

# READ-AHEAD MATERIALS FOR RESIDENTIAL PARKING WORKING GROUP MEETING FOUR, PART TWO

In addition to the read-ahead materials posted on Friday, staff has assembled further data and information in preparation for Residential Parking Working Group Meeting Four. Please refer back to Friday's read-ahead upload [here](#).

[A table of recent residential Site Plan approvals](#)

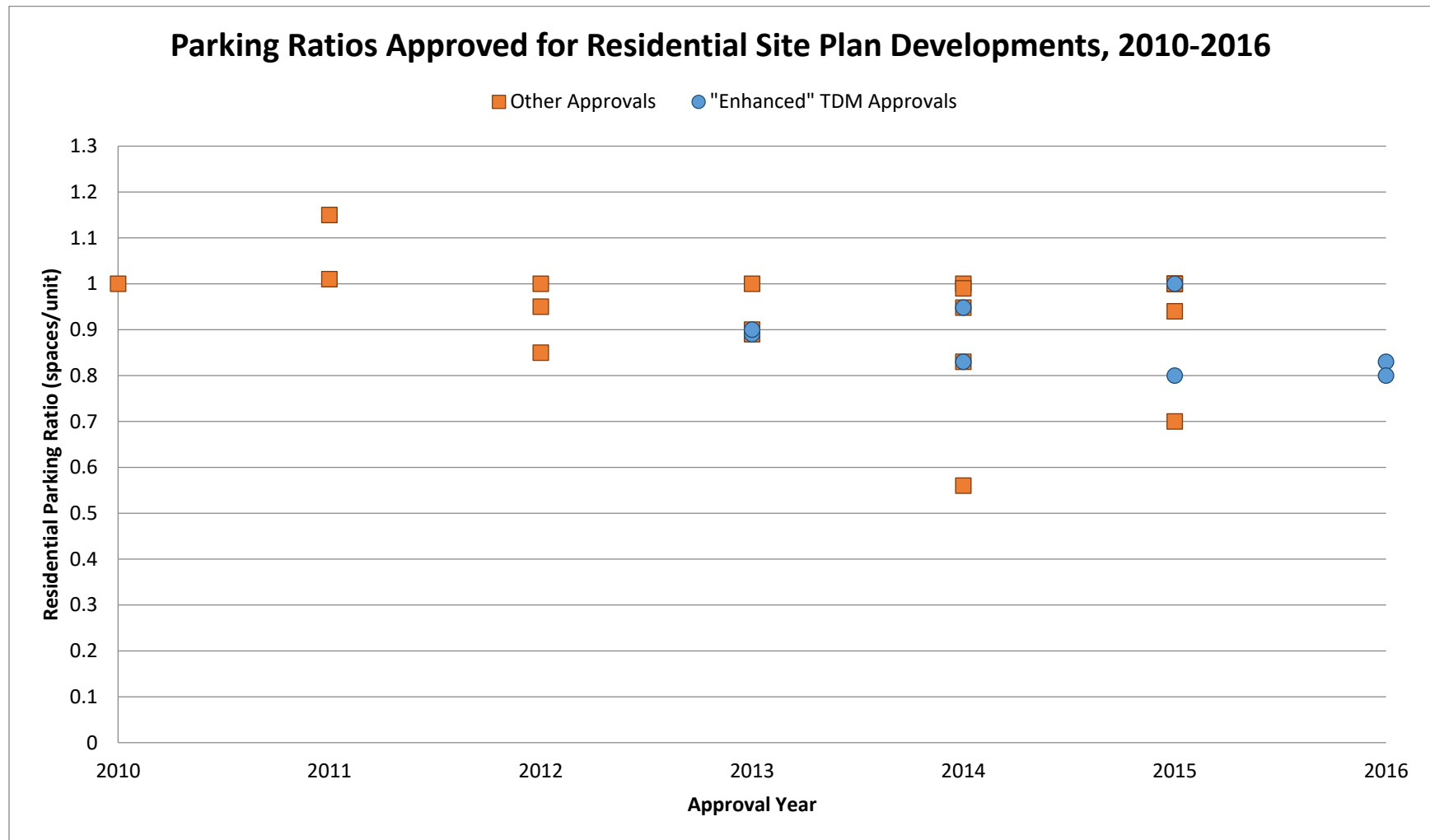
[Vehicle access in Arlington in relation to transit access](#)

## **Additional Reading**

Additional readings can be found in the "Additional Readings" section of "Meeting Four" on the "[Documents](#)" page of the project web site.

