

GUIDELINES AND MINIMUM ACCEPTANCE CRITERIA FOR THE PREPARATION
AND
SUBMISSION OF PARKING MANAGEMENT PLANS
TO
ARLINGTON COUNTY GOVERNMENT



Effective Date: January 5, 2023

Prepared by:
Arlington County Government
Department of Environmental Services (DES) Division of Transportation
Bureau of Transportation Engineering & Operations (TE&O)
2100 Clarendon Boulevard
Suite 900
Arlington, VA 22201

Table of Contents

- Background / Purpose of This Document 2
- Parking Management Plan Protocol 3
 - PMP Format 3
 - Submission 3
- Diagrammatic Drawings Attachments 4
- Exterior and Interior Sign Plans 4
- Queue Analysis..... 4
- Minimum Acceptance Criteria for Parking Management Plans Checklist (MAC) 5
- Suggested PMP Template 6
 - COVER PAGE WITH SIGNATURE LINE 6
 - TABLE OF CONTENTS..... 6
 - PROJECT SPECIFIC INFORMATION 6
 - GENERAL PROJECT DESCRIPTION/PROJECT OVERVIEW 6
 - CURBSIDE MANAGEMENT PLAN 6
 - GARAGE CONTROLS 7
 - GARAGE LAYOUT PARKING PLAN..... 7
 - GARAGE MANAGEMENT AND ENFORCEMENT PLAN 7
 - QUEUE ANALYSIS SUMMARY 7
 - ATTACHMENTS..... 8

Background / Purpose of This Document

Arlington County (ACG) is responsible for the review and conditioning of private development projects. As part of the review and approval process for new development projects in Arlington County, developers are usually required to submit for ACG review and approval, a Parking Management Plan (PMP) prior to the issuance of the first Certificate of Occupancy for the subject property. The goal of the PMP is to quantify any impacts from site generated parking and ensure the proposed parking management and on-site facilities adequately address all parking related impacts.

The transportation system is a critical public resource and constitutes a major public investment. Traffic impacts caused by new development – a reduction in the traffic carrying capacity, obstructions for pedestrians and bicyclists, more collisions, and traffic congestion - can be very costly for state and local governments, as well as the broader community. The impact of any proposed development on transportation system performance and safety, whether it is small or large, depends on the number of trips generated by the proposed development, the location of the connection(s) to the transportation system, and the routes taken to and from the site. Parking facility access has the potential to negatively impact adjacent public roadways, including pedestrian and bicycle facilities.

A critical component of this review is how on-site parking is managed to adequately serve all users without creating negative impacts to the public right-of-way. This includes an analysis of the ability to process ingress vehicles into the site and documenting the potential for spillover queues that may result from the inability of parking access equipment to allow for timely entry and/or inadequate placement of such equipment.

This document was developed to provide an outline and guidelines for the submittal of PMPs to aid both those responsible for the preparation of the reports, and for County staff who are responsible for the review and approval of the submitted documents. Following these guidelines, the applicable *Minimum Acceptance Criteria for Parking Management Plans* checklist, the conditions of approval, and other subsequent items outlined below will facilitate more efficient staff reviews and fewer required revisions of draft PMPs.

Parking Management Plan Protocol

Reaching out to DES TE&O Parking staff is encouraged prior to preparing the PMP to confirm which elements of the Minimum Acceptance Criteria checklist are required for a specific project. Topics for discussion could include but are not limited to any changes to the trip generation from the approved MMTA, the queuing analysis, required signage, overall traffic circulation, allocation of parking spaces, how different users will be directed to the appropriate parking spaces.

The PMP shall include a queuing analysis when parking access revenue control (PARC)/gate control equipment is proposed at the entrances to the site's parking facilities. Exceptions to this requirement must be approved by DES TE&O Parking. The analysis should follow the methodology documented in the publication, *Parking Structures: Planning, Design, Construction, Maintenance and Repair, 3rd Edition*, or another method approved by DES TE&O Parking.

