



ARLINGTON COUNTY, VIRGINIA

<p>County Board Agenda Item Meeting of July 9, 2005</p>
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DATE: June 17, 2005

- SUBJECT:**
- A. Repeal of Section 33 D., Restrictions On Parking In Districts in which Commercial and Industrial Uses Are Not Permitted, of the Arlington County Zoning Ordinance,
 - B. Proposed Amendments to the Ordinances Establishing the Douglas Park Residential Zone Parking Program and the Columbia Forest Residential Zone Parking Program, and
 - C. Amendment to Chapter 14.2 (Motor Vehicles and Traffic) of the Arlington County Code to enact Sections 14.2-98 through 14.2-106 relating to the Countywide Residential Permit Parking Program.

C. M. RECOMMENDATIONS:

- 1. Approve amendment to Section 33 D., Restrictions On Parking In Districts In Which Commercial and Industrial Uses Are Not Permitted, of the Arlington County Zoning Ordinance at the June 27, 2005 Planning Commission meeting and the July 9, 2005 County Board meeting to repeal Section 33 D. of the Arlington County Zoning Ordinance, effective July 9, 2005, as shown in Attachment A.
- 2. Approve amendments, as shown on Attachment B, to the ordinance establishing the Douglas Park Residential Zone Parking Program.
- 3. Approve amendments, as shown on Attachment C, to the ordinance establishing the Columbia Forest Residential Zone Parking Program.
- 4. Approve amendment to the Arlington County Code to enact Sections 14.2-98 through 14.2-106 relating to the Countywide Residential Permit Parking Program, as shown in Attachment D.

ISSUE: How should Arlington County change its residential parking permit program, which was established in 1973, to reflect the urbanization of the area?

County Manager: _____
County Attorney: _____
Staff: Sarah Stott, Department of Environmental Services, Transportation Engineering & Operations

SUMMARY: Extensive public input and discussion have provided the basis for a proposal to revise the County’s Residential Permit Parking Program (RPPP), which helps preserve neighborhood parking in areas with high parking demand. The changes presented in this report include those to existing ordinances and administrative procedures. The ordinance changes include the movement of the residential permit program ordinance from the Zoning Ordinance to the County Code, a new purpose and intent paragraph, guidance for the establishment of zone boundaries, the authorization for the County to establish permit parking on weekends, and the authorization for the County to charge fees for zone permits and visitor passes.

BACKGROUND: Since the 1950’s, Arlington has been in a rapid urbanization mode that has continued into the 21st Century. Arlington’s “smart growth” policies encourage high-density development almost exclusively along the Metro corridors while elsewhere preserving residential and low-density neighborhood commercial areas. This transition from a suburban community to an urban one has brought economic success, but has also brought increased parking demands which have affected residential areas.

Community Input

Over the past year and a half, residents and key interest groups were asked what can be done with on-street parking to better accommodate more people – many with varied parking needs. In all, more than 1,000 Arlington residents participated in the process, and several hundred gave input. Outreach included meetings, distribution of English/Spanish flyers, website information, newspaper articles, TV coverage, and an article in the *Arlington Insider*. The English/Spanish flyers also were mailed to every apartment and condo building built before 1970 and were sent home with all elementary school children.

This process began with a three-day Parking Symposium for all residents in October 2003. At this symposium, residents gave clear direction that improving the Residential Permit Parking Program was a high priority. With this direction, additional input was gathered through 33 meetings, including those with County Board appointed advisory commissions, i.e. Planning, Transportation, Disability Advisory, Historical Affairs and Landmark Review. The input from these meetings resulted in draft recommendations.

These draft recommendations were presented to the community during five additional meetings that were advertised in newspapers, on TV and radio and distribution of flyers. The five meetings were held in English with Spanish translation in different parts of the County.

Key themes from residents’ input on the draft recommendations included:

- More enforcement of parking restrictions,
- Inclusion of more residents in the parking programs,
- Control of parking along residential streets,
- Access to parking space in front of individual homes, and
- Flexibility in parking programs to accommodate different needs

DISCUSSION: Based on the community input gathered, the following key criteria provided the structure for the proposed policies:

- Flexibility
- Simplicity
- Fairness
- Cost-effectiveness in administration
- Resident empowerment

- Consistency with County vision
- Continued use of the 75/25/60 rule (75% of parking spaces are occupied; 25% occupied by non-neighborhood vehicles; 60% of households petition for change)

The proposed plan takes into account that all neighborhoods – and many blocks – are different and have different needs. It also recognizes that the streets are a community resource, not a private asset and that the program must balance the varied interests across the community.

This program creates a process for neighborhoods to help shape parking solutions. Under this plan, residents can identify neighborhood needs, including the hours of parking and the number of residential decals permitted per household, and county staff has a better ability to respond to those needs.