## Recent Residential Site Plan Approvals

The following chart and table describe the parking ratios approved for residential Site Plan developments between 2010 and 2016. The table also identifies which projects have "Enhanced TDM" Site Plan conditions.



## Table of Recent Residential Site Plan Approvals

See notes on the next page.

Project Name	Planning Area	Approval Year	Residential Units	Residential Parking Ratio	Res. Parking Spaces	Parking Modifications*			Enhanced TDM**		
						Number Compact Spaces	Parking Ratio	Other	Short-Term Subsidies	Carshare Service	General Payment
<b>19 Nineteen</b>	Courthouse	2010	191	1	194						
<b>Virginia Sq. Towers</b>	Virginia Sq.	2011		1.15	562						
<b>Wakefield Manor</b>	Courthouse	2011	104	1.01	189	X	X				
<b>Rosslyn Gateway</b>	Rosslyn	2012	133	0.85	113	X	X	X			
<b>Verde Point</b>	Other Area	2012	202	0.95	193	X	X				
<b>Maxwell Apartments</b>	Ballston	2012	163	1	163		X	X			
<b>M.Flats</b>	Crystal City	2013	198	0.89	176		X		X		
<b>The Latitude</b>	Virginia Sq.	2013	265	0.9	262		X		X		
<b>WeLive</b>	Crystal City	2014	216	0.56	121		X				
<b>Union on Queen</b>	Courthouse	2014	193	0.948	183	X	X		X		
<b>1401 Wilson Blvd</b>	Rosslyn	2014	274	0.83	228		X	X			X
<b>The Springs</b>	Ballston	2014	104	1	104						
<b>Marymount University</b>	Ballston	2014	267	0.99	265	X	X				
<b>Gables N. Rolfe St.</b>	Courthouse	2015	395	1	395		X			X	
<b>Pentagon Centre Phase I Site Plan</b>	Pentagon City	2015	693	0.94	649		X				
<b>Ballston Quarter Res.</b>	Ballston	2015	406	0.7	288		X				
<b>The Altaire</b>	Ballston	2015	453	1		X	X				
<b>670 N Glebe Rd</b>	Ballston	2015	173	1	175		X				
<b>Red Top Cab Site</b>	Clarendon	2015	580	0.79	463		X				
<b>4000 Fairfax Dr</b>	Virginia Sq.	2015		0.8	264	X	X		X		
<b>Washington Vista</b>	Rosslyn	2016		1	64		X				
<b>The Berkeley</b>	Other Area	2016		0.92	241		X				
<b>2000 Clarendon Blvd</b>	Courthouse	2016		1.23	112						
<b>Mazda Site</b>	Ballston	2016	491	1	491						
<b>Metropolitan Park VI</b>	Pentagon City	2016	577	0.83	483	X	X	X	X		

Project Name	Planning Area	Approval Year	Residential Units	Residential Parking Ratio	Res. Parking Spaces	Parking Modifications*			Enhanced TDM**		
						Number Compact Spaces	Parking Ratio	Other	Short-Term Subsidies	Carshare Service	General Payment
<b>Founder's Square Office/Res Building</b>	Ballston	2016	244	0.8	196		X		X		

\*Type of parking modification from the Zoning Ordinance approved.

\*\*"Enhanced TDM" measures have taken one of three forms thus far, each of which we have described below. Note that in all cases, developers are required to offer these benefits to tenants who do not purchase on-site parking first before moving on to other tenants. Note that free memberships and subsidies are not offered to tenants of all residential units; the Site Plan conditions specify the number to be offered.