PMP Format

The submitted PMP document should be prepared in a report format. It is recommended that the material follows the order identified in the attached outline. The final report shall be a PDF formatted to print in 8.5"x11" except for plan drawings. Plan drawings should be formatted to print in 11"x17". Hard copy submissions are no longer required.

Additional support materials such as queue analyses, proposed parking equipment cut sheets, copy of towing contract, conditions of approval, etc. shall be included as attachments to the main PMP document.

Submission

PMPs are submitted electronically using the ACG online PMP submission form: [Parking Management Plan \(PMP\) Submission Form – Official Website of Arlington County Virginia Government \(arlingtonva.us\)](#).

The PMP is then distributed to the Arlington County Zoning Office, CPHD, and DES for review. Staff will perform a preliminary review of the draft PMPs within 30 days and revised versions will be submitted electronically to the staff reviewers. After all staff reviews are completed, final approval of the PMP is given by the Planning Division Chief via a separate e-signed approval form.

Diagrammatic Drawings Attachments

PMPs usually are required to include curbside management plan drawings showing adjacent block faces, as well as level-by-level garage floor plan drawings showing all parking spaces by type (i.e., employee permit parking, resident permit parking, other long-term parking, publicly accessible short term/visitor parking, compact parking, American Disabilities Act (ADA) compliant parking, carpool/van pool parking, etc.). As mentioned above, all drawings should be formatted to print on 11 x 17 tabloid paper. Space types and allocation within the parking facility must be indicated through color coding and appropriate nomenclature. All drawings should be dated and must include title blocks identifying who prepared the drawings, the project by name, the project address and site plan number. All drawings must include a legend that summarizes color coding and nomenclature used on the drawings to describe required elements of the PMP as specified in the approved site plan conditions. There should also be a note on the curbside drawing that specifically states: “On-street parking management and regulations are controlled by Arlington County Government and are subject to change”.

For level-by-level floor plan drawings, each parking space must be numbered to show total parking provided per level. Each level-by-level drawing must also include a table summarizing total parking provided by level and by type. The curbside management and level-by-level drawings must include north arrows.

Exterior and Interior Sign Plans

In addition to the garage plan and curbside block face drawings, exterior and interior sign plans must be included as separate attachments. Exterior signs related to the parking garage may have been approved through other County processes. However, any exterior signs directing motorists and pedestrians to the vehicular and pedestrian entrances to the garage must also be included in the PMP sign plan. PMP sign plans must include drawings or pictures of interior informational signs with exact wording and proposed designs. PMP sign plans must include drawings or pictures of proposed pedestrian and vehicular wayfinding and directional signs including at a minimum, signs directing pedestrians to elevators, payment devices and emergency exits. The plans must show the traffic flow directions using arrows in the aisles.

Queue Analysis

A queue analysis that was approved as part of the Garage Plan during the Footing to Grade permit approval stage must be included as a separate attachment in the PMP. The analysis should follow the methodology documented in the publication, *Parking Structures: Planning, Design, Construction, Maintenance and Repair, 3rd Edition*, or another method approved by DES TE&O Parking. The analysis shall include:

- The project's vehicle trip generation from the approved MMTA. If a new trip generation analysis is needed, it should be based on the latest ITE Trip Generation Manual or sufficient local data.
- Parking equipment service rate assumptions. When different uses with different service rates apply to each entrance, a weight average of the rates shall be calculated and applied.
- Demonstrate that all vehicle queuing, starting at the parking control equipment, will not spillover into the public right-of-way based upon the 90th-percentile queue length (10% probability of exceedance).
- All queueing calculations

Minimum Acceptance Criteria for Parking Management Plans Checklist (MAC)

Complete, sign, date, and affix to the PMP the MAC checklist which outlines the items that must be included, at a minimum if applicable to facilitate a timely and thorough review of the PMP. Neglecting to comply with the items outlined in the MAC document may delay or cause rejection of the PMP for lack of adequate information needed for a thorough and complete review.

