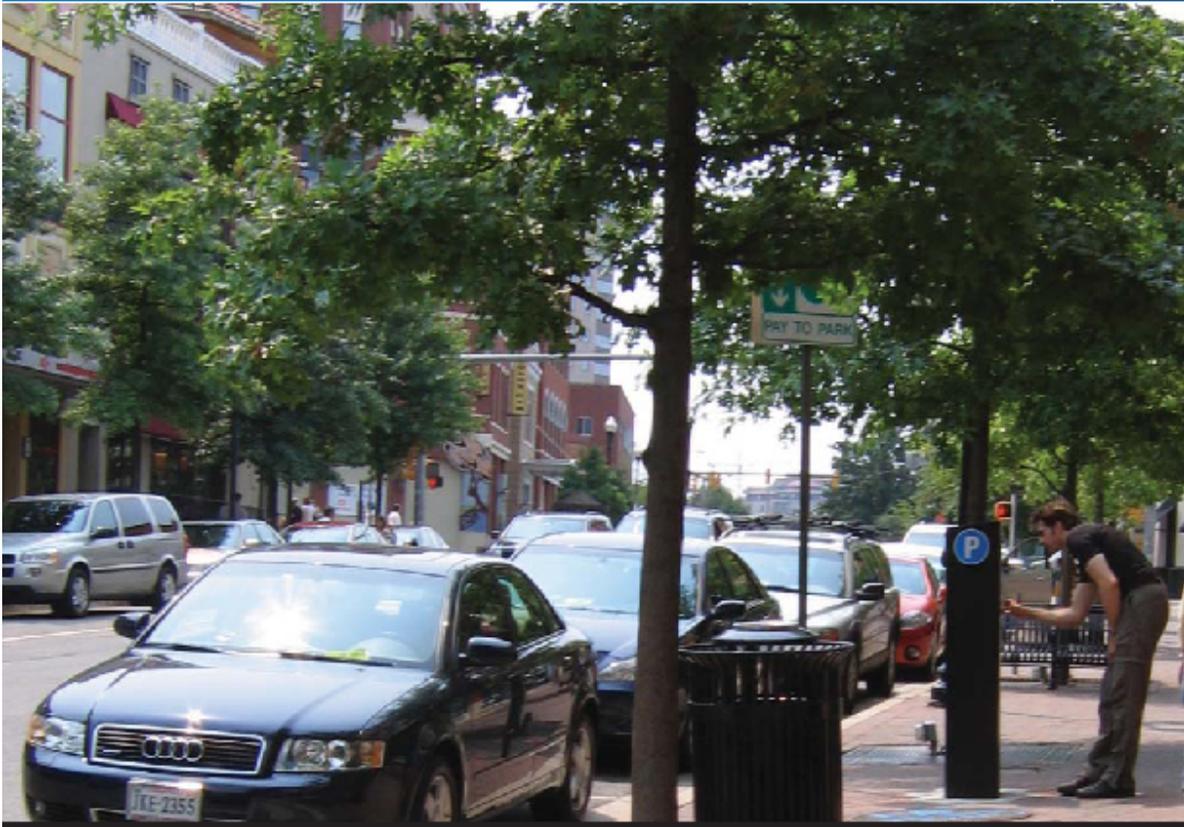


Transportation Master Plan: Parking and Curb Space Management Element



I. Introduction..... 2
II. Summary..... 3
**III. Arlington’s Parking and Curb Space Management Policies, Implementation
Actions and Performance Measures 4**

I. Introduction

The Parking and Curb Space Management Element is a component of Arlington County's Master Transportation Plan ("MTP"). This element focuses on the provision and management of parking and curb space which are key contributors to the financial health of the County's commercial corridors and efficient working of the County's transportation network. Management of other aspects of Arlington's streets, such as sidewalks, bikeways, bus stops and travel lanes, are guided primarily by the other elements of the Master Transportation Plan.

The MTP Goals and Policies document adopted in November 2007 articulates the vision for Arlington's transportation. The document specifies three general policies that form the foundation of the MTP and, therefore, transportation in Arlington in the years ahead:

- integrating transportation with land use;
- supporting the design and operation of complete streets; and
- managing travel demand and transportation systems.

In the MTP Goals and Policies document 13 specific policies were adopted by the County Board in November 2007 that relate to parking and curb space management. This element identifies implementation actions required to put these policies into practice. Performance measures will help to prove the success of these actions.

The MTP establishes six broad goals for Arlington's transportation policy:

1. Provide high-quality transportation services.
2. Move more people without more traffic.
3. Promote safety.
4. Establish equity.
5. Manage effectively and efficiently.
6. Advance environmental sustainability.

These goals are supported by strategies to help focus actions in the future. Strategies that relate to parking and curb space management identified in the MTP Goals and Policies document include:

- Construct and manage streets to be "Complete Streets." Streets should be safe and comfortable for pedestrians, bicyclists, transit riders, motorists, and other uses.
- Facilitate car-sharing and regulate taxi-cab service to ensure they provide high-quality services that complement transit, paratransit and non-motorized travel options.
- Implement land-use policies such as transit-oriented and mixed-use development that result in better access and use of the transportation system.
- Encourage the use of environmentally sustainable modes, including bicycling, walking, transit, carpooling, and telecommuting.
- Ensure transportation facilities meet the Americans with Disabilities Act ("ADA").
- Manage motor vehicle congestion by emphasizing transportation alternatives, parking management, and queue management.
- Identify and pursue policies that take advantage of new technologies that can enhance the quality and efficiency of transportation facilities and services. Carefully design and implement demonstrations of such innovations.
- Plan, measure and evaluate service with a general emphasis on daily and weekly peak demand.

- Increase energy efficiency and reduce noxious emissions by encouraging and accommodating such modes as non-motorized travel, public transit, carpooling, telecommuting, and alternative-fuel vehicles.

Arlington County's parking supply serves thousands of people who work, shop, play and live in the County. This community of users has diverse needs and wants. It is the County's goal to plan for the parking demand of the entire community and to manage accordingly the supply over which it has control. [Arlington's community is diverse and includes some residents with less access to transit and greater auto-dependence who frequently require parking, and other residents who no access to an automobile and consequently no need for their own parking.](#)

II. Summary

Parking and curb space are critical features of our transportation infrastructure, and their provision and use should be carefully coordinated with planning for other transportation elements. Whether on-street parking, structured garages or off-street surface spaces parking and curb space represent a multi-billion dollar public and private investment in Arlington. We must manage these resources wisely. The prioritization of competing demands for curb space on new and existing streets depends heavily on the land uses in the immediate vicinity.

[Careful management of the County's curb space and parking resources is essential for achieving Arlington's wider transportation, land-use, and economic development goals. Parking availability is a key contributor to the economic health of the County's commercial corridors and can reduce impacts on residential neighborhoods. At the same time, excessive parking can divert public and private resources from other community benefits, and subsidized parking can negatively impact the County's planning goals. Shifting preferences so that fewer people drive reduces the demand for parking.](#)

There is no such thing as "free" parking. Considerable resources are needed to provide the land, materials and labor required to construct, maintain and manage parking spaces. The proportionate assignment of some of those costs to the users of parking and curb space helps promote travel choice and the conservation of resources. Conversely, when the costs of parking are not easily apparent or borne by non-users, the demand for parking is artificially increased and resources are wasted. Transportation Demand Management ([TDM](#)) measures can be effective in reducing the demand for parking and achieving more effective and efficient use of valuable parking resources. [The Transportation and Systems Management Element of the MTP provides more guidance on TDM measures.](#)

The need for parking is determined by the use and intensity of land development. It is important to provide the right amount of parking – too much parking wastes resources that could otherwise be better utilized and can increase congestion of the road network, but too little parking can diminish access to the area and reduce [livability for residents and](#) marketability of an area to tenants, businesses and patrons. Both are hazardous to the vitality and economic health of the area. Management practices need to be cognizant of the diversity of built environments in Arlington and should be tailored to be compatible to those areas in which they are applied. The appropriate amount of parking for an area depends on various factors such as the planned capacity of surrounding streets, other transportation options, existing and proposed land uses, and environmentally advantageous goals set by Arlington. Parking needs also change over time. Periodically the regulations on parking need to be evaluated and adjusted.

In addition to supporting two MTP general policies of integrating transportation and land use, and managing travel demand and system management, the on- and off-street parking policies outlined in this element support the general policy for “complete streets.” On-street parking is often an important component of a complete street. Having the appropriate amount of well-managed parking contributes to a better balance between the various users of the rights-of-way. Further, keeping traffic volumes and loading to manageable levels enhances the environment of the street for all users.

The strategy for managing parking and curb space is not intended to be uniform throughout Arlington. Most of Arlington’s land area is devoted to low-density residences and the commercial uses to serve them. In those areas, there is almost always readily available parking, not in a structure, free of charge. Where there is parking spillover from high-density and commercial areas into low-density residential areas, the Residential Permit Parking Program prioritizes parking for residents. This scenario is not anticipated to change in the foreseeable future.

On the other hand, by the year 2030, the County’s population and job growth are expected to produce a one-third increase over current travel demands. Because the approved MTP Goals and Policies (November 2007) do not propose substantial right-of-way expansions or additions to the street network, it will be necessary to meet this growth challenge by accommodating more people in fewer vehicle trips so as to avoid unacceptable levels of congestion that can compromise quality of life and business climate.

Deleted: over the next 25 years

In the relatively small geographic areas of Arlington where development is planned --- focusing on the Metrorail Corridors, Shirlington and Columbia Pike --- most parking is off-street and in garages. The opportunity for new streets is limited because of cost and competing uses of land, though when they are provided, new streets offer a valuable increase in curb space. The competition can be significant between potential uses, because the on-street supply is limited in these areas. A major focus of this MTP element is to manage the supply and use of parking and curb space in these areas.