Summary of Proposed Plan

The proposed plan is intended to preserve and protect neighborhood areas with high parking demand and to provide:

- Additional options:
 1. FlexPass (new): The new flexible pass can be used by either residents or guests; each permitted household will receive one free pass per year. The FlexPass and the Short-term parking passes (below) replace the existing two visitor passes.
 2. Short-Term Parking Pass (new): The new short-term pass is valid up to three days; permitted households can purchase up to 100 per year at 25 cents each, with the first 20 free.
 3. Residential Permits: Permitted households can purchase up to three annual parking permits, rather than an unlimited number under the present program. Neighborhoods can decide to change the maximum number up or down. The first two permits cost \$20 each per year; the third is \$50; and each additional is \$250.
- Tools for better enforcement:
 1. FlexPass will include a hologram, or other design element, to prevent duplication. Providing only one per household reduces the total number currently in use by half.
 2. Short-Term Parking Pass will be dated to limit use.
 3. Limiting residential permits per household reduces the volume of permitted vehicles competing for street space.
 4. Standardizing hours of restriction (times when permits are needed) streamlines enforcement for Arlington County Police Department.
- Efficient curbside management: The program balances the varied curbside needs of residents, businesses, and visitors across the community, including use for transit stops, loading/unloading, and short-term parking.
- Multi-family homes eligible: In addition to single-family homes, multi-family homes are now included in the residential parking program based on specific criteria.
- Flexibility in managing parking zones:
 1. Typical parking zone hours (8 a.m. – 5 p.m.) may be extended.
 2. Zone boundaries may be altered.

The following is a more detailed explanation of the plan. A quick summary “Residential Permit Parking Program Changes At-A-Glance” is attached at the end of this report as Exhibit 1. Many of the changes will be administrative. Some will require changes to the existing ordinance, which has been part of the County’s Zoning Ordinance, and to the ordinances that established the Douglas Park and Columbia Forest Residential Permit Parking Programs. The right column of Exhibit 1 clarifies which changes are administrative and which would take place through ordinance revisions.

Issuing Permits to Residents

Zone permits allow permit holders to park in zoned residential areas during restricted hours. Currently, with the exception of Douglas Park and Columbia Forest, Zones 21 and 22 respectively, residents are allowed to receive an unlimited number of decals based on the number of vehicles registered to their address. In some areas, this has resulted in so many cars parking on the street that residents are unable to park within several blocks of their home. However, in Zones 21 and 22, each household is limited to receiving no more than three permits. This limitation has been successful in managing the parking demand for these residents within the permit zone areas. Across the 22 zones, there is variation in whether the on-street space is sufficient to accommodate residents’ and visitors’ vehicles. Some zones may be able to accommodate more than three vehicles per household with little or no difficulty, while others may not be able to accommodate even three vehicles per household.

Permit Recommendations:

1. Permits are issued only for registered vehicles. The County would establish a standard of three residential permits per household unless the residents of a zone petition otherwise.
2. Each household would also receive one “FlexPass,” a transferable dashboard placard that could be used by residents or their visitors. The FlexPass would be designed to deter duplication and would be clearly marked with the resident’s address.
3. Sixty percent of households in a zone could petition to change the zone’s standard to have fewer, or more, than the three-permit maximum per household. If the residents of a zone were to petition to allow more than three permits per household in addition to the FlexPass, they could do so; but the permit cost would be higher to allow a market mechanism to discourage overcrowding the streets.
4. The first blocks of a newly-established zone would set the standard in terms of maximum permits per household for future additional blocks within that zone.

Visitor Passes

The current visitor passes are white placards with colored-paper labels affixed to the front. The labels include the zone number and household address. Since the white placards are flat with no watermarks, they are easily copied and transferred. Currently, visitor passes do not include effective dates; therefore, many residents are using the passes on unregistered vehicles as permits, which makes enforcement difficult. Each household is sent two placards whether they need them or not, and the visitor passes are being sold over the Internet and elsewhere to non-Arlington residents.

Meetings with community groups have helped to identify three main categories of visitor-parking needs:

1. Short-term visitors - evening, overnight or weekend guests,
2. Long-term guests who are staying more than 10 days, and
3. Service people such as nurses, dog-walkers, nannies and tradesmen.

Residents appreciate the current visitor-placard system for meeting the demand for all three types of groups but recognize that having two placards is usually unnecessary and may encourage abuse.

Based on resident feedback, it is important that the program be flexible, be simple, and be cost-effective in terms of its administration. The FlexPass is intended to address this concern because it can be used by the resident, visitors, service crew workers, nannies, etc. One pass would be issued per household at no charge.

Additional visitors, such as for a party, would be accommodated with a short-term visitor pass, which may be used for up to three days. Short-term visitor-parking passes would be for one-time use and available for \$0.25 per pass in quantities of 20 per book, at a cost of \$5 per book, up to a maximum of 100 passes per year. The first book (20 passes) is free. To be valid, visitor-parking passes would be clearly marked for the date of use.

Visitor Pass Recommendations:

1. The County would create a short-term visitor pass, valid for period not to exceed three days, as a supplement to the FlexPass.
2. Short-term visitor passes would be clearly marked with the residence address and the zone number.
3. Short-term visitor passes would be dated to enable residents to validate specific days.
4. Residents would be eligible for 100 short-term visitor passes per year in packs of 20 for \$5. The first 20 are free.