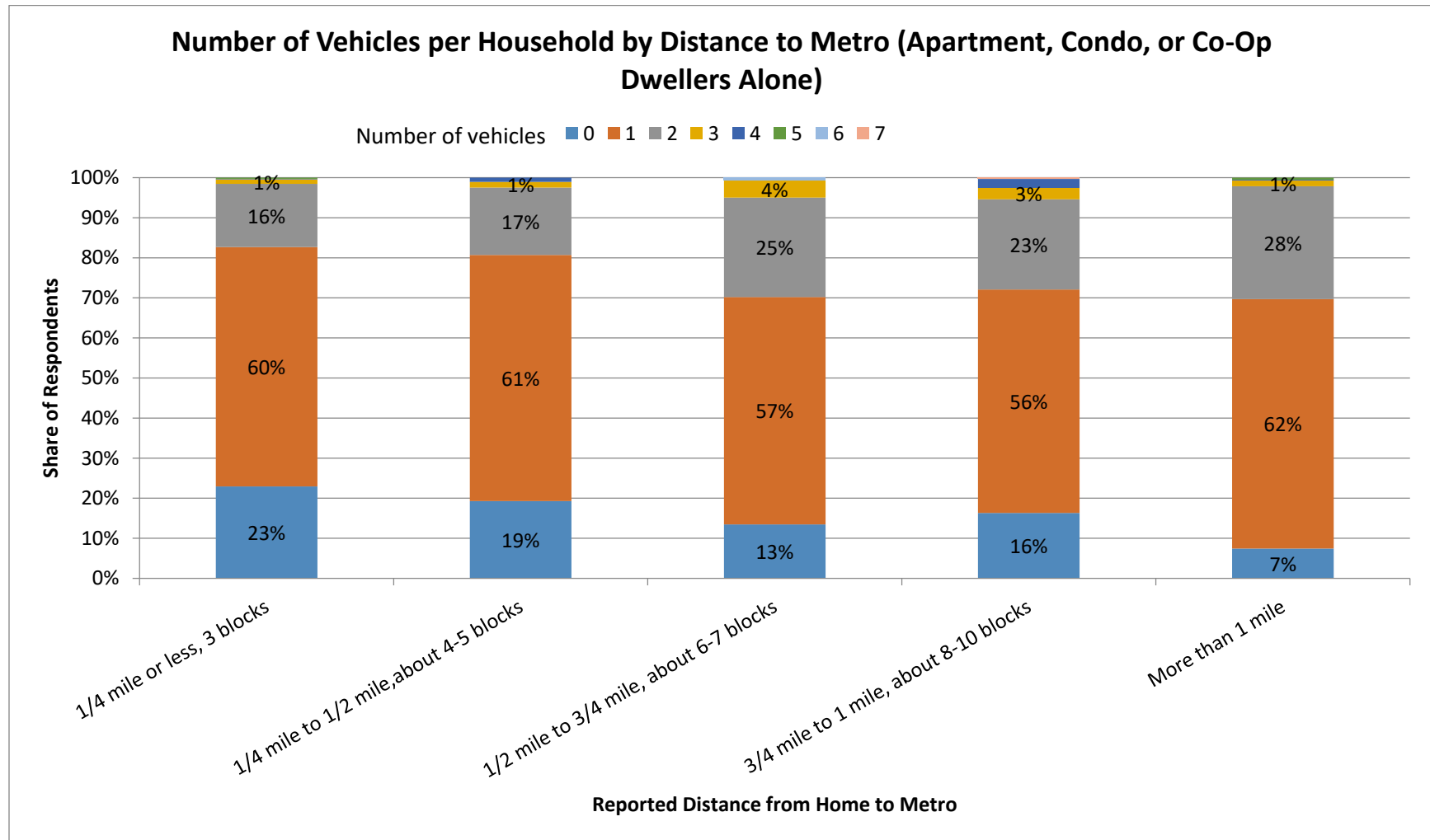
**Short-Term Subsidies:** The developer must offer to tenants, once per year for 30 years, either: 1) a \$65 SmarTrip card; 2) a one-year carshare service membership; or 3) a one-year Capital Bikeshare membership

**Carshare Service:** The developer must provide a certain number of on-site carshare spaces and also guarantee service by securing a contract with a service provider. If necessary, the developer must agree to subsidize the service.

**General Payment:** The developer sets aside a certain amount of money to cover the cost of Metro cards, bikeshare memberships, carshare memberships, or other subsidies in cooperation with Arlington Transportation Partners. Funds may be used for bike parking improvements, digital transit information displays, or other improvements as well.

