



## ARLINGTON COUNTY, VIRGINIA

### County Board Agenda Item Meeting of December 12, 2020

**DATE:** October 12, 2020

**SUBJECT:** Request to authorize advertisement of a public hearing to consider the following amendments to Arlington County Code Chapter 14.2 (Motor Vehicles and Traffic):

- A. An Ordinance to repeal, reenact, and recodify Article VIII of Chapter 14.2 (Residential Permit Parking Program); to be effective April 1, 2021; and
- B. An Ordinance to amend, reenact, and recodify Article I, Division 1, § 14.2-7.1 (Fines for Nonmoving Violations) to address fines for parking in violation of Article VIII of Chapter 14.2 to be effective April 1, 2021.

**C. M. RECOMMENDATION:** Authorize advertisement of a public hearing to be held at the January 23, 2021 County Board meeting to consider adoption of:

- 1) An Ordinance to repeal, reenact, and recodify Article VIII of Chapter 14.2 (Residential Permit Parking Program) as shown in Attachments A and B;
- 2) An ordinance to amend, reenact, and recodify Article I, Division 1, § 14.2-7.1 (Fines for Nonmoving Violations) to address fines for parking in violation of Article VIII of Chapter 14.2 as shown in Attachments A and C.

**ISSUES:** County Board approval is required to advertise a public hearing. The Residential Permit Parking (RPP) Program dates back to 1972 and is effective at making on-street parking easy to find on the streets where it is in place. The program is generally popular with the majority of residents who have it on their streets. However, on the whole, Arlington residents are divided on many aspects of the RPP Program, and some of the conflicts have existed for decades. There may be public testimony both for and against the proposed changes.

**SUMMARY:** In August 2017, the County Manager directed staff to begin a review of the Residential Permit Parking (RPP) program and suspended consideration of any petitions to modify or expand restrictions. Since that time, staff has been reviewing the program for potential changes to improve the program's efficiency, user experience, and fairness. Staff has developed a proposed new program based on community input, analysis of the current program, and parking data collected in four study areas around Arlington County that cover 59% of all streets

County Manager:

County Attorney:

Staff:

with RPP restrictions as well as surrounding streets without those restrictions. Article VIII of Chapter 14.2 of the County Code requires modification to clarify the intent of the program and incorporate the proposed new program elements.

The proposed RPP program:

1. Provides that the RPP program is in place to manage parking demand in a fair and equitable manner and to achieve a balance between maximizing on street parking utilization with protecting residents from unreasonable burdens in gaining access to their property;
2. Expands the number of households eligible to petition for restrictions and join the program and continues to restrict residents of site plan and use permit buildings from receiving RPP permits;
3. Links the maximum number of annual permits that households in RPP zones can receive to whether that household has off-street parking and reduces the maximum number each household can receive;
4. Provides more options for short-term visitors and service providers;
5. Introduces a limited number of permits for elementary, middle and high school employees as well as employees who work at group homes;
6. Raises permit and pass fees to end general tax support for the program while offering a discount for low-income households;
7. Changes the petition process by removing the “out-of-area” test while raising the thresholds for parking occupancy and the share of households supporting the petition; and
8. Grandfathers only current RPP restriction locations and hours.

**BACKGROUND:** Arlington County’s RPP program is used to manage on-street parking demand in residential neighborhoods by allowing some people to park on the street while preventing others from parking on RPP restricted streets.

The County Manager put a moratorium on the program and directed staff to undertake a comprehensive review of the program in 2017 for two reasons:

- I. In the few years prior, residents submitted an unusually large number of petitions to get RPP restrictions. However, when staff studied parking on these streets, most did not meet the program’s criteria.
- II. The County had granted RPP restrictions in one Arlington neighborhood, which then upset nearby residents. Resident arguments for and against the restrictions in this neighborhood highlighted long-standing disagreements about the program’s fairness and purpose.

These events indicated that residents wanted the program to manage parking in ways that the program was not designed to do, and that a review of the program was needed.

In 1972, Arlington established the RPP program to prevent commuters from parking in neighborhoods. However, since at least as far back as the early 1990s, the County has not allowed residents of some apartments and condos to petition for RPP restrictions on the streets where they live nor to obtain permits to park on streets with RPP restrictions. The program’s intent was expanded in 2002 and 2003, when the County Board created new two RPP zones in a

residential area without a commuter parking problem, and—among other things—defined vehicles belonging to residents of some apartment buildings as “from areas beyond the neighborhood”.<sup>1</sup>

The [Parking and Curb Space Management Element](#) of the County’s Master Transportation Plan (MTP) calls on the County to offer RPP, recognizing the fact that many residents want parking to be easy on the streets where they live. However, the MTP also promotes on-street parking in residential neighborhoods as a policy for reasons of safety and efficiency. “The County’s goal is to achieve a balance between maximizing on-street parking utilization with the residents’ desire for convenient on-street parking and preserved neighborhood character” (p. 8).

The MTP encourages “the voluntary removal of off-street surface parking in excess of zoning requirements in those residential areas where on-street parking is utilized at 60 percent or less” (p. 8) so that on-street parking can be more efficiently utilized. Meanwhile, the County has only ever granted RPP restrictions when more than 75% of the parking spaces on that street are full.

Data collected between 2017 and 2019 showed that the RPP program is effective at making parking easy for residents. However, while occupancy on streets with RPP restriction varies, fewer than 20% of the streets with RPP were ever more than 75% occupied at any hour of the day. On average, streets with RPP restrictions were 50%-or-less occupied throughout the day, even at hours of the day when restrictions were not enforced.

Though RPP is a policy that manages on-street parking, residents often relate RPP and on-street parking to off-street parking. The Arlington County Zoning Ordinance requires that single-family detached homes, townhomes, duplexes, and apartment or condominium buildings all must have off-street parking.<sup>2</sup> Staff estimates that apartments and condos have the lowest median amount of parking available (1.1 spaces per unit) while single-family detached housing has the highest (3.5 spaces per unit) and townhomes/duplexes were in between (2.0 spaces per unit). See Attachment G for more background on parking supply and parking behavior in Arlington.

Even when builders include off-street parking with any type of home, some people that live there or visit will still park on the street. The MTP’s [Parking and Curb Space Management Element](#) recognizes — regardless of whether someone has off-street parking — that residents expect that “on-street parking for their vehicles and those of their guests should be available for their use in the general vicinity of their residence” (p. 7).

**DISCUSSION:** Staff has developed a proposed program based on [what was heard from the community](#) throughout three years of public engagement, incorporating insights from analysis of the current program and [parking data collected](#) in four study areas around Arlington County that cover 59% of all streets with RPP restrictions as well as other streets without those restrictions. The proposed program is in line within the six policy-making principles presented in [a County Manager’s Report](#) to the County Board on November 19, 2019.

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<sup>1</sup> See [Adoption of ordinances establishing the Douglas Park and Columbia Forest Residential Zone Parking Programs](#) from the May 17, 2003 Arlington County Board Meeting.

<sup>2</sup> [Arlington County Zoning Ordinance](#), Section 14.3.1 and 14.3.7.

The proposed Ordinance enabling Residential Permit Parking (Attachment B) includes the following:

- 1) **Purpose and Intent:** Clarifies that the purpose of the RPP program is in place to manage parking demand in residential areas with high parking demand while achieving a balance between maximizing on street parking utilization and protecting residents from unreasonable access to their residence.
  - a) The RPP program’s current intent language refers to issues like litter, air pollution, and improvements in air quality, reducing congestion and/or hazardous traffic conditions in the neighborhood, increasing the use of public mass transit. However, these are secondary benefits of the RPP program.
  - b) There is no comprehensive plan guidance for the use of the RPP program for reasons other than parking availability.
  
- 2) **Eligibility:** Expands the number of households eligible for RPP by allowing all households residing in any housing type to petition for and participate in the program. However, households residing in developments built by Site Plan, Unified Residential Development, Unified Commercial Mixed-Use Development, Commercial Centers Form-Based Code Use Permit, or Neighborhoods Form-Based Code Use Permit would be ineligible to petition or participate in the RPP program.
  - a) The County received many comments regarding eligibility from residents. Many had strong opinions about who should and should not be able to petition for RPP.
  - b) For many residents we heard from, RPP eligibility was fundamentally about fairness. The proposed changes to eligibility rules address those fairness issues.
  - c) The change returns the program to its original eligibility; from the program’s inception in the 1970s until the late 1990s or early 2000s, households in townhomes, duplexes and small apartment buildings were eligible for RPP petitions and permits.
  - d) Developers who build homes with site-plan and certain use-permit approvals can receive permission to build fewer parking spaces than the Arlington Zoning Ordinance requires, especially when those buildings are close to Metro. The proposed program continues to exclude residents of these buildings in order to constrain their parking supply. Doing this, in theory, discourages developers from building fewer parking spaces than they think their future residents will want and expecting residents who cannot get on-site parking simply to park on County streets.
  - e) Anecdotally and based on findings from the 2019 Household Survey, Arlington residents are more likely to support new townhomes, apartments, and condos if the residents of these new buildings do not park on the street. Excluding residents of site-plan and use-permit approved buildings then minimizes opposition to housing construction needed to fulfill housing production goals.
  - f) Staff is uncertain how many households would join the program under the new eligibility rules—and how it would impact on-street occupancy—for a few reasons:
    - i. Not all households eligible to petition for RPP would want to petition for restrictions. In the 2019 Household Survey, only 12% of residents in apartments or condos who did not already live in an RPP zone said that they wanted RPP

restrictions; about 37% of residents in townhomes or duplexes and 17% of residents in single-family-detached homes said the same.

- ii. Residents who want RPP restrictions may or may not be able to convince enough of their neighbors to support a petition.
  - iii. Some residents petition for restrictions on streets that do not meet the County's occupancy requirements, and so their households are not added to an RPP zone. In recent years, about 64% of petitions resulted in the County granting RPP restrictions.
  - iv. If restrictions were granted, not everyone in the program would buy permits, and different households will buy different numbers of permits.
  - v. Changes to the maximum number of permits that a household in an RPP zone can get (see "Number of Permits" below) would likely encourage residents to make more use of their parking lots, garages, carports, or driveways. This could free up on-street parking spaces.
- 3) **Number of Permits:** Links the maximum number of annual permits that households in RPP zones can receive to whether that household has off-street parking and reduces the maximum number each household can receive.
- a) Households with off-street parking of any kind (e.g., a driveway, a carport, a garage, or a parking lot) and of any amount would be able to receive up to two (2) permits, either
    - i. One (1) FlexPass and one (1) vehicle-specific permit decal or
    - ii. Two (2) vehicle-specific permit decals.
  - b) Households without off-street parking would be able to receive up to three (3) permits, either
    - i. One (1) FlexPass and two (2) vehicle-specific permit decals or
    - ii. Three (3) vehicle-specific permit decals.
  - c) Tying the maximum number of permits that a household in an RPP zone can receive to the availability of off-street parking encourages residents to use the off-street parking that they have and is a compromise between the following viewpoints:
    - i. Some residents who live in single-family detached homes believe that all multi-family parking demand should be handled through off-street parking.
    - ii. Other residents think it is unfair that residents with multiple parking spaces in their driveways and garages can obtain RPP restrictions.
    - iii. Responses to a household survey from 2019 indicate that people with RPP restrictions are more likely to park on street, rather than in the off-street parking that they have.
  - d) The current program allows for up to four (4) permits, one (1) FlexPass and three (3) vehicle specific permit decals. Many households already in the RPP program would not be able to obtain as many permits as they do today.
    - i. Using data on the number of permits that households purchased for FY2019, staff estimate that the reduced cap on the number of permits would impact:
      - (1) About 44% of the households living in single-family detached homes that purchased permits and passes.
      - (2) Between 18% and 28% of the households living in duplexes or townhouses that purchased permits and passes.
      - (3) Between 3% and 13% of the households living in apartment or condos that purchased permits and passes.