Multi-Family Dwelling Eligibility

Residents of multi-family buildings, including two-family, townhomes, garden-style, and mid/high-rise apartments and condominiums (multiple-family homes) face the same effects of overspill from vehicles outside their neighborhoods that single-family residents face. Previously some multi-family units were admitted into the RPPP. Since early 2000, requests for zoned parking have been accepted only for single-family-detached dwellings. However, many older buildings that were constructed when parking demand was lower rely on on-street parking for their residents' vehicles.

Expanding the RPPP can help residents of multi-family dwellings. At the same time, it is important to a) have consistency with single-family areas in terms of on-street utilization thresholds, b) not discourage the efficient use of what off-street parking these buildings have, c) not undercut whatever parking strategy was employed for site-plan development, and d) not issue a flood of permits that could lead to abuse. Under the new residential permit parking program, multi-family dwelling units with fewer on-site parking spaces than current zoning regulations would require may be eligible for residential permit parking because the tenants have less access to parking.

The multi-family zones will be subject to the same 75/25/60 thresholds as the single-family zones: at least 75% of the parking area is occupied during part of the requested zone times, and at least 25% of the parked vehicles are from outside of the eventual zone area, and at least 60% of the residents within the multi-family dwelling units agree to the newly-proposed zone through a petition process.

Apartment and condominium buildings with at least the required number of parking spaces under the County's current zoning ordinance would not be eligible to participate in zoned parking nor to receive

visitor permits. Buildings built under the site plan or Unified Commercial Development process would not be eligible for the permit program since those buildings' parking needs have been considered on a case-by-case basis and addressed through other programs, such as a Transportation Demand Management program. To prevent the County from competing with on-site parking resources, buildings that charge more for on-site parking than the proposed County fee would not be eligible for the program.

Multi-Family Dwelling Eligibility Recommendations:

1. The County would allow residents of multi-family buildings (including two-family, townhouse and multiple-family dwellings) to participate in the RPPP under the following conditions:
 - a. The building does not meet the current zoning regulations for number of parking spaces. However, buildings approved under the site plan or Unified Commercial Development process would not be eligible for the program, nor would buildings that have an on-site parking charge greater than the County's permit parking fee.
 - b. One or more abutting streets meets the 75/25 standard, that is, at least 75% of parking spaces are occupied, and at least 25% of vehicles parked are owned by people who live outside the eventual proposed zone.
 - c. At least 60% of the building's households sign a petition in support of permit parking. The County would notify the building owner or his designee of this action.
 - d. The building's on-site parking, if any, meets County guidelines for efficient use:
 - i. No obstructions (e.g., dumpsters) established in parking spaces to prevent cars from parking within the building's parking facility,
 - ii. The parking layout maximizes use, and
 - iii. Building management demonstrates that it explored shared parking arrangements.
2. Multi-family residential parking permit holders may be included within an existing zoned area or may create a new zone only around the perimeter of the block containing the multi-family dwelling building.
3. If the multi-family dwelling contains a commercial/retail establishment on the first floor of the building, then the street adjacent to the building face of the retail would not be eligible for zoned parking during retail hours.
4. In a case where there is more than one multi-family building in a block, only residents of the multiple-family dwellings eligible for permit parking would be given permits, and the zone would be permitted only around the perimeter of the eligible buildings, not to exceed the number of spaces needed to meet current zoning requirements.
5. Property owners not living within the permit parking zone would receive one free package of 20 short-term permits for each dwelling they own within a permit parking zone.

Zone Size and Boundaries

Currently, some holders of RPPP permits are cross commuting within their own zone to Metro or other parking generators within the same zone. In order to address this problem, residents have asked that some of the larger zones be subdivided. Various ways of subdividing zones were explored, and it was felt that zones should be subdivided only if 60 percent of the residents in the proposed new zone agreed to the subdivision.

Other residents have asked that the County reassess whether blocks newly eligible for permit parking should be added onto the perimeter of existing larger zones or whether they should be the beginning of new zones. The County for the first time is now establishing criteria for defining the appropriate location of zone boundaries. The criteria for subdividing a zone or creating a new zone will be based on the following factors, wherever possible:

1. Size of the zone. Preferably in the future zones will be no larger than 1/2 mile square.
2. Zone land-use characteristics, including land use designation and zoning, Location of major and/or minor arterials,
3. Location of physical and natural boundaries,
4. Location of traffic generators, such as transit stations, bus stops, restaurants, shops,
5. Driving patterns within the neighborhood,
6. Parking capacity of the street,
7. Existence of driveways and dedicated parking,
8. Civic association boundaries, and
9. Other neighborhood characteristics.

In the case where zones are established that contain only multi-family buildings, the size of multi-family zones would be established based on a number of different characteristics that reflect the parking needs of the buildings and adjacent buildings. In the case where a single multi-family building qualifies for permit parking, the zone would be defined as the block faces that would fulfill the building's parking needs. For example, if a building were lacking 20 spaces based on current zoning specifications, and it was surrounded by four blocks with 10 spaces each, only two block faces would be zoned.