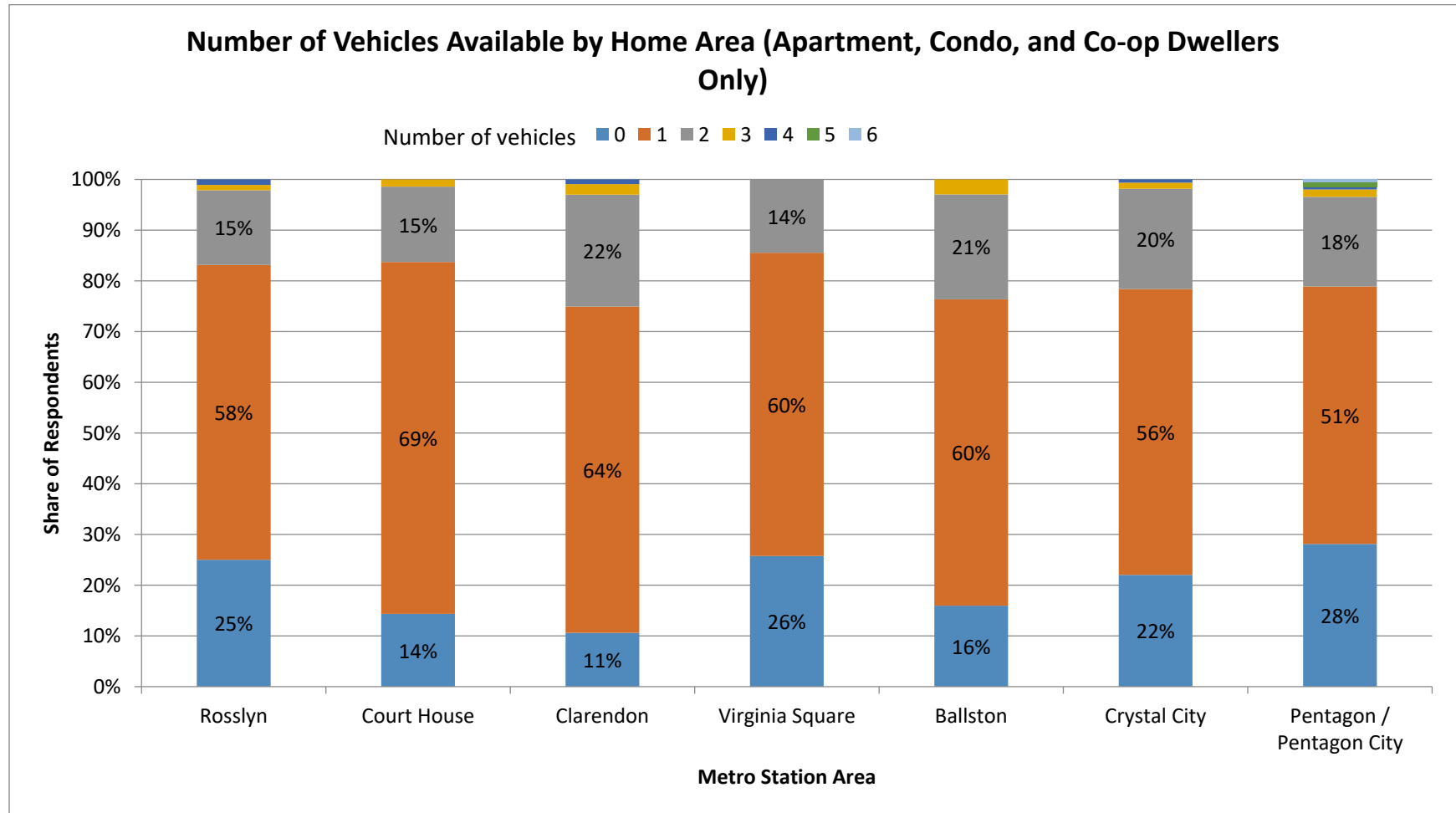
## Vehicle Access in Arlington in Relation to Transit Access

Currently, households that are further than ½-mile from Metro are more likely to have a vehicle than those who live within a ½-mile, though those who live within a quarter mile are the least likely to have a car.



SOURCE: ARLINGTON RESIDENT TRANSPORTATION STUDY 2015

Vehicle availability is not the same throughout the Metro Corridors. Average ownership is highest in Clarendon and Ballston and lowest in Rosslyn and Virginia Square.



SOURCE: ARLINGTON RESIDENT TRANSPORTATION STUDY 2015.