Deleted: Arlington’s streets can be divided into four broad categories regarding on-street parking: (1) any streets with ample parking (2) streets with low and medium density residential uses and high parking demand, (3) streets with active mixed-use and commercial uses, and (4) streets with special uses (e.g. parks and schools). Active commercial streets and streets with special uses are discussed under Policy 1. Residential streets with high parking demand are discussed in Policies 3 and 4. Streets with ample or excess parking need limited government regulation related to public health, safety and good order. Streets with special uses can be evaluated on a case-by-case basis guided by the following criteria:¶
<#>The needs of the special use should be accommodated,¶
<#>There should be compatibility with neighboring properties,¶
<#>County-wide needs for special curb-side uses should be considered, and¶
<#> Prioritization should be based on serving the greatest number of people and those with the most acute need. ¶

Parking provided by the private sector is usually related to, and provided for, motorists using specific properties. However, because parking demands can vary by time of day and day of week, to ensure the best use of the site and the amenity, parking spaces provided by the private sector at appropriate times, should be shared with other motorists where possible.

Parking and curb space management are supported by initiatives and actions that enhance wayfinding, increase public outreach and education, and provide appropriate oversight and enforcement.

III. Arlington’s Parking and Curb Space Management Policies, Implementation Actions and Performance Measures

The MTP Goals and Policies document, which establishes overall County transportation policy, includes thirteen (13) principal policies regarding parking and curb space management. Those policies are grouped in this section into three areas – on-street parking, off-street parking and parking for persons with disabilities. For each policy statement one or more implementation actions is identified to provide specific direction in how to achieve the policy’s intended outcomes. Performance measures are proposed as appropriate to assess progress toward achieving the policies.

On-Street Parking and Use of the Curb Space

On-street parking is an essential factor in the accessibility of an area. It increases the convenience and promotes the character of residential areas. In commercial districts, whether it is designated for cars, transit, taxis or delivery vehicles, on-street parking facilitates economic development. As a type of shared parking, on-street parking is an efficient means for allowing multiple users to reach multiple destinations. On-street parking creates a buffer between moving traffic and pedestrians on the sidewalks, increasing safety and reducing the level of perceived noise. It can also be designed to serve as a traffic calming device, thereby slowing vehicles and potentially reducing the number and severity of accidents. On-street parking is less expensive to construct than off-street parking because access is directly from the street and driveways are not needed. The absence of driveways also reduces conflicts with pedestrians on sidewalks.



However, on-street parking is not without trade-offs. On-street parking competes with other uses of roadways, including other curb uses, additional lanes for traffic flow, bike lanes, and wider sidewalks. Drivers searching for vacant parking spaces add to traffic volumes and can create street congestion. In addition, parking designated for personal vehicles, particularly when provided at low or no cost, subsidizes vehicle use and generates more traffic. When managed properly, the benefits of on-street parking outweigh the negative trade-offs. The

key is finding methods of effective management and maintenance that maximize opportunities and minimize difficulties associated with on-street parking. [Attention should also be given to street design and management that can create additional curb space availability that may be useful for on-street parking and other transportation-related activities.](#)

Policy 1. Prioritize the use of curb space, matching the various types of uses to the most appropriate locations. In commercial areas and high-density residential areas, generally consider bus stops, curb nubs, taxi stands, paratransit pickup, short-term retail and handicapped parking to be the highest priority.

Curb space is owned by the community, and must be managed for the greatest public benefit. Priorities for curb space management are not uniform across the County and will depend on [the County's Land Use Plan and](#) proximate land uses and transportation options. Major transportation nodes such as Metrorail stations or major bus stops (Super Stops, BRT stops and street car stations) are primary organizing factors for curb space. Secondary factors include activity centers (major hotels, shopping centers, and high-rise residential and commercial buildings) and other nodes of the primary transit network (PTN). [Appendix A includes three tables that show a hierarchy of curb space uses for High-Density and Commercial Districts, Medium Density Districts and Low-Density Districts.](#)

Active commercial streets have many competing users and therefore must be actively and carefully managed for the well-being of the community. In prioritizing the use of the curb space, the highest priority must be given to safety. Therefore the placements of fire hydrants, sight lines and curb nubs for pedestrians must be given the highest ranking. After safety, the next highest ranking must be for multi-

Comment [D1]: Sentence has been moved up from a latter paragraph.

Deleted: It is Arlington County's intention that the curb space should be prioritized to support pedestrians, bicyclists and high capacity, high frequency public transport while providing necessary access for businesses and building functions.¶

user vehicles, such as buses, which can transport a large number of passengers at a time. The next priority is periodic/temporary uses, such as taxicabs and deliveries, followed by dedicated short-term parking available to the public at large, including shoppers and visitors, and lastly the long-term parking (storage) of vehicles. This order of priority ensures that each space maximizes its potential to support our transportation infrastructure, advance the economic well-being of the County, and serve the greatest number of users. Where parking demand is most intense, the priority is given to those uses that will serve the most users over the course of the 24-hour day. Priorities may vary during the course of the day to reflect demand peaks and ensure that all appropriate uses have some access. For example day time parking for the public at large could switch, after a designated time, to allow overnight tour bus storage. The pedestrian experience and adjacent sidewalk uses will also be considered when making decisions regarding curb use designations.

Deleted: would be

Time restrictions and designation of spaces should be implemented to optimize the use of curb space based on the County's priorities. When the competition for curb space is most acute, such as during peak hours, these mechanisms give priority to the appropriate users at appropriate times.

Deleted: (see Appendix A)

Curb cuts for access to sites vie with parking, utilities, transit stops and other community demands for valuable curb space, and should be minimized and consolidated. Where a choice exists, they should be located on the streets with the lowest pedestrian volume. Curb cuts are discouraged along arterials. Curb cuts for alleys or driveways serving multiple users are preferable to those serving a single property. The size of each curb cut should generally be minimized and designed to enhance pedestrian safety.



Deleted: is assessed individually and

On Arlington's public streets, it is not appropriate to accommodate the parking of extremely large or disruptive vehicles that are incongruous (e.g. dump trucks, concrete trucks, motor homes, and boats) with urban or suburban communities. Such vehicles should generally be stored on private property.

Deleted: very large or otherwise

Deleted: established

Deleted: It is expected that s

Deleted: will

Implementation Actions:

- a. Allocate existing curb space based on the priorities and considerations listed in the tables included in Appendix A, and enforce the restrictions to ensure smooth operations.
- b. Evaluate the curb side uses in the vicinity of special exception land development projects and encourage appropriate uses to be provided on the site, e.g. taxicab stands on hotel property.
- c. Examine an application process for use of WMATA and ART bus stops by other bus services.
- d. Ensure that commercial vehicle parking regulations allow appropriate commercial activity while not unduly interfering with the zoned land uses on nearby parcels and in compliance with all County laws including zoning.
- e. Enforce regulations that minimize and require compensation for use of curb space for private non-transportation use such as PODS, construction staging and storage.
- f. Examine a permitting or other regulatory process for commercial districts which allows valet parking that may serve multiple businesses in the area and that may utilize off-street garages for storing vehicles.
- g. Develop and maintain a tour and event bus parking plan that includes specified locations and durations for reserved bus parking, a permitting or other system to allocate spaces, and a promotional strategy.
- h. Develop a plan for managing the loading and parking of commuter, interstate, and shuttle buses.

Deleted: at hotels

Deleted: <#>Use pricing and time restrictions, in consultation with local businesses, to allocate the duration of curb side uses in a manner tailored to the extent of demand: curb usage will be free when the demand for the curb is lower than the supply; time restrictions will be used to balance curb usage between various users in low demand areas; curb usage will be prioritized and appropriate fees will be charged in high-demand areas; ¶ d. . Implement appropriate measures for pricing of high-demand curb side usage in commercial centers based upon market demand and users willingness to pay.¶ e

Deleted: Establish

Deleted: Create

- i. Evaluate on a periodic basis how emerging technologies (such as plug-in electric vehicles) and changes to vehicle sizes may necessitate changes to on-street parking spaces.

Policy 2: Increase curb space availability through use of measures such as off-street loading, time specific regulations, street redesigns or re-striping and new street space.

Curb space is a valuable community resource, and creating additional curb space availability from the conversion of less-valuable uses can benefit everyone. Loading and deliveries are necessary services for both businesses and residents, however the allocation of public curb space for loading should be minimized. Where the curb is oversubscribed, loading docks should be provided where practical so that this function can occur within the site instead of on the street. It is not the policy of Arlington County to reserve public curb space exclusively for a new development. It is also not the present County practice to count on-street parking spaces towards a development's parking requirements except for those new on-street spaces that are being created by the development.

Deleted: for
Deleted: , nor to count such space towards the parking requirement of a new development

Time specific regulations should be used when feasible to increase sharing of the curb space. Certain types of curb users generate demand only during specific hours of the day (e.g. kiss and ride or loading areas). If complementary sets of users can be identified, the curb may be designated for different users at appropriate times of the day instead of being reserved for a single user all day. Time usage limits (e.g. two-hour time limits) may also be used to encourage turnover of vehicles in areas that do not warrant metered parking (see Policy 1).

Implementation Actions:

- a. Create additional curb space availability in areas with a high demand for curb space, by rearranging and redesigning the street when possible.
- b. Create additional parking opportunities along street frontages by replacing single-space meters and delineated parking space lines with multi-space meters and parking lanes without delineated spaces.
- c. Create new parking lanes or spaces by restriping existing streets to narrow overly-wide travel lanes.
- d. Examine whether to allow curb space to be used by small vehicles such as scooters, bicycles, and motorcycles. Enact ordinance amendments to facilitate motorcycle use of on-street metered spaces.
- e. Consider curb space demands when designing new or reconstructed streets. Locate street features such as curb nubs, fire hydrants and bus stops with the intent of maximizing available curb space length and versatility. Minimize the number and sizes of driveway curb cuts in order to achieve longer lengths of available curb space.
- f. Utilize time-of-day restrictions to maximize the availability of curb space for the greatest number of users throughout the day. Allow parking in the curb lanes of multi-lane streets during off-peak hours if safety and adequate traffic flow can be maintained.



