

From: [Noble, Douglas](#)
To: [Levy, David](#)
Cc: [Jinks, Andrew](#); [Guilmeus, Natalie](#); [O'Brien, Kelly](#); [Planning Commission](#)
Subject: Re: Parking Study -- An Observation on What's Missing
Date: Tuesday, January 23, 2024 8:29:07 PM

David,

Here is another observation from while thinking about things on my commute home tonite...

Addendum on TDM Program

The consultant proposes a transportation demand management (TDM) program. I would be very interested to understand how this approach works for non-work trip purposes (i.e. like shopping), with specific examples, since a couple of the attributes real estate management companies use in marketing space is adjacent street traffic volume and parking space availability. We could likely back out a rough value of employees by land use, by pulling employment data by census tract (probably redacted some at the individual parcel level). With the assumption of one trip in/out as one space occupied per employee (assuming they park on site somewhere), then everything else is customer parking.

As noted TDM programs have traditionally focused on, "...designed to influence peak-direction travel away from the peak-congestion times or toward non-driving modes that could ease roadway congestion and deter the need to over supply parking spaces." OK great that is aimed at employees. Now that they mention other reasons, "...to support and incentivize healthier, more environmentally sustainable transportation behaviors..." Alright show us examples with performance metrics of how that actually works with non-work trips, i.e. business patrons, preferably by land use.

Support the idea conceptually, but really wondering about what the actual effect would be for the expense in Vienna's context.

Doug

From: Noble, Douglas
Sent: Monday, January 22, 2024 9:58:03 PM
To: Levy, David
Cc: Jinks, Andrew; Guilmeus, Natalie; O'Brien, Kelly; Planning_Commission
Subject: Re: Parking Study -- An Observation on What's Missing

David (et al.)

I have rolled my response into my longer comments from a detail review below. I have copied the **Planning Commission members for information only (not discussion)** so they are aware of my observations.

General Observations

If we are being tasked to examine updating our zoning code in terms of parking minimums, maximums, or removing either... we should be able to be eyes wide open on what that means to make informed decisions. I understand that some of responses to these observation/questions may depend on how this work was scoped for the consultant, direction to the consultant, and how much staff was planning to do internally. Either way, hopefully there will be some additional clarity provided during the presentation for Wednesday's meeting.

Parking Recommendations & Implementation Plan (January 2024) Daft

1. The report cites (pg. 1-1) "...2019 *Strategic Plan*, the *Multimodal Transportation and Land Use Study* (2019), the *Economic Development Strategy*, and the recently completed *Zoning Code* update process (Code Create Vienna)..." but oddly does not mention the objectives and strategies from the current adopted *Comprehensive Plan*, specifically the Parking and Curb Space Management section (pg. 72-74) of Chapter 5 – Transportation. I think it is vitally important to include the *Comprehensive Plan* since that is the direct connection to a) the *Capital Improvement Plan* and b) for specific response to developer applications about the Town's land use planning direction. So, we all don't need to look up these objectives and strategies, they follow with a couple items bolded for emphasis:

Objective 1 – Manage the parking supply by lowering automobile demand, and limiting the expansion of surface parking areas.

Implementation Strategies

- Locate parking lots and parking structures so that they do not front on streets. Parking lots and parking structures should be designed to provide retail, office, or other uses along the street level. Trees and landscaping should be planted to improve the look of parking areas.
- **Conduct periodic parking studies and/or monitoring to assure that parking supply accommodates demand and consider developing a comprehensive parking strategy for development and funding of future parking facilities.**
- Promote bicycle parking facilities at all employment, commercial, and recreational destinations, and work to provide additional bicycle parking throughout commercial areas.
- Identify and evaluate a variety of creative strategies to provide parking within the Church Street and Maple Avenue corridors, such as shared parking, shared entrances and inter-parcel connections and allow for a "park once" environment.
- Encourage the use of parking structures in lieu of surface parking. Design

such facilities so that they maintain pedestrian-friendly street frontages and have sufficient architectural detail to integrate with surrounding uses. This may include providing “liner” uses which wrap the garage and provide space for residential or commercial uses.

- **Evaluate the Town’s parking requirements in comparison to regional standards and best practices.**
- Alleviate and prevent parking on residential streets and support additional parking at the Vienna-Fairfax- GMU Metrorail Station

2. As a follow up to my back and forth with David, for everyone one’s edification repeated and expanded here:

- I don't see an appendix that crosswalks parking utilization with land use in the study area which is typical for parking utilization/generation analysis. In this context, I am referring to a more granular level (e.g., restaurants, office, townhouse, self-storage, etc.) rather than large categories of industrial, commercial, residential, mixed-use. Though I know we have a lot of strip commercial mixed use sites... but they are different sizes and specific use variation among them. The consultant hopefully has the data collected by site, so creating such a spreadsheet may not too difficult (by either staff or consultant).
- This one is a downstream process issue, related to how transportation consultants may come into Town with the traffic impact studies using the VDOT process (that's what staff has told them to use in the past) which typically refers to the Institute of Transportation Engineer's *Trip Generation* or *Parking Generation* materials (but VDOT may not have adopted the most recent release of this or reference other publications).

