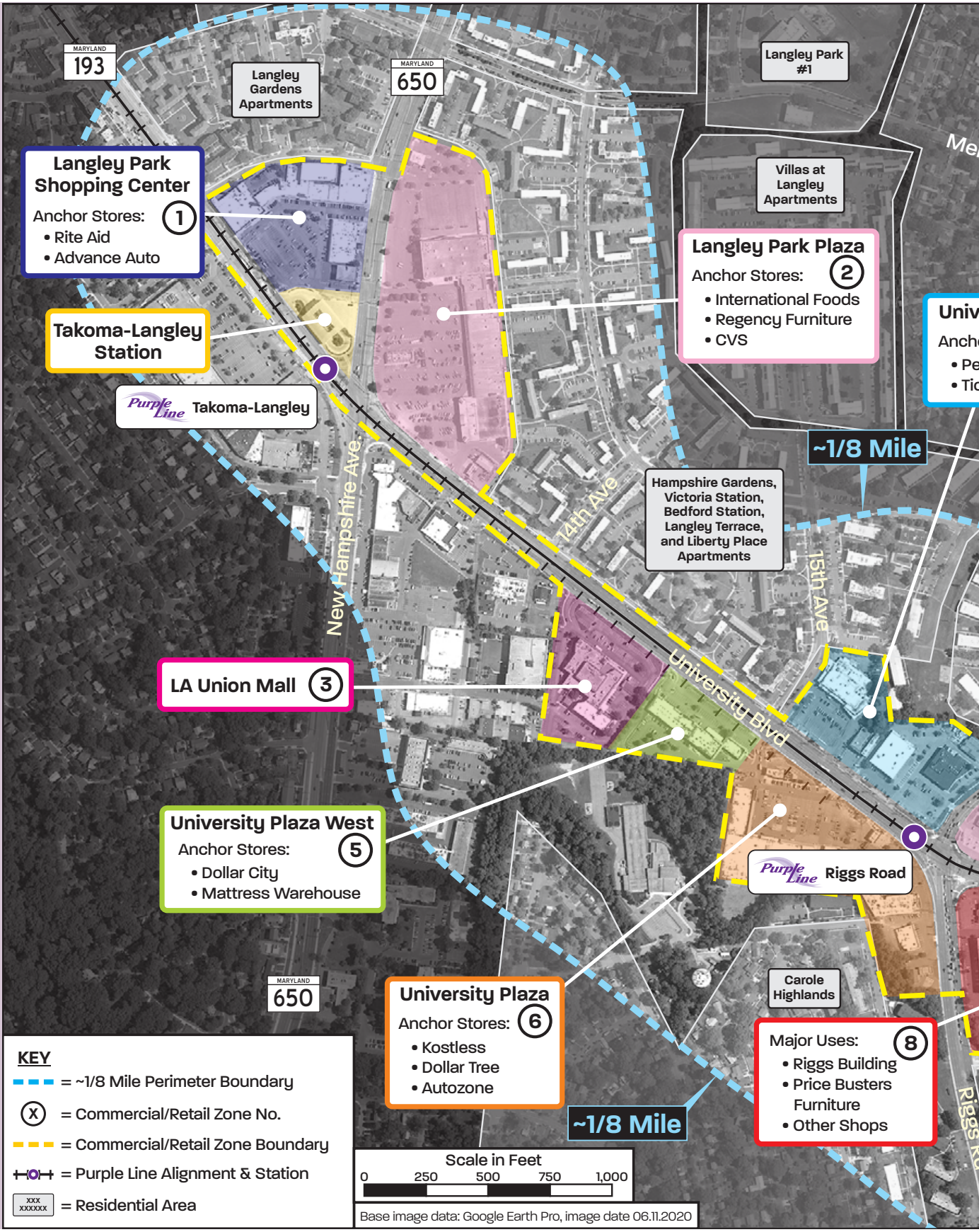
Observations made by the study team, along with the individual responses to the open-ended discussion question in the survey, indicate that more than 14 percent of the households within the study area have four or more vehicles.

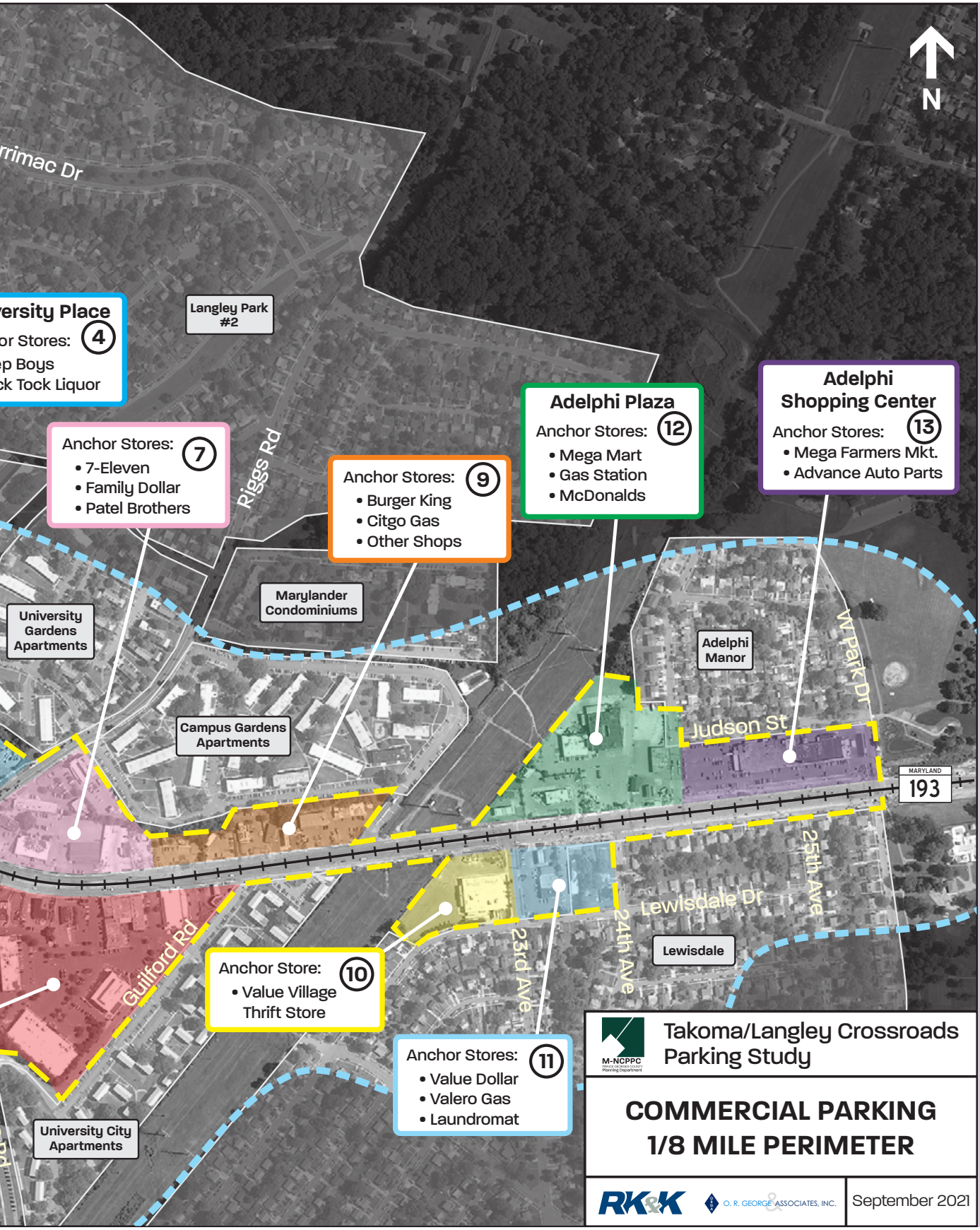
Since the parking challenges experienced within several neighborhoods in the study area are primarily the result of parking activity by residents of those neighborhoods and not caused by non-resident parking, the RPP program in its current incarnation would be ineffective at constraining parking demand. However, modifying the program to reduce the number of permits that can be issued per household could improve its effectiveness.

