

Residential Parking Working Group: Recommended Policy Strategies

The Working Group proposes these consensus policy recommendations. Please read the full report, which you can find on the Working Group’s document page at <https://commissions.arlingtonva.us/residential-parking-working-group-documents/>

Policy Strategy	Why is this Important?	County Policies/Working Group Guiding Principles (see next page for text of principles/policies referenced here)	Policy Elements/ Numerical Values																		
Parking Minimums Related to Transit Availability	<ul style="list-style-type: none"> Allows developers to respond to existing demand for off-street parking. If developers limit growth of new parking supply they will attract more residents who have low or no parking demand. 	Parking and Curb Space Management Element of the MTP Policy 8; Parking and Curb Space Management Element of the MTP Policy 11; RPWG Guiding Principle #5	<p>For market-rate units, parking minimums according to the following table</p> <table border="1"> <thead> <tr> <th>Distance to Metro Station</th> <th>Up to 1/8 mile</th> <th>Up to 1/4 mile</th> <th>Up to 1/2 mile</th> <th>Up to 3/4 mile</th> <th>Over 3/4 mile But still in Metro corridor</th> </tr> </thead> <tbody> <tr> <td>“Medium” min space/unit</td> <td>0.2</td> <td>0.3</td> <td>0.4</td> <td>0.5</td> <td>0.6</td> </tr> <tr> <td>“High” min space/unit</td> <td>0.4</td> <td>0.5</td> <td>0.6</td> <td>0.7</td> <td>0.8</td> </tr> </tbody> </table>	Distance to Metro Station	Up to 1/8 mile	Up to 1/4 mile	Up to 1/2 mile	Up to 3/4 mile	Over 3/4 mile But still in Metro corridor	“Medium” min space/unit	0.2	0.3	0.4	0.5	0.6	“High” min space/unit	0.4	0.5	0.6	0.7	0.8
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Reduced Parking Minimums for Committed Affordable Housing	<ul style="list-style-type: none"> Reducing minimums reduces cost of housing production. Lowers County subsidy required to produce committed affordable units. 	Affordable Housing Master Plan Policy 1.1.1; Affordable Housing Master Plan 3.5.1; RPWG Guiding Principle #1	<p>Function of market-rate minimums above</p> <table border="1"> <thead> <tr> <th>Affordability of Housing Unit</th> <th>Minimum Spaces per Unit</th> </tr> </thead> <tbody> <tr> <td>60% of AMI</td> <td>70% of market-rate minimum (about 0.15 closest to Metro up to 0.4 furthest from Metro but still in the corridors)</td> </tr> <tr> <td>50% of AMI</td> <td>50% of market-rate minimum (about 0.2 closest to Metro up to 0.4 furthest from Metro but still in the corridors)</td> </tr> <tr> <td>40% of AMI</td> <td>0 (developers would be allowed not to build parking for each of these units)</td> </tr> </tbody> </table>	Affordability of Housing Unit	Minimum Spaces per Unit	60% of AMI	70% of market-rate minimum (about 0.15 closest to Metro up to 0.4 furthest from Metro but still in the corridors)	50% of AMI	50% of market-rate minimum (about 0.2 closest to Metro up to 0.4 furthest from Metro but still in the corridors)	40% of AMI	0 (developers would be allowed not to build parking for each of these units)										
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Reduced Parking Minimums in Exchange for Biking, Capital Bikeshare, and Car Share Amenities	<ul style="list-style-type: none"> Some transportation amenities attract households who do not own a car. If a building offers these amenities, then we expect lower private-vehicle parking demand. 	Transportation Demand and System Management Element of the MTP Policy 5; RPWG Guiding Principle #5	<p>Subtract from minimum required spaces</p> <ul style="list-style-type: none"> 2 spaces for every 10 bike parking spaces. 5 spaces for every car share space with service guarantee of 3+ years. 2/3/4 spaces for a 11/15/19 dock Capital Bikeshare station with capital and operating paid by developer. 																		
Mitigations for “Excess” Parking	<ul style="list-style-type: none"> Buildings with abundant parking attract households with more vehicles than households then drive. Funds could be used to encourage the use of biking, walking, transit, and car sharing. 	Parking and Curb Space Management Element of the MTP Policy 6; RPWG Guiding Principle #4	<p>Spaces built over 1.65 spaces/unit would trigger one-time payment* for the “excess” spaces (not all spaces) OR excess spaces must be placed in mechanical “stackers” or in tandem configurations.</p> <p>*The Working Group did not reach a consensus on the exact amount of the one-time payment.</p>																		
On-Site Sharing of Parking between Uses	<ul style="list-style-type: none"> Different land uses (such as residential and office) can share parking spaces because demand for those spaces occurs at different times of the day. Increases efficiency of parking supply. 	Parking and Curb Space Management Element of the MTP Policy 6; Parking and Curb Space Management Element of the MTP Policy 8; Parking and Curb Space Management Element of the MTP Policy 9; RPWG Guiding Principle #1; RPWG Guiding Principle #4	<p>Reduce overall parking requirement based on</p> <ul style="list-style-type: none"> Urban Land Institute shared parking model. Independent analysis if that analysis conforms to certain minimum standards laid out by the County. 																		
Off-Site Shared Parking	Increases parking efficiency by allowing developers to serve new buildings with existing, excess parking.	Parking and Curb Space Management Element of the MTP Policy 6; Parking and Curb Space Management Element of the MTP Policy 8; Parking and Curb Space Management Element of the MTP Policy 9; RPWG Guiding Principle #1; RPWG Guiding Principle #4	<p>Developer could fulfill all of off-street parking requirement at other garage(s) if</p> <ul style="list-style-type: none"> Garage is within 800 feet of the new building’s location Two buildings have some owner or two owners enter into a 10+ year lease agreement. 																		
Relief for Small Sites or Sites with Difficult Conditions	Cost of parking on certain sites may make building prohibitively expensive, leaving vacant or underutilized property.	RPWG Guiding Principle #2	<ul style="list-style-type: none"> Reductions based on County Board finding of “physical constraints” and site size. Consider presence of <ul style="list-style-type: none"> Historic structures to be retained. Underground utilities that cannot be moved. Tunnels or access easements. Geological conditions including soils. 																		

County Policies/Working Group Guiding Principles Referenced Above

What are the Working Group's Guiding principles?

- **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.

What are the existing County policies relevant to the Working Group's recommendations?

Master Transportation Plan: Parking and Curbside Management Element

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

Master Transportation Plan: Transportation Demand and System Management Element

Policy 5, Implementation Item a.xi: Continue to expand the car-sharing program as needed to encourage and serve reduced private-car ownership.

Affordable Housing Master Plan

Policy 1.1.1: Encourage the construction and preservation of affordable rental housing through land use/zoning policy, financial and technical assistance.

Policy 3.5.1: Integrate affordable housing goals and policies into County sector plans, economic development strategies, the Master Transportation Plan and other County planning efforts.