

Residential Parking Working Group Open House One and Two



Date/Time: Open House One: Wednesday, December 7th, 2016 5:30 PM to 7:30 PM; Open House Two: Saturday, December 17th, 2016 10 AM to 12 PM.

Location: Open House One: The Navy League Building Conference Room, 2300 Wilson Boulevard. Open House Two: The Connection: Crystal City, 2100 Crystal Drive.

Open House Description

At both events, staff displayed [11 presentation boards](#) that described the following:

- The charge of the Residential Parking Working Group.
- Area of the county where the Working Group and staff's recommended policy would affect development proposals.
- The Working Group's adopted guiding principles.
- Background on Arlington's parking minimum for multi-family residential buildings as found in the zoning ordinance, as well as changes in transportation infrastructure since those minimums were set, as well as facts about parking construction and use in Arlington.
- Highlights from staff's research into parking policies around North America.
- The parking strategies that the Working Group is considering for inclusion in its recommendation.
- Next steps for the Working Group.

Staff encouraged attendees to make comment verbally to staff on hand, to speak with members of the Working Group that were present, by leaving sticky notes on posters, and finally, by filling out a comment form.

A copy of the comment form is included at the end of this document for reference.

Summary of Comment Form Feedback

The first question on our feedback form asked participants which of the Working Group's adopted principles were most important to them and which principles they would add. Though some comments were not directly related to the principles presented, here are the verbatim copies of comments received.

Responses to the Question “Are their other principles that you would include? Which principles are important to you? Are there other principles that you would like to share?”

Housing affordability is a major issue for Arlington. While the neighborhood parking program addresses much of this, and more developments must continue to not be eligible for the program even if they are within the parking zones.

Principle #4 [“recognize that increasing the supply of parking is a factor that contributes to higher demand for driving. Therefore higher parking requirements will result in higher car use, traffic and environmental impacts”] is key. Also must recognize that off-street parking competes with on-street parking. Cannot change off-street supply and policy in isolation. Our on-street mismanagement is sabotaging our attempts to manage off street.

Dedicated parking for residential and commercial development to ensure space to park. Shared parking in communities to enable additional residential and commercial high density development. Crystal City/Pentagon City have extensive dedicated and shared parking which enables higher density development and enables shopping. Rosslyn and Ballston have much less shared public parking. Free or reduced price parking and charging for hybrid/Evs. (Need way more charging stations in private and public parking).

The comment form presented each of the policy strategies that the Working Group is considering and then to mark “Yes,” “No,” or “Don’t Know” in response to the prompt “we want you to tell us which strategies you think are right for Arlington.” Here is a summary of responses for each strategy listed.

Responses to “We want you to tell us which strategies you think are right for Arlington. For each, select ‘Yes,’ ‘No,’ or ‘Don’t Know’”

Policy Strategy	Number of Responses		
	Yes	No	Don't Know
Affordable Housing Parking Ratio Reductions	3	1	0
Parking Ratio Reductions for Small Development Sites	3	0	0
On-Site Shared Parking	3	0	0
Off-Site Shared Parking	3	0	0
On-Site Car-sharing Spaces/Service	3	0	0
Pedestrian and Bicycle Facilities	3	0	0
Incentives for Transit	2	0	1
Transit Overlay Zones	2	0	1
Parking Ratio Reductions for “Bikeability” and “Walkability”	1	0	2

In addition, one participant wrote “I'd like to know if there is experience with these that show that they work” next to the “Incentives for Transit” item and “would this be redundant to some of the other strategies” for the Parking Ratio Reductions for "Bikeability" and "Walkability" item.

When asked if there are other strategies that they would include, participants gave the following responses:

Responses to the question “are there any parking strategies that we have missed?”

The role of on-street parking. Demand pricing for on-street parking. What sort of certainty can we give developers on parking so that they can get faster approvals if they are within certain parameters?

Nope!

Must work with homeowners, HOA/Condo associations and S/M/L work places to develop consensus on current short [illegible] and needs and long-term needs and opportunities and vision.

And creative ways to meet parking demand. Tandem parking in areas where sharing spaces this way is most feasible (ie, elementary school lots). Pedestrian-oriented streetways that are available for parking but which primary purpose is play, walking (woonerf - dutch). Thanks great open house - lots of info and helpful staff.

Finally, when asked “What else would you like to share about parking at new residential buildings? What else would you like to share about parking in Arlington in general?” only one participant gave an answer:

Must plan for large residential/commercial areas such as Crystal City/Pentagon City and Rosslyn-Ballston to enable livable residential and commercial development. The goal is to keep cars off surface streets when they are parked (at home or for work), so the streets can be used for driving, biking, walking, and shopping. Second need to incentivize car sharing and hybrid/EV use as they lower usage footprint (only used when needed) of carbon footprint (hybrid/EV). Both do this by reducing carbon usage.

