

**Environment & Energy Conservation Committee**  
2100 Clarendon Boulevard  
Arlington, VA 22201

October 23, 2017

The Honorable Jay Fisette, Chair  
Arlington County Board  
2100 Clarendon Blvd., Suite 300  
Arlington, VA 22201

Re: Off-Street Parking Policy for Multi-Family Residential Projects Approved by Special Exception in the Rosslyn-Ballston and Jefferson Davis Metro Corridors

Dear Chair Fisette:

The Environment and Energy Conservation Commission (E2C2) welcomes this opportunity to support the County staff's recommendations for the proposed Off-Street Parking Policy for Multi-Family Residential Projects Approved by Special Exception in the Rosslyn-Ballston and Jefferson Davis Metro Corridors ("proposed policy"). The proposed policy responds to a need articulated by the County Board, the development community, staff, and others to create a transparent and consistent process for evaluating requests for parking reductions for site plan multi-family residential projects. The proposed policy relies on best current data and practice as well as established community goals and objectives.

The proposed policy was developed after working with a County Manager-appointed Residential Parking Working Group (in which E2C2 had representation), review of vehicle ownership and parking use data in the Corridors, the parking practices of neighboring jurisdictions, and extensive citizen outreach. E2C2 supports the eight elements of the County staff's proposed recommendations listed below, and encourages revisiting parking requirements in the future to enable fact based decision making aligned with Community Energy Plan targets:

1. Minimum parking requirements for market-rate units ranging from 0.2 to 0.6 spaces per unit depending on distance from the nearest Metro station entrance (from 1/8 to 3/4 of a mile).
2. Minimum parking requirements for 60% of area median income and 50% of area median income committed affordable units set at 70% and 50% of the market-rate minimums respectively, and no minimum parking requirements for 40% of area median income units.
3. Reductions of up to 50% of the minimum parking requirements in exchange for providing bike parking, bike share, and/or car-share amenities on site, in addition to those already required in base transportation demand management requirements.
4. A separate visitor parking requirement of 0.05 spaces per unit for the first 200 units, which was added in response to concerns about spillover parking, particularly in the evening hours
5. Allowances for shared parking between different land uses in mixed-use projects.
6. Allowances for meeting parking requirements through spaces at nearby garages located within 800 feet in the Metro corridors.

7. Mitigation requirements for provision of parking in excess of 1.65 spaces per unit.
8. Relief from minimum parking requirements for constrained sites.

Thank you for giving us the opportunity to participate in the Work Group and to support County staff's recommendations. Please do not hesitate to contact me if you have any questions or concerns about the above.

Sincerely,

A handwritten signature in black ink that reads "Christine Ng". The signature is written in a cursive, flowing style.

Christine Ng  
Chair, E2C2