Zone Size and Boundaries Recommendations:

1. Existing zone boundaries would remain the same, unless changed by request of residents in accordance with this section.
2. To create a new zone by subdividing an existing zone, 60 percent of the households in the area desiring a new zone would agree by petition to constitute the new zone.
3. Criteria for determining new or subdividing existing zones for each residential permit parking request are as follows:
 - a. Size (eventual zones preferably no larger than 1/2 mile square)
 - b. Land-use characteristics, including land use designation and zoning,
 - c. Location of major or minor arterials
 - d. Location of physical and natural boundaries
 - e. Location of a traffic generator
 - f. Driving patterns within the neighborhood
 - g. Parking capacity of the street
 - h. Existence of driveways and dedicated parking
 - i. Civic association boundaries
 - j. Other neighborhood characteristics
4. Qualifying multiple-family buildings or complexes could each form a separate zone, unless adjacent buildings or complexes that share a common street can form one zone. The

minimum zone size would be one block face. Multiple-family complexes that share the same block face would petition together for permit parking.

5. Block faces would be allocated to zones up to the minimum amount of parking spaces that allow qualifying multi-family buildings to meet the current zoning regulations.

Hours of Parking Restrictions

Residential permit parking zones always have specified hours during which parking is limited to permit holders. Within one zone there may be more than one time restriction.

Currently, there are 12 different time restrictions throughout the County as follows:

- 8 a.m. – 5 p.m. weekdays,
- 8 a.m. – 5 p.m. with 2 hour parking permitted,
- 8 a.m. – 6 p.m. weekdays,
- 8 a.m. – 7 p.m. weekdays,
- 8 a.m. – 8 p.m. weekdays,
- 10 a.m. – 6 p.m. Saturdays,
- 10 a.m. – 9 p.m. weekends/holidays,
- 6 p.m. – 10 p.m. weekdays,
- 7 p.m. – 3 a.m. every day,
- 8 a.m. – 10 p.m. weekdays,
- 6 p.m. – 12 a.m. everyday, and
- 24 hours everyday.

Having multiple and varying restricted parking times throughout the County makes enforcement difficult and the hours confusing to the public.

Hours of Parking Restrictions Recommendations:

1. All future requests for zoned parking or changes to hours of enforcement at the petition of 60% of the residents would conform to one or more of the following:

- 8:00 a.m. – 5:00 p.m. Monday – Friday
- 8:00 a.m. – 5:00 p.m. Saturday/Sunday/Holidays
- 8:00 a.m. – 5:00 p.m. Everyday
- 5:00 p.m. – Midnight Monday – Friday
- 5:00 p.m. – Midnight Saturday/Sunday/Holidays
- 5:00 p.m. – Midnight Everyday

Zoned parking restrictions would not be enforced during County holidays, except where specifically stated.

2. Two-hour parking for non-permit holders could be requested through the petition process.

Transition

Current zones would continue with the same boundaries indefinitely, unless and until the permit holders in a specific zone petition to change the boundaries. A change would require that at least 60% of the current permit holders agree to a petition to create the new zone boundaries.

New blocks wishing to enter an existing zone may do so if they meet the current warrants for restricted parking on their block and if the resulting new zone boundaries still meet the criteria for zone size and boundaries. However, new blocks would not be able to add onto Zones 21 or 22 without amending the relevant ordinance, which lists specific boundaries.

Blocks wishing to change their hours following the standards set in this report, would be able to do so, with a petition signed by 60% of the households on the affected blocks.

Administration and Fees

The RPPP is managed cooperatively by three departments: the Department of Environmental Services, the Treasurer's Office and the Police Department. The Department of Environmental Services, Transportation Division defines zone boundaries, determines block eligibility, installs the permit signs and works with residents to set up their program. The Treasurer's Office issues the permits and visitor passes, and the Police Department enforces the program. Currently this program costs the County between \$400,000 and \$500,000 per year to administer and enforce. Additional resources would be required to implement and sustain the proposed program as recommended.

In order to pay for the improved services as recommended here, there are three options: to pay for the service out of the General Fund, to charge user fees, or a combination of both. During the community review period, staff heard divergent views on this question. Some felt that it was unfair to charge any fee when those who need zoned parking may be as a result of County planning policies that place single family neighborhoods in close proximity to other more intense uses and densities. Others felt it was unfair not to charge fees, because using general revenues to fund management of the RPPP was charging all property owners for a program that is currently available to less than 10 percent of County households.

In examining this question, County staff looked at practices other jurisdictions and found that Arlington was the only one that did not charge a fee for residential zoned parking. See the following table:

	Arlington Existing Policy	Alexandria	Washington, DC	Montgomery County	Fairfax County	Portland	Chicago
Permit Fee	No Charge	\$15 first vehicle, \$20 second vehicle, \$50 additional	\$13 for residents, \$338 out-of-state students	\$20	\$10 One Time Petition Fee Per Household	\$32	\$25 yearly, \$17.50 semi-annually

All participating households would get one FlexPass and 20 free short-term visitor passes. The first vehicle-specific permit is \$20, the second vehicle-specific permit is \$20, the third vehicle-specific permit is \$50, and any additional permits would cost \$250.