The reduced number of permits that can be issued per household could be based on criteria such as the presence of a driveway on the property or the ratio of the number of households to total length of curb face where parking may occur within the designated RPP zone.

Residential parking permits in Prince George's County are currently free to obtain. However, other local governments charge fees for their permits. In Montgomery County, which abuts the Takoma/Langley Crossroads Parking Study area to the west, each RPP costs $20 annually. In Washington, D.C., there is a new fee structure effective June 2021 that charges $50 per year for the first vehicle registered to a household, with higher amounts charged for permits for additional vehicles registered to that same household. If Prince George's County were to begin charging fees for residential parking permits, this could act as a deterrent that reduces the number of vehicles parked on-street. However, fee-based RPP programs are self-imposed taxes that most residents agree to pay when they express support for implementing RPP zones on their streets through the petition process. They are usually amenable to paying these fees because non-residents are making it unreasonably difficult for residents to find on-street parking when they need it. This contrasts with the situation occurring in the Takoma/Langley Crossroads Parking Study area where the parking challenges are primarily being caused by the residents, who are not likely to volunteer to be charged for the permission to park their own vehicles on the street. Residents of streets closest to the Purple Line stations may become more willing to participate in the RPP program when those stations open. With no dedicated parking for the stations, it is possible that all-day parking on these streets by non-residents could increase.

Map 7. Residential Areas within 1/8-Mile of Commercial Parking Lots

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rrimac Dr
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Anchor Stores: 7
• 7-Eleven
• Family Dollar
• Patel Brothers
Riggs Rd
Anchor Stores: 9
• Burger King
• Citgo Gas
• Other Shops
Adelphi Plaza
Anchor Stores: 12
• Mega Mart
• Gas Station
• McDonalds
Adelphi Shopping Center
Anchor Stores: 13
• Mega Farmers Mkt.
• Advance Auto Parts
Marylander Condominiums
University Gardens Apartments
Adelphi Manor
W Park Dr
Judson St
Campus Gardens Apartments
MARYLAND 193
25th Ave
Lewisdale Dr
24th Ave
23rd Ave
Lewisdale
Guilford Rd
Anchor Store: 10
• Value Village Thrift Store
Anchor Stores: 11
• Value Dollar
• Valero Gas
• Laundromat
University City Apartments
M-NCPPC
Takoma/Langley Crossroads Parking Study
COMMERCIAL PARKING
1/8 MILE PERIMETER
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September 2021

Options for using the Residential Parking Permit program to constrain demand:

- **Reduce the maximum number of permits allowed per household.**
- **Charge annual fees for permits that increase for each additional permit assigned.**
- **Use County Council authority to implement RPP zones in lieu of the petition process.**

These changes could result in several unintended adverse consequences, including increasing the number of vehicles parked on front lawns and increasing the number of vehicles parked on adjacent streets that do not have designated RPP zones. To mitigate these impacts, one of the positive actions described previously to increase the residential parking supply could be implemented and the County Council could exercise its discretionary authority to designate RPP zones covering an area large enough to discourage parking spillover onto streets that do not have RPP zones. Charging fees to obtain parking permits could also place an undue burden on lower-income residents who may not be able to pay the fees.

Improve Transportation Alternatives

The Purple Line light rail could provide a transit alternative for more people living within the study area if pedestrian connectivity is improved. This could eventually have a positive effect on parking conditions that are likely to remain challenging in parts of the study area when the Purple Line begins service by, over a period of time, enabling some residents to get rid of their cars. However, the impacts of the Purple Line could be limited by residents who use the new transit service for commuting but maintain ownership of vehicles for non-commuting purposes, as those vehicles will continue to occupy parking spaces in the neighborhood and be moved less often than under current conditions.

The Purple Line will bisect the Takoma/Langley Crossroads Parking Study area along MD 193 (University Boulevard) when it is completed, which is expected in 2024. Two Purple Line stations will serve the study area. The Takoma/Langley station will be located at the intersection of MD 193 (University Boulevard) and MD 650 (New Hampshire Avenue) and the Riggs Road station will be at the intersection of MD 193 and Riggs Road. The Takoma/Langley station will also be across from the existing Takoma/Langley Crossroads Transit Center which hosts the following local and regional bus services: Washington Metropolitan Area Transit Authority's (WMATA) Metrobus, Prince George's County's The Bus, Montgomery County's Ride On, and the University of Maryland's Shuttle-UM.

Most people are willing to walk up to one-half mile to reach transit. As shown on Map 8, the Langley Gardens, Villas at Langley, Hampshire Gardens, Quebec Arms, Victoria Crossing, Victoria Station, Bedford Station, Langley Terrace, and Liberty Place apartments will be within a one-half-mile radius of the Takoma/Langley Purple Line station. Most of the New Hampshire Estates and Langley Park neighborhoods south of Quebec Street will also be within a one-half-mile radius of that station.

Map 8 also shows that the entirety of the University Gardens, University City, and Campus Gardens apartment communities, the Marylander Condominiums, and the Carole Highlands neighborhood will lie within a one-half-mile radius of the Riggs Road station. The portion of Langley Park (Section 2) south of Merrimac Drive, and the small portion of Lewisdale north of Chapman Road and west of 23rd Avenue, would also be within a one-half-mile radius of that station.