Deleted: A
Deleted: areas in parking lanes or garages
Deleted: address parking meter rates and permitted number of
Deleted: s in

- g. Create temporary loading zones, and achieve more frequent turnover of the curbside space as appropriate for the abutting land uses through use of time-restrictions and regular enforcement action.
- h. Examine whether to charge appropriate fees through permits, parking meters or other regulatory processes for use of the curbside for: semi-public, and private bus services, vending, car-share parking, motorcycle and scooter parking, handicapped accessible parking, short-term and all-day parking, tour buses, and valet parking, and to allow vending and storage in curbside space for temporary periods with appropriate charges.
- i. Encourage new developments to provide off-street loading facilities adequate to handle expected service needs of the building and require large delivery vehicles to use the off-street loading facilities. Within large development sites encourage the consolidation of vehicular access points.
- j. Manage special requests for on-street loading of over-sized vehicles through a right-of-way permit process.

Deleted: Charge

Deleted: A

Policy 3: Promote on-street parking within residential neighborhoods and on commercial streets to calm traffic, support retail activity, and efficiently use public resources.

Commercial and high-density residential districts rely on on-street parking to remain competitive with other communities. On-street parking is often the most visible and convenient parking for customers and visitors arriving by car. These public resources are used most efficiently when there is adequate turnover to serve multiple users. Metered parking is often used to generate turnover which benefits the economic health of the businesses in the vicinity and enhances convenience for visitors. First-time, or very short-term users, need easy-to-find on-street parking spaces.

Deleted: businesses, especially retail and storefront businesses,

Deleted: be



Provision of on-street parking in residential neighborhoods is beneficial because it helps to calm traffic; it buffers the sidewalk and private property from traffic and provides guest and visitor parking, and it does not require modification of pervious land in order to provide parking for residents and guests.

County policies recognize that residents have an expectation that the neighborhood will not be overrun with parking by commuters and those transacting business in nearby commercial areas, and that on-street parking for their vehicles and those of their guests should be available for their use in the general vicinity of their residence. However, the cost and convenience of the parking depends upon the residential density and the extent of available public right-of-way. For example, in general, residents in single-family homes may expect to be able to park their own vehicle within a block of their home, while residents of high-rise apartments may expect that service vehicles and guests may have to park a few blocks away at peak times.

Implementation Actions:

- a. Allow for on-street parking where street widths and sight lines are adequate for safe travel and emergency vehicle access. Refer to the Streets Element of the MTP for direction on minimum street widths for parking provision.
- b. Review on-street parking restrictions upon request to identify locations where additional parking can be safely provided.

- c. Include on-street parking along both sides of new streets with abutting high-density residential, retail and commercial uses whenever possible.
- d. Work with residents and businesses to identify and accommodate parking demands as part of all street improvement projects.
- e. Enforce ordinances, such as those concerning right-of-way permits, designed to ensure that on-street parking is a public resource that is not to be reserved for long-term private uses of public parking spaces and that short-term uses (e.g. construction parking/storage areas, PODS) should pay fees that compensate the County for lost meter-revenue and permitting costs.
- f. Consult with retail operators, property owners, commercial businesses and adjacent residents to develop and evaluate on-street parking strategies that promote parking behaviors that optimize on-street space utilization while minimizing adverse impacts upon adjacent residential areas.
- g. Encourage the removal of off-street impervious-surface parking in excess of zoning requirements in those residential areas where on-street parking is expected to be undersubscribed.
- h. Consider regulations that restrict the creation of multiple driveway curb cuts for single-family residential properties unless a second curb cut is determined to be necessary for safety reasons.

Deleted: Enact

Policy 4: Provide residential permit parking to manage the parking supply, limit overspill parking, and reduce the effects of vehicle congestion in single-family housing zones.

The voluntary Residential Permit Parking Program (RPPP) helps to provide close and convenient street parking for residents by reducing the volume and impact of non-residential and non-visitor vehicles in neighborhoods.

Managing the parking supply: The RPPP manages the parking supply by making on-street spaces available for residential uses when the spaces would otherwise be overtaken by other vehicles. In some cases, the program fosters greater equity by allocating the number of vehicles that each household can park on the street.

Limiting overspill: The program allows for close proximity of high-density facilities next to low-density residential neighborhoods, while preserving the character of each. Thus, the ability to limit parking on a residential street to neighborhood use gives the County more flexibility to protect neighborhoods close to higher density or commercial areas with fewer adverse impacts.

Deleted: allow higher density uses nearer to such

Reducing the effects of vehicle congestion: In addition to limiting parking congestion, the RPPP reduces the number of commuters traveling on zoned residential streets, who would otherwise be drawn there to find parking.

In order to qualify for the RPPP, sixty percent of the households on a block must petition the County to establish permit parking, and the County must verify by observation that 75 percent of the available spaces on a block are filled with vehicles and 25 percent of the vehicles are from outside the proposed zone. These thresholds are designed to accommodate a general desire that a resident in a single family dwelling area will usually be able to find an available space within one block of their home, while also ensuring fair and efficient use of on-street spaces consistent with policy #3, which promotes on-street parking within residential neighborhoods. The County's goal is to achieve a balance between maximizing on-street parking utilization with the residents' desire for convenient on-street parking and preserved neighborhood character. For example, short-term daytime parking for non-residents, including visitors and vendors is often compatible with the residential character of the streets the RPPP protects.

Consistent with policies #2 and #6, residences within site plan projects are not eligible to participate in the RPPP.

Several of the permit parking zones are so large that people drive from one end of the zone to park in another end of the zone to be close to a Metro station, an office building or commercial destination. This undermines the program and is an indicator that zone boundaries may be ready for adjustment.

Implementation Actions:

- a. Continue to implement the RPP program as established and re-enacted by the County Board in 2005.
- b. Review all new requests for residential permit parking and time, permit zone area changes to blocks currently in the residential permit parking program.
- c. Provide an effective process for initiating and processing requests to reduce zone sizes when it will facilitate elimination of cross-zone commuting.
- d. Create a mechanism by which residents of RPPP areas can petition the County to allow two-hour parking by non-residents on their street.

Deleted: or

Policy 5: Utilize parking meter pricing strategies that vary by hour and location to better match parking availability and demand. Implement newer technologies such as multi-space meters and credit card and cell phone payment to enhance parking options.

Where demand for parking spaces exceeds supply, use of market strategies (i.e. charging money for parking) is a well-established and effective public management tool. Parking charges encourage users to use parking efficiently with parking spaces turning-over more frequently, thereby accommodating more users.

An 85% occupancy level has been determined in numerous studies to be an ideal level for a well-functioning block of parking spaces. A higher occupancy level results in frustrated motorists circling the area looking for parking spaces, and a lower occupancy level reveals that the curb-space isn't being used to its greatest potential.

Implement appropriate measures for pricing of curb side usage in high-demand areas where free parking for visitors is oversubscribed based upon market demand and users willingness to pay.



Deleted: highest

Variable pricing or adjusting the price of parking has been used to successfully promote turnover and achieve an appropriate level of occupancy. A higher cost discourages long term users such as commuters or employees from parking on the street, and a lower cost can encourage more people to park on the street. Businesses in the vicinity benefit by the availability of on-street public parking which may be used by customers. Demand for off-street parking spaces may increase when the on-street prices and off-street prices become closer in range. Incremental steps to transition to variable pricing could include installation of appropriate technology/equipment with better data reporting features and multiple payment options, and expanding meter hours where appropriate. Clear communication of pricing information is important with variations in pricing clearly marked and easy to understand. Variable pricing should be

applied on a commercial district basis within prescribed time periods and reviewed on an annual basis. These practices should be undertaken with the ultimate purposes of policy #3 in mind: managing the on-street parking supply to enhance proximate residences and businesses.

Implementation Actions:

- a. Enact the appropriate ordinance amendments to install and implement multi-space parking meters and/or other current technology, including pay by cell phone technology to increase efficiency and payment options for customers.
- b. Establish 85% as an ideal on-street occupancy rate in areas of high demand outside the RPP zones so that the curb space is operating as efficiently as possible.
- c. Develop practices, including variable pricing policies, time limitations and legally permissible use designations that will optimize the usage of the curb space in commercial areas.
- d. Create a pilot project in one Metro station area to test the effectiveness of the variable pricing policy.
- e. Extend the hours of meters when appropriate, and add meters where necessary, in commercial districts where restaurants and other businesses generate nighttime or weekend demand that over-subscribes the on-street parking supply. Similarly the hours and rates of meters should be reduced when demand falls significantly below the 85% occupancy standard. When determining appropriateness, consult with businesses and residents and according to developed criteria. Take into account demonstrated demand, nature of nearby land uses, the availability of alternative parking options, including nighttime and weekend paid parking, and any other relative factors. Match the meter time limits with the desired duration of parking in the district.
- f. Develop and implement communications strategies to ensure that users of metered spaces can easily understand pricing in effect for a given meter.
- g. Use pricing and time restrictions, when appropriate, to allocate the duration of curb side uses in a manner tailored to the extent of demand. When determining appropriateness, consult with local businesses and residents. Curb usage should be free when the demand for the curb is lower than the supply; time restrictions should be used to balance curb usage between various users in low demand areas; curb usage should be prioritized and appropriate fees charged in high-demand areas.

Deleted: (

Deleted:)

Deleted: This should be done in

Deleted: ation

Deleted: including, but not limited to:

Deleted: and

Deleted: in consultation with local businesses,

Deleted: :

Deleted: c

Comment [D2]: Action g was previously listed under Policy #1.