- e) Lowering the cap encourages households with multiple vehicles to use their off-street parking, leaving space on the street for others.
  - f) Some residents believe that it would be better to make the number of permits unlimited but make the cost of permits much higher so that residents would be encouraged to park on their property. However, residents in the RPP program preferred managing parking by reducing the number of permits available over increasing prices.
  - g) Limiting the number of permits available per household helps mitigate the potential impact to parking availability that would come from new households joining the RPP program under the expanded eligibility rules.
- 4) **Short Term and Visitor Parking:** Provides more options for short-term visitors and service providers.
- a) In addition to the FlexPass, landlord pass, and short-term-visitor passes, there would be options for people who provide home services to park in RPP zones.
  - b) Like today, vehicles providing home services in the RPP zone that are clearly marked with the organization/company's name (e.g., FedEx, Verizon, etc.) would be exempt from restrictions.
  - c) Good-in-all-zones permits would be available for home-health aides, social workers, and others who routinely make social-service or medical calls at homes in restricted areas. These passes have been available to a limited number of agencies for the past several years, but the County has not made them available to new agencies.
  - d) This approach would maintain the flexibility that residents like by continuing to offer the current program's range of passes for visitors. Though some residents are concerned about people selling or giving their FlexPasses or visitor permits to commuters or others, many residents like the current options for visitors.
  - e) The proposed program would allow anyone without a pass or permit to park on RPP-restricted streets and pay for up to two hours while restrictions are in effect.
    - i. Short-term parking for those without permits and passes provides additional flexibility for households and their visitors in cases where someone is coming to the home for a short period of time but giving a pass to that person is not practical or is inconvenient.
    - ii. Residents living in RPP zones do not generally support short-term parking for people without passes or permits, while those who do not live in an RPP zone generally support this kind of short-term parking.
    - iii. Some residents do not support short-term parking because they do not think that Arlington County Police will enforce the time restrictions at the level that they would like. Requiring people without permits or passes to pay would make it easier for Arlington County Police to enforce the time limit than it would be if the parking were free.
    - iv. By requiring that anyone without a pass or permit pay, people would not park on a street with RPP restrictions just to avoid paying for metered parking on a street close by. However, allowing people who are visiting nearby stores or businesses for a short time would help the County balance its goal of maximizing on-street parking with residents' desire for convenient on-street parking.
    - v. No parking meters would be installed, but the rate would be the same as the County's other short-term parking meters (currently \$1.75 per hour). People parking

without an RPP permit or pass would have to pay a fee through the County's pay-by-cell service (currently offered by ParkMobile) or by displaying an [EasyPark device](#).

- 5) **Passes for Schools and Group Home Staff:** Introduces a limited number of permits for the staff of elementary, middle and high schools surrounded by streets with RPP restrictions, as well as employees who work at group homes.
- a) Limits on the number of permits given to staff at each school would be equal to the number of staff who routinely work at the school less the number of parking spaces in the school's lot or garage less the number of unrestricted parking spaces on the streets immediately abutting the school.
  - b) Providing a limited number of permits to staff at elementary, middle, and high schools would help the County carry out decisions made when schools are approved for construction or expansion.
    - i. In some cases, residents have said that they support some school staff parking on neighborhood streets so that green space may be preserved instead of converting it to parking.
    - ii. Giving permits to a limited number of staff at each school allows this tradeoff between parking and open space to continue even if RPP restrictions are put in place.
  - c) When participants in the 2019 household survey were asked who they might consider allowing to park on RPP streets, school staff and teachers were the most popular after service providers and landlords.
    - i. Residents who live in RPP zones and buy permits are less likely than other residents to support allowing non-residents to park on streets with RPP restrictions. Slightly less than half of residents who buy permits and passes approved of letting school staff park on streets with RPP restrictions.
    - ii. Nearly 70% of households that do not live on streets with RPP restrictions supported the idea.
- 6) **Permit Fees:** Raises permit and pass fees to end general tax support for the program while offering a discount for low-income households.
- a) Currently, permit and pass fees cover about 60% of the County's costs to provide the RPP program, while general taxes pay for the remaining 40%. RPP fees have remained unchanged since 2005.
  - b) The proposed program eliminates general tax support for a few reasons:
    - i. Only about 10% of County households are in an RPP zone and enjoy its benefits.
    - ii. RPP is a voluntary program that excludes some of the public from using a public resource.
    - iii. The proposed program would remain unavailable to many residents, even with expanded eligibility.
  - c) The fees for all residential permit passes would increase:
    - i. The FlexPass and the first book of short-term visitor passes would no longer be provided free of charge.
    - ii. There would be a 50% discount on the FlexPass, Landlord Pass, vehicle-specific permits, and short-term visitor passes for eligible, low-income households.
    - iii. The proposed prices for the first year of the program are described in Table 1 below.

**Table 1: Current and Proposed FY2022 RPP Permit and Pass Fees**

Permit or Pass	Current Fee	Proposed Fee
1 <sup>st</sup> Vehicle Specific Permit	\$20	\$40
2 <sup>nd</sup> Vehicle Specific Permit	\$20	\$55
3 <sup>rd</sup> Vehicle Specific Permit	\$50	\$65
FlexPass	Free	\$40
Landlord pass	Free	\$40
1 <sup>st</sup> Short-term Visitor-Pass Book	Free	\$5
2 <sup>nd</sup> -5 <sup>h</sup> Short-term Visitor-Pass Book	\$5	\$10
School Staff Permit	N/A	\$40
Congregate Living Facility Staff Permit	N/A	\$40
Temporary (3-month) Contractor Permit	N/A	\$10
Good-in-all-Zones Permit	Free	\$40

- d) For context, the proposed fees are higher than those charged in Montgomery County and the city of Takoma Park, but are comparable or less than the fees charged by the city of Alexandria and District of Columbia.<sup>3</sup>
  - e) Staff built and used a mathematical model to find a set of fees that would match projected revenue to estimated total expenses. The model calculates revenue projections using recent permit and pass purchases; an assumed number of new households that may join the program under proposed eligibility rules; assumed changes to purchasing patterns because of proposed permit caps and increased prices; and a proposed low-income discount.
  - f) The revenue projections are uncertain because proposed changes to the program may influence permit and pass sales in ways that were not assumed in the model..
    - (1) Based on the assumptions used, the proposed permit fees listed here would generate more revenue than the projected operating costs in the first year, but these revenue projections may be too high, and actual revenue may come in below those projections.
    - (2) Revenue in excess of expenses would pay for capital investment in upgrades to the program’s database.
  - g) Staff would review fees every few years and would raise or lower them depending on the cost of the program.
- 7) **Criteria for Establishing Restrictions:** Changes the petition process by removing the “out-of-area” test while raising the thresholds for parking occupancy and the share of households supporting the petition.
- a) The proposed program removes the 25% “out-of-area” test, which requires that at least 25% of the parking spaces on a petitioning block not belong to someone living in or visiting a home nearby.
    - i. The Department of Motor Vehicles and County Commissioner of Revenue data sources used to determine that a vehicle is “out-of-area” are not completely accurate for that purpose. For example, a vehicle may belong to a resident of the street

<sup>3</sup> See “[Residential Permit Parking Programs in Alexandria and Other Jurisdictions](#)”, p. 10.

- petitioning for restrictions, but the owner may not have the vehicle properly registered.
- ii. Also, if someone from out of town is visiting a home on the petitioning street when the County studies the parking on that street, then the vehicle would be counted as “out of area” even though they are there to visit a resident.
- b) Raises the minimum occupancy threshold from 75% to 85%. The County would need to find that more than 85% of spaces are occupied.
    - i. Removing the 25% out-of-area test while keeping the overall occupancy threshold at 75% would make RPP restrictions easier to obtain.
    - ii. Occupancy data show that streets with RPP restrictions have occupancy below policy targets.
    - iii. Increasing the occupancy threshold to 85% while removing the 25% out-of-area test would be a way to maintain the balance between “maximizing on-street parking utilization with the residents’ desire for convenient on-street parking” called for in the Parking and Curb Space Management element of the Master Transportation Plan (p. 8).
  - c) The proposed program would require that nearly all residents (80%) on a block support a petition for RPP restrictions, up from 60% today.
    - i. The RPP program is controversial; some residents think that the program is essential to making parking convenient, while others see it as an improper way to restrict access to public space.
    - ii. Also, once restrictions are granted, they are likely to remain for a long time.
- 8) **Grandfathering Provisions:** Grandfathers existing restriction locations and hours.
- a) Restrictions would remain on the streets where they are in place today and for the hours during which they are in place today.
  - b) The new paid two-hour parking, maximum number of permits that each household would be able to receive, eligibility rules, fees, and non-resident permit types would apply to all RPP zones upon the effective date of the Ordinance.
  - c) Additionally, where two different RPP zones border one another, the proposed program would replace the signage one block in either direction of the zone so that residents with permits and passes from either of the two zones could park on those streets.
    - i. This change would provide more flexibility for residents who live at the edge of a zone.
    - ii. It would also simplify the current practice of giving some households at the edge of a zone permits for both zones.

Additionally, the Ordinance authorizes the County Manager to administer the RPP program and develop administrative guidelines and procedures for the specifics of carrying out the program (Attachment D) and provides that the County Manager has the authority to remove RPP restrictions already in place under certain conditions. The proposed Residential Permit Parking Administrative Guidelines cover:

- 1) Petition procedures for adding restrictions to new streets, removing restrictions, subdividing a zone larger than ½ mile, and changing hours of restrictions.
- 2) Criteria for determining RPP zone boundaries.

- 3) Designating streets near the boundaries between two zones such that permits for both zones are valid.
- 4) Qualifications for receiving the low-income household discount on permit and pass fees.
- 5) Procedures for obtaining RPP permit materials.

One topic on which residents frequently comment is enforcement of the existing and proposed RPP program. Some residents are unsatisfied with the current level of enforcement provided by Arlington County Police, though it is worth noting that in a 2019 Household Survey, only 23% of residents living in an RPP zone said that they had ever called County Police to come enforce RPP restrictions.

Residents who are unsatisfied with enforcement are skeptical of changes to the program because they do not believe that these changes will be properly enforced. The proposed program does not change the process that Arlington County Police uses to allocate time and staff to enforce RPP, nor does the proposed program set guarantees for patrol frequency or response time to calls for service. However, when designing the proposed program, staff took the enforceability of the program under consideration.

A table comparing the new program to the current program can be found in Attachment E.

Furthermore, changes to § 14.2-7.1. (Fines for Nonmoving Violations) Section A. are required to account for the new Article VIII language, including edits to the paragraph references and deletion of no longer applicable sections (see Attachment C)

**PUBLIC ENGAGEMENT:** Since 2017, staff has offered a progression of engagement opportunities directed targeted to County residents. Given the controversy around the program, staff has offered engagement designed to be accessible to a diverse audience.

*Level of Engagement: Involve.* This level of engagement is appropriate as the proposed repeal and replacement of the Code fundamentally changes the RPP program. Staff provided multiple community engagement opportunities, and there is a strong community interest in the topic.

*Outreach Methods:*

1. Through a series of pop-up events and an [online comment form in summer 2018](#), staff identified major themes about RPP from the more-than-1,600 responses received.
2. In the fall of 2018, staff hosted a series of three [community forums](#), offered with Spanish and Amharic interpretation, organized around the themes identified in the pop-up events and online comment form. Over 200 people attended. The forums helped staff get insights into what the public thinks works and does not work about the program, discover areas of agreement and disagreement, and identify additional topics that were not apparent during the initial public input.
3. Using the insights from the forums, staff developed a [household survey](#) with a consultant in Spring 2019. Survey invitations went to 60,000 County households, including all households living in an RPP zone. About 4,500 residents answered questions about their perceptions of the RPP program, as well as preferences for the future of the RPP

program. Participants had the option to participate in English, Spanish, or Amharic online or by phone if they were not comfortable completing an online survey.

