

Revised Possible Principles to Guide the Working Group's Policy Making

Based on feedback at Working Group Meeting Two, October 11th, 2016 and further refinement from James Schroll. Crossed-out text is text that Working Group members asked to have removed and underlined text reflects either additions or text that has been moved from elsewhere.

Policy Principles to Consider	Related Thoughts, Ideas, or Sub-Principles Mentioned	Related, Existing Arlington Policy
Predictability	<ul style="list-style-type: none"> • We have strong predictability in the Zoning Ordinance • Ensure predictability for developers and the community • Ensure flexibility in the Site Plan process • Can we create something in between, such as flexibility within ranges? 	Residential Parking Working Group Charge
Economics	<ul style="list-style-type: none"> • Recognize that land is the scarcest resource in Arlington. • Parking users should pay parking cost. • Maximize the affordability of housing to households. • Minimize the cost of building housing. • <u>Residents will self-select into buildings without parking.</u> • <u>Don't build more parking than you need</u> • <u>Consider whether there should be different standards for different types of residential development. Different standards for redevelopment of an existing building and construction of a new building. Is there a way to incentivize redevelopment through the Working Group's recommended policy?</u> • <u>Consider whether there should be different parking standards for building reuse and for new building construction.</u> 	<ul style="list-style-type: none"> • MTP Parking and Curbside Management Element Policy 6 • MTP Parking and Curbside Management Element Policy 10 • MTP Parking and Curbside Management Element Policy 11 • Affordable Housing Master Plan Implementation Framework Strategy D • Clarendon Sector Plan (2006), Parking Recommendations • MTP Demand and System Management Element, TDM Strategies, Coordinated Parking Management

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<p><u>Environmental Impact</u> <u>Sustainability</u></p>	<ul style="list-style-type: none"> • Manage negative externalities. • Reduce environmental impact. • Recognize the <u>Talk about the positive externalities of reducing parking supply.</u> • <u>Don't build more parking than you need</u> 	<ul style="list-style-type: none"> • MTP Parking and Curbside Management Element Policy 6 • MTP Parking and Curbside Management Element Policy 10 • MTP Demand and System Management Element, TDM Strategies, Coordinated Parking Management • Clarendon Sector Plan (2006), Parking Recommendations • Pentagon Centre Site Guiding Principles (2008), Parking Section
<p>Safety</p>	<p>People feel safe in underground garages.</p>	
<p>Convenience</p>		
<p>Flexibility</p>	<ul style="list-style-type: none"> • Ensure flexibility to take into account varying demand and the cost of construction at particular sites. • Be aware of cost "break points," with sensitivity to changes in price when a developer must dig another level to provide the required parking. • <u>Consider options for shared parking.</u> • <u>Allowing a certain amount of parking to be built with flexibility for it to be re-purposed later.</u> • Consider whether incentives could motivate developers to produce less parking. • Some sort of incentive structure like our density bonuses for committed affordable units, but where there's a "buy-down" of parking in exchange for the desirable thing built. • Consider whether "Parking credits;" a system where the parking built can be transferred to another building. • Consider using a formula. 	<ul style="list-style-type: none"> • MTP Parking and Curbside Management Element Policy 8 • MTP Parking and Curbside Management Element Policy 9 • MTP Parking and Curbside Management Element Policy 11 • Western Rosslyn Area Plan • Virginia Square Sector Plan (2002) • Crystal City Sector Plan (2010), Policy Directives: Transportation • Clarendon Sector Plan (2006), Parking Recommendations • Realize Rosslyn (2015), Off-Street Parking • Ballston Sector Plan (1980), Transportation, Parking, Long Term Demand • PenPlace Design Guidelines (2014), Guiding Principles, Circulation and & Pedestrian Routes

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<u>Equity Spillover</u>	<ul style="list-style-type: none"> • Policies should be sensitive to effects on on-street metered and residential parking. • However, policy should not cater to spillover concerns. • <u>Be careful about how a policy might shift costs between a land owner who sells a building for development and a developer.</u> 	<ul style="list-style-type: none"> • Affordable Housing Master Plan Implementation Framework Strategy D, Affordable Housing Parking Standards • MTP Parking and Curbside Management Element Policy 8 • Clarendon Sector Plan (2006), Section D.8 Parking • Courthouse (1981) • Pentagon Centre Site Guiding Principles (2008), Parking Section • ACZO Section 14.3.1, Parking and Loading Policy
Fairness	<ul style="list-style-type: none"> • <u>Be careful about how a policy might shift costs between a land owner who sells a building for development and a developer.</u> 	
<u>Don't Build More than You Need</u>	<ul style="list-style-type: none"> • <u>How do we determine "need?"</u> • <u>Why have minimums?</u> • <u>Should we use bedrooms or units for measure?</u> • <u>How do we consider mixed use buildings?</u> 	
Forward Looking	<ul style="list-style-type: none"> • Be innovative and think outside of the traditional. • Even if transportation offerings did not change for a long time, transportation is changing now. • TNCs/ridesharing companies, driverless vehicles, and other services may impact parking. 	Realize Rosslyn (2015), Off-Street Parking