

Edited Residential Parking Working Group Guiding Principles

During Meeting Four of the Residential Parking Working Group on Wednesday, November 2nd, 2016, Working Group Members continued discussion of guiding principles for creating recommended policy under their charge.

After looking at results from an online form about the principles that the Members filled out before Meeting Four, the Group decided to work from a set of six principles that Working Group Member, Rob Mandle, had suggested. The following table shows the principles at the end of Meeting Four, following Working Group Member revisions.

Marked-Up Version	Cleaned Version
Principle #1: <u>Recognize that</u> the amount of parking provided in residential projects is a major cost factor contributing to affecting a project's feasibility, contributing to the high cost of rents-housing and the amount of affordable <u>affordability of</u> housing able to be delivered in Arlington.	Principle #1: Recognize that The amount of parking provided in residential projects is a major cost factor affecting a project's feasibility, contributing to the high cost of housing and the affordability of housing able to be delivered in Arlington.
* Principle #2: Build only enough parking to meet current needs. Right sizing parking leads to more economically feasible projects, more affordable rents/home prices, less driving and associated environmental damage, and an increase in the number of affordable projects that can receive AHIF funding.	[Removed]
Principle #3: Be innovative and flexible with parking policy to allow develop ment <u>ers</u> to rationally respond to site-specific demand drivers, unique conditions obstacles/circumstances, as well as to and future demand. Flexibility is key to keeping development costs down when presented with unique, site-specific considerations. Likewise, the rapidly changing transportation sector may impact car ownership and parking demand in the future.	Principle #2: Be innovative and flexible with parking policy to allow developments to rationally respond to site-specific demand drivers, unique conditions, and future demand.
Principle #4: Provide predictability to reduce uncertain t <u>ly</u> for developers proposing projects and for the community reviewing them. Predictability can remove uncertainty from developer proposals making it easier to predict costs and easier for the community to understand the parking outcome.	Principle #3: Provide predictability to reduce uncertainty for developers proposing projects and for the community reviewing them.

Marked-Up Version	Cleaned Version
<p>* Principle #5: Balance the benefits of reduced driving with the potential costs to support that shift. Recognize that the supply of parking is a factor that contributes to demand, which results in a higher demand for parking. Therefore higher parking requirements will result in higher car use, traffic, and environmental impacts. Reducing parking demand may increase demand on existing alternative travel modes such as bike routes and transit., which reduces the burden on our roadway infrastructure.</p> <p><u>Principle #5: Recognize that reducing parking demand will reduce the impact on our roadway infrastructure. Parking policy must balance the benefits of reduced driving with the potential costs to support the shift to other modes of travel.</u></p>	<p>Principle #4: Recognize that reducing parking demand will reduce the impact on our roadway infrastructure. Parking policy must balance the benefits of reduced driving with the potential costs to support the shift to other modes of travel.</p>
<p>Principle #6: Address potential for spillover into single-family residential neighborhoods, by making concurrent changes to Zoned Parking and Metered Parking policies. Residents in neighborhoods adjacent to the Metro corridors may have concerns about possible impacts to parking demand and availability on residential streets.</p>	<p>Principle #5: Address potential for spillover into residential neighborhoods.</p>
<p><u>New Principle: Recognize that the supply of parking is a factor that contributes to demand, which results in a higher demand for parking. Therefore higher parking requirements will result in higher car use, traffic, and environmental impacts.</u></p>	<p>Principle #6: Recognize that the supply of parking is a factor that contributes to demand, which results in a higher demand for parking. Therefore higher parking requirements will result in higher car use, traffic, and environmental impacts.</p>