Deleted: h. . Implement appropriate measures for pricing of curb side usage in high-demand areas where free parking for visitors is oversubscribed based upon market demand and users willingness to pay.¶

Deleted: <#>Strive to achieve a rate of less than 1% out-of-service meters per day within FY 2010 and reduce this amount by .05% each year for the following five years¶

<#>Reduce the amount of complaints regarding malfunctioning meters from .99% (complaints per total number of meters) in FY 2009 by .1% each year for the following five years.Reduce the time for repairing parking meters from 85% repaired within 24 hours (FY 2009 levels) to 100% repaired within 24 hours by FY 2011.¶

<#>Increase a customer satisfaction rating for on-street metered parking by 5% from a 2009-2010 baseline condition to be established.¶

Formatted: Bullets and Numbering

Performance Measures for Policies 1 through 5:

1. Reduce the frequency of complaints regarding malfunctioning parking meters and strive to achieve 100% repair of malfunctioning meters within 24 hours after a complaint is received.
2. Seek to achieve an average 85% occupancy level of on-street parking in metered areas throughout the hours of meter operation in each commercial and high-density district, based on periodic occupancy surveys. (Note that optimization of occupancy levels will require tools such as variable pricing.)
3. Annually track the parking meter violation rates within commercial and high-density districts and seek to reduce rates below the year 2007-2009 average levels.
4. Regularly monitor resident awareness of the existence and methods to use new on-street parking technologies (multi-space meters, iPark, pay by cell, etc) and seek to achieve at least a 50% awareness level by 2013 with annual increases of at least 5% a year.
5. Annually track the number of residential blocks participating in the Residential Permit Parking Program.

Off-street Parking

Off-street parking garages and surface lots provide a critical function in providing short-term parking for certain retail functions, but more customarily daily and long-term parking for multi-family residences, office buildings, hotel facilities and other work sites.

The private sector provides most of the off-street parking in Arlington, a policy and practice that is likely to continue in the future. This works well for the office, residential, hotel and retail markets. In fact, in the Rosslyn-Ballston corridor there are over 60 garages in office buildings that provide public parking which efficiently supplements the on-street parking which is limited by the extent of the curb space. Additional wayfinding signage and promotional materials are needed to publicize these facilities to the general public.



Currently the County contributes to or supports the operation of six garages for the general public and should increase the number of County supported facilities only when the private sector is unable to provide the service, and the adjacent on-street parking supply is very limited in quantity. The County has provided and even subsidized public parking in the past in areas needing revitalization.

Deleted: In fact t

The quantity, configuration and management of off-street parking are generally regulated by Arlington's Zoning Ordinance. The Zoning Ordinance establishes two types of zoning standards, by-right and special exception. Under by-right zoning, uses and development standards are determined in advance and specifically authorized by the Zoning Ordinance. The Zoning Ordinance defines the by-right minimum parking requirement for all zones and uses in Arlington. The minimum parking requirement and regulations for configuration are intended to ensure compatibility with surrounding land uses and to minimize off-site parking conflicts.

Special exceptions are provided for in the Zoning Ordinance, and require specific case-by-case approval.



Arlington County recognizes two main types of special exceptions: use permits and special exception site plans. The special exception process allows more flexibility in development form, use, parking and density than that permitted by right in a zoning district and plays an important role in supporting the land use and transportation policies that encourage sustainable development. Special exception projects are allowed in designated zoning districts in Arlington. In special exception projects, the number of required parking spaces and their configuration can be adjusted in coordination with other aspects of the project under the

Deleted: in particular

Deleted: . The special exception process

Deleted: site plan

Deleted: (hereafter called site plans),

Zoning Ordinance standards.

This approach has been used since the 1960s as part of the County's smart-growth program. The County consciously chose to construct underground Metro lines with closely spaced stations and develop a dense urban environment around the stations. These land use policies have been supported by investments in multimodal infrastructure, and an emphasis on mixed-use development with street-level retail. The

Deleted: process

resulting transformation of a suburban low-density commercial area into a bustling, vibrant live-work environment has enriched the lives of residents and workers while allowing growth to occur in a lower-impact, environmentally-conscious manner. Today, over 90% of Arlington's commercial office development is concentrated in the urban corridors. Low-density neighborhoods, especially single-family residential areas, and green spaces are preserved outside the Metro corridors. Recent policies have also encouraged developing selected commercial areas outside of the Metro corridors, such as Shirlington and Columbia Pike, through appropriate land use policies and improvements in above-ground transit.

Deleted: smart

As Arlington has grown, County policies and resources have been directed to encouraging the use of alternative modes of transportation. The County has, among other things, contributed greatly to the expansion of Metrorail and Metrobus, created the ART bus system, developed an extensive bicycle and walking network, and expanded Arlington County Commuter Services (ACCS) to assist residents, employers, employees, and visitors with their transportation needs. With 34,000 additional residents and 57,000 additional jobs projected to locate in Arlington between 2010 and 2030, the County is encouraging sustainable growth by encouraging reduced dependency on single-occupant vehicles (SOVs).

Despite the foregoing plans and policies, there remains great interest in and around high-density areas for free or subsidized parking, especially from owners and patrons of retail businesses but also from commuters and residents. The special exception process, used in combination with other policies, allows the County to balance this demand with other County needs and direct resources to address the demand in a more efficient manner and by providing for beneficial public amenities and a healthier environment.

Deleted: However, t

Deleted: re-

Deleted: satisfy that

Although separate, lower minimum parking requirements for special exception development are set forth in the Zoning Ordinance, these standards may be further modified by the County Board. In areas that are rich in travel choices, the flexibility of these standards permits a parking requirement that takes into account other factors including, but not limited to, site location, Transportation Demand Management (TDM) measures, trends in parking demand, and management strategies of parking spaces.

Deleted: a

Deleted: standard

Deleted: is

Deleted: this

Deleted: under ordinance standards

Deleted: processes

Two types of flexible policies and practices are evolving through the special exception process: the concept of considering parking demand from a neighborhood perspective rather than on a site-by-site basis and the concept that developers are responsible for not simply providing facilities for the tenants who drive to work or who live in the building, but also facilities, such as bus stops, transit subsidies, bike racks and showers for those building occupants who use an alternative mode of transportation.

The concept of looking at parking from a neighborhood perspective, takes advantage of shared parking, which can be applied in two ways. Traditionally the parking supply for a building's tenants and visitors has been provided on-site, but sometimes building parking on a particular site may be physically constrained, prohibitively expensive to construct, or counter to some other County goal. Conversely, some land owners find market conditions and/or site characteristics that make additional parking construction worthwhile on a given site. Therefore, in appropriate cases the County will consider allowing shared parking, which may result in some off-site parking, between buildings that are within a short walking distance of one another (within 1/8 mile). This type of shared parking can be accomplished formally through a voluntary off-site agreement when buildings are in the planning phase. Positive effects of such sharing of parking can include productive use of otherwise unused spaces, preservation of historic buildings, and the ability to construct buildings on constrained sites at a reasonable cost. This practice also provides the opportunity for more optimal use of land by building more parking on sites where it would be more efficient to construct and operate and building less parking where it would be less efficient to do so (for example, it may reduce the need or desire to construct only partial underground parking levels).

Deleted: first

Deleted: is

Deleted: optimum

Another, less formal, shared parking concept is when a building with excess parking opens up its garage for public parking. In the Rosslyn-Ballston corridor, there are over 60 private garages open to the general public during regular business hours. This approach to shared parking facilitates the provision of a major public parking supply by the private sector, thus greatly reducing the need for use of public resources for parking. This supply makes it easier for the County, in exceptional circumstances, to reduce or eliminate parking requirements to achieve other County goals.

Traditionally (as is the case with Arlington's by-right ordinance) the private sector has been required to provide infrastructure only for its driving tenants by building on-site garages or surface lots with new buildings. However, in a multimodal environment, the building occupants travel by many modes. The County has used its special exception process to allow developers to provide for non-driving tenants and visitors as part of their development. Instead of providing solely parking (as is the case in the by-right Zoning Ordinance), the developers are able to contribute to the transportation infrastructure and services supporting these other modes, and reduce their parking requirement.

The amount of parking required for a building's tenants and visitors is often debated. MTP goals and policies encourage a wide variety of transportation options, and point to a future with a smaller proportion of SOV trips and an increase in use of non-motorized modes of transportation. ~~In addition, the amount of shared parking that exists in a given area greatly affects an individual site's parking needs.~~ Therefore, the practices and precedents for applying parking requirements should continue to adapt to circumstances in Arlington and to circumstances particular to each site. Adjustment of parking requirements must go hand-in-hand with facilitating and increasing support for other modes of travel through TDM measures and enhanced provision of transportation infrastructure.

Deleted: However, situations change and supply and demand is difficult to predict over the long term.

Another public concern regarding off-street parking is the quality and usability of the parking facilities that are built. The Arlington Zoning Ordinance and Building Code specify certain dimensions for parking spaces, drive aisles and other garage characteristics that affect their quality and usability. Those specifications should be strictly adhered to and additional design characteristics such as lighting, signage and accessibility must also be considered in garage design and operation. County staff should assist garage designers and operators in identifying best practices and other design guidance that should be used.

Policy 6: Ensure that minimum parking needs are met and excessive parking is not built. Divert resources saved by reducing excess off-street parking to other community benefits.

Parking facilities are a basic part of the community's transportation system. They profoundly influence economic viability whether connected to an office, retail, residential, institutional, or mixed use building or complex. They are extremely expensive to build and how the facilities are priced can influence how their users travel. ~~The community at large, motorists and the development community, benefits when the right amount of parking is built in off-street parking facilities, because building the right amount of parking encourages efficient transportation patterns, reduces the demand on existing transportation facilities and the need to expand or improve them, contributes to a reduction in long-term environmental hazards, enhances the marketability of buildings, and allows the construction of less costly, more efficient buildings thus encouraging economic growth and other community benefits.~~

Deleted: When users can immediately experience the true cost of parking, they are more likely to adjust their behavior to less expensive and more efficient practices, such as carpooling, public or mass transit usage, walking or biking.