Staff believes that allowing a free FlexPass and 20 free visitor passes per household per year for this voluntary program ensures that few if any Arlington residents will be "forced" to pay to park on the street in front of their house, particularly considering how many households have driveways.

The proposal does include a larger fee (\$250 per vehicle) for the fifth and subsequent vehicle per household. This fee represents less than one quarter of the amortized cost to the County for a single parking space.

The County has a formal application process for Zones 21 and 22. This has enabled the County to keep track of the specific vehicles assigned permits. By instituting this process for the rest of the zones, the County will be better manage and enforce the program.

Administrative Recommendations:

1. The proposed ordinance would establish a user fee for decals beginning FY 2007 of \$20 per year for first two permits, \$50 per year for a third permit, and \$250 per year for each additional permit.
2. The FlexPass would be free of charge to each participating household.
3. Short-term passes would be in packs of 20 for \$5 and would be limited to 100 per year. The first 20 are free.
4. All permits would be non-refundable, FlexPasses would be non-replaceable, and visitor passes would be non-refundable and non-replaceable.
5. Petitions may only be signed by one person from each household.
6. For the purpose of conducting the 25 percent out-of-area survey, cars will be deemed to be out of the area if their normal parking/storage location is outside the proposed new zone using the established defining criteria.
7. Blocks with no address points, i.e., no houses facing the street, would be ineligible for zoned parking, except to provide sufficient spaces for a multiple-family zone.
8. There will be an application process for all zones within the County.

Ordinance Changes

The Residential Permit Parking Program is being moved from the County's Zoning Ordinance to the County Code as a housekeeping measure. The purpose of the Zoning Ordinance is to regulate land use for the health, safety, and welfare of the community. On-street parking matters are addressed in Section 14.2 of the County Code and are enforced either by the County Police Department or the County Manager's designee. Managing street parking is a matter properly within the Motor Vehicle section of the County Code.

The Ordinances that established the Douglas Park and Columbia Forest Residential Zone Parking Programs are being amended to enable the County to charge for permits and short-term passes, which is consistent with the new program.

Commission Recommendations and Responses

Transportation Commission Recommendations: The Transportation Commission voted 6-0 (with two abstentions) to recommended approval of the ordinance changes, with certain modifications, discussed below.

Recommendation: Adjust the requirements for 2-hour parking so that ordinance and administrative policies are consistent

Response: Staff agrees. Adjustment will need to occur at a follow-up ordinance revision.

Recommendation: Make the fee part of the budget process.

Response: This is already the case, and no changes to the staff recommendation are required.

Recommendation: Add enforcement resources.

Response: This is a budgetary decision that will be examined in the next budget cycle.

Recommendation: Allow fees to be reduced for low-income residents.

Response: Staff will explore this option.

Recommendation: Permit the FlexPass to be replaced if stolen

Response: Agree.

Recommendation: Landlords to get visitor passes instead of a FlexPass.

Response: Agree. Staff report modified accordingly.

Recommendation: Better notification of tenants and Civic Associations and make zoned parking conditional on Civic Associations being able to access apartment complexes.

Response: Civic Associations will be informed of proposed changes within their boundaries. Tenants will be directly involved when multi-family areas apply for zoned parking.

Recommendation: Incorporate charges for passes into the car tax bill.

Response: Staff will explore this option.

Recommendation: Charge higher fees for after-midnight enforcement.

Response: This will be evaluated after the program has been in place for a few years.

Recommendation: Encourage building owners to better manager on-site parking.

Response: This is already one of the conditions for eligibility for multi-family complexes.

Recommendation: Improve advertisement of where to call for parking enforcement.

Response: Agree

Planning Commission Recommendation: The Planning Commission voted 8-2 to recommend removing the program from the zoning ordinance. Individual commissioners also made comments, some of which are addressed in this report.

FISCAL IMPACT: The cost to implement the revisions to the Residential Permit Parking Program is estimated to be approximately \$185,000. This includes beginning in FY 2007 the addition of one new FTE for the Treasurer's Office to administer the revenue/data base management of the program, one new FTE for DES-Transportation Engineering and Operations, and non-personnel costs for surveys, permits and passes and ongoing studies. If the proposed fee structure is implemented, program revenues would offset these costs, and further support enforcement costs.

The projected revenues of approximately \$225,000 per year are based on the following assumptions: that 10% of the households with one or two vehicles will leave the residential permit program, that 25% of those remaining with one car will purchase permits, that 25% of those with two cars will get two permits and that the 615 households with four or more cars will obtain three permits. The projections also assume that 1000 short-term passes will be purchased.

If the proposed fee structure is not implemented, the County's service to the public would be restricted. The Treasurer's Office would be unable to organize the database of program participants, and DES-Transportation Engineering and Operations would not be able to meet the residents' expectations for timely service and program evaluation.