As shown in Map 8, there are commercial buildings with surface parking lots along University Boulevard that form a barrier between the residential areas and both of these Purple Lane stations. Without improvements to the existing pedestrian infrastructure in the area, the Riggs Road station would have the least-functional pedestrian connectivity of all the proposed Purple Line stations in Prince George's County.[1]

1 *Corridor Access Study (CAST) Recommendations Report*, June 2011, Prince George's County Planning Department (M-NCPPC), pg. 3.

Options for improving transportation alternatives to reduce demand:

- Improve pedestrian connections and remove barriers to existing and future transit facilities.
- Provide dedicated transit funding.
- Expand transit service.

Both of the approaches for solutions described in this study—accommodating the existing parking demand and constraining the existing parking demand—include measures that would require fees (e.g., pay to access a guaranteed parking space in a nearby commercial area, or pay for a permit to park on-street in a residential area). The benefits of such measures include more convenient parking and less time spent looking for parking, which may be worth the cost of fees for some residents. Additionally, establishing a Parking Benefits District (PBD) within the study area could offset the impact of fees on residents' personal finances by allocating a portion of those fees to fund non-parking-related neighborhood improvement projects. Promoting these benefits could make new or increasing parking fees more palatable to some residents.

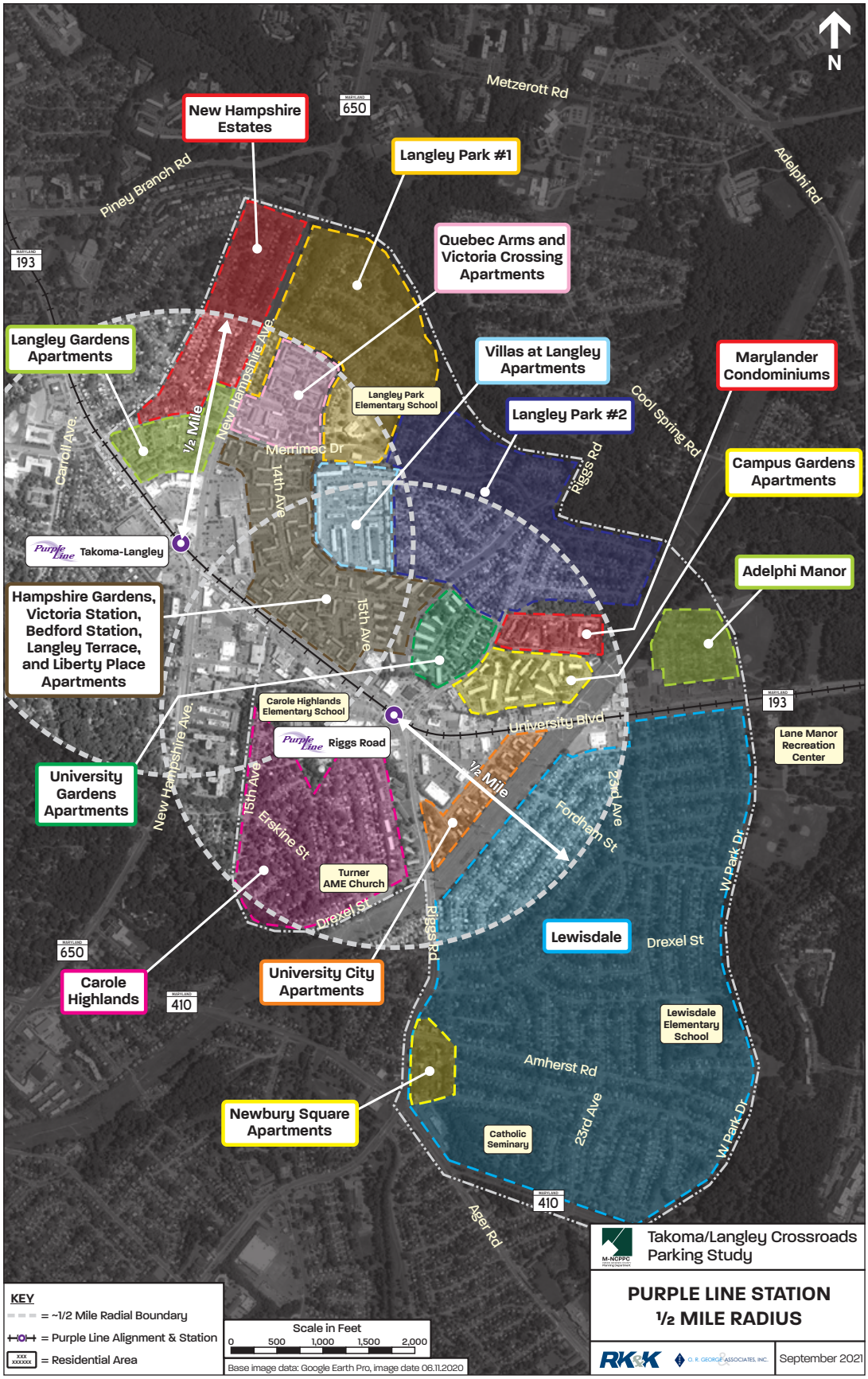
Implementation

Table 3.1 summarizes each of the potential actions described previously in terms of their approach to solving the parking problems in the study area and their scope of implementation. As discussed, some of these options may be more feasible than others, have different sets of benefits and disadvantages, require varying levels of public buy-in, and have different amounts of capital expenditures and operating costs.

Table 3.1 Summary of Potential Actions to Improve Parking Conditions

	Potential Actions	Accommodate Parking Demand by increasing Parking Supply	Accommodate Parking Demand by using Existing Parking Supply more efficiently	Constrain or Reduce Parking Demand	Wide Implementation	Local Implementation
1	Remove unnecessary existing No Parking zones	•				•
2	Improve unpaved areas on block faces without houses to safely accommodate parking	•				•
3	Convert unneeded travel lanes into parking lanes	•				•
4	Convert two-way streets to one-way to allow for converting parallel parking spaces into back-in angled parking spaces	•				•
5	Construct new off-street parking areas in the residential neighborhoods	•			•	•
6	Implement a County-subsidized off-street driveway construction program	•			•	
7	Use commercial parking lots as remote parking lots for residents during non-peak business hours (i.e., shared parking) with community outreach campaign and increased security patrols		•		•	
8	Reduce the maximum number of residential parking permits (RPP) allowed per household for designated RPP zones			•	•	
9	Charge annual fees for residential parking permits, similar to other local jurisdictions such as Montgomery County and Washington, D.C.			•	•	
10	Designate additional RPP zones using proposed reduced maximum number of permits			•		•
11	Create or improve pedestrian connections to the future Purple Line stations			•		•