4. Public feedback and analysis insights were shared through a [program review webpage](#) where materials were provided with Spanish and Amharic translation options.
5. The [proposed program](#) and [the administrative policies and procedures guidelines](#) were shared with the public online and through [76engage](#). The community was able to comment on the proposed changes. Participants were also offered a call-in number to provide feedback in either English, Spanish, or Amharic as an alternative to web-based feedback.
6. The public was also able to ask questions to the proposed program changes during an [online Q&A session](#) in October 2020, offered with Spanish and Amharic translation services. Staff answered most questions during the event and all questions and answers were posted on the RPP review page.
7. Throughout the review, the public was informed through an email listserv, postcard mailers, and email newsletters about engagement opportunities and review updates.

*Community Feedback:* Throughout engagement conducted between 2017 and 2020, Arlington residents have been most divided on the following aspects of the RPP program:

**1) Whether the program should exist**

Staff repeatedly heard from residents who find the program essential. At the same time, many residents believe that RPP should not be used to restrict parking on public streets. Most people who have RPP and want to keep it chose mostly two reasons “to ensure that they can park near their homes” and “discourage commuter parking”. Among participants who do not want restrictions, the main reason chosen was “everyone should have access to public street parking”.

**2) Who can petition for restrictions and join the program?**

Residents of single-family detached homes often argue against allowing households living in apartments and condominiums to join the program, while residents of apartments and condominiums often argue against allowing households living in single-family-detached homes to participate in the program. Both sides argue on the basis of off-street parking availability. The main argument on the side of residents living in single-family-detached homes is that condominium and apartment buildings should provide off-street parking to serve all parking demand and that RPP eligibility would incentivize those residents to park on-street to evade market-rate, off-street parking fees. Residents of apartments and condominiums, meanwhile, often argue that most single-family-detached households have access to off-street parking and should be incentivized to make use of it rather than being allowed to receive the benefit of RPP. Even though this divide exists, the household survey did show that about half of respondents who currently participate in RPP support making all residents eligible.

**3) Permit materials**

Residents of single-family-detached homes argued for limiting access to permit materials for residents of apartments and condos, while residents of apartments and condos often argued for limiting the number of permit materials for residents of single-family-detached homes with off-street parking. Staff heard diverse views on which types of non-residents—if any—

should be able to receive permit materials. The Household Survey showed that the greatest support exists for permits for residential service providers, landlords, and school staff.

### **Feedback on the Proposed Program**

The most recent public feedback on the proposed RPP program changes (Attachment F) indicates the greatest support for the proposal to change the *Purpose* of the program to parking management rather than just focusing on commuter parking or managing other quality of life concerns such as litter, noise, etc.

The topics of *Eligibility* and *Permits/Passes* saw arguments for and against the proposed program similar to previous engagement. Respondents commenting against the permit cap provided the additional argument that this proposal discriminates against households with off-street parking since some have chosen to convert garages to storage or because the dimensions of their parking spaces are small. Some respondents said the proposed cap creates an additional hardship or inconvenience for multi-person households, who often have more cars than the proposed maximum number of permits. Some favored the proposed permit caps because they seemed fairer than the current caps.

The proposals for *Visitors and Other Users* received many responses in opposition. Most opposition focused on the two-hour, paid parking, and the belief that demand would be too high and enforcement insufficient. Only a few responses argued against the non-resident permits, with the most frequent arguments given against school staff permits. Most people in agreement with the proposal found the 2-hour parking option a good idea, mentioning improved use of a public resource for people in need of parking.

The increase in RPP *Fees* received the greatest amount of opposition, with many arguing that the increase is too drastic and several suggesting keeping some types of permits free of charge. Some agreed with the fee increase and removing general-tax support, along with some suggestions for different charging strategies.

The *Administrative* proposals saw the most equal distribution on the agreement-disagreement scale and staff found the greatest variety of suggestions for changes to different aspects of the proposal, such as lowering the petition threshold for removal of restrictions or customizing the paid two-hour parking option by zone.

Through the online engagement portal, residents provided 540 responses to questions about the proposed program, and 126 people answered a set of optional demographic questions. Those who answered the demographic questions were much more like residents of the County's RPP zones than residents generally, with 73 out of 126 reported having RPP restrictions on the street where they live. They were more likely to report living in a single-family-detached homes than the County's overall population, another factor strongly correlated with opinions on RPP throughout prior public engagement. They were also more likely to own their home, own 2 or more vehicles, have higher incomes, and were more likely to be white. Feedback on the proposed program was consistent with the feedback received in earlier engagement from residents who already live on streets with RPP restrictions.

Staff provided an overview of the proposed program at the Arlington Civic Federation's November General Membership Meeting on November 17, 2020. Participants asked questions about the details of the proposal. Staff explained the proposed method for setting the limit on the number of permits that school staff could get; that current RPP restrictions would remain in place with the caveats that the proposal would create streets where permits from two neighboring zones would be valid and that staff would explore splitting a zone if residents requested changes in the hours of restriction; that residences with curb cuts but not driveways or garages would have a three-permit/pass limit, not two; and that since the proposed program is not modifying existing zone boundaries, people could still "commute" within a zone, which some residents recognize as a problem.

After reviewing the feedback on the proposed program, staff decided to seek guidance from Advisory Commissions and the County Board before considering changes to the proposed program. The opinions of residents who live in RPP zones are important, since changes to the program will directly affect them. At the same time, the MTP's Parking and Curb Space Management Element directs the County to design the program so that it "accommodate[s] a general desire that a resident in a single-family dwelling area will usually be able to find an available space within one block of their home, while also ensuring fair and efficient use of on-street spaces" (p. 8). Based on data collected as part of the RPP Review, staff can say that the RPP program generally results in an inefficient use of on-street parking spaces because restrictions usually keep occupancy below the 60% minimum in Policy 3 of the Parking and Curb Space Management element of the MTP.

[Text on presentations to Advisory Commissions and their recommendations here, to be added before regular and/or supplemental distribution]

**FISCAL IMPACT:** The proposed program includes RPP pass and permit fees that provide full recovery of the program's cost and eliminates net tax support previously required. Proposed fees have been set using a revenue model based on recent permit and pass purchases; estimates of new households that may join the program under proposed eligibility rules; changes to purchasing patterns because of proposed permit caps and increased prices; and a proposed low-income discount. However, it should be noted that the proposed changes impact many aspects of the program that make predicting revenue challenging. Given that, the level of participation and actual revenue received will be monitored closely after the changes are implemented.

The fees are expected to generate \$598,000 in revenue annually, an addition of \$363,000 above the current budget due to FY 2022 permits and passes being purchased in FY 2021. The additional revenue will cover staffing costs, ongoing database implementation and software costs, Police department costs, printing costs and other non-personnel costs required to manage the program. This revenue will also cover periodic capital costs for upgrades to systems used to administer the program. No appropriation is required because there is already sufficient expenditure budget included in the FY 2021 budget.

## ATTACHMENT A

AN ORDINANCE TO REPEAL, REENACT AND RE-CODIFY ARTICLE VIII OF CHAPTER 14.2 (RESIDENTIAL PERMIT PARKING PROGRAM) OF THE CODE OF ARLINGTON COUNTY, VIRGINIA, EFFECTIVE APRIL 1, 2021; AND TO AMEND, REENACT, AND RE-CODIFY ARTICLE I, DIVISION 1, SECTION 14.2-7.1 OF THE ARLINGTON COUNTY CODE (FINES FOR NONMOVING VIOLATION) TO ADDRESS FINES FOR PARKING IN VIOLATION OF THE RESIDENTIAL PERMIT PARKING PROGRAM, EFFECTIVE APRIL 1, 2021.

BE IT ORDAINED by the County Board of Arlington County, Virginia that Article VIII of Chapter 14.2 of the Arlington County Code is repealed, reenacted, and re-codified, to read as shown in Attachment B. BE IT FURTHER ORDAINED by the County Board of Arlington County, Virginia that Article I, Division 1, Section 14.207.1 of the Arlington County Code is amended, reenacted, and recodified, to read as shown in Attachment C.

Note: In the proposed amendments text proposed to be added is shown with underline and text proposed to be removed is shown as a strike through.

ARLINGTON COUNTY CODE

Chapter 14.2

MOTOR VEHICLES AND TRAFFIC

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Article VIII. Residential Permit Parking Program

- 14.2-98. Purpose and Intent
- 14.2-99. Authority to Administer RPP Program
- 14.2-100. Zone Boundaries
- 14.2-101. Permit Eligibility
- 14.2-102. Permit Fees
- 14.2-103. Proof of Eligibility
- 14.2-104. Two-Hour Paid Parking
- 14.2-105. Removal or Reduction of Restrictions, Change of Restrictions, or Reduction Size of a Zone
- 14.2-106. Enforcement and Penalties

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ARTICLE VIII.

RESIDENTIAL PERMIT PARKING PROGRAM

§ 14.2-98. Purpose and Intent.

The Residential Permit Parking (RPP) Program is intended to manage parking demand in residential neighborhoods in a fair and equitable manner between residents; to reduce the volume and impact of non-residential and non-visitor vehicles in the neighborhood; to achieve a balance between maximizing on street parking utilization with protecting residents from unreasonable burdens in gaining access to their residence; to

§ 14.2-99. Authority to Administer RPP program

The County Manager or his designee shall administer this Article and shall set forth the guidelines and standards for carrying out this Article in the RPP Program Administrative Guidelines.

To those ends, whenever the County Manager or his designee shall determine that the streets of a particular district or discrete portion of a district in which residential uses are permitted and commercial and industrial uses are not permitted, except transitional uses or by conditional use permit, and the total number of spaces actually occupied by any vehicles exceeds eighty-five (85%) of the number of spaces on such streets, as disclosed by an engineering study, the County Manager or his designee shall prohibit parking during the hours when such use has been found on those streets of those districts or portions of districts found by the survey to have been so affected. Block faces adjacent to RPP eligible housing containing a commercial/retail establishment on the first floor shall not be restricted for residential permit parking.

§ 14.2-100. Zone Boundaries

In determining the boundaries of particular zones and portions thereof, the County Manager or his designee should use the following factors: limiting size of zones to no greater than one-half (1/2) mile radius to avoid cross

commuting within zones; consideration of zoning designations and land use characteristics; location of major and minor arterials, natural boundaries, traffic generators, and civic association boundaries; the parking capacity of the street; and other such neighborhood characteristics that the County Manager or his designee may determine to be relevant in carrying out the purposes of this chapter. The boundaries of a zone and the hours of restriction in existence as of the effective date of this Article are considered grandfathered.

**§ 14.2-101. Permit Eligibility**

In such cases the County Manager shall cause appropriate signs giving notice of the prohibition to be posted on those streets restricting all parking except parking by the holders of permits granted only under the following conditions:

A. To all households, including accessory dwelling unit households, of any particular area in which parking is so restricted and do not reside in a development built by Site Plan, Unified Residential Development, Unified Commercial Mixed-Use Development, Commercial Centers Form-Based Code Use Permit, or Neighborhoods Form-Based Code Use Permit, to be limited to that particular area in which parking is so restricted for a limited number of vehicles owned by those households and registered in the County. Each household shall be provided up to two (2) permits when off-street parking is appurtenant to the household (e.g. driveway, garage, carport, or parking lot or parking garage) and up to three (3) permits when no off-street parking is appurtenant to the household. Households may choose to obtain all annual permits as vehicle-specific permits or obtain one (1) as a FlexPass to be administered pursuant to the RPP Program Administrative Guidelines. In addition, households may receive up to five (5) short-term visitor pass books to be valid for a stated period to serve the visitors or persons who do business with them.