Because permits are issued annually at the beginning of the fiscal year, it is important that preparation of the program take place at the end of FY 06. Consideration will be given for an additional \$20,000 in funding for an incomplete project at close out of FY 2005 to prepare databases, order supplies and send out mailings to prepare the public for the new system.

Residential Parking Permit Changes At-A-Glance

Exhibit 1

Item	Old Program	Proposed New Program	Comment/Notes	Ordinance or Admin
Who's Affected				
Existing Zones	Stay as they are	Stay as they are	All changes to boundaries will be at the request of residents.	A
Which households are included	Mostly single-family homes	Single-family, multiple-family ¹ , town homes ¹ , and duplexes ¹	Included more residents.	A
Permits / Passes²				
# Resident Permits	Unlimited # allowed ³ , free of charge	Standard Limit of 3/household ⁴ ; \$20/year for the first 2; \$50 for the 3rd; \$250 each additional ⁴	Permit fee helps support program enhancements.	O/A
Visitor Pass	2 free mailed to all households; valid for one year	Replaced by "FlexPass" and Short-Term Visitor Pass	Old pass is not dated and is easily duplicated illegally.	A
FlexPass	n/a	1 free "FlexPass" per year mailed to all households	Flexible for resident or guest use; hologram design and limit of one help enforcement.	A
Short-Term Visitor Pass	n/a	Up to 3 days; \$5 for 20; limit of 100/year; first 20 free	Dated dashboard pass helps enforcement.	O/A
Zones				
# of zones	22	22 +	Following guidelines, new zones may be created.	A
Size of Zones	Varies	Varies	Following guidelines, zone sizes may change	A
Block Times				
Time of Blocks	Most blocks are 8 am to 5 pm	Later evening hours also possible; new blocks will use choice of standardized options.	Initiated by residents; standardized options helps enforcement.	A
Administrative				
Application Process	Only in zones 21 & 22	All zones	Provides information for database to control the program.	A

¹ Must meet 75/25/60 rule; building has less-than-required parking, does not charge residents more for on-site parking than the proposed County fee, was not approved under site plan and meets County guidelines for maximizing on-site parking.

² Changes take effect 7/1/2006.

³ Zone 21 & 22 (Columbia Forest & Douglas Park) are limited to 3/household.

⁴ Residents may elect for more or less than 3 permits upon petition signed by at least 60% of zone households.

AN ORDINANCE TO REPEAL SECTION 33. AUTOMOBILE PARKING, STANDING, AND LOADING SPACE, SUBSECTION D. RESTRICTIONS ON PARKING IN DISTRICTS IN WHICH COMMERCIAL AND INDUSTRIAL USES ARE NOT PERMITTED, OF THE ARLINGTON COUNTY ZONING ORDINANCE AT THE JUNE 27, 2005 PLANNING COMMISSION AND THE JULY 9, 2005 COUNTY BOARD MEETINGS.

BE IT ORDAINED THAT, Section 33, Subsection D. of the Zoning Ordinance be repealed to permit the to facilitate adoption of the Countywide Residential Permit Parking Program to facilitate the creation of a convenient, attractive and harmonious community; and for other reasons required by the public necessity, convenience and general welfare and good zoning practice:

SECTION 33. AUTOMOBILE PARKING, STANDING AND LOADING SPACE. (10-13-04)

* * *

~~D. Restrictions On Parking In Districts In Which Commercial and Industrial Uses Are Not Permitted.~~

~~1. 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, are being used for parking by the operators of vehicles while the operators of those vehicles are using (1) districts in which commercial or industrial uses are permitted, or (2) portions of districts in which conditional special uses have been permitted under Section 3, subsections A.9.a. through A.9.c., of the zoning ordinance, or (3) public mass transportation and the average number of vehicles parking in such a manner is in excess of twenty five (25) percent of the number of parking spaces on such streets and the total number of spaces actually occupied by any vehicles exceeds seventy five (75) percent of the number of spaces on such streets on the weekdays of any month, 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. 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 to be granted only under the following conditions:~~

~~a. To persons who are residents of any particular area in which parking is so restricted, to be limited to that particular area in which parking is so restricted for every vehicle owned by those persons and registered in the county;~~

- b. ~~To persons who are visitors of any residents of any particular area in which parking is so restricted, to be limited to that particular area in which the visited residence is located where parking is so restricted, to be valid for a stated period but no more than one (1) year, and not to be for any more than two (2) persons for each residence during the period in which the permit is valid and only for a single vehicle for each such visitor; and~~
- e. ~~To persons who do business with any resident of any particular district in which parking is so restricted during the hours of such restriction, to be limited to that particular area or areas in which parking is so restricted and in which any such person so transacts business.~~

~~However, the parking prohibitions of this Section 33, subsection D, shall not apply to service or delivery vehicles which are being used to provide services or make deliveries to dwellings.~~