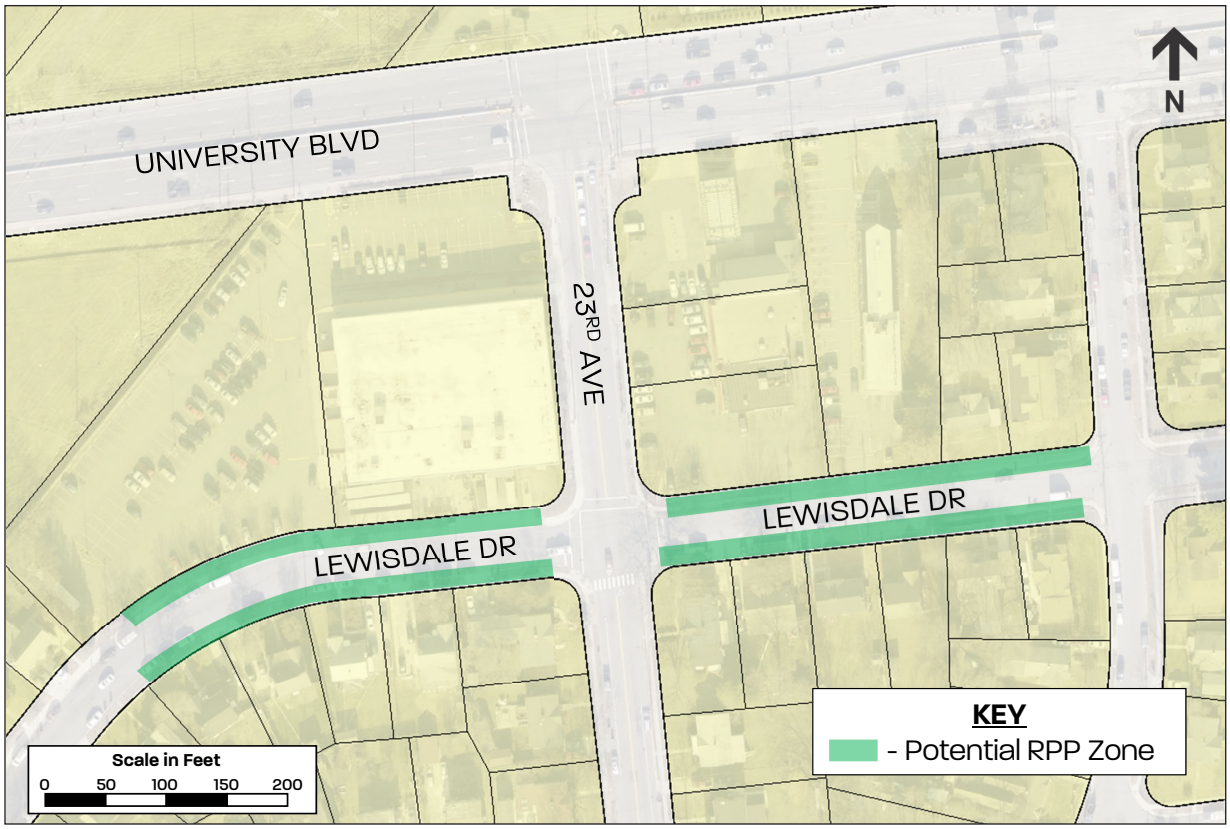
Map 8. Residential Areas Within 1/2-Mile of a Purple Line Station



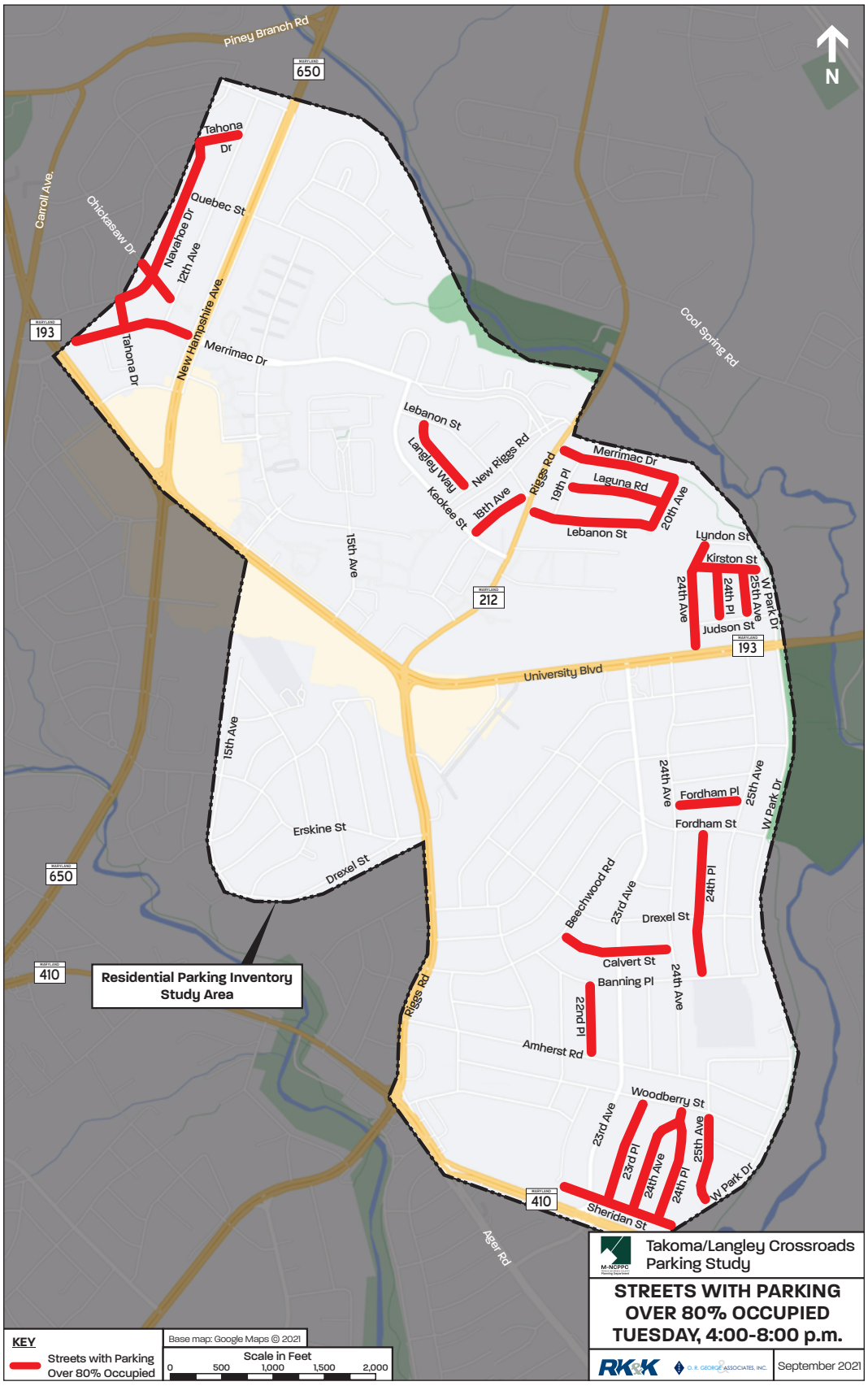
These actions should not be considered as recommendations since additional research, analysis, and possibly policy amendments must be performed to determine which of these can be feasibly implemented, specifically in the Takoma/Langley Crossroads Parking Study area and generally within Prince George's County. Instead, these should be regarded as potential actions for consideration. This action plan should be used as a tool to assist various stakeholders with starting this feasibility vetting process.