B. To persons who own but do not reside at a property in any particular area in which parking is so restricted, to be limited to that particular area in which the property is located, and to be limited to one (1) landlord pass per property.

C. To persons who are employees of congregate living facilities or any elementary, middle, and high schools in areas so restricted, to be administered pursuant to the RPP Program Administrative Guidelines.

D. To construction contractors who are working on a premise in an area so restricted and who do not have a vehicle marked with their company’s logo, to be administered pursuant to the RPP Program Administrative Guidelines.

E. To individuals with organizations that provide health and social services at homes in areas so restricted, limited to one (1) good-in-all-zones permit.

F. The parking prohibitions of this Article VIII shall not apply to clearly-marked service or delivery vehicles which are being used to provide services or make deliveries to households or to car-share vendors authorized by the free-floating and reserved-space car-share program (§ 14.2-109; §14.2-110).

**§ 14.2-102. Permit Fees.**

A. The fee for each type of permit is:

<b>Material</b>	<b>Fee</b>
<b>1<sup>st</sup> Vehicle Specific Permit</b>	\$40
<b>2<sup>nd</sup> Vehicle Specific Permit</b>	\$55
<b>3<sup>rd</sup> Vehicle Specific Permit</b>	\$65
<b>Flexpass</b>	\$40
<b>Landlord pass</b>	\$40
<b>1<sup>st</sup> Short-term Visitor-Pass Book</b>	\$5
<b>2<sup>nd</sup>-5<sup>h</sup> Short-term Visitor-Pass Book</b>	\$10
<b>School Staff Permit</b>	\$40
<b>Congregate Living Facility Staff Permit</b>	\$40

<b>Temporary (3-month) Contractor Permit</b>	\$10
<b>Good-in-all-Zones Permit</b>	\$40

B. Eligible applicants pursuant to § 14.2-101.A. may receive a 50% discount for each permit if they qualify for a federal or state assistance programs for low-income households as set forth in RPP Program Administrative Guidelines.

**§ 14.2-103. Proof of Eligibility**

Any such person shall show to the County Manager or his designee satisfactory evidence that he fulfills all the conditions for such a permit or fee discount. Whenever the conditions no longer exist, the person holding such a permit issued under § 14.2-101.A to 14.2-101.E. shall surrender it to the County Manager or his designee. It shall be unlawful for any person to represent that he is entitled to such a permit when he is not so entitled, or to park a vehicle displaying such a permit at any time when the holder of such permit is not entitled to hold it. No permit issued hereunder shall be valid for more than one (1) year.

**§ 14.2-104. Two-Hour Paid Parking**

All RPP zones will allow non-permit holders to park for up to two-hours during RPP restricted hours subject to payment of parking fees equal to one dollar and seventy-five cents (\$1.75) for each hour parked, with the exception of vendors authorized by the free-floating car-share program and authorized car-share vehicles parked at car-share parking stations as described in §14.2-109 and §14.2-110, respectively.

**§ 14.2-105. Removal or Reduction of Restrictions, Change of Restrictions, or Reduction Size of a Zone**

On any block of any street where the conditions of § 14.2-99 above calling for restricted parking exist, the County Manager may reduce or remove the restriction under the following conditions: (1) If residents of the restricted area file a petition, and at least eighty percent (80%) of households on restricted block sign the petition, the County Manager may reduce or remove the restrictions without further study; or (2) if the County Manager finds that conditions no longer support RPP restrictions pursuant to the RPP Program Administrative Guidelines.

The County Manager may change the hours of restriction if at least eighty percent (80%) of households on restricted block or blocks sign the petition, administered pursuant to the RPP Program Administrative Guidelines. Thereafter, the County Manager may conduct a parking occupancy study to determine the conditions on the block or blocks during the set of hours requested in the petition. If the study shows that, during the set of hours requested in the petition, the total number of spaces occupied by any vehicles exceeds eighty-five percent (85%) of the number of spaces on such streets, the County Manager may change the hours of restrictions.

The County Manager may split an RPP zone into smaller zones if residents of the restricted area file a petition to split a zone or to change the hours of restriction, and at least eighty percent (80%) of households on restricted block or blocks sign the petition. Thereafter, the County Manager may conduct a parking occupancy study to determine the conditions on the block or blocks in question. If the study shows that the total number of spaces occupied by any vehicles exceeds eighty-five percent (85%) of the number of spaces on such streets, and the zone boundary is larger than ½ mile the County Manager may administer a split of the zone.

**§ 14.2-106. Enforcement and Penalties.**

It shall be unlawful for any person to park a motor vehicle in violation of the provisions of this Section.

A. It shall be unlawful to improperly display or not display a Residential Parking Zone decals/passes. Failure to properly display decals/passes pursuant to the RPP Program Administrative Guidelines shall be punishable by a fine specified in Section 14.2-7.1.

B. It shall be unlawful to park in a two-hour time limited space without payment or displaying the proper RPP decals/passes. Failure to provide payment or properly display decals/passes shall be punishable by a fine specified in Section 14.2-7.1.

C. It shall be unlawful to stay in excess of the two-hour time limit without displaying the proper RPP program permit. Failure to comply with the time-limit shall be punishable by a fine specified in Section 14.2-7.1.

D. Enforcement of Residential Parking Zone regulations shall be under the jurisdiction of the Arlington County Police Department, which shall issue citations against those persons who violate the provisions of this subsection.

E. Vehicles parked in violation of these provisions may be towed at the owner's expense.

F. The Arlington County Treasurer shall collect and account for all uncontested payments of parking citations under this Article; and any contest by any person of any parking citation shall be certified by the said Treasurer, in writing, on an appropriate form, to the Arlington County General District Court.

G. The Arlington County Treasurer shall enforce payment of delinquent parking citations.

DRAFT

# RESIDENTIAL PERMIT PARKING PROGRAM ADMINISTRATIVE GUIDELINES

**Eligibility**

All housing types, including accessory dwelling units (ADU), are eligible to petition and apply for RPP. Developments built by Site Plan, Unified Residential Development, Unified Commercial Mixed-Use Development, Commercial Centers Form-Based Code Use Permit, or Neighborhoods Form-Based Code Use Permit are ineligible to petition or participate in the RPP program.

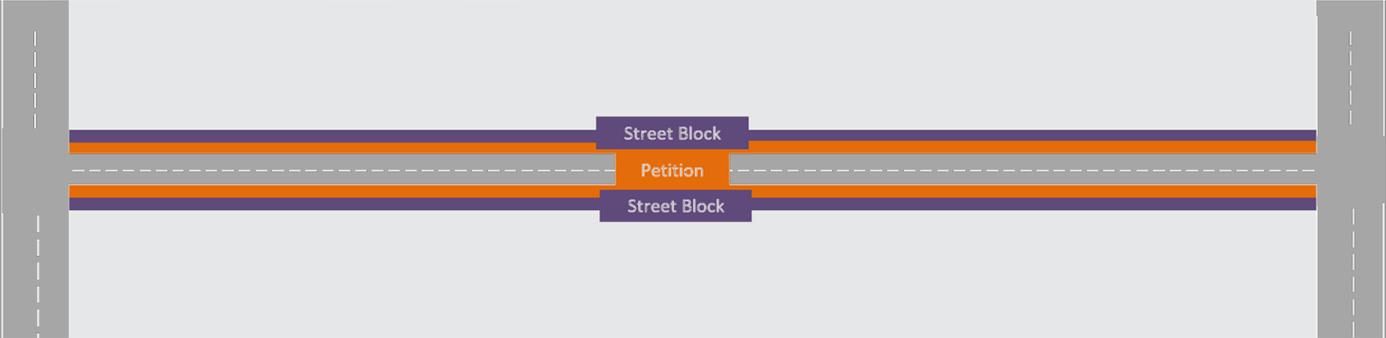
*Note: If an eligible multi-family dwelling contains a commercial/retail establishment on the first floor of the building, then the block face adjacent to the retail area is not eligible for residential permit parking. Additionally, block faces with no address points, i.e., no houses facing the street, are ineligible for zoned parking. This includes green spaces and parks.*

**Steps for Establishing Permit Parking**

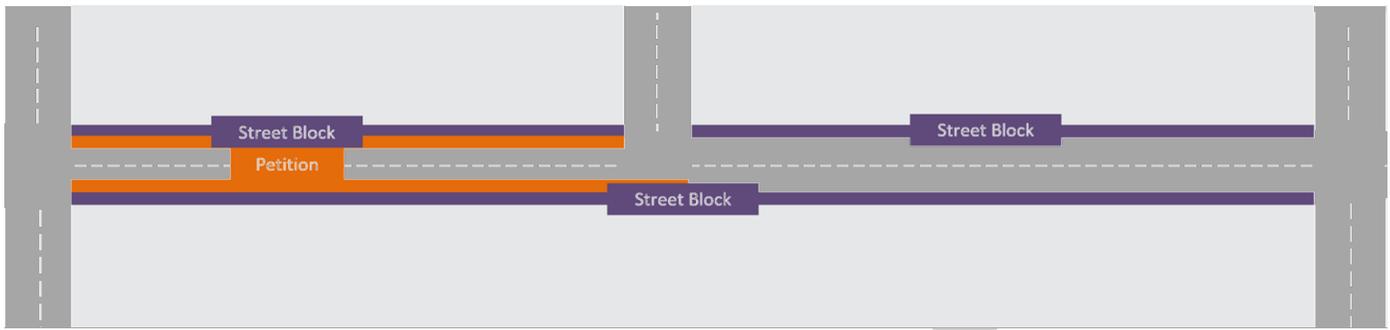
Regardless of the type of residential dwelling, whether single-family or multi-family, residents requesting permit parking on their street blocks (defined as both sides of a street between two intersections or an intersection and the end of the street) must submit a petition to the County.

1. A resident or group of residents living on the same block must contact the County to request a petition form and designate an individual residing on the block as a point-of-contact for the petition.
2. The point of contact must circulate the Arlington County-provided petition form to all households on both sides of petitioned street block, in case of a T-Intersection up to the T-intersection on both sides of the street block.

Regular Intersection Petition:



T-Intersection Petition:



The petition form includes street block information, proposed RPP enforcement times and signature lines for each household.

3. At least 80% of the households on the street block must be in favor of establishing or changing residential permit parking. Petitions may be signed by only one member of a household.
4. Once the petition has been endorsed by 80% of the affected households on each street block, the County conducts field surveys to determine if the area under investigation warrants permit parking.
5. At least two parking surveys are taken to determine if more than 85% of the total parking spaces on each street block are consistently occupied  
*Note: Paragraphs 3 and 4 together constitute the 80/85 rule used to determine if permit parking is warranted.*
6. Arlington County considers the following factors when determining whether a new permitted block should be annexed to an existing zone or start a new zone: size (eventual zones no larger than 1/2 mile in any direction), land use characteristics excluding housing density, location of major or minor arterials, location of physical and natural boundaries, location of a traffic generator, parking capacity of the street, and civic association boundaries.
7. If the qualifications in Paragraphs 3 and 4 are met, the establishment of a new zone is effective the following July. Petitions for permit parking may be submitted to the County throughout the year but must in case of establishing a new zone be received by December 31 in order to establish permit parking by the following July. Petitions received during the annual RPP permit renewal period (April 1 to June 30) will be considered after the renewal period ends. Permit parking on street blocks that are added within existing zones is effective immediately.
8. The County sends notifications to each address within the newly approved zone or added block with the following information:
  - a. Boundaries of the new zone,
  - b. The effective date of the zone,
  - c. The specific rules and regulations for the zone, to include the hours when parking will be restricted, and
  - d. The procedures for obtaining parking permits.
9. The County then posts signs restricting parking to vehicles displaying an Arlington County residential parking permit or pass with the appropriate zone indicator. Along

boundary street blocks where two zones meet, the County posts signs allowing permit holders of either zone to park. In addition, all RPP streets will receive signs allowing for 2-hour paid parking without an RPP permit during the hours of restriction.

