

## **Master Transportation Plan Policies Related to Multi-Family Residential Parking Requirements**

The Master Transportation Plan (MTP) is a component of Arlington County's Comprehensive Plan. The MTP Goals and Policies element was adopted by the County Board in November 2007. It lists transportation policies for various modes, including Streets, Transit, Pedestrians, Bicycles, Parking and Curb Space Management, and Transportation Demand and System Management.

Following the adoption of the goals and policies document, the various modal elements of the Master Transportation Plan were developed. They expand upon the transportation policies for each mode and list implementation actions.

The Parking and Curb Space Management Element of the MTP was adopted by the County Board in November 2009. Five of the parking policies listed in the document directly relate to parking requirements for multi-family residential buildings:

*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 10.* Encourage the separation ("unbundling") of the price of parking from the price of owning, renting or leasing a housing or office unit. Discourage subsidized parking for residents or commuters.

*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.

The relevant implementation actions for Policy 6 include studying the existing parking ratio requirements and determining the parking demand in special-exception project based on the

expected travel patterns and needs of users of the site and the site's TDM measures. The implementation actions specify on-going research to assess the appropriate parking supply for the County's various neighborhoods and land uses.

For Policy 8, the implementation actions ensure that special-exception projects provide adequate parking for single-occupancy vehicles, carpools and vanpools, and that parking requirements are reduced only when adequate TDM measures are included.

Implementation actions for Policy 9 include allowing off-site options to satisfy part or all of the parking requirements, and using the special-exception process to permit agreements for off-site and shared parking and to evaluate and mitigate impacts on adjacent areas.

The relevant Policy 10 implementation actions encourage unbundled parking in residential facilities funded with County subsidies, in special-exception residential projects within ¼ mile of a Metro station or major transit facility, and in special-exception residential projects not within ¼ mile of a major transit facility when parking is not likely to spill over onto unmetered on-street parking.

Policy 11 implementation actions include the development of guidelines for adjusting the parking requirements for affordable and senior housing and other unique projects when TDM and transit support are provided.

Many of the other policies in the Master Transportation Plan and its modal elements indirectly affect the parking requirements for multi-family residential buildings. These policies support the goal of moving more people without more traffic. They aim at improving mobility and access through modes other than single-occupancy vehicles. They can affect the residential parking requirements by reducing the number of vehicles owned and used by County residents and thus the number of parking spaces needed.