Using the detailed results from the parking demand assessment, specific streets were identified where the potential actions categorized as "Local Implementation" may be viable and most effective. Map 9 below shows one example street where Action 10 (designate additional RPP zones) from Table 3.1 could potentially be implemented. Maps 10 through 13 show these streets based on the observed days and times during which parking space occupancy on those streets exceeded 80 percent. Additional evaluations should be performed to determine the true feasibility of these options and estimate their costs, benefits, and effectiveness. Lewisdale Drive is one of these streets. It is shown on Map 11 as having parking exceeding 80 percent occupied on typical weekday nights between 11:00 p.m. and 1:00 a.m. Lewisdale Drive may be a more suitable location for designating additional RPP zones than some of the other streets highlighted on that map due to its proximity to commercial areas and the impending completion of the Purple Line light rail. The south side of Lewisdale Drive is lined with single-family homes with driveways. To ensure that on-street parking is preserved for residents of this street, an RPP zone could be an effective tool to help clear the street of nonresident vehicles prior to this late-night period when residents need those spaces the most.

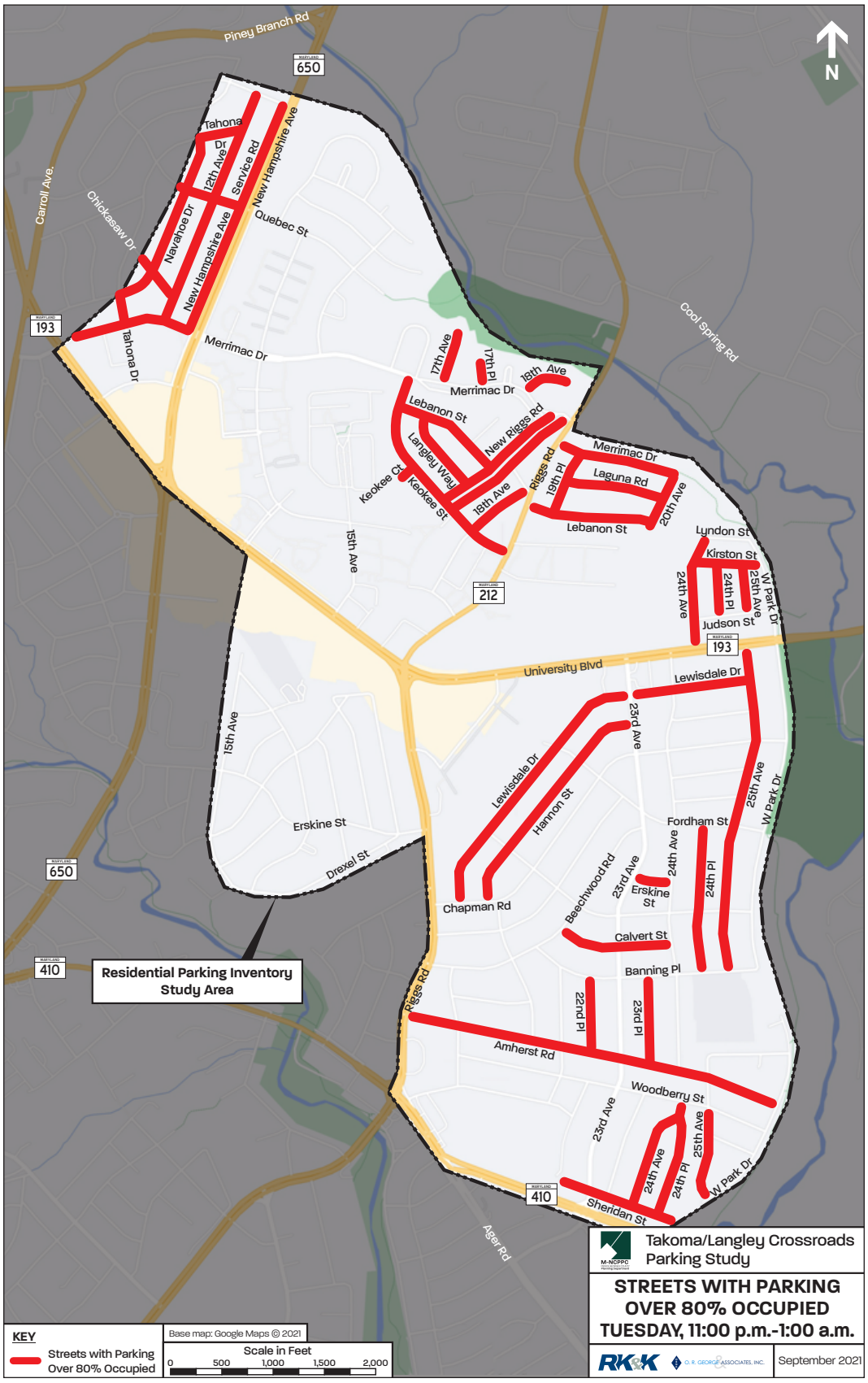
Map 9. Example Location for a Locally Applied Action (Designate Additional RPP Zones)