10. After applying the 80/85 rule, if the qualifications are not met, then the residents must wait one calendar year before requesting again for a residential parking program on those blocks.
11. In order to begin the process to establish permit parking, residents may obtain Arlington County petition forms in person, by email or by fax at:

Arlington County Government

Department of Environmental Services  
Transportation Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Fax: 703-228-3719  
Website: [www.parkarlington.com](http://www.parkarlington.com)  
Email: [park@arlingtonva.us](mailto:park@arlingtonva.us)

### **Hours of Parking Restrictions**

Hours of parking restriction are fixed on a block-by-block basis. Street blocks within one zone may have different hours of restriction. The hours of restriction may be chosen at the County Manager or designee's discretion.

1. The permit parking zone hours of restriction must fall within one or more of the following categories:
  - a. 8:00 a.m. – 5:00 p.m. Monday – Friday
  - b. 8:00 a.m. – 5:00 p.m. Saturday/Sunday
  - c. 5:00 p.m. – 1:00 a.m. Monday – Friday
  - d. 5:00 p.m. – 1:00 a.m. Saturday/Sunday
2. Steps for changing current hours of restriction to another period of time (listed above) to restricted street blocks are as follows:
  - a. Arlington County-provided petition forms must be circulated to all of the households on both sides of the petitioned street block, in case of a T-Intersection up to the T-intersection on both sides of the street block. The petition form includes street block information, parking enforcement times requested and signature lines for each household.
  - b. At least 80% of the households on each block must be in favor of changing the hours of restrictions for the block. Petitions may be signed by only one member of a household.
  - c. Once the petition has been endorsed by 80% of the affected households on each block or multi-family building(s), the County conducts field surveys to determine if the time under investigation warrants a change in the hours for permit parking.
  - d. At least two parking surveys are taken to determine if the new hours requested meet the greater than 85% of the total spaces per street block

- occupied threshold.
- e. If the qualifications in c. and d. above are met, the County sends notifications to the residents on the affected block(s) and changes the permit parking signs in the affected area to the new times.
  - f. If the qualifications in c. and d. above are not met, the residents may re-petition after one calendar year.
3. Two-hour paid parking for non-permit holders will be established on all RPP streets during the times of restrictions. No meters will be installed. Non-permit holders must pay by cell or by using the current in-vehicle electronic parking meter (EasyPark). RPP permit and pass holders are exempt from the paid 2-hour parking requirement.

### **Steps for Subdividing a Permit Parking Zone**

Residents may request subdividing zones that are larger than ½ mile and where occupancy exceeds 85%. The steps are as follows:

1. The process begins when at least 80% of the households on at least one restricted street block requests their block to be surveyed to see if it qualifies under the 80/85 rule and if is part of a zone larger than ½ mile.
2. The County would then conduct a survey to determine if more than 85% of the total spaces per street block are occupied.
3. Once the 80/85 test has been met and staff determined that the zone is larger than ½ miles, the County conducts a review to determine the appropriate boundaries of the new zones. Arlington County considers the following factors when determining new or subdividing existing zones with each residential permit parking request: size (eventual zones no larger than 1/2 mile square), land use characteristics besides housing density, location of major or minor arterials, location of physical and natural boundaries, location of a traffic generator, parking capacity of the street, and civic association boundaries,.
4. After the determination of the new zone boundaries, at least 80% of the households in the proposed new zone must sign a petition created and circulated by the County to create the new, smaller zone.
5. Petitions for subdividing a zone may be submitted to the County throughout the year but must be received by December 31 in order to change the zone boundaries by the following July. Petition received during the RPP permit renewal period (April 1<sup>st</sup> to June 30<sup>th</sup>) will be processed after the renewal period ends.
6. The establishment of the new zone is effective the following July. Applications for permit parking may be submitted to the County throughout the year but must be received by December 31 in order to change the zone boundaries by the following July.
7. If a new zone is approved, the County sends notification to each address within the approved zone with the following information:
  - a. Boundaries of the new zone,
  - b. The effective date of the zone,
  - c. The specific rules and regulations for the zone, to include the hours when parking will be restricted, and

- d. The procedures for obtaining parking permits.
8. The County then changes the permit parking signs in the affected area to the new zone number.
9. In order to subdivide a zone, residents may obtain Arlington County petition forms by contacting the County in person, by email, or by faxat:

Arlington County Government Department  
of Environmental Services  
Transportation Engineering and Operations Bureau  
2100 Clarendon Boulevard, Suite 900  
Fax: 703-228-3719  
Website: [www.parkarlington.com](http://www.parkarlington.com)  
Email: [park@arlingtonva.us](mailto:park@arlingtonva.us)

### **Steps for Removing Permit Parking on a block**

In some cases, residents of a street block no longer want or need permit parking because of changes in street, traffic or parking patterns. The steps to remove permit parking on a street block are as follows:

1. The County-provided petition form must be circulated to all of the households on both sides of the petitioned street block, in case of a T-Intersection up to the T-intersection on both sides of the street block.
2. The petition must be signed by at least 80% of the street block neighbors and/or multi-family building(s).
3. If 80% required signatures are met, County will remove parking signs on the block. Notification letters will be mailed to the residents of the block.
4. If residents wish to re-instate residential permit parking on the block, residents may re-petition no earlier than one year after the original petition to remove permit parking was approved.
5. The County Manager may initiate the removal of restrictions if staff finds that the restrictions were improperly granted or the restrictions create an undue on-street parking hardship for residents near the restricted streets. Not being able to park in front of one's residence will not be deemed an undue hardship.
6. Petitions for removing restrictions may be submitted to the County throughout the year but must be received by December 31 in order to be removed by the following July. Petitions received during the RPP permit renewal period (April 1 to June 30) will be processed after the renewal period ends.

### **How to Receive a Permit, FlexPass, Landlord Permit, and Visitor Passes**

Permits are valid for one fiscal year, or the period between July 1 and June 30 of the following year. Permits must be renewed on an annual basis. In order for residents to have their permits and passes in advance of the new year, a renewal period begins on April 1 of each year. Permits for the coming fiscal year ordered and received after April 1 but before June 30 are valid before July 1.

A residential parking permit does not guarantee a parking space. Spaces are available on a first-come-first-served basis to all permit/pass holders of that zone.

All households in a permitted zone are eligible to receive permits, a FlexPass and visitor passes as follows:

1. In order to receive a residential permit, FlexPass, and/or visitor passes, a parking zone resident must:
  - a. Complete a RPP program application. A renewal application is sent to each eligible household annually for accurate record keeping,
  - b. Show proof of residency (Virginia Driver's License, lease or mortgage document, utility bill, etc.)
  - c. Pay appropriate fees.
2. Temporary permits may be issued to the applicant at the discretion of the Division of Transportation while residents wait for their permit materials to arrive. The temporary permit is free of charge and valid for up to 45 days.
3. A maximum of two (2) vehicle specific permits for households with off-street parking appurtenant to the household (e.g. driveway, garage, carport, or parking lot/garage) and three (3) residential permits per household without off-street parking is allowed. The vehicle specific permit is renewed annually.
4. Each eligible household may receive, in lieu of one (1) vehicle specific permit, one (1) FlexPass, a dashboard placard that can be used by residents or their visitors. The FlexPass may not be sold or transferred. If a FlexPass is sold or transferred to someone not visiting the residence, the result will be forfeiture of receiving a FlexPass for the current and following year. The FlexPass is designed to deter duplication and is clearly marked with the residence address and zone number. The FlexPass is renewed annually.
5. Short-term visitor passes are used as a supplement to the FlexPass. Short-term visitor passes are clearly marked with the residence address and the zone number. Short-term visitor passes may not be sold or transferred to people not visiting the assigned residence, and violations of this provision will result in forfeiture of receiving the short-term visitor passes for the current and following year. Residents are eligible for 100 short-term visitor passes per year, to be sold in books of 20. Each pass is valid for up to three (3) consecutive days. Residents must mark with a pen the days that the pass is valid by punching out the date circles and writing in the effective dates. Vehicles parked on-street with improperly marked short-term visitor passes will be ticketed.
6. Residents may apply for residential permits, the FlexPass, short-term visitor passes, and/or Landlord Permits online, in person, or by fax to:

Arlington County Government  
2100 Clarendon Blvd, Suite 215,  
Fax: 703-228-3719  
Website: <https://rppp.arlingtonva.us/>  
Email: [park@arlingtonva.us](mailto:park@arlingtonva.us)

7. The following non-residents are eligible to apply for a permit or pass:

- a. Non-resident property owners are eligible to receive one (1) Landlord Permit, a dashboard placard that may only be used by the non-resident property owner while visiting the address shown on the pass. When applying for the permit, proof of eligibility must be provided (e.g. mortgage document; listing in [Arlington County property search](#)). The Landlord Permit may not be sold or transferred to people not visiting the assigned property. Selling or transferring the Landlord Permit will result in forfeiture of receiving a Landlord Permit for the current and following year.
  - b. “Good in all Zones” permits are special vehicle-specific permits issued to eligible health care workers and social-service workers who conduct multiple site visits to homes in the County as a routine part of their duties. The permits enable the workers to park on permit parking restricted blocks while serving residents on those blocks. “Good in all Zones” permits may only be used while conducting business in permit parking areas. Vehicles belonging to individuals not providing a service are subject to ticketing and the individuals issued the permit having their privileges suspended. When applying for the permit, employees must provide a signed employer confirmation form as proof of eligibility.
  - c. One (1) annual zone-specific permit may be issued to employees of congregate living facilities within an RPP zone. When applying for the permit, employees must provide proof of employment at the congregate facility within the RPP zone in the form of a pay stub showing the address of the congregate living facility within the RPP zone or a signed employer confirmation form as proof of eligibility.
  - d. One (1) annual zone-specific permit may be issued to employees of elementary, middle, or high schools when 50% or more of the streets immediately abutting the school property have RPP restrictions on one or both sides. The number of permits per school is capped at the number of staff who regularly work at the school less the number of off-street parking spaces provided less the number of unrestricted parking spaces on the streets immediately abutting the school property. Permits will be issued on a first-come-first-served basis. When applying for the permit, employees must provide either a signed employer confirmation form or employment contract that lists the specific school as their work site as proof of eligibility.
  - e. Zone-specific temporary permits valid for three months may be issued to construction contractors who are working on a premise within an RPP zone. When applying for the permit, proof of eligibility must be provided (e.g. construction contract for property address within an RPP zone, a letter or e-mail from the owner of the property or a resident of that property, etc.)
8. Non-residents may apply for non-residential permits online, in person, or by fax to:

Arlington County Government  
2100 Clarendon Blvd, Suite 215,  
Fax: 703-228-3719  
Website: <https://rppp.arlingtonva.us/>  
Email: [park@arlingtonva.us](mailto:park@arlingtonva.us)

## **Grandfathering**

The RPP program as approved by the Arlington County Board on XXX only grandfathers existing zone boundaries and hours of restrictions into the current program. If residents of an existing zone request a change of hours of restriction, the zone boundaries may be changed at the discretion of the County.