Typically, building plans evolve after approval through the final building engineering process which can result in minor changes to the amount of parking spaces approved during the special exception process.

Modifications to approved parking space quantities or dimensions require a lengthy review process when there is a difference in the quality or quantity of parking provided.

Implementation Actions:

- a. Continue the practice of using the Zoning Ordinance to establish the appropriate minimum off-street parking requirements for by-right buildings. Use the parking ratios specified in the Zoning Ordinance (which are based in trip generation studies, partly modified by anticipated modal shift) as a starting point for evaluating off-street parking needs in special exception projects.
- b. Determine off-street parking demand in special exception projects based on the expected travel pattern of users of the site. Factors influencing parking demand include TDM measures affecting the site, local market pricing and management of the parking facility, access to infrastructure and services for public transit and alternative modes, density and the land use mix both on-site and in the area. In establishing the approved parking level for a site, consider the parking demand and parking supply in the immediate area (generally within 1/8th mile of the site), and constraints and efficiencies of parking construction at the project site.
- c. Provide County-owned off-street public parking as appropriate to support other County goals and policies (such as economic development, historic preservation, affordable housing) only when on-street parking spaces in the area are frequently over-subscribed and proximate publicly-accessible privately-owned lots or garages are often close to capacity or otherwise inaccessible.
- d. Develop design guidelines for public spaces in garages to address such features as layout, lighting, accessibility, signage and appearance to assure that the facilities provide for the safety, convenience and comfort of users.
- e. Consider how garages may need to be upgraded to provide facilities for emerging technologies such as plug-in electric vehicles.
- f. Consider revised zoning requirements to reduce the number of some required parking spaces in direct proportion to the conversion of spaces to bicycle, motorcycle/scooter or reserved high-occupant vehicle use.
- g. Encourage parking built in excess of minimum site needs to be managed to enable shared parking and a possible reduction in the parking requirements for nearby parcels.
- h. Ensure that parking levels approved below those amounts set forth in the Zoning Ordinance are ameliorated by shared parking agreements, increased TDM contributions, and/or similar alternative mitigations and community benefits.
- i. Study existing parking ratio requirements to determine if adjustments should be made based upon expected need.
- j. Consider a process that would allow a two percent (2%) range within which the amount of parking could be adjusted administratively, after County Board approval, to accommodate typical design modifications that during final engineering and construction affect the quality of some parking spaces, where an applicant demonstrates a good-faith effort to meet the approved parking conditions and where the project otherwise meets the standards and agreements for parking configuration.
- k. Support an on-going research program to assess the appropriate parking supply for the County's diverse types of neighborhoods and unique mixed land uses and to add to the understanding of the parking dynamics in the County. Include in this program periodic surveys of property managers or garage operators to collect data on garage utilization.

Comment [D3]: Previously Implementation Action 11b

Deleted: All reductions in parking requirements would be recorded in the site plans of both the "donor" building and the "receiving" building.

Deleted: <#>Conduct a survey of property managers or garage operators to periodically collect data on garage utilization. ¶ Create

Formatted: Bullets and Numbering

Policy 7: Discourage off-street surface parking, particularly when it is located between the curb and the building face.

The social, environmental and economic costs of surface parking (as distinguished from on-street parking or parking garages) have been well documented. Surface parking lots harm the environment and waste valuable land, which could be put to a “better” use. When placed between the curb and the building face, surface lots also impede the establishment of an attractive pedestrian environment and disrupt the urban fabric, particularly in the primary transit corridors.



Pedestrians should not have to walk through a parking lot in order to access a structure. Some planning documents, such as the Clarendon Sector Plan and the Rosslyn-Ballston Streetscape Plan, recommend reasonable restrictions on the configuration and screening of by-right surface parking to limit the negative effects of surface parking. Along arterial streets, and in commercial areas, build-to lines and building envelope standards have been adopted to achieve the desirable street cross-section and character. Prohibition of surface parking lots between the curb and the building is common practice for special exception projects. Where it may not be feasible to entirely eliminate surface parking due to cost or site constraints, impacts on pedestrians and the environment can be reduced by locating new parking lots to the side or rear of buildings and by the use of appropriate landscaping and pervious paving materials.

Deleted: the

Implementation Actions:

- a. Discourage off-street surface parking located between the curb and the building face for special exception and County projects, especially within the primary transit corridors and other highly-walkable areas.
- b. Incorporate appropriate additional restrictions, where feasible, on surface lots in high-density and medium-density by-right zoning districts and along arterial streets.
- c. Require direct access from building entrances to public sidewalks in lower-density districts, while allowing placement of appropriately-screened parking lots to the side or rear of buildings. Determine whether ordinance changes may be needed to promote direct sidewalk access in all newly-constructed commercial and multi-family buildings.
- d. Study best practices for regulating off-street surface parking in low-density residential areas to determine if additional regulations could protect neighborhood character and sustainability.
- e. Encourage the voluntary removal of imperviously-paved surface parking area, which is in excess of the zoning requirements, where ample on-street parking is available.

Deleted: Encourage

Policy 8: Allow reduced parking space requirements for new development in close proximity to frequent transit service and exemplary access by non-motorized travel modes and car-sharing vehicles. Require enhanced TDM measures for developments with reduced quantities of parking. Allow site plan and use permit developments to cooperate with each other to meet off-street parking requirements.

When projects are located in areas with diverse transportation options, the special exception process (i.e. site plans or use permits) is used to identify adjusted parking needs and appropriate TDM measures to better serve residents or commuters. This is partly reflected in lower parking ratios in the Zoning Ordinance for special exception development. The special exception process may also be used to identify ways to satisfy the parking requirement and use existing and new parking spaces more effectively. The

Deleted: site plan

Deleted: unique and creative

implementation actions related to cooperative arrangements are included with the other shared parking implementation strategies under Policy 9.

Implementation Actions:

- a. Ensure that, with special exception projects, adequate and appropriate parking is provided for the anticipated drivers of single-occupant vehicles (SOV), carpools and vanpools, and use conditions and measures that support and encourage the use of alternative modes of transportation.
- b. Approve special exception projects with reduced quantities of parking only where TDM measures are provided in keeping with County Board-approved guidelines and where the specific circumstances make reduced parking appropriate. TDM strategies should ensure that increased use of alternative modes of transportation and decreased use of private vehicles is consistent with the magnitude of reduction from the by-right parking requirement.

Deleted: an

Deleted: to be

Policy 9: Maximize the sharing of parking spaces, including in private parking lots and garages, by various users throughout the day and night. Discourage assigned parking. Balance shared parking goals with the preservation of neighborhood character in church, lodge and school parking lots in residential areas.

The sharing of parking spaces enables a garage to be used to efficiently throughout the day.

The types of shared parking encouraged in Arlington County are:

- Complementary Hours: Parking spaces can serve more than one set of users with different peak/usage hours, e.g. residential and office visitors are complementary users.
- Off-site Agreements: A garage or parking lot with more spaces than are required to serve its intended users can contract to serve another defined set of users with similar peak/usage hours.
- Public Parking: A garage or parking lot with a surplus supply, i.e. more spaces than are required to serve its intended users, can open its spaces to the public during peak/usage hours.
- Unreserved Spaces: By limiting the amount of reserved spaces, a garage or parking lot can accommodate more parkers.

The first three types of shared parking address how a garage can be shared with different users either within one building or complex or from different buildings or complexes. Sharing between buildings is based on the concept that most people are generally willing to walk up to 1/8th mile from where they park their car to their destination. The fourth type of shared parking addresses one way a garage can be managed to insure that most of the parking resources are shared within the garage.

Vacant parking spaces may indicate underutilization of an expensive commodity. Maximum utilization of parking spaces occurs when spaces are shared by various user groups instead of being assigned and/or reserved for specific users. Excess parking includes spaces that are vacant for any part of the day or week. For example, excess parking supply in office garages may be identified after office hours on weekdays and all day on weekends. This excess parking may be utilized by sharing with users with demand during complementary hours. Complementary users of a single garage or parking lot can be located in the same building or in various developments (the latter case may require off-site agreements). Sharing by complementary users may be planned prior to construction or may be implemented when excess supply is identified after the parking spaces are built.

The overall number of parking spaces that are constructed can be significantly reduced when uses with complementary hours, such as office space and restaurants, are located in close proximity and are permitted to share parking spaces rather than each provide their own. Shared parking provides societal benefits by reducing costs for parking construction and maintenance, as well as minimizing resource consumption for surface lots or garages. It allows land owners with the least expensive construction cost to serve neighbors at lower expense. Properties such as churches can also gain needed revenue through rental of spaces that would otherwise go unused in off-peak times. A recent amendment of the Zoning Ordinance allows better utilization of parking lots in places of worship in times of normally low usage provided that certain conditions to protect adjacent residences are met.

Parking spaces serving visitors to retail, office and residential buildings should be open and available to the public whenever demand is likely to exist (recognizing this is hardest to achieve in residential buildings). These off-street public parking spaces complement the on-street parking in the vicinity.

Deleted: (though the latter not as often as the others) are encouraged to

The convenience and adequacy of all shared parking arrangements are increased by appropriate wayfinding and security measures. Arlington, like any other urban community, must address the security needs of workers, residents and visitors. Whenever feasible, building design should be used to accommodate those security needs while still accommodating shared parking. For example, building access controls should be placed between the garage and occupied portions of the building, rather than at the garage entrance. When absolutely unavoidable, however, the County accommodates restrictions on parking necessitated by unusual security needs. Preparing for this contingency is part of the reason for encouraging public parking in many alternative locations.