The parking study consultant does not appear to have done a comparison of the observed data in Vienna vs. the "standard" data (i.e. *Parking Generation*) to determine whether there is a logical statistical relationship between the two (even better if by land use) or if consultants' use of reference publications is relevant to specific activity in Vienna.

- Further the draft does not appear to “Evaluate the Town’s parking requirements in comparison to regional standards and best practices.” So where are we, specifically, in comparison to the region (Fairfax County, Fairfax City, Fall Church, McLean, Reston, etc.) or other areas with similar land use patterns in the metro area.
2. The sections in the draft report (pg. 4-13/14) on the *Update Zoning Ordinance to Allow Adjustments to Site Parking* and *Update Zoning Ordinance to Allow for Increased Density or Reduced Parking* are lacking in specifics and pros/cons of such specifics.
- In the section on “Allowing Adjustments,” what has Fairfax County’s experience been with this language... or other Virginia jurisdictions for that matter. We need

to understand why this is good, and who has had a positive (or negative experience) with this language.

- o In section related to “Density and Parking Reductions,” how and what are the specific recommendation by land use type vs. regional, state, or national best practices. Can the consultant characterize how well they have worked? Quantitatively? Qualitatively? What is their applicability to Vienna.
3. The low-ish number of ADA spaces is somewhat of a surprise, I will probably go back thru the code requirements as some point to see why we aren’t where I think we should be. This is something we need to address this since, at least for on-street parking the *Public Right-of-way Access Guidelines* from the U.S. Access Board were issued last August.
 4. The Pedestrian section (pg.4-23/24) has been touched on in the cited *Multimodal Transportation and Land Use Study* but two additional points for somewhere are 1) half-cycle signal timing in off-peak/weekend higher pedestrian hours cutting the signal cycle from 120 second to 60 seconds (or whatever the traffic signal cycle length calculate to) which provides twice and many opportunities to cross the street in a given hour and b) leading pedestrian intervals to have the WALK signal start in advance of parallel vehicular traffic.
 5. The discussion about shared parking, wayfinding, TDM, bike parking, micro transit, etc. are unsurprising but need to be bumped up against risk, vs. return and fund sourcing.

Existing Parking Conditions (April 2023)

- I know this report has already been submitted and accepted, but I have some observations and follow up questions to help the Planning Commission make this work in the Comprehensive Plan update, zoning code revisions related to parking, and development review. (see Item #2 above)
- I would note that the conclusions in this report (pg. 44-45) about what works well, what doesn’t, and how to improve are not, generally, different than what the Town knew anecdotally when the *Comprehensive Plan* was approved in 2015... it is just backed up with data now.

Just trying to figure out how to make this product most useful for the Town staff and to the upcoming work of the Planning Commission.

Take care,

Doug

Douglas E. Noble, P.E., PTOE

Planning Commissioner
Town of Vienna
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From: Levy, David
Sent: Monday, January 22, 2024 6:24:29 PM
To: Noble, Douglas
Cc: Jinks, Andrew; Guilmeus, Natalie; O'Brien, Kelly
Subject: RE: Parking Study -- An Observation on What's Missing

Thank you, Doug, for the very thoughtful comments based on your quick review.

A quick clarification question – when you say.... “an appendix that crosswalks parking utilization with land use in the study area which is typical for parking generation analysis”, what do you mean by “land use?” Are you talking at the level of large categories (e.g., industrial, commercial, residential, mixed-use) or at a more granular level (e.g., restaurants, office, townhouse, self-storage)?

We will pass on your comments to the consultant, and review them more carefully ourselves.

Thanks, and have a good evening.
David

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From: Noble, Douglas <Douglas.Noble@viennava.gov>
Sent: Friday, January 19, 2024 7:38 PM
To: Levy, David <David.Levy@viennava.gov>
Subject: Re: Parking Study -- An Observation on What's Missing

David,

...and an addendum since I looked at the Town's Comprehensive Plan immediately after this. Does this study accomplish the strategic in Parking and Curb Space Management Objective 1 of the transportation element of the adopted Comp Plan (pg. 74)... my reaction is... "sorta"

Just an additional \$0.02...

Doug

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From: Noble, Douglas
Sent: Friday, January 19, 2024 7:28:55 PM
To: Levy, David
Subject: Parking Study -- An Observation on What's Missing

David,

A few quick observations about the Town Parking Study. I think it is informative overall with an expected set of recommendations.

However, I don't see an appendix that crosswalks parking utilization with land use in the study area which is typical for parking generation analysis. They hopefully have the data collected by site, so creating such a spreadsheet may not too difficult.

Second, and this is a down stream process issue, related to how transportation consultants may come into Town with the traffic impact study using the VDOT process (that's what staff has told them to use in the past) which typically refers to the Institute of Transportation Engineer's *Trip Generation* or *Parking Generation* materials (but VDOT may not have adopted the most recent release). The parking study consultant does not appear to have done a comparison of the observed data in Vienna vs. the "standard" data to determine whether consultants' use of reference publications is relevant to specific activity in Vienna, or if there is a logical statistical relationship between the two (even better if by land use).

Lastly, the low-ish number of ADA spaces is somewhat surprise, I will probably go back thru the code requirements as some point.

Just trying to figure out how to make this work the most useful to the work of the Planning

Commission in development review.

Doug

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