## **Fees and Administration**

Beginning July 1, 2021, user fees are:

- a. \$40 per year for the first vehicle specific permit
  - b. \$55 per year for the second vehicle specific permit
  - c. \$65 per year for the third permit (only available to households without off-street parking)
  - d. \$40 per year for the FlexPass (only available in lieu of one vehicle specific permit)
  - e. \$5 for the first Short-term Pass book, and \$10 for each additional with a max of 5 books annually.
  - f. \$40 for the Landlord Pass.
  - g. \$40 for the "Good in all zones" permit
  - h. \$10 for the three-month temporary permit
  - i. \$40 for the School Staff permit
  - j. \$40 for the Congregate Living Facility Staff permit
1. Residents who qualify for certain assistance programs may receive a 50% discount on the fee for each residential permit. No less often than once per fiscal year, residents must show proof of qualification for one or more of the following programs:
    - a. Supplemental Nutrition Assistance Program (SNAP)
    - b. Women Infants, and Children (WIC)
    - c. Temporary Assistance to Needy Families (TANF)
    - d. SSI/SSDI Supplemental Security Income
    - e. Low Income Home Energy Assistance Program (LIHEAP)
    - f. Medicaid
  2. All permits are non-refundable; FlexPasses are non-replaceable; and visitor passes are non-refundable and non-replaceable.
  3. Individual zone permits are identified by a number that is unique to each zone. A valid permit for one residential parking zone does not entitle the permit holder to park in any other such zone.
  4. When residents dispose of a vehicle with a valid parking permit and they continue to live within a parking zone, they may obtain a new permit for the replacement vehicle.
  5. Permits and visitor passes shall be removed from the vehicle upon moving from the zone.
  6. Permits and visitor passes shall remain the property of Arlington County and may be revoked without notice and must be surrendered on demand by the County.

7. Vehicle-Specific Permits shall be affixed either to the left rear bumper of the vehicle or left rear side of the window shield. Temporary permits or Non-vehicle specific permits, such as Flexpass or Visitor Pass, shall be displayed in clear view on the vehicle's dashboard.

DRAFT

**ARLINGTON COUNTY CODE**

**Chapter 14.2**

**MOTOR VEHICLES AND TRAFFIC**

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**§ 14.2-7.1. Fines for Nonmoving Violations.**

Each law enforcement officer or other employee charged with the duty of enforcing violations shall attach to each vehicle whose operator is in violation of §§ 14.2-1, 14.2-2, 14.2-3, 14.2-3.1, 14.2-32, 14.2-33, 14.2-34, 14.2-38, 14.2-38.1, 14.2-40, 14.2-41, 14.2-42, 14.2-43, 14.2-44, 14.2-45, 14.2-85, 14.2-87, 14.2-96 and 14.2-106 of the County Code, a notice to the operator thereof that such vehicle has been parked in violation of one (1) or more of these sections.

A. The fines to be paid prior to issuance of a warrant for violation of Arlington County parking ordinances, except as otherwise provided in § 14.2-7.1.B, shall be the following:

1. Forty dollars (\$40.00) for exceeding the time limit on meter (§§ 14.2-42, 14.2-43, 14.2-44, and 14.2-45).
2. Fifty dollars (\$50.00) for parking in restricted zone (§§ 14.2-33 and 14.2-40); fifty dollars (\$50.00) for parking, without consent, on private property (§ 14.2-3.2); and sixty dollars (\$60.00) for unlawful parking on a weather emergency street (§ 14.2-87);
3. Fifty dollars (\$50.00) for not parking on the right side of two-way street (§ 14.2-2 and § 46.2-889 of the Code of Virginia);
4. Fifty dollars (\$50.00) for parking on an interstate highway continuously for more than twenty-four (24) hours (§ 14.2-2); fifty dollars (\$50.00) for leaving a motor vehicle unattended for a period of ten (10) days (§ 14.2-3); and fifty dollars (\$50.00) for abandoned vehicle (§ 14.2-3);
5. Fifty dollars (\$50.00) for parking commercial vehicle in residential zone (§§ 14.2-33 and 14.2-34);
6. Fifty dollars (\$50.00) for parking outside designated space (§ 14.2-38);
7. Fifty dollars (\$50.00) for parking within twenty (20) feet of corner (§ 14.2-38);
8. Fifty dollars (\$50.00) for parking within fifteen (15) feet of fire hydrant (§ 14.2-38);
9. Fifty dollars (\$50.00) for obstructing traffic, violating temporary "No Parking" zone, or creating a hazard (§§ 14.2-2, 14.2-3, 14.2-32, 14.2-38, and 14.2-86, and § 46.2-888 of the Code of Virginia);
10. Fifty dollars (\$50.00) for leaving vehicle unattended with motor running (§ 46.2-1071 of the Code of Virginia);
11. Fifty dollars (\$50.00) for failure to display valid Virginia license tags (§ 14.2-2 and § 46.2-715 of the Code of Virginia);
12. Fifty dollars (\$50.00) for failure to obtain an annual Arlington County motor vehicle license (§ 14.2-2);

13. Fifty dollars (\$50.00) for failure to display any valid license tag (§ 14.2-2);
14. Fifty dollars (\$50.00) for failure to display valid Virginia inspection sticker (§ 14.2-2);
15. Fifty dollars (\$50.00) for parking in a fire lane (§ 14.2-38);
16. Fifty dollars (\$50.00) for double parking (§ 14.2-38);
17. Five hundred dollars (\$500.00) for unlawful parking in a space restricted for use by disabled persons (§ 14.2-38.1); ~~and~~
18. Fifty dollars (\$50.00) for parking in violation of residential permit parking restrictions ~~a residential restricted zone~~ (§ 14.2-106);
19. Fifty dollars (\$50.00) for any nonmoving violation for which a fine is not specifically provided elsewhere in this chapter;
20. Fifty dollars (\$50.00) for parking or placing any automobile, truck, trailer or other vehicle upon or in any street, alley or parkway for the purpose of selling or offering the same for sale or rent.
21. Fifty dollars (\$50.00) for parking or placing any automobile, truck, trailer or other vehicle not defined as a tour bus in a tour bus parking zone.
22. Sixty dollars (\$60.00) for tour buses that exceed the time ~~line~~ limit on a meter in a tour bus zone.
- ~~23. Fifty dollars (\$50.00) for failure to properly display Residential Parking Zone decals/passes (§ 14.2-110).~~
- 24~~23~~. Fifty dollars (\$50) for unauthorized motor vehicles standing or parking in a designated car-share parking station (§ 14.2-110).

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Proposed RPP Program Compared to the Current Program

Issue Area	Current Program	Proposed Program
<p><b>Eligibility</b> Which households can petition?</p> 	<ul style="list-style-type: none"> <li>• All single-family detached households eligible to petition unless built by <a href="#">Unified Residential Development</a></li> <li>• Apartments, condominiums, duplexes, and townhome households eligible to petition unless:                             <ul style="list-style-type: none"> <li>○ Built after 1997 (for duplexes and townhomes) or 1964 (for apartments and condos)</li> <li>○ Approved by <a href="#">Site Plan</a></li> <li>○ Approved by <a href="#">Unified Commercial Mixed Use Development</a></li> <li>○ The building does not maximize existing parking</li> <li>○ The building charges for parking separately from rent and the charge is more than the County’s permit parking fees.</li> <li>○ The building can obtain off-street parking within 2 blocks of the building through an agreement with the other building’s owners</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• All housing types eligible to petition, including                             <ul style="list-style-type: none"> <li>○ Single-family detached homes</li> <li>○ Accessory dwelling units</li> <li>○ Duplexes and townhomes</li> <li>○ Apartments and condominiums</li> </ul> </li> <li>• Buildings approved for development by the County Board through the following means are ineligible to apply                             <ul style="list-style-type: none"> <li>○ <a href="#">Site Plan</a></li> <li>○ <a href="#">Unified Residential Development</a></li> <li>○ <a href="#">Unified Commercial Mixed-Use Development</a></li> <li>○ <a href="#">Commercial Centers Form-Based Code Use Permit</a></li> <li>○ <a href="#">Neighborhoods Form-Based Code Use Permit</a></li> </ul> </li> </ul>
<p><b>Permits &amp; Passes</b> How many permits should a household be able to receive?</p> 	<ul style="list-style-type: none"> <li>• Maximum of four (4) annual permits per household, including                             <ul style="list-style-type: none"> <li>○ One (1) FlexPass</li> <li>○ Three (3) vehicle-specific permits (decals)</li> </ul> </li> <li>• Residents may petition to allow up to four or more vehicle-specific permits, though no zone has done this</li> <li>• Households in <a href="#">Accessory dwelling units</a> may obtain                             <ul style="list-style-type: none"> <li>○ One (1) FlexPass and one (1) short-term visitor booklet separate from the main residence, or</li> <li>○ Obtain either the FlexPass or one (1) of the vehicle-specific permits from the four (4) total, depending on occupancy on the street</li> </ul> </li> </ul>	<p>For all households, including those living in accessory dwelling units</p> <ul style="list-style-type: none"> <li>• Maximum of two (2) permits (including FlexPass) per year for households with any amount of parking in a driveway, garage, carport, or parking lot.</li> <li>• Maximum of three (3) permits (Including FlexPass) per year for households with no parking in a driveway, garage, carport, or parking lot.</li> <li>• Household may choose to obtain all annual permits as vehicle-specific permits or obtain one (1) as a FlexPass.</li> </ul>

Issue Area	Current Program	Proposed Program
<p><b>Visitors and Others</b></p> <p>What options do people visiting homes in RPP zones have? What about people who work in neighborhoods with RPP restrictions?</p> 	<ul style="list-style-type: none"> <li>• Households may receive two (2) kinds of permits/passes for visitors <ul style="list-style-type: none"> <li>○ Up to (5) books of twenty (20) short-term visitor passes</li> <li>○ One (1) FlexPass. FlexPass is not replaceable if lost but replaceable if stolen.</li> </ul> </li> <li>• One (1) landlord pass available per year for property owners who do not live at the home</li> <li>• Vehicles providing service to the home and clearly marked with the organization’s name (e.g., FedEx, Verizon, etc.) are exempt from restrictions</li> <li>• Time-limited parking for people without permits (allowed but not common)</li> <li>• Meters with resident pass exemption (allowed but do not exist)</li> <li>• Good in All Zones permits for individuals with organizations that provide health and social services at homes in RPP zones (e.g., home-health aides, social workers, providers of at-home religious services, etc.).</li> <li>• Temporary permits for construction contractors who are working at a property within the RPP zone and who do not have a vehicle marked with their company’s logo.</li> <li>• Car-share vehicles are exempt from restrictions but must be moved after 24 hours.</li> </ul>	<ul style="list-style-type: none"> <li>• Households may receive two (2) kinds of permits/passes for visitors to use <ul style="list-style-type: none"> <li>○ Up to five (5) books of twenty (20) short-term visitor passes per year</li> <li>○ One (1) FlexPass (included in maximum per-household permit count as described above) per year.</li> </ul> </li> <li>• One (1) landlord pass available per year for property owners who do not live at the home</li> <li>• One (1) annual permit for school staff not included in the “Good in All Zones” program (see below). The number of permits issued per school would be capped at a number to be determined.</li> <li>• One (1) annual permit for employees of congregate living facilities located in RPP zones.</li> <li>• Two-hour paid parking on all streets with restrictions. <ul style="list-style-type: none"> <li>○ Vehicles with an RPP permit or pass are exempt from the two-hour limit.</li> <li>○ Individuals may pay using <a href="#">ParkMobile</a> or <a href="#">EasyPark</a></li> <li>○ No meters are installed.</li> </ul> </li> <li>• Vehicles providing services to homes in the RPP zone that are clearly marked with the organization or company’s name (e.g., FedEx, Verizon, etc.) are exempt from restrictions</li> <li>• Good in All Zones permits for individuals with organizations that provide health and social services at homes in RPP zones (e.g., home-health aides, social workers, providers of at-home religious services, etc.).</li> <li>• Temporary permits for construction contractors who are working at a property within the RPP zone and who do not have a vehicle marked with their company’s logo.</li> </ul>