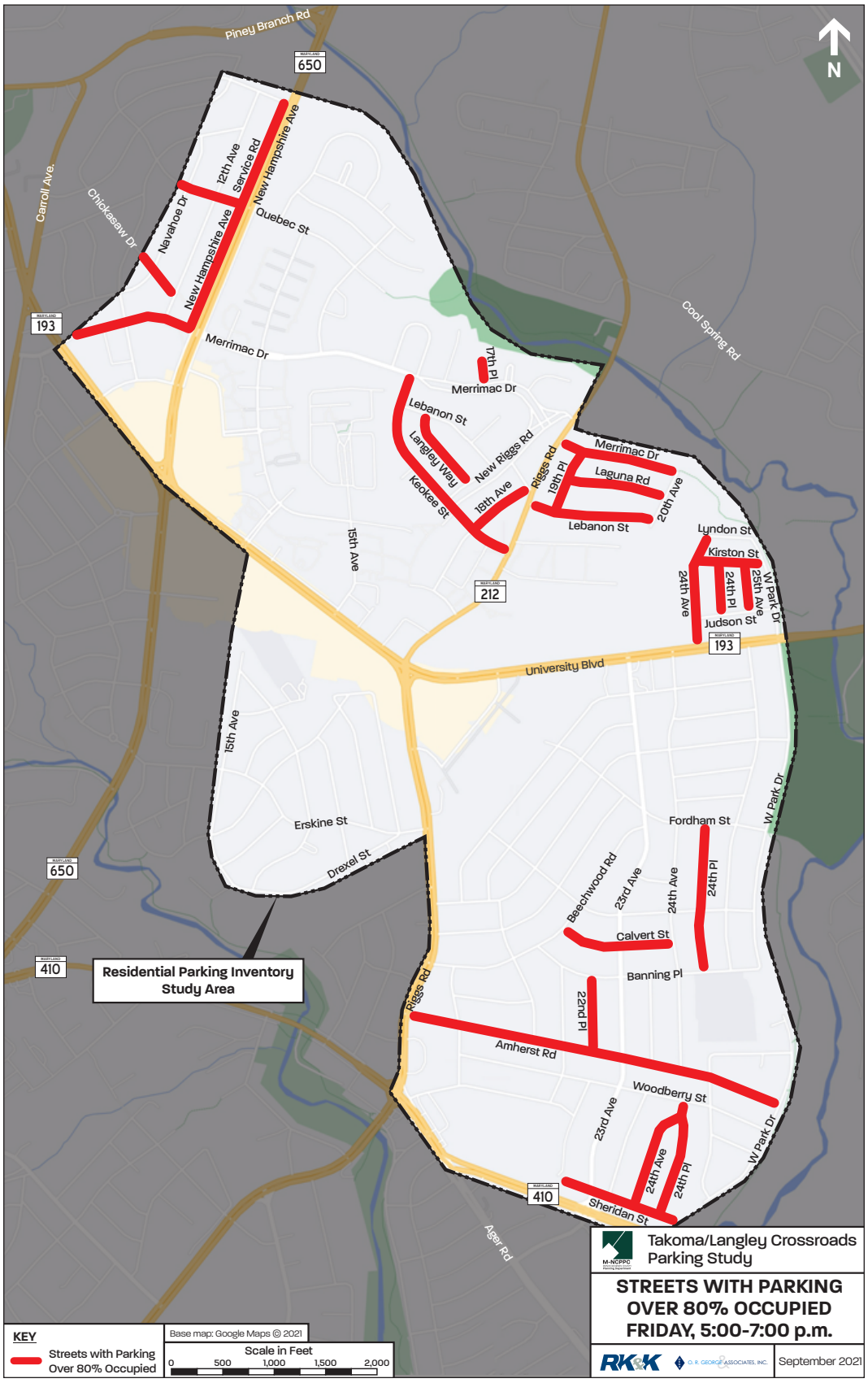
Map 10. Streets with Parking Observed as Being Over 80% Occupied on Tuesday Evening, 4:00–8:00 p.m.



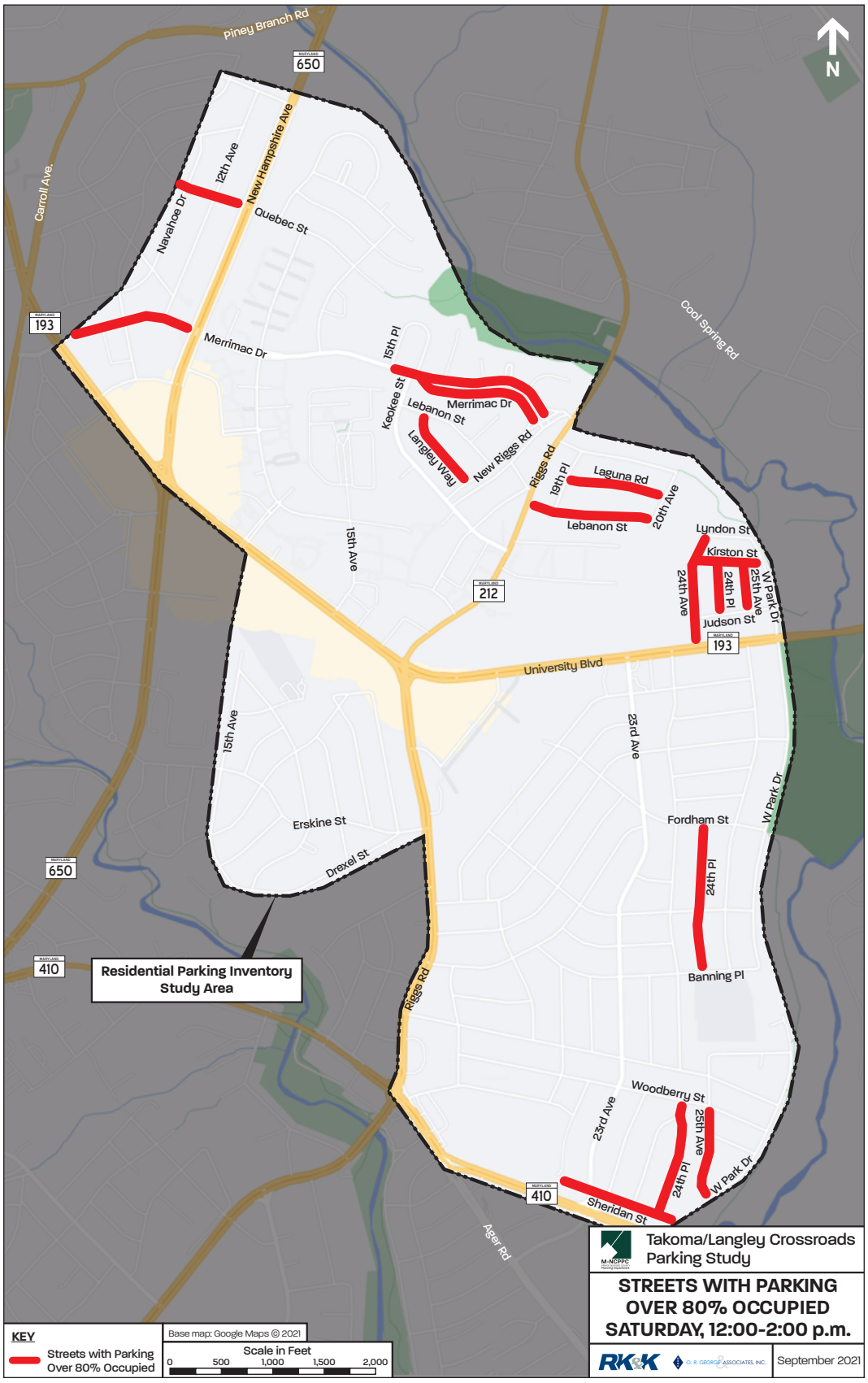
Map 11. Streets with Parking Observed as Being Over 80% Occupied at Night Between Tuesday at 11:00 p.m. and Wednesday at 1:00 a.m.