Deleted: helped

Implementation Actions:

- a. Provide adequate wayfinding signage and information dissemination to identify off-site parking options when no on-site parking spaces are available.
- b. Plan for shared parking when approving garage designs and selecting and installing technology, including security and gate access equipment.
- c. Identify complementary users for parking spaces to maximize utilization during 24 hours a day, 7 days a week and encourage agreements between private owners.
- d. Promote overnight sharing of spaces in office garages with local residents to support other County policies such as affordable housing and historic preservation.
- e. Facilitate the sharing of parking spaces that are underutilized at their associated use (e.g. places of worship, or lodges). Utilize the special exception process to evaluate potential impacts upon adjacent residential areas and to establish appropriate mitigation measures in such cases.
- f. Require County owned and County leased properties in commercial areas to offer shared parking for public access after regular hours of operation if sufficient demand for parking exists and provided that public access would not create security concerns.
- g. Allow off-site options to satisfy part or all of the parking requirement, including off-site parking agreements and through in-lieu contributions, particularly for those new developments on sites that are unsuitable for structured parking (e.g. small sites, sites with historic preservation concerns, etc.), developments otherwise unable to meet their parking requirement on their site, and existing developments with excess parking capacity to consider shared parking.
- h. Facilitate agreements between owners of development sites within one-eighth mile of each other to merge or pool their parking supplies, thus taking advantage of cost and space efficiencies gained through larger garages. Allow agreements between owners of adjacent parcels to provide for phased construction or future sharing of the garage by using knock-out panels. All reductions in parking requirements should be recorded in the site plans of both the “donor” building and the “receiving” building.

Deleted: would

- i. Develop, where feasible and appropriate, additional mechanisms that will enable by-right developments to share parking with other developments to meet their parking requirement.
- j. Encourage, in areas with insufficient parking resources, visitor and customer parking spaces provided by commercial or mixed-use developments be expanded to be available for public use to the extent that it does not interfere with the intended use.
- k. Discourage non-residential developments from reserving spaces for individuals or groups (for example by nesting spaces) to reserve spaces for specific users or user groups. Limit the amount of parking spaces reserved for individual users to no more than 20% of the total parking supply.
- l. Create a web-based information network through which motorists can locate, in real time, those public garages and on-street parking areas with empty parking spaces. Create a pilot project in a commercial district in cooperation with the private sector to test the effectiveness of such a system. Provide additional public parking wayfinding signage within and approaching commercial districts as an interim step towards achieving real-time parking availability displays.
- m. Build, maintain and/or operate public parking facilities only when a community parking need (including needs of County facilities and of private retail establishments) is not adequately addressed through on-street parking or the private provision of off-street parking. On County operated parking lots and structures, maximize availability to the public, prioritize spaces for users of County and APS facilities and maximize efficiency and shared use, with a target of 90% occupancy. Use market-based pricing as a primary tool to achieve efficient use and allocation of spaces. Also consider such factors as adjacent on-street meter costs, recovery of maintenance costs, service to the primary use of the site and management of after hour community demands when setting appropriate fees in publically-operated parking garages and lots.

Deleted: Explore whether

Deleted: would

Deleted: that

Deleted: they don't

Deleted: 85

Policy 10: Encourage the separation (“unbundling”) of the price of parking from the price of owning, renting or leasing a housing or office unit. Discourage subsidized parking for residents or commuters.

Currently, in many residential and commercial buildings, the price of the parking is incorporated (or bundled) into the rent, lease or purchase price of the housing unit or office space. This practice makes it difficult, if not impossible, for a resident or office tenant to make a conscious choice of whether or not to purchase on-site parking with their residential unit or office space; and thus it provides a disincentive to drive less, and use other travel modes more often. “Unbundling” is the practice of separating the price of parking from the price of renting or owning a housing or office unit. It allows price to enter into users’ decision-making processes about how they travel and thus moderate the demand for parking by offering the option to save them money. When users can immediately experience the true cost of parking, they are more likely to adjust their behavior to less expensive and more efficient practices, such as carpooling, public or mass transit usage, walking or biking.

Deleted: reduce parking and driving

Comment [D4]: Moved from Policy 6

Experience in Arlington and around the country has shown that when residents or employees must pay the true cost of parking, it increases their use of other modes of travel and reduces the demand for parking by 10% or more. This can benefit the user through monetary savings, benefit the community through reduced traffic and pollution, and benefit the developer through offering a price advantage in the marketplace. This strategy is especially appropriate in Arlington which has a convenient array of many travel options and commuter services to help residents, employees, and property managers in using them.

Thus it is the County’s policy to encourage unbundling parking from the price of housing or office space, and to discourage parking subsidies which provide an incentive to park and drive versus using other transportation options.

Office Parking Unbundling

Many, though not all, property managers in Arlington will unbundle parking from the office space lease, thus allowing tenant companies to lease less parking if they wish to save money. It is the County's policy to encourage this practice. However, many employer tenants have a practice of subsidizing parking for their employees as a benefit, which is, offering the parking to them at less than the prevailing market rate, which is often an inducement to drive. A better practice is to offer a tax-free transit benefit or as a transportation allowance equal to any parking subsidy that employees may "cash out" and take as a benefit if they carpool, bike, walk, or telework. Unbundling parking supports this practice.

Residential Unbundling

Many residential properties in Arlington currently bundle parking with the price of the unit, having the effect of subsidizing the seemingly "free" parking, and making it mandatory for residents to pay the cost of parking, even if they may not want it. Unbundling the parking would allow a resident the option to choose a unit without parking for a significantly lower price. One in seven Arlington households does not own a car, and, as the County continues to urbanize and transportation options increase, this number is likely to grow. Unbundling can make the cost of housing more competitive for specific projects and also provide more affordable options in the county generally. This provides broadened appeal to the growing, young market segment, to older residents no longer capable of driving, and also supports efforts to provide affordable housing to those who have limited financial means. In a condominium property, owners should have the option to buy at a lower cost without parking or with less parking, and should be allowed to rent or sell their spaces to others in the building. Additionally condominium building management should be allowed to own parking spaces and rent them to residents or use them for building visitors.

Deleted: or

Deleted: the

Where high density properties are adjacent to lower density neighborhoods, the County should take into consideration the potential for overspill of parking demand from unbundling and provide protection to the neighborhoods.

Implementation actions:

- a. Evaluate offering to County employees who work in areas where paid parking is the norm and where a range of viable travel options exist, parking at market rates, an equivalent tax-free transit/vanpool benefit or a "cash out" payment equal to the market rate of parking if the employees choose to not use the provided space or transit benefit.
- b. Encourage unbundled parking in residential facilities funded with County subsidies. Work with federal, state and non-profit partners to eliminate regulatory barriers to unbundled parking for committed affordable and supportive housing projects.
- c. Encourage unbundled parking in special exception office development projects. Where appropriate, craft conditions that encourage unbundling at the level of the employee and discourage subsidy to them. When that is not feasible, craft conditions that at least encourage unbundling of parking costs at the building tenant level. Develop standard site plan condition language to achieve this goal.
- d. Encourage unbundled parking, and discourage lease or sale of the parking at a subsidized price, in special exception residential developments within ¼ mile of a Metro station or major transit facility. At a minimum, encourage building owners to allow residents who are assigned

Deleted: , use the project approval process to

parking to sublet the parking space to another user and recoup the cost. In condominium buildings, ensure that parking spaces can be separately subleased or sold and that the condominium owners association can own parking spaces and rent them to residents and building visitors. Develop standard site plan condition language to achieve this goal.

e. Encourage unbundled parking in special exception residential projects not within ¼ mile of a Metro station or major transit facility, when it is not likely to result in overspill onto unmetered on-street parking.

f. Study building construction and parking management best practices for promoting unbundled parking and share findings with the development industry. Examples include placing building access control between the parking area and the rest of a building so that non-residents can park in the garage and not have access to the building, or developing condominium rules that allow rental of parking spaces to those from outside the building.

g. Study the effects of unbundling on automobile ownership and usage, housing affordability and its impacts on nearby streets and neighborhoods.

Policy 11: Reduce or eliminate parking requirements for specialized projects near transit nodes when they advance related County transportation goals, such as lowering the cost of transit-proximate housing dedicated to those who cannot afford a private vehicle, making available underground space for a new subway entrance, or adding retail amenities to a transit stop. Tailor TDM measures for such projects appropriately.



Unusual situations sometimes occur in which parking should be reduced or eliminated near (within one-quarter mile of) transit nodes in order to advance community goals. The reduction of parking requirements for projects that enhance adjacent transit facilities can produce a large societal benefit by channeling construction resources away from unnecessary private parking towards transit facilities that benefit the entire community.

Research has documented that access to transit networks and other public or shared transportation helps residents of affordable housing units to reduce their transportation costs by reducing or eliminating the need to own a private vehicle. This is especially important for affordable living as the two largest costs to a household are housing and transportation. A 2009 study documented that the combined burden of housing and transportation costs in Arlington averaged 39 percent of the median income which is the lowest of any jurisdiction in the Washington, D.C. region¹.

Because there is a demand for low-cost housing without included parking, the amount of parking provided can be reduced below the standard, and the per-unit cost of building affordable or senior housing can be significantly reduced due to generally lower auto-ownership rates amongst lower-income

¹ *Beltway Burden*, ULI - the Urban Land Institute, 2009

households. Reduced parking requirements for affordable units will lower construction costs which could lead to lower rents.

The County has also approved projects with reduced or no parking in extraordinary situations warranting the exception. For example, buildings in which parking construction is infeasible but where parking demand is expected to be especially low (such as retail amenities at a transit facility and near a public parking garage) have been relieved of parking requirements.