Issue Area	Current Program	Proposed Program
<p><b>Fees</b> How much should permits and passes cost?</p> 	<ul style="list-style-type: none"> <li>• Fees cover about 60% of the costs to administer and enforce the program</li> <li>• FlexPass and Landlord Pass: Free</li> <li>• Vehicle-specific permits: \$20 for the first permit, \$20 for the second permit, \$50 for the third permit, and \$250 for subsequent permits if a zone has petitioned for additional permits to be issued</li> <li>• Short-term visitor books: first booklet is free, then \$5 each</li> </ul>	<ul style="list-style-type: none"> <li>• Car-share vehicles are exempt from restrictions but must be moved after 24 hours.</li> <li>• Fees cover 100% of the costs to administer and enforce the program.</li> <li>• Fees may be adjusted up or down each year depending on the cost to deliver the program.</li> <li>• For the first year <ul style="list-style-type: none"> <li>○ FlexPass and Landlord Pass: \$40</li> <li>○ Vehicle-specific permits: \$40 for the first permit, \$55 for the second permit and (for households that may receive three) \$65 for the third permit.</li> <li>○ Short-term visitor books, \$5 for the first book, \$10 each for the four other books.</li> <li>○ Good in All Zones permits: \$40 each</li> <li>○ School staff and congregate living facility staff permits: \$40 each</li> <li>○ Temporary contractor permits: 3 months for \$10</li> </ul> </li> <li>• 50% discount on FlexPass, Landlord Pass, vehicle-specific permit, and short-term visitor pass books for households that qualify for at least one of the following <ul style="list-style-type: none"> <li>○ Supplemental Nutrition Assistance Program (SNAP)</li> <li>○ Women Infants, and Children (WIC)</li> <li>○ Temporary Assistance to Needy Families (TANF)</li> <li>○ SSI/SSDI Supplemental Security Income</li> <li>○ Low Income Home Energy Assistance Program (LIHEAP)</li> <li>○ Medicaid</li> </ul> </li> </ul>

Proposed Administrative Policies and Procedures Compared to Current Program

Issue Area	Current Program	Proposed Program
<p><b>Petition Process New Zone</b></p>	<ul style="list-style-type: none"> <li>• Petitions are submitted by the 100-address block (e.g., the households between 1000 and 1100 19<sup>th</sup> St S);</li> <li>• Petitions by multi-family construction can petition by building</li> <li>• Resident from 60% of households on a block must sign an Arlington County –provided petition form for restrictions</li> <li>• Petitions by multi-family buildings require 60% of units in the building to be in favor of RPP restrictions</li> <li>• Staff must find during a site visit that more than 75% of the parking spots are occupied.</li> <li>• Staff must find that more than 25% of the spaces are occupied by vehicles that are from “outside the...zone.”</li> <li>• Block faces with no address points, such as with green spaces and parks, are not eligible for zoned parking</li> <li>• If study criteria are not met, residents must wait one calendar year before requesting RPP again</li> </ul>	<ul style="list-style-type: none"> <li>• County prepares a petition that a resident circulates to households on both sides of a street block, defined as the space between two intersections or an intersection and the end of the street.</li> <li>• Independent of housing type, a resident from 80% of households on petitioned street block must sign in support of the petition.</li> <li>• County observes parking occupancy. If occupancy regularly exceeds 85%, then restrictions would be granted.</li> <li>• Increase number of occupancy observations per block from two to a number to be determined.</li> <li>• Residents may only petition for one or more of these sets of hours                         <ul style="list-style-type: none"> <li>○ 8:00 a.m. – 5:00 p.m. Monday – Friday</li> <li>○ 8:00 a.m. – 5:00 p.m. Saturday/Sunday</li> <li>○ 5:00 p.m. – 1:00 a.m. Monday – Friday</li> <li>○ 5:00 p.m. – 1:00 a.m. Saturday/Sunday</li> </ul> </li> <li>• Block faces with no address points, such as with green spaces and parks, are not eligible for zoned parking</li> <li>• If study criteria are not met, residents must wait one calendar year before requesting RPP again</li> </ul>
<p><b>Petition Subdivision of Existing Zone</b></p>	<ul style="list-style-type: none"> <li>• Residents may petition the County to subdivide a large zone if cross-commuting is an issue</li> <li>• 60% of the households on at least one block requests that their block to be surveyed for cross-commuting.</li> <li>• Staff would conduct a 75/25 survey using the block’s limits as the boundary for the 25% out of area survey</li> </ul>	<ul style="list-style-type: none"> <li>• Resident contacts County requesting a petition to split an existing zone due to high occupancy.</li> <li>• A resident from 80% of households on petitioned block must sign in support of the petition.</li> <li>• County observes parking occupancy. If occupancy regularly exceeds 85%, then the County would draw boundaries for new zones.</li> <li>• County creates a petition for distribution to the households that would be located in the new</li> </ul>

Issue Area	Current Program	Proposed Program
	<ul style="list-style-type: none"> <li>Once the 75/25 test has been met, the County conducts a review to determine the appropriate boundaries of the new zone.</li> <li>After the determination of the new zone boundaries, at least 60% of the current permit holders in the proposed new zone must petition the County to create the new smaller zone</li> </ul>	<p>zones. If at least 80% of the homes in the proposed new zones support the split, then the County would create the new zones.</p> <p>OR</p> <ul style="list-style-type: none"> <li>As part of petition for new hours of restrictions, staff determines as a result of the occupancy study that the size of the zone contributes to a high occupancy. In this instance, the County would draw boundaries for new zones.</li> <li>County creates a petition for distribution to the households that would be located in the new zones. If at least 80% of the homes in the proposed new zones support the split, then the County would create the new zones.</li> </ul>
<b>Petition to Remove a Zone</b>	<ul style="list-style-type: none"> <li>Residents of a block may petition the County to remove a zone if permit parking is no longer needed because of changes in street, traffic or parking patterns.</li> <li>County-provided petition form will have to be signed by at least 60% of the block neighbors.</li> <li>If 60% required signatures are met, County will remove parking signs on the block. Notification letters will be mailed to the residents of the block.</li> <li>If residents wish to re-instate residential permit parking on the block, residents may re-petition one year after the original petition was approved.</li> </ul>	<ul style="list-style-type: none"> <li>Resident contacts County requesting a petition to remove an existing zone restriction from their block.</li> <li>A resident from 80% of households on impacted block must sign in support of the petition.</li> <li>If 80% required signatures are met, County would remove parking signs on the block. Notification letters would be mailed to the residents of the block.</li> <li>If residents wish to re-instate residential permit parking on the block, residents may re-petition one year after the original petition was approved.</li> </ul>
<b>Criteria for Setting Zone Boundaries</b>	<ul style="list-style-type: none"> <li>Criteria for Setting Zone Boundaries <ul style="list-style-type: none"> <li>No larger than 1/2-mile radius</li> <li>Location of major or minor arterials, physical and natural boundaries</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>Criteria for Setting Zone Boundaries <ul style="list-style-type: none"> <li>1/2-mile radius max.</li> <li>Location of major or minor arterials, physical and natural boundaries</li> </ul> </li> </ul>

Issue Area	Current Program	Proposed Program
	<ul style="list-style-type: none"> <li>○ Civic association boundaries</li> <li>○ Land use characteristics (but not housing type)</li> <li>○ location of a traffic generator</li> <li>○ driving patterns within the neighborhood</li> <li>○ parking capacity on the street</li> <li>○ existence of driveways and dedicated parking</li> </ul> <ul style="list-style-type: none"> <li>● Add blocks to new zones or add to existing zones on a block-by-block basis</li> </ul>	<ul style="list-style-type: none"> <li>○ Civic association boundaries</li> <li>○ Land use characteristics (but not housing type)</li> <li>○ Location of a traffic generator</li> <li>○ Parking capacity on the street</li> </ul> <ul style="list-style-type: none"> <li>● Add blocks to new zones or add to existing zones on a block-by-block basis</li> </ul>
<b>Handling Households Close to the Boundary between two RPP Districts</b>	<ul style="list-style-type: none"> <li>● Some streets have designations for two zones (e.g., N Veitch Street is marked as “Zone 4/6”).</li> <li>● Households on corner properties can get passes for two RPP zones.</li> </ul>	<ul style="list-style-type: none"> <li>● Permits from both zones would be valid on one block in either direction of a zone boundary</li> <li>● Properties get passes for one zone</li> </ul>
<b>“Grandfathering” Restrictions</b>	Not applicable	<ul style="list-style-type: none"> <li>● Grandfather only zone boundaries and hours of restriction</li> </ul>

## Proposed RPP Program Public Feedback

Since 2017, staff has been engaging the community in the review of the Residential Permit Parking (RPP) Program; hosting 10 in-person events; recording 6,300 interactions with residents; and inviting 60,000 households to participate in a survey. As part of the final stage of the Review engagement, staff published a draft policy developed based on the last three years of community engagement and parking studies, and opened an online comment form for public feedback. This document summarizes feedback received on the proposed policy.

The RPP Review team received, through the online engagement form, a total of 540 unique responses with feedback on the proposed program topics Program Purpose, Eligibility, Permits and Passes, Visitors and Other Users, Fees, and Administration. Of those responses, 527 included the respondent's level of agreement or disagreement with the proposal and 404 included additional comments.

In this document, staff organized the public feedback by the proposed program topics, starting out with the overall distribution of responses along the Agree-Disagree scale followed with details on the thoughts and opinions shared in the open comment section.

### Purpose

The majority of responses (45 out of 90) agreed with the proposed purpose of the RPP program to manage parking demand only. The "Disagreed" and "Strongly Disagreed" categories were chosen by a total of 28 and "Neither" by 17.

**Agree or Strongly Agree:** Comments focused on the topic confirm opinions that RPP should only manage parking demand; a few emphasizing that onstreet parking should be made available to residents and that this proposal fits community needs better.

**Disagree or Strongly Disagree:** Responses provided a variety of reasons for their why they disagreed with the proposal, such as that the RPP program should continue to only limit commuter parking, everything should be metered instead of RPP restricted, RPP should be actively used to reduce parking capacity and thus vehicle trips, or no residents should be restricted from parking onstreet as it is a public resource.

**Neither Agree nor Disagree:** Only a few comments in this category focused on the topic at hand, emphasizing the need to provide on-street parking for residents or that RPP should mainly manage commuters and therefore not be used to provide exclusive use to residents.

Quite a few comments included other topics such as Eligibility, Permits, Visitors and Other Uses, and Fees. Those sentiments have been moved to their respective topic areas.

### Eligibility

Most responses selected "Disagree" or "Strongly Disagree" (45 out of 91). for the proposal to expand Eligibility to all households, while excluding site plan and certain types of permit uses. Responses of "Agree" and "Strongly Agree" categories totaled 36 and "Neither" was selected in 10 responses.

**Disagreed or Strongly Disagreed:** The majority of responses commented that multi-family residents should not be eligible for RPP permits and passes, arguing that the developers should provide sufficient off-street parking or that on-street capacity is not sufficient to serve everyone. Others focused on that

public streets should be for public use or at least all residents, arguing against any RPP restrictions. Other suggestions included recommendations that any development with <1 space should not be eligible, that multi-family residents should be eligible, but all permits should be limited to within two blocks of resident's home address, that single-family residents should have priority over multi-family, or that better solutions for contractor parking are required.

**Agreed or Strongly Agreed:** Some responses remarked that they view the proposal as fair or at least no worse than current policies. Individual comments included a variety of opinions supporting the expansion of eligibility in general, but recommending that buildings built by site plan and use permits should not be excluded, arguing that all housing with off-street parking should not be eligible for RPP restrictions, advocating that developers should be required to build sufficient off-street parking, suggesting that the proposal should be considerate of businesses and delivery drivers, pointing out that proximity to transit doesn't eliminate the need for a car, and stating that single-family home expansions can also be the cause of greater parking demand.