Map 12. Streets with Parking Observed as Being Over 80% Occupied on Friday, 5:00–7:00 p.m.



Map 13. Streets with Parking Observed as Being Over 80% Occupied on Saturday, 12:00–2:00 p.m.



Effects of New Zoning on Parking

At the time this study was written, long-awaited updates to Prince George's County's Zoning Ordinance are being finalized. Key aspects of this zoning ordinance are summarized in the Baseline Conditions Assessment chapter of this report, including comparisons of off-street parking requirements between the current zoning regulations and the proposed regulations. That comparison showed that the proposed zoning ordinance will establish a lower minimum number of off-street parking spaces in residential zones inside the Capital Beltway.

An examination of aerial photography of the study area from 1965[2] indicates that very few houses had off-street parking (i.e., driveways) at that time. Although there are currently more houses with driveways than there were in 1965, there are still some houses within the study area that do not have driveways. Therefore, the lower parking minimums in the forthcoming zoning law update should not reduce the amount of existing off-street parking if single-family or townhouse (including duplex) redevelopment were to occur in the areas where they are permitted (which accounts for approximately 67 percent of the study area).

Approximately 15 percent of the study area will be covered by the Local Transit-Oriented Core (LTO-c) zone when the updated zoning ordinance takes effect. The LTO-c zone will include nearly three-fourths of the existing commercial development, and these areas currently have most of the underutilized off-street parking supply within the study area. There is no minimum off-street parking requirement for any redevelopment that occurs with the LTO-c zone; therefore, the excess surface parking spaces that are being suggested for use as shared commercial/residential parking in this Action Plan may disappear if commercial property owners decide to redevelop their parcels. The separate but related Takoma/Langley Crossroads Planning and Implementation Study focuses on transit-oriented redevelopment and identified parcels in this study area that have redevelopment potential.

2 *PGAtlas.com*, M-NCPPC.

Appendix:
County Regulations Governing the Residential Parking Permit Program

SUBTITLE 26. - VEHICLES AND TRAFFIC.

DIVISION 9. - PARKING PERMIT AREAS.

Sec. 26-136. - Designation of parking permit areas.

(a) The County Executive is authorized to designate roads, streets, and other areas in the County as Parking Permit Areas in which the parking of vehicles is restricted during specified times, unless a proper parking permit is displayed in or on the vehicle. The parking restrictions shall normally limit nonresident parking to periods of three (3) hours or less between the hours of 7 A.M. and 6 P.M., Monday through Saturday, excluding holidays; however, when deemed necessary the County Executive may prescribe other hours and days when the parking restrictions are operative. Subject to Subsection (b), the County Executive may prohibit all nonresident parking in a Parking Permit Area during the specified times when the restrictions are in effect.

(b) Except as modified below, the following shall be necessary to the designation of a County Parking Permit Area:

(1) The area shall be one consisting solely of residential uses and in which commercial and industrial uses do not exist.

(2) A County traffic engineering survey shall establish that during the time period when parking restrictions may be imposed:

(A) Nonresidents park their vehicles in the area and proceed by other means to an area of commercial or industrial use, to a school or recreational area, or to public transportation; or in the alternative, park their vehicles in the area and proceed to a multifamily unit or complex; and

(B) The average number of vehicles parked as described in (2)(A) is in excess of twenty-five percent (25%) of the number of parking spaces available to the public without charge in the area and the total number of such spaces occupied by any vehicles exceeds seventy-five percent (75%) of such spaces; and

(C) At least twenty-five percent (25%) of the affected residential units have less than two (2) off-street parking spaces.

(3) A residential area may be considered for parking permit restrictions upon request of the residents affected or upon request of the elected officials of any incorporated municipality.

(4) Before a parking permit area is established or terminated, the County Executive or his designee shall cause a public hearing to be held. The hearing shall be at a location within or reasonably adjacent to the area concerned and shall be preceded by due public notice published in a County newspaper of record. The notice shall state the time, place, and purpose of the hearing, the exact description of the area being considered, the time proposed for restrictive parking and any parking permit fee proposed. In addition to the published notice, reasonable efforts shall be made to mail a similar notice to each household within the parking permit area.

(5) In residential areas adjacent to a proposed facility required to construct over 3,000 parking spaces, the County Executive is authorized to determine the requirements of the traffic engineering survey to assure that a parking permit area may be established and implemented prior to the opening of that facility, so long as any overflow parking generated by such facility has a minimal impact on the surrounding residential areas.

(CB-15-1978; CB-51-1978; CB-8-1979; CB-115-1979; CB-37-1981; CB-53-1985; CB-57-1997)

Sec. 26-137. - Parking permits.

Permits for parking in any Parking Permit Area may be granted under objective criteria to be established by the County Executive to include, but not necessarily be limited to, residents of the area for every vehicle owned by such residents; and visitors of residents of the area for a period of 30 days, which permit may be renewable.

(CB-15-1978; CB-51-1978; CB-136-1979)

Sec. 26-138. - Exceptions.

(a) Parking restrictions of this Division shall not apply to service or delivery vehicles being used to provide services or delivery to a resident of the area.

(b) The County Executive shall except metered parking spaces from area restrictions.

(c) There shall also be issued permits exempting handicapped persons from the restrictions of any parking permit area which may be established; automobiles equipped with special handicapped license plates shall need no further permit under this Section.

(CB-15-1978; CB-51-1978)

Sec. 26-139. - Signs.

Following designation of a Parking Permit Area, the County Executive shall cause parking signs to be placed in the area indicating the parking restrictions and the parking permit exceptions.

(CB-15-1978; CB-51-1978)

Sec. 26-140. - Parking area violation; penalty.

(a) No person shall park any vehicle or use any parking permit in a manner contrary to the regulations and provisions established by the County Executive pursuant to this Division.

(b) Any person issued a citation for a violation of this Section shall be subject to a fine of Fifty Dollars ($50.00) for each violation.

(c) It shall be the duty of the Police Officers of the County, the Revenue Authority, or any other County employees specifically designated by the County Executive, to enforce the provisions of this Division. The Police Department is authorized to impound and remove any vehicle parked in violation of the regulations and provisions established pursuant to this Division without prior notice pursuant to Division 18 of this Subtitle.

