

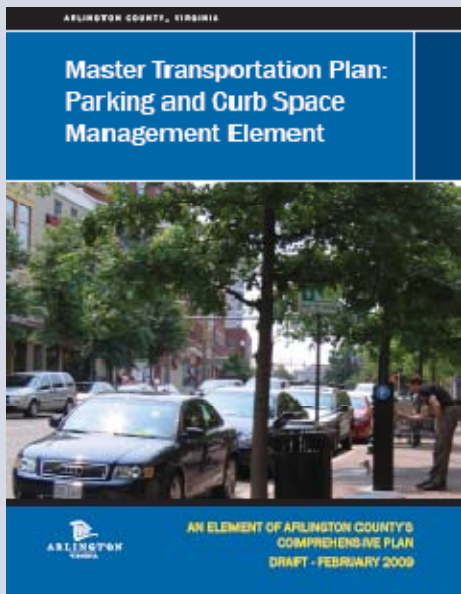
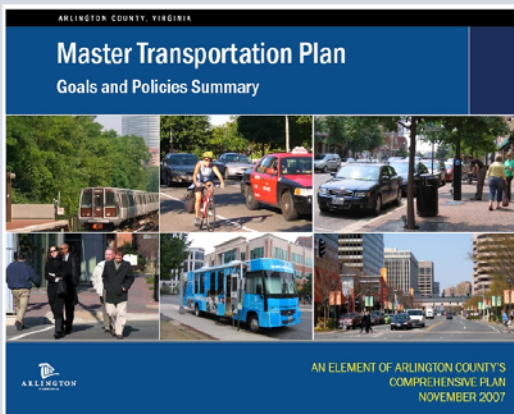


Parking and Curb Space Management Element

**An Element of the
Arlington Master Transportation Plan (MTP)**

Civic Federation Meeting

November 10th, 2009



■ MTP Goals and Policies Document adopted November 2007

- A long range planning document
- 13 Parking & Curb Space Management Policies
 - 5 On-street policies
 - 7 Off-street parking policies
 - 1 policy related to persons with disabilities

■ Parking & Curb Space Management Element

- 84 Implementation Actions



- **Spring – 4 public and business forums and 8 commission meetings**
- **July – revised draft posted on-line; community and business input sought through summer**
- **September – 2 meetings with NAIOP and Transportation Commission, letters from businesses received, revised draft posted on-line**
- **October – LRPC, Transportation Commission, Clarendon Alliance & Chamber of Commerce**
- **November – Planning Commission, Civic Federation**

Importance of Parking Management



“The Parking and Curb Space Management policies provide a comprehensive framework to prioritize and manage uses, minimize the impacts on residential areas, and enhance user convenience while employing equitable, fiscally sound, and environmentally sustainable practices.”



Purpose: To manage the parking supply, limit overspill parking and reduce the effects of vehicle congestion

Actions:

1. Make it easier to split larger zones and create new smaller ones.
2. Create a mechanism by which residents can petition the County to allow two-hour parking by non-residents





Purpose: Reduce unneeded impervious surfaces, encourage on-street parking to reduce traffic speeds, buffer sidewalks and private property and provide for guest parking

Actions

Encourage the removal of off-street impervious-surface parking in excess of zoning requirements in those residential areas where on-street parking is expected to be undersubscribed.





Purpose: To respond to the need for a) opening up more spaces on the curb at peak time and b) encouraging more patrons to come to Arlington at non-peak times

Actions:

- 1. Set a target occupancy rate (85%) for on-street parking**
- 2. Work with business community and others to achieve that rate**





Purpose: Help retailers, restaurant businesses and shoppers by freeing-up filled parking spaces and filling empty spaces

Actions:

- **Test variable pricing at meters**
- **Consider extending meter hours**
- **Encourage greater use of available off-street garages**
- **Utilize time restrictions to allocate curb space amongst users**





Purpose: Achieve more efficient use of area parking resources

Actions:

- Keep the current parking requirements as is
- Consider parking requirements of new buildings from a neighborhood perspective
- Enable shared parking between buildings
- Encourage office garages to provide overnight spaces for local residents to achieve County policies – historic preservation and affordable housing
- Encourage visitor and customer parking spaces to be available for public use



Off-street surface parking located between the curb and building face

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Purpose:

When placed between curb & building face, surface lots can negatively impact an attractive pedestrian environment, and disrupt the urban fabric, especially in the primary transit corridors

Actions:

- **Discourage off-street surface parking located between the curb and the build face for special exception & County projects, especially within the primary transit corridors & other highly walkable areas.**

QUESTIONS AND COMMENTS