~~On the application of any resident of the district, the chief of police or his authorized designee may issue permits to be valid for only one (1) day and for no more than four (4) hours on that day upon a showing by the resident that during the hours for which the permits are to be issued, his residence will be used in such a way consistent with its residential character and other provisions of law that visitors to his residence would not be able to park without violating the law. If the chief of police shall find the foregoing facts and further find that the issuance of the permits will not unduly impair traffic safety during the time of their validity, he shall issue such permits and may limit the streets or portions of streets on which they shall be valid. The number of such permits shall not at any time exceed fifty (50) percent of the number of spaces in which they are valid.~~

- 2. ~~Any such person shall show to the county manager or his authorized representative satisfactory evidence that he fulfills all the conditions for such a permit. Whenever the conditions no longer exist, the person holding such a permit issued under subparagraph 1.a. or 1.c. shall surrender it to the county manager or his authorized representative. 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, but may be renewed upon expiration, provided the conditions for issuance exist.~~
- 3. ~~The signs placed in such areas shall be of such character as to inform readily an ordinarily observant person of the existence of the rules and regulations imposing the foregoing restrictions. It shall be unlawful for any person to violate such rules and regulations.~~
- 4. ~~Wherever metered parking is in effect in any portion of a district that becomes subject to the restrictions of this paragraph D, the parking spaces controlled by~~

~~meters may be excepted from the provision of this paragraph so long as the control by meters continues.~~

- ~~5. On any block of any street where the conditions of paragraph D.1. above calling for restricted parking exist, the county manager may reduce the restriction under the following conditions. If a hardship exists for visitors to park because of the unavailability of off street or other unrestricted parking or other conditions not generally prevailing on the residential streets of the county, the county manager may conduct an engineering study to determine the conditions on the block or blocks in question. If the study shows that less than fifty (50) percent of the dwelling units abutting on the street have off street parking for at least one (1) vehicle and there is no other reasonable alternative parking available, the restriction may be reduced to allow parking for no more than two (2) hours with permit holders exempted from that restriction.~~

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AN ORDINANCE TO AMEND THE ORDINANCE ESTABLISHING THE DOUGLAS PARK RESIDENTIAL ZONE PARKING PROGRAM, AT THE JULY 9, 2005 COUNTY BOARD MEETING.

BE IT ORDAINED THAT the Ordinance Establishing the Douglas Park Residential Zone Parking Program be amended in order to establish a fee structure parallel to that of the Countywide Residential Permit Parking Program which will further the County’s goal to reduce congestion and/or hazardous traffic conditions in the neighborhood, to protect that area from polluted air, excessive noise, litter, crime, and other adverse environmental impacts, to protect residents from unreasonable burdens in gaining access to their property, to preserve the residential character of the neighborhood and the property values therein, and to safeguard the peace and tranquility of the neighborhood and promote the health, safety and welfare of the residents of the County:

5. Administration:

(m) Fees

a. To persons who are residents of any particular area in which parking is so restricted, to be limited to that particular area in which parking is so restricted for a limited number, determined by the county manager or his designee, of vehicles owned by those persons and registered in the county and the county manager may charge a fee for such permits not to exceed \$20 for the first permit, \$ 20 for the second permit, \$50 for the third permit and \$250 for each permit thereafter.

b. To persons who are visitors of or persons who do business with any residents of any particular area in which parking is so restricted, to be limited to that particular area in which the visited residence is located where parking is so restricted, to be valid for a stated period and the county manager may charge a fee for any such visitor passes created, not to exceed \$0.25.

AN ORDINANCE TO AMEND THE ORDINANCE ESTABLISHING THE COLUMBIA FOREST RESIDENTIAL ZONE PARKING PROGRAM, AT THE JULY 9, 2005 COUNTY BOARD MEETING.

BE IT ORDAINED THAT the Ordinance Establishing the Columbia Forest Residential Zone Parking Program be amended in order to establish a fee structure parallel to that of the Countywide Residential Permit Parking Program which will further the County's goal to reduce congestion and/or hazardous traffic conditions in the neighborhood, to protect that area from polluted air, excessive noise, litter, crime, and other adverse environmental impacts, to protect residents from unreasonable burdens in gaining access to their property, to preserve the residential character of the neighborhood and the property values therein, and to safeguard the peace and tranquility of the neighborhood and promote the health, safety and welfare of the residents of the County:

5. Administration:

(m) Fees

a. To persons who are residents of any particular area in which parking is so restricted, to be limited to that particular area in which parking is so restricted for a limited number, determined by the county manager or his designee, of vehicles owned by those persons and registered in the county and the county manager may charge a fee for such permits not to exceed \$20 for the first permit, \$ 20 for the second permit, \$50 for the third permit and \$250 for each permit thereafter.

b. To persons who are visitors of or persons who do business with any residents of any particular area in which parking is so restricted, to be limited to that particular area in which the visited residence is located where parking is so restricted, to be valid for a stated period and the county manager may charge a fee for any such visitor passes created, not to exceed \$0.25.

AN ORDINANCE TO AMEND, REENACT AND RECODIFY CHAPTER 14.2 (MOTOR VEHICLES AND TRAFFIC) OF THE CODE OF ARLINGTON COUNTY, VIRGINIA TO ADD ARTICLE VIII. RESIDENTIAL PERMIT PARKING PROGRAM TO CHAPTER 14.2, MOTOR VEHICLES AND TRAFFIC, ESTABLISHING THE RESIDENTIAL PERMIT PARKING PROGRAM.