(d) The Revenue Authority may designate persons to enforce the provisions of this Division for property owned or operated by the Revenue Authority or other such public parking facilities or streets and highways as may be designated by Executive Order and approved by the County Council for enforcement by the Revenue Authority.

(CB-15-1978; CB-51-1978; CB-111-1979; CB-14-1985; CB-57-1997; CB-81-1998; CB-79-2001; CB-94-2003)

Sec. 26-141. - Application within a municipality.

The provisions of this Division do not apply within a municipality; provided, however, a municipality may adopt its own municipal ordinance establishing Municipal Parking Permit Areas. The County may enforce a Municipal Parking Permit Area created by a municipality if requested to do so by the municipality and provided that municipality shall transmit to the County Executive an authenticated copy of any municipal ordinance enacted to create a Municipal Parking Permit Area.

(CB-15-1978; CB-51-1978; CB-115-1979)

Sec. 26-141.01. - Parking Permit Areas Designated by Petition.

(a) Definitions. The following definitions are applicable in Section 26-141.01 of the County Code:

(1) **Authority** means the Prince George's County Revenue Authority or its Executive Director.

(2) **Heavy Commercial Truck** means trucks except light commercial vehicles.

(3) **Inoperable Vehicle** means a vehicle with one or more of its major mechanical components, including but not limited to engine, transmission, drive train and wheels, is missing or not functional unless such vehicle is kept in an enclosed building or as permitted by Subtitle 13 or Subtitle 27 of the Code.

(4) **Light Commercial Vehicles** include pickups, panel trucks and work vans up to and including those of a ¾-ton capacity and Maryland Motor Vehicle Administration registration restricting vehicles to 10,000 pounds gross vehicle weight

(5) **Residential Parking Permit Area** means the designation of the County roads, streets, subdivisions and other areas as residential parking permit area in which the parking of vehicles is restricted during specified times, unless a proper parking permit or other identifiable device is displayed in or on the vehicle.

(6) **Parking Permit** means a placard, sticker or other identifiable device that specifies the vehicle is authorized to park in the Residential Parking Permit Area.

(b) The residents of a proposed parking permit area may petition the Authority to become a Residential Parking Permit Area. For parking permit areas designated by petition the following shall be necessary for the designation of a Residential Parking Permit Area:

(1) The area shall be one consisting solely of residential uses and in which commercial and industrial uses do not exist.

(2) A residential street or area may be considered for parking permit restrictions upon request of the residents affected or upon request of an elected official of the County by submitting a petition.

(3) A petition indicating that at least sixty percent (60%) of the residential property owners or lease holders in the permit parking area approve the parking permit area is required. A petition, with the required sixty percent (60%) of the residential property owner or lease holder signatures, shall be submitted to the Authority. The Authority shall accept one authorized signature per property in the proposed Residential Parking Permit Area.

(c) The parking permit area petition shall include, in addition to subsection (b) (1), (2) and (3):

(1) The designation of what County roads, streets, subdivisions and other areas are to be designated as a Residential Parking Permit Area.

(2) That the parking restrictions shall apply at all times except that nonresident parking is allowed for periods of three (3) hours or less between the hours of 7 A.M. and 6 P.M., Monday through Saturday, excluding holidays; however, the petitioners may prescribe other hours and days when the parking restrictions are operative in the petition.

(d)

(1) The Authority shall review the petition and evaluate the designation as a Residential Parking Permit Area, including providing referrals to such County departments or agencies as necessary, and to schedule a public hearing, pursuant to this subsection, within ninety (90) days of receipt of the petition.

(2) Before a parking permit area is established by petition or terminated, the Authority or its designee shall cause a public hearing to be held. The hearing shall be held at a location within or reasonably adjacent to the area of the proposed parking permit area and shall be preceded by due public notice published in a County newspaper of record. The public notice shall state the time, place, and purpose of the hearing, the exact description of the area being considered and the time proposed for restrictive parking. In addition to the published notice, the Authority shall mail a similar notice to each household within the parking permit area.

(3)

(i) After the public hearing, the Authority shall approve, deny or modify the parking permit area within sixty (60) days of the public hearing. The Authority shall specify in writing the grounds for the approval, denial or modification and provide notice to the petition signatories and to the elected official of the County making the request.

(ii) In case of a denial by the Authority, the petition signatories may appeal the decision of the Authority to the Director on such reasonable grounds or by showing a petition indicating that ninety percent (90%) of the property owners or lease holders in the proposed permit parking area approve of the designation.

(4) Following a designation of a Residential Parking Permit Area, the Authority shall cause parking signs to be placed in the area indicating the parking restrictions and the parking permit exceptions.

(e) After at least twelve months period of operation, the Authority may accept petitions, signed by at least sixty percent (60%) of the residential property owners or lease holders in the permit parking area, for the termination of Residential Parking Permit Area. The Authority shall follow the public hearing and notification procedures in Section 26-141.01(d)(2) before terminating a Residential Parking Permit Area.

(f)

(1) The following vehicles are not eligible for parking permits in a residential parking permit area: (i) vehicles with out-of-state license plates, except those registered to a member of the military, a Federal, State, County or other governmental vehicle or student temporarily residing in the Residential Parking Permit Area; (ii) inoperable vehicles; (iii) vehicles lacking current registration; and (iv) heavy commercial trucks.

(2) As provided in Section 26-122 of the County Code, no person shall park or allow to stand any vehicle on any of the public streets or roadways in the County for a period in excess of seventy-two (72) hours.

(3) As provided in Section 26-162 of the County Code, the removal of abandoned and inoperable vehicles is required within forty-eight (48) hours.

(g) The following vehicles are exempt from the provisions of this Section, emergency vehicles, and public utility vehicles, heavy commercial trucks, light commercial vehicles or other service vehicles, if they are in the course of conducting work within the designated residential parking permit area.

(h) Parking permits shall be renewed every two years through the Authority. Parking permits shall specify the vehicle and its owner and if any guest permits are authorized. The Authority may limit the number guest permits issued, including for light commercial vehicles.

(i) Parking permit application shall require proof of residency within the designated area and proof of vehicle ownership or other authority to operate the vehicle. Parking permits will not be issued for vehicles where the registration information does not match the name and address of the resident, except as provided in subsection (f)(1)(i) of this section or by Authority rule or regulation.

(j) The Authority shall administer the residential parking permit areas by petition, may promulgate such rules and regulations as necessary to carry out the provisions of this Division and is authorized to engage such businesses, consultants and experts to assist in their duties in administering the parking permit areas by petition.

(k) Enforcement of the parking permit areas by petition established by this Division shall be the same as in Section 26-140 of the County Code.

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