Other Comments Received

Attendees also shared:

- Concerns about the availability of on-street parking in low-density neighborhoods and the belief that allowing builders to provide less parking in multi-family buildings would lead to a situation in which those buildings’ residents would still own multiple cars and try to park on street.
- The desire that the residents of Site Plan buildings continue to be kept from participating in the Residential Permit Parking program.
- A request that the Working Group also consider parking requirements for hotel uses.
- Requests for communication with Civic Associations about this project and the Working Group’s recommendations.

Attendees left the following comments on the presentation boards with sticky notes:

Comments Left on Presentation Boards with Sticky Notes

Please reach out to civic associations most affected to explain plan and get input
Question: after new apt. building is built - is RPP zone expanded in front of building? Example: Dittmar building on Jackson Street.
Consider tandem parking - predictable situations
Shared parking between bldgs. Share/split parking requirement between proposed building and existing unused inventory.
<ol style="list-style-type: none">1. Apartment buildings/condos: Demographics are different. Ensure enough parking.2. Apartment parking operates like commercial; monthly/daily/hourly, more flexible.3. Size of spaces: don't reduce the size.

Comment and Feedback Form

The next two pages show the feedback form available to Open House attendees.

The Working Group has adopted a set of principles to guide their policy recommendation

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 cost of housing and the affordability of housing able to be delivered.

Principle #2: Be innovative and flexible with parking policy to allow developments to respond rationally to site-specific demand drivers, unique conditions, and future demand.

Principle #3: Provide predictability to reduce uncertainty for developers proposing projects and for the community reviewing them.

Principle #4: Recognize that increasing the supply of parking is a factor that contributes to higher demand for driving. Therefore higher parking requirements will result in higher car use, traffic, and environmental impacts.

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.

Principle #6: Address potential for spillover into residential neighborhoods.

Are there other principles that you would include?

Which principles are important to you? Are there other principles you would like to share?

Share Your Thoughts: Arlington parking strategies

Here are some strategies that the Working Group is considering for inclusion in its policy recommendation. Read about them on the presentation board nearby. We want you to tell us which strategies you think are right for Arlington.

For each, select “Yes,” “No,” or “Don’t Know.”

Parking Policy Strategies	Yes	No	Don’t Know
Affordable Housing Parking Ratio Reductions	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking Ratio Reductions for Small Development Sites	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
On-Site Shared Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Off-Site Shared Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transportation Services and Amenities to Promote Transit, Biking, Walking, and Car-Sharing			
On-Site Car-sharing Spaces/Service	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pedestrian and Bicycle Facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Incentives for Transit	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transit Overlay Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking Ratio Reductions for “Bikeability” and “Walkability”	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Are there any parking strategies that we have missed?

What else would you like to share about parking at new residential buildings? What else would you like to share about parking in Arlington in general?

Feel free to use this space for any comments that you could not fit on the side of the page.

Tell Us about Yourself (Optional)

Which of the following types of housing best describes your home?

- | | |
|---|---|
| <input type="checkbox"/> Single-family, detached house | <input type="checkbox"/> Other. Please describe |
| <input type="checkbox"/> Condominium, co-op, or apartment | _____ |
| <input type="checkbox"/> Townhouse attached to other houses | <input type="checkbox"/> Not sure |

In which Arlington area do you live? If you do not live in Arlington, please write "I do not live in Arlington."

What is your ZIP code at home?

Which of the following is your age range?

- | | | |
|--------------------------------|--------------------------------|--------------------------------|
| <input type="checkbox"/> 1-19 | <input type="checkbox"/> 35-44 | <input type="checkbox"/> 65-74 |
| <input type="checkbox"/> 20-24 | <input type="checkbox"/> 45-54 | <input type="checkbox"/> 75-84 |
| <input type="checkbox"/> 25-34 | <input type="checkbox"/> 55-64 | <input type="checkbox"/> 85+ |

What is your ethnic background?

- Hispanic
 Non-Hispanic

What is your race?

- | | | | |
|--|---|---|--------------------------------|
| <input type="checkbox"/> White | <input type="checkbox"/> American Indian or Alaska Native | <input type="checkbox"/> Native Hawaiian Pacific Islander | <input type="checkbox"/> Other |
| <input type="checkbox"/> Black or African American | <input type="checkbox"/> Asian | _____ | |

Would you like us to keep you up-to-date on this project by adding you to the listserv that Arlington County has set up?

- Yes No

What are your first and last names?

What is your e-mail address?

Thank you for sharing your thoughts and for making time to attend this open house! Please be sure to return this sheet to an Arlington County staff member before you leave.