BE IT ORDAINED THAT Chapter 14.2, Motor Vehicles and Traffic be hereby amended, reenacted and recodified in order to permit the addition of Article VIII Residential Permit Parking Program to Chapter 14.2, Motor Vehicles and Traffic in order to establish the Countywide Residential Parking Permit Program to promote the health, safety and welfare of residents of the County by reducing unnecessary personal motor vehicle travel, noise, pollution, litter, crime and other adverse environmental impacts; promote improvements in air quality; reduce congestion and/or hazardous traffic conditions in the neighborhood; increase the use of public mass transit; protect residents from unreasonable burdens in gaining access to their property; preserve neighborhood living within an urban environment; maintain the convenience and attractiveness of urban residential living; preserve the residential character of the neighborhood and the property values therein; and safeguard the peace and tranquility of the neighborhood.

ARTICLE VIII.

RESIDENTIAL PERMIT PARKING PROGRAM

§ 14.2-98. Purpose and Intent: The creation of residential parking zones is intended to: promote the health, safety and welfare of residents of the County by reducing unnecessary personal motor vehicle travel, noise, pollution, litter, crime and other adverse environmental impacts; promote improvements in air quality; reduce congestion and/or hazardous traffic conditions in the neighborhood; increase the use of public mass transit; protect residents from unreasonable burdens in gaining access to their property; preserve neighborhood living within an urban environment; maintain the convenience and attractiveness of urban residential living; preserve the residential character of the neighborhood and the property values therein; and safeguard the peace and tranquility of the neighborhood.

§ 14.2-99. 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, are being used for parking by the operators of vehicles while the operators of those vehicles are using (1) districts in which commercial or industrial uses are permitted, or (2) portions of districts in which conditional special uses have been permitted under Section 3, subsections A.10.a. through A.10.c., of the zoning ordinance, (3) public mass transportation or (4) other residential districts and the average number of vehicles parking in such a manner is in excess of twenty-five (25) percent of the number of parking spaces on such streets and the total number of spaces actually occupied by any vehicles exceeds seventy-five (75) percent 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.

§ 14.2-100. 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 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; consideration of driving patterns within a neighborhood, the parking capacity of the street, the existence of driveways and dedicated parking; 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.

§ 14.2-101. 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 persons who are residents of any particular area in which parking is so restricted, to be limited to that particular area in which parking is so restricted for a limited number, determined by the county manager or his designee, of vehicles owned by those persons and registered in the county and the county manager may charge a fee for such permits not to exceed \$20 for the first permit, \$20 for the second permit, \$50 for the third permit, and \$250 for each permit thereafter;
- b. To persons who are visitors of or persons who do business with any residents of any particular area in which parking is so restricted, to be limited to that particular area in which the visited residence is located where parking is so restricted, to be valid for a stated period and the county manager may charge a fee for any such visitor passes created, not to exceed \$0.25; and
- c. The parking prohibitions of Article VIII shall not apply to service or delivery vehicles which are being used to provide services or make deliveries to dwellings.

§ 14.2-102. Any such person shall show to the county manager or his authorized representative satisfactory evidence that he fulfills all the conditions for such a permit. Whenever the conditions no longer exist, the person holding such a permit issued under subparagraph 1.a. or 1.c. shall surrender it to the county manager or his authorized representative. 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.

§ 14.2-103. The signs placed in such areas shall be of such character as to inform readily an ordinarily observant person of the existence of the rules and regulations imposing the foregoing restrictions. It shall be unlawful for any person to violate such rules and regulations.

§ 14.2-104. Wherever metered or other paid parking restrictions are in effect in any portion of a district that becomes subject to the restrictions of Article VIII, the parking spaces so restricted may be used by permit holders with properly displayed permits for that zone and are not required to pay for that parking. However, vehicles without properly displayed permits for that zone may park in the restricted spaces and must pay.

§ 14.2-105. On any block of any street where the conditions of paragraph 14.2-99 above calling for restricted parking exist, the county manager may reduce the restriction under the following conditions. If a hardship exists for visitors to park because of the unavailability of off-street or other unrestricted parking or other conditions not generally prevailing on the residential streets of the county, the county manager may conduct an engineering study to determine the conditions on the block or blocks in question. If the study shows that less than fifty (50) percent of the dwelling units abutting on the street have off-street parking for at least one (1) vehicle and there is no other reasonable alternative parking available, the restriction may be reduced to allow parking for no more than two (2) hours with permit holders exempted from that restriction.

§ 14.2-106. Enforcement and Penalties. It shall be unlawful for any person to park a motor vehicle in violation of the provisions of the Subsection.

a. It shall be unlawful to improperly display Residential Parking Zone decals/passes. Failure to properly display decals/passes shall be punishable by a fine of Twenty-five Dollars (\$25.00).

b. 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.

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

d. 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.

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