It is critical that TDM measures and transit support be adequate to assure that the transit/TDM infrastructure is in place for the residents and building tenants to use. TDM measures and transit improvements should be agreed upon and enforcement mechanisms should be established at the time of building receives site plan, special exception or other County approval.

Implementation Actions:

- a. Develop guidelines for adjustment of parking requirements for affordable housing and other unique projects near transit nodes when adequate TDM measures and transit support are provided. Incorporate these guidelines into a County Board-approved parking policy document. Reduce or eliminate parking requirements as appropriate in accordance with these guidelines.
- b. Work with federal, state and non-profit partners to reduce or eliminate any regulatory parking requirements for committed affordable or supportive housing near transit.
- c. Use comprehensive planning processes such as sector planning efforts to identify special opportunities for development with reduced or eliminated parking requirements.

Policy 12: Provide opportunities for off-site parking provision in commercial centers through the establishment of programs in which a property owner pays a fee to the County or another parking provider in lieu of providing all required spaces on-site.

Columbia Pike’s Form Based Code allows the payment of a fee in lieu of providing all the parking spaces required by the Zoning Ordinance. In-lieu fees may be used to finance the construction and management of parking spaces in centrally located public garages that serve various developments, including ones that opt for in-lieu fees instead of providing on-site parking. Thus in-lieu fees allow consolidation of parking spaces and maximization of parking use. While Arlington County policy does not encourage the building of publicly owned or managed garages, the County may use this revenue to finance publicly accessible spaces in appropriate private garages.



Deleted: <#>Revise zoning requirements to reduce the number of some required parking spaces in direct proportion of converting spaces to bicycle, motorcycle/scooter or reserved high-occupant vehicle use.¶

Implementation Actions:

- a. Allow developers to pay in-lieu fees for provision of off-site parking spaces where appropriate, generally in conjunction with then existing plans and procedures for the use of such fees.
- b. Develop a County plan to fund the construction of additional parking spaces in new developments at identified locations to provide public parking. Such public parking spaces would be paid for through payment of in-lieu fees from previously-approved or future developments and would serve the tenants/visitors of these developments. Spaces should not be reserved for specific tenants or tenant groups.

Deleted: strategic
Deleted: short-term
Deleted: These
Deleted: would

- c. Review the effectiveness of the in-lieu fee program on a regular basis and make adjustment to the program, including revisions to the fee amounts, to ensure that the spaces are being provided in the most cost-efficient manner.

Policy 13: Provide travel options for persons with disabilities through reserved access to curb space and dedicated off-street parking, with enforcement.

Reserved parking for people with disabilities ensures safe and equal access to goods and services.

Mobility impaired persons with limited mobility require parking spaces in close proximity to their destinations and therefore should be allotted the parking spaces closest to primary building entrances.

Deleted: Disabled

On street parking may be reserved by request for a disabled person who does not have accessible off-street parking for their residential unit, place of employment or public facilities (including government building, transit station or place-of-worship.) At this time no ADA-standards exist that define what accommodations should be made for accessible on-street parking spaces. Absent national standards the County utilizes best practices when providing disabled-reserved on-street spaces. In higher density commercial districts, when possible, one space per 360 to 440 feet (linear distance between spaces) should be reserved for handicapped access. In residential areas, residents may request parking space to be reserved for a person with disabilities, if the residential unit in which the disabled person resides does not have off-street parking allocated to the disabled person’s residential unit, or if the off-street parking does not provide barrier-free access from the parking area to the residential unit.

In 1998, the County, after close coordination with representatives from the disabled community, adopted a policy that ended free use of parking meters by persons with handicapped parking permits. The change removed the chief incentive for fraudulent use of such spaces. In addition, the number of reserved meter handicapped spaces was tripled and the allowable time on those meters was increased to twice the standard time.

For off-street parking in new garages, ADA access standards and the International Building Code dictate the number of accessible parking spaces based on the total number of spaces in the lot/garage. Accessible parking and passenger loading zones require aisles alongside parking and pull-up spaces and higher vertical clearances to accommodate vans equipped with lifts. Spaces must be appropriately designated and connected by an accessible route to the entrance.

Implementation Actions:

- a. Assure that the County’s policies are in keeping with the latest ADA standards and guidelines and the policies evolve as new federal ADA guidance is issued.
- b. Continue to dedicate on-street parking for persons with disabilities in high-usage commercial districts and upon request elsewhere where appropriate and when the County’s criteria are met. When possible, provide a passenger loading area, with handicap-accessible curb ramp, that can serve paratransit vehicle loading at new high-rise residential buildings.
- c. Continue to work through the development process to ensure that required accessible parking is provided on-site and that at least some adjacent on-street spaces are designed to be usable by persons with disabilities.

Deleted: standards are adopted

Performance Measures for Policies 6 through 13:

1. Achieve at least a 70% awareness level by retail and restaurant patrons of the publicly available off-street parking facilities in the County's commercial/mixed-use districts as measured by periodic community surveys.
2. Achieve a 90% occupancy level of the public and private garages during their peak hours.
3. For buildings with TDM programs, reduce the percentage of employees who receive a full or partial parking subsidy from their employers by at least ½ a percentage point each year from a 2009-2010 baseline condition to be established, as recorded by surveys of employers.
4. Regularly track the percentage of parking spaces within garages that are unbundled.

Deleted: by

Appendix A: Curb Space Management Priorities

How to use this Appendix:

The following tables show potential curb space users, their priority levels (within uses listed in descending priority) and planning considerations. The specific local land uses, both existing and planned, should be considered when developing the appropriate curb space management priorities for a given street and may take precedence over the more general guidelines provided in this Appendix.

This appendix is meant to provide guidance for the most common situations, but cannot envision every possible permutation of curb space need. It should be used in conjunction with the policy guidance set forth in the on-street parking section of the MTP

When considering how to allocate a particular curb-side area it should first be determined which table (high, medium or low-density) in this appendix best approximates the surrounding land uses. Then, using that table, the space should generally be allocated to the highest applicable use. If based on their professional judgment, County staff allocates the curb space in a manner different than the table would suggest, a clear rationale for deviations from the table should exist. Appropriate rationales could include: the impracticality of the use of the space for the identified purpose, topology, site lines, traffic flow patterns, lack of similarity between the curb site and the typical curb in the area identified in the appendix, or unusual curb space demands generated by nearby land uses.

Deleted: there should be

Table A-1 High-Density and Commercial Districts (Including areas such as the Rosslyn-Ballston and Jefferson Davis corridors)



Curb space Use	Priorities and Considerations
HIGHEST PRIORITY – SAFETY	

No Parking Areas due to Visibility and Operational Safety	Parked or standing vehicles can not be situated so that they obstruct clear sight lines and impede safe maneuverability. Clear visibility encourages a free flow of traffic and general safety for pedestrians, bicyclists and motorists in the area.
Fire hydrants	The County Fire Marshal determines the placement of a fire hydrant to supply the required fire flow for the particular adjacent land use. No parking is allowed within 15 feet on either side of fire hydrants. When possible, fire hydrants should be located in places where parking would not normally be permitted (e.g. near crosswalks)
Emergency Access	Parking may be restricted in order to accommodate emergency vehicles.
Curb Nubs	Curb nubs are generally placed at intersections, where sight-line considerations would already preclude other uses. They are placed in order to offer pedestrians a shorter and more visible (and therefore safer) crossing of the street, to discourage illegal parking in the crosswalk and to offer some protection for cars parked on-street.
PUBLIC MULTI-USER VEHICLES	
WMATA and ART Bus Stops	Bus stops should be located to maximize bus service reliability, safety and good access to major destinations. Bus nubs should be encouraged since they reduce the amount of linear curb space needed for bus operations. Evaluate opportunities to share bus stops with other uses during off peak hours of use.
Other Public Bus Service	Public Bus Services, such as Dash, Fairfax Connector, Loudoun County Transit, and Omni-ride should be accommodated principally at or near Arlington's regional intermodal terminals e.g., Rosslyn, Pentagon, Ballston, and Pentagon City. Bus traffic should be managed so as to not adversely affect the quality of the pedestrian experience on adjacent sidewalks.
PERIODIC / TEMPORARY USES	
Taxi Stands	A full-time taxi stand should be located as close as possible to and within visible range of an entrance of each Metrorail station and bus transfer station. Taxi stands should also be located strategically around the County. Taxi stands are encouraged at activity centers (including hotels) and major nodes of the primary transit network. Size and timing of stands will be assessed periodically and will vary by demand.
Metro Station drop-off areas (kiss-and-ride)	Drop-off areas should be as close as possible to and visible from a Metro station entrance. When two or more entrances are present, drop-off areas should be at the minor entrance. Drop-off spaces should only be located in areas of demonstrated need.
Car-share Parking	Generally car-share spaces are located in highly-visible, publically accessible locations and are not located on arterial streets or snow-emergency routes.
Loading and Deliveries	Loading areas when possible will be on-site or located in rear alleys. On-street loading areas will be discouraged. In certain circumstances vehicles which make very short-term and frequent deliveries may be accommodated on-street in assigned loading areas which would be time-restricted.