**Neither Agree nor Disagree:** Comments pointed out that policies should differ based on zone, expanded eligibility and access without improved enforcement will diminish on-street parking and access to homes, multi-family residents may participate but should receive fewer permits, and multi-family buildings with insufficient parking should not be eligible for RPP.

### Permits and Passes

The majority of responses gave "Disagree" or "Strongly Disagree" (70 out of 106) on the proposal to reduce the number of permits and tying it to off-street capacity. Meanwhile, 31 responses gave "Agree" / "Strongly Agree", and 5 gave "Neither".

**Disagree or Strongly Disagree:** Most statements in these categories viewed the proposed permit and pass structure as arbitrary and unfair, either because it discriminates against households with off-street parking who may not be able to choose not to use their off-street spaces for actual parking, or because multi-person households often require more than the suggested cap of permits and such households view the limit as an additional hardship or inconvenience. Other comments included the counterargument that the County should not restrict access to a public resource. Individual comments included questions on how long-term parking misuse will be addressed, views on that the proposal is biased against in-home day care services (such as nannies), requests to grandfather existing permit numbers, and recommendations to tie permit cap to lot size rather than off-street capacity.

**Agree, Strongly Agree, or Neither:** Most comments emphasized their agreement with the permit cap. Among those, some viewed the proposal as fairer than the current program. A few also pointed out that their permit need is greater than the proposed cap, the options do not make it easier for services such as dog walkers and house cleaners, or eligibility should not be the driving force behind the permit cap.

Some comments veered into other topics, such as Fees, Eligibility, Visitors, and Administration. Those sentiments were included in their respective themes.

### Visitors and Other Users

The majority of responses (49 out of 78) Disagreed or Strongly Disagreed with the Visitor proposal. The "Agreed" and "Strongly Agreed" categories were chosen by a total of 22 and "Neither" by 7.

### Disagree or Strongly Disagree

Most responses here were against the two-hour paid parking option with many voicing concern about enforcement, some stating that on-street demand is already too high, and a few either arguing for free parking options or generally speaking out against expanded access for non-residents; customization of the 2-hour paid parking option was mentioned a few times in terms of generally allowing for it but with some specifically suggesting 2-hour paid parking customized by zone, number of permits by street block, and fee by area. Individual concerns regarding the 2-hour parking were about access issues, arguing that the use of App and EasyPark would limit access and, thus, be discriminating. The majority of the balance of comments focused on certain types of visitor access with some arguing against school staff permits (or at a minimum limiting the number of those permits) and landlord passes, and a few requesting two-tier residential visitor passes for short and long-term visitors.

### **Agree or Strongly Agree**

In this category, most comments were made in agreement with the 2-hour paid parking option, stating that this may lessen idling and circling for spaces and that improved visitor access will benefit Arlington. Some responses stated general agreement with the proposal opining that it is a more efficient use of public space for people who need it. A few argued that visitors should be restricted not residents, school staff should not receive permits, and the 2-hour paid option should only be implemented with improved enforcement. Individual arguments were made that all streets should be metered for non-residential use and any residential visitor should be using the FlexPass.

### **Neither Agree nor Disagree**

The few comments received in this category were varied. Individuals wondered if staff considered changed on-street demand due to COVID, argued that construction vehicles already are misusing RPP access, supported 2hour paid parking via app and home health aide permits, reasoned that the landlord pass fee is too high and promoted the idea of visitor booklets for landlords, or suggested the use of paid parking revenue for street safety improvements (pedestrian, cyclist). Staff also received comments against two-hour parking mainly questioning enforcement sufficiency.

Staff received a few comments where the person did not share their level of agreement with the proposal. These comments argued against the 2-hour paid parking option, specifically on streets close to high-demand areas. These participants thought that parking demand was already high, that enforcement was not adequate, and that offering paid parking without meters was unfair to those without the technology to pay by phone. Some comments related to the topic Eligibility, Fees or Permits were included as well.

### **Fees**

Almost two-thirds of the people who shared opinions about the proposed fees shared that they “Disagree” or “Strongly Disagree” (61 out of 97). A total of 27 selected “Agreed” / “Strongly Agreed” and 9 chose “Neither”.

**Disagree or Strongly Disagree:** Most comments viewed the proposed fee increase as too high. Here, some suggested that certain types of permits should be free of charge (mostly FlexPass) or questioned what the 40% of current tax support would be used for in the future, arguing that general taxes should fund at least part of the program. Other comments suggested a senior discount, argued that an optimization of the program’s administration should result in more stable fees, and some found that

while they agree with incentivizing a reduction in car ownership, the fee structure should acknowledge the need for some cars. Meanwhile, others agreed with 100% coverage only if eligibility restrictions stay the same.

In addition to the focus on the fee increases, some comments argued that no fees should be charged to residents. Opinions here focused on that either general tax funds or revenue from enforcement should cover the program completely because tax payments are already high, expansion of access to RPP for residents and non-residents justifies complete coverage through tax, Arlington's growth caused need for RPP in the first place, residents' tax always pays for services that individuals may never make use of, and parking tickets provide a revenue stream to fund RPP.

Meanwhile, individual comments pointed out the difficulty of fee increases for fixed income residents or agreed with 100% coverage but suggested either a more gradual increase over the next years while others argued for a more drastic increase for some materials (e.g. second and third permit) or to include in addition to administrative costs the capital and maintenance costs of on-street spaces. Very few comments here argued for or against the proposed low-income discount.

**Agree, and Strongly Agree:** Most comments simply emphasized agreement with 100% coverage, with a few adding that private vehicle ownership needs to be discouraged. A few responses also included suggestions on charging based on property value or making the FlexPass more expensive since it is most prone to misuse, as well as some expressing appreciation for the low-income discount.

**Neither Agree nor Disagree:** The few comments received in this category varied from suggesting no fees at all to the suggestion that fees should be even higher.

Comments also referenced other topics, such as Eligibility, Permits, and Visitors and Other Users.

### Administration

A slight majority of responses chose "Disagree" or "Strongly Disagree" (27 out of 65), 22 selected "Agree" / "Strongly Agree", and 16 "Neither".

**Disagree or Strongly Disagree:** Individual comments included the opinion that 85% occupancy is too high, the petition process is too burdensome, and staff should simply review zones periodically. Other comments included the opinion that petitions should be allowed by block, and that the proposal for allowing permits from two zones to be valid on "boundary" streets will negatively impact residents on them. A few responses stated that the proposal is bad and questioned staff work, specifically not adequately considering the household survey responses in the development of this proposal. One response was given against the RPP program in general.

**Agree and Strongly Agree:** Comments elaborated on a few different topics. Some focused on the petition process voicing agreement with the 85% occupancy threshold or removal of the 25% out-of-area requirement, and a few suggesting setting the removal of zone petition requirement lower than 80% or to only grandfather zone restrictions if a majority is for keeping them. Others suggested reviewing the functionality of any zone after a few years without residents' request, and a few offered concerns that enforcement will not be sufficient, specifically if restriction hours can vary by block. A few responses spoke out in favor of the boundary zone parking allowance for areas where two zones border each other.

**Neither Agree nor Disagree:** Comment recommended revisiting existing zones and included questions about how long-term parking/parking for people who are traveling will be addressed. A few found the proposal confusing and difficult to understand the voice over the music or mentioned being upset that all zones except one being grandfathered (staff assumes this is in reference to zone 24).

Viewpoints that came up in individual comments that didn't relate to a vote for one of the categories included the opinion that staff should be able to block petitions that negatively impact households in the same neighborhood or questioned the ability of this feedback to impact the outcome of the proposal.

Many comments in this topic related to the themes Visitor and Other Users or Permits.

### [Additional Feedback](#)

In addition to the online engagement feedback, the public also provided 34 responses on the proposal through phone calls and emails to staff. Those comments included a variety of thoughts and suggestions.

One suggestion was that teacher permits should be free of charge and flexible in use to share among different staff. Another thought that short-term (15/30 min) parking options should be included throughout the County free of charge.

One suggested that if multi-family eligibility should be expanded, the County should renegotiate existing agreements with multi-family developments that allow the building management to restrict certain types of vehicles from parking off-street as this further increases on-street demand.

Some spoke out against the fee increase, the expansion of eligibility and non-residents' access, the implementation of a 2-hour paid parking option, double zone parking along borders of two zones, and the low-income discount. Among those, many raised concerns about parking enforcement considering the already high on-street demand in combination with the proposal to expand access, and about marked commercial vehicles' potential to be legally parked in RPP while being used for commuting. Another thought was that every area is unique and that universal rules are not useful. A few seemed to misunderstand that residential visitors would have to use the 2-hour paid parking or that parking meters would be installed, voicing their disagreement with such changes.

Others asked to keep the Flexpass free of charge, and one suggested that increases in fees contributes to residents being priced out of Arlington. Some argued in favor of the permit cap based on off-street parking and the fee increase suggesting an even higher fee. One recommended the removal of more parking in favor of safe bicycle infrastructures. Others posed a few clarifying questions related to zoning and housing policies, one's eligibility or ineligibility by building and zip code, grandfathering of zone boundaries, and RPP's ability to address equity concerns. One person suggested that low-income residents should be able to park free of charge. Finally, a few found the engagement on the proposal insufficient, requesting additional data or more detailed explanation on staff reasoning for proposal, or delay of the adoption of the program changes and further discussion with the community.

### **RPP, Off-Street Parking, and Parking Choices**

Though RPP is a policy that manages on-street parking, residents often relate RPP and on-street parking to off-street parking. The Arlington County Zoning Ordinance requires that single-family detached homes, townhomes, duplexes, and apartment or condominium buildings all must have parking in a garage, driveway, or lot (known collectively as “off-street parking”) to “[provide] sufficient space for access by, and for the off-street standing and parking of, all motor vehicles that may be expected to come to the premises at any time under normal conditions for any purpose.”<sup>1</sup>

As part of the RPP Review, staff consulted property records and satellite imagery to estimate the amount of parking in driveways, garages, carports, and parking lots at homes around Arlington. Staff found that multi-family development has the lowest median amount of parking available (1.1 spaces per unit) while single-family detached housing has the highest (3.5 spaces per unit) and townhomes/duplexes were in between (2.0 spaces per unit). However, the amount of parking varies greatly from property to property.

About 95% of all single-family detached households in RPP zones have at least some amount of parking in a driveway, carport, or garage. That number is almost the same as for those single-family detached homes not in an RPP zone. About 55% of all single-family detached and single-family attached homes have a garage or carport.

Even when builders include off-street parking with any type of home, some people that live there or visit will still park on the street.

- In some instances, it is more convenient to park on-street rather than to pull into a driveway or park in a garage.
- A household with more cars is more likely to park on the street at least some of the time. This is especially true if a household has more cars than can park in the driveway, garage, carport, or parking lot.
- If someone must pay to park in a garage or lot, he or she may decide that the time spent looking for parking and walking from the parking space is worth the money saved.
- About 31% of people living in single-family-detached homes with a garage/carport and 20% living in townhomes or duplexes with a carport said that they use at least some of their parking for storage to the point where they cannot park in it, according to a 2019 household survey conducted as part of the RPP review.

Based on responses to the 2019 household survey conducted for the RPP review, residents are more likely to park on street if they have RPP restrictions, regardless of the type of housing in which they live. Residents living in RPP zones reported that their visitors park on the street more than residents who do not live in RPP zones.

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<sup>1</sup> [Arlington County Zoning Ordinance](#), Section 14.3.1 and 14.3.7.