Semi-public and Private Bus Service	Examine a permit application process for use of the public curb space for bus services either owned or run by private entities, such as the shuttles operated by federal agencies, hotels, and condominiums. Pick-up, drop-off and layover areas should be identified to assure that buses do not block pedestrians, bicyclists and others. May be co-located with Metro drop-off areas, slug lines and other high demand uses.
Slug Lines	Slugging is system of casual carpooling where commuters catch free rides with drivers at designated meeting places, especially when drivers need additional riders to use high occupancy vehicle (HOV) lanes. Slug lines are designated only at peak hours, so can be placed in regular parking spaces with signage showing times of the special restrictions.
Vending	According to Chapter 30 of the Arlington County Code, as amended July 21, 2008, vendors may operate from on-street public parking spaces for periods of no more than 60 minutes at a time. On-street vending areas are established only when there is a compelling need and traffic and parking studies confirm that safety and congestion problems would not occur.
DEDICATED SHORT-TERM AND SPECIALIZED USERS	
Paratransit and ADA drop-off	To accommodate paratransit vehicles and disabled users, at least one ADA-compliant area should be located for drop-off and pick-up at each Metro station as close as possible to the ADA-accessible entrance.
Motorcycles, Scooters and Bicycles	Motorcycles and scooters should be accommodated on-street by striping and signage wherever warranted by demand. Public motorcycle and scooter parking should also be encouraged in all garages. Bicycles will usually be accommodated on the sidewalk, but investigate the possibility of the County putting bicycle racks as part of a bike-sharing program in what may otherwise be parking or no-parking spaces for motor vehicles.
Handicap Reserved Spaces	One space reserved for handicapped access, should be provided when possible per 360 to 440 feet in higher-density commercial districts. Spaces should be next to curb ramps if possible. Time on meters designated for the disabled will generally be doubled.
Short-term Customer/ Visitor Parking	Short-term parking (30-minutes to four-hours) is used where warranted to ensure a steady turnover of parking spaces to enable adequate customer access to businesses and some public facilities including libraries and parks. The type of nearby land use dictates the meter time duration. Short-term meters are used to provide parking to (e.g.) customers and visitors rather than for all-day on-street parking by commuters or employees. Parking signs are used to restrict duration of parking in areas where the competition is less, including low density retail/commercial or office areas, and medium or high-density residential areas where off-street visitor parking is not adequate. Enforcement is critical in order to assure that the desired turnover of parkers takes place.
INTERMITTENT OR LONG TERM USERS	
Tour and Commuter Bus Parking	Areas are designated for short-term tour bus parking and active unloading/loading. Buses are encouraged to use off-street locations for day-long and overnight parking, although some on-street bus spaces may be established in locations where demand is high and off-street locations are unavailable. Site lines and needed visibility of retail signage will be considered in locating bus stops.

Deleted: A
Deleted: will be established
Deleted: of the

Valet Parking	Valet parking is envisioned to serve busy restaurants and retail areas to increase the convenience of off-street parking. As the highest demand for valet parking is typically in the evening hours, the curb space may be allotted to other users at other hours.
Commercial Vehicles	Commercial vehicles (as defined in Arlington County Code §14.2-34) are allowed to park on-street abutting areas not zoned for residential uses.
All-day Parking	Long-term metered spaces and unrestricted curb spaces are appropriate areas for on-street commuter or employee parking, except in areas where residential uses would be negatively impacted, and the area qualifies for residential permit parking. A study is needed to determine whether the parking needs of retail employees should be better accommodated.
Long term Vehicle Storage	Section 14.2-3 of the Arlington County Code prohibits the storage of vehicles for over ten days on the street.

Table A-2 Medium Density Districts (Including areas such as the Buckingham, the Columbia Pike Corridor and the Shirlington area)

Deleted: Lee Highway

Deleted: <sp>



Curb space Use	Priorities and Considerations
HIGHEST PRIORITY – SAFETY	
No Parking Areas due to Visibility and Operational Safety	Parked or standing vehicles can not be situated so that they obstruct clear sight lines and impede safe maneuverability. Clear visibility encourages a free flow of traffic and general safety for pedestrians, bicyclists and motorists in the area.

Fire hydrants	The County Fire Marshal determines the placement of a fire hydrant to supply the required fire flow for the particular adjacent land use. No parking is allowed within 15 feet on either side of fire hydrants. When possible, fire hydrants should be located in places where parking would not normally be permitted (e.g. near crosswalks)
Emergency Access	Parking may be restricted in order to accommodate emergency vehicles.
Curb Nubs	Curb nubs are generally placed at intersections, where sight-line considerations would already preclude other uses. They are placed in order to offer pedestrians a shorter and more visible (and therefore safer) crossing of the street, to discourage illegal parking in the crosswalk and to offer some protection for cars parked on-street.
PUBLIC MULTI-USER VEHICLES	
WMATA and ART Bus Stops	Bus stops should be located to maximize bus service reliability, safety and good access to major destinations. Bus nubs should be encouraged since they reduce the amount of linear curb space needed for bus operations. Evaluate opportunities to share bus stops with other uses during off peak hours of use.
PERIODIC / TEMPORARY USES	
Taxi Stands	Taxi stands are encouraged at activity centers (including hotels) and major nodes of the primary transit network. Size and timing of stands will be assessed periodically and will vary by demand.
Car-share Parking	Generally car-share spaces are located in highly-visible, publically accessible locations and are not located on arterial streets or snow-emergency routes.
Loading and Deliveries	Loading areas when possible will be on-site or located in rear alleys. On-street loading areas will be discouraged. In certain circumstances vehicles which make very short-term and frequent deliveries may be accommodated on-street in assigned loading areas which would be time-restricted.
Vending	According to Chapter 30 of the Arlington County Code, as amended July 21, 2008, vendors may operate from on-street public parking spaces for periods of no more than 60 minutes at a time.
DEDICATED SHORT-TERM AND SPECIALIZED USERS	
Motorcycles, Scooters and Bicycles	Motorcycles and scooters should be accommodated on-street by striping and signage wherever warranted by demand. Public motorcycle and scooter parking should also be encouraged in all garages. Bicycles will usually be accommodated on the sidewalk but where demand is great, investigate the possibility of the County putting bicycle racks as part of a bike-sharing program in what may otherwise be parking or no-parking spaces for motor vehicles.

Handicap Reserved Spaces	One space reserved for handicapped access, should be provided per block-face in commercial districts. Reserved on-street spaces may be installed by request where spaces are usually occupied, if no adequate off-street space is identified. Spaces should be next to curb ramps if possible. Time on meters designated for the disabled will generally be doubled.
Short-term Customer/ Visitor Parking	Short-term parking (30-minutes to four-hours) is used where warranted to ensure a steady turnover of parking spaces to enable adequate customer access to businesses and some public facilities including libraries and parks. The type of nearby land use dictates the meter time duration. Short-term meters are used to give priority to customers and visitors over all-day on-street parking by commuters or employees. Parking signs are used to restrict duration of parking in areas where the competition is less, including low density retail/commercial or office areas, and medium or high-density residential areas where off-street visitor parking is not adequate. Enforcement is critical in order to assure that the desired turnover of parkers takes place.
INDIVIDUAL LONG TERM USERS	
Tour and Commuter Bus Parking	Areas are designated for short-term tour bus parking and active unloading/loading. Buses are encouraged to use off-street locations for day-long and overnight parking, although some on-street bus spaces may be established in locations where demand is high and off-street location unavailable. Site lines and needed visibility of retail signage will be considered in locating bus stops.
Commercial Vehicles	Commercial vehicles (as defined in Arlington County Code §14.2-34) are allowed to park on-street abutting areas not zoned for residential uses.
All-day Parking	Long-term metered spaces and unrestricted curb spaces are appropriate areas for on-street commuter or employee parking, except in areas where residential uses would be negatively impacted, and the area qualifies for residential permit parking. A study is needed to determine whether, <u>and how</u> , the parking needs of retail employees <u>could</u> be better accommodated.
Long term Vehicle Storage	Section 14.2-3 of the Arlington County Code prohibits the storage of vehicles for over ten days on the street.

Deleted: should

Table A-3 Low-Density Districts (Including predominantly single-family residential neighborhoods)

Deleted: Residential



Curb space Use	Priorities and Considerations
HIGHEST PRIORITY – SAFETY	
No Parking Areas due to Visibility and Operational Safety	Parked or standing vehicles can not be situated so that they obstruct clear sight lines and impede safe maneuverability. Clear visibility encourages a free flow of traffic and general safety for pedestrians, bicyclists and motorists in the area.
Fire hydrants	The County Fire Marshal determines the placement of a fire hydrant to supply the required fire flow for the particular adjacent land use. No parking is allowed within 15 feet on either side of fire hydrants. When possible, fire hydrants should be located in places where parking would not normally be permitted (e.g. near crosswalks)
Emergency Access	Parking may be restricted in order to accommodate emergency vehicles.
Curb Nubs	Curb nubs are generally placed at intersections, where sight-line considerations would already preclude other uses. They are placed in order to offer pedestrians a shorter and more visible (and therefore safer) crossing of the street, to discourage illegal parking in the crosswalk and to offer some protection for cars parked on-street.
PUBLIC MULTI-USER VEHICLES	
WMATA, ART and school bus stops	Bus stops will be located on residential streets as needed and will be located to maximize bus service reliability, public safety, access to the curb and proximity to major destinations.
INDIVIDUAL INTERMITTENT OR LONG TERM USERS	

Handicap Reserved Spaces	In lower-density residential neighborhoods, reserved on-street spaces may be designated, if no adequate off-street space is identified. Spaces should be next to curb ramps if possible.
Resident parking	Curb space along low-density residential streets, which are not subject to permit parking restrictions, is available for parking by the public at large. On those streets where residential permit parking program requirements are met and the community supports such restrictions then the parking may be limited to use only by vehicles (e.g. residents and guests) with the appropriate permits during those hours when the restrictions are in place. Where and when permit parking restrictions are not in effect, the curb space is open for parking by all non-commercial vehicles
Commercial Vehicles	Commercial vehicles (as defined in Arlington County Code §14.2-34) are only allowed to park on-street in areas not zoned for residential uses.
Trailers, campers and boats	Privately-owned trailers, campers and boats should generally be kept in off-street locations.
Non-vehicle storage	The placement of trash dumpsters, PODS and other storage bins or equipment within the public right-of-way requires an approved County permit. Permits should limit placement in the roadway if an alternative off-street location is available.
Long term Vehicle Storage	Section 14.2-3 of the Arlington County Code limits the storage of vehicles on street to a maximum of ten days without movement.