NOTE: This document and examples of curbside plan, garage floor plan drawings, and sign plan drawings are posted on the ACG Parking Management Plan web page at

<https://www.arlingtonva.us/Government/Programs/Building/Permits/Parking-Management>

Suggested PMP Template

COVER PAGE WITH SIGNATURE LINE

All PMPs must list the PMP preparer and the affiliated company and must be signed by the preparer in responsible charge.

TABLE OF CONTENTS

List page numbers of pertinent sections of the PMP, figures and plans as well as numbered attachments.

PROJECT SPECIFIC INFORMATION

Include project name, address, Site Plan or Use Permit #, all relevant approved Site Plan or Use Permit conditions, and number of parking spaces required.

GENERAL PROJECT DESCRIPTION/PROJECT OVERVIEW

This section should be used to provide an overview of the specific type of project (i.e., residential; commercial or mixed use), the property location, the size and types of uses included in the project, special features of the project, number of parking spaces provided and a brief overview of how the project will function for primary traffic and vehicular access.

CURBSIDE MANAGEMENT PLAN

This section should explain in writing what is shown on the block face drawing(s). The curbside management plan must address all required elements contained in the project's conditions of approval, which typically includes but is not necessarily limited to the following specific items:

- Pick-Up/Drop-Off (PUDO)
- On-street Parking
- Taxi Stands
- Handicap Parking
- Para-transit Passenger Pick-up and Drop-off Areas
- Loading Zones
- Car Sharing Spaces
- Bus Stops
- Bicycle Facilities
- Driveways

GARAGE CONTROLS

This section should provide a description of the PARC/garage access control equipment and its placement within the parking facility and an explanation of how each user type will access the parking facility (i.e. proximity fob, paid ticketing, call for entry, etc.)

GARAGE LAYOUT PARKING PLAN

This section should explain the layout of the garage and how users will be directed to the appropriate parking spaces. The information should include

- Description of garage physical layout and functional/operation plan
- Number of parking spaces by use on each level
- How each parking space by use will be marked/signed

GARAGE MANAGEMENT AND ENFORCEMENT PLAN

This section should explain in writing what is shown on the ground floor and level-by-level floor plan drawings. This section should also provide written explanation on how the garage's proposed operational, management and enforcement policies will address the requirements contained in the conditions of approval. The following specific items should be addressed individually within this section and additional items may be required on an individual project basis:

- Explanation on how the parking of the different user groups will be managed
- Explanation of how truck deliveries and loading/unloading will be managed
- Explanation of any expected reserved spaces and nested areas
- Written description of the garage's directional and informational sign plan
- Explanation of the garage's proposed fee structure and policies for public parking
- A table of current parking rates charged at a minimum of five (5) comparable properties
- A schedule of the garage's proposed hours of operation
- Explanation on how visitors will be handled (if applicable)
- Explanation on how retail employees will be managed (if applicable)
- Explanation on overnight public parking policies (if applicable)
- Description of the projects carpool/van pool policies (if applicable), and
- Other specific items as required in the conditions of approval.

QUEUE ANALYSIS SUMMARY

This section should provide an overview of the queue analysis, what assumptions were made with regards to the parking control service rates, and trip assignment at each access point, and the results of the analysis.

ATTACHMENTS

Separate attachments for each of the following are required, at a minimum:

- Approved site plan or use permit parking conditions
- Complete queue analysis with trip generation table and all applicable calculations
- All architectural floor plans on which vehicle parking and/or parking access are located, annotated per the Guidelines
- The curbside/block face plan
- PMP sign plan (interior and exterior) and table of signs
- Cut-sheet illustrating location and configuration of PARC equipment
- Drawings or pictures of interior and external signs by type in table format
- The level-by-level interior sign plans showing sign locations
- Diagram explaining location of exterior parking related signs
- Written and signed towing service agreement
- *Minimum Acceptance Criteria for Parking Management Plans Checklist.*

Additional attachments may be included, such as cut sheets describing proposed PARC equipment or other special features of the proposed project.



**Department of Environmental Services
Minimum Acceptance Criteria (MAC) for Parking Management Plans**

1/4/2023

Instructions: Attach MAC checklist to the PMP. It is highly recommended to verify with DES TE&O Parking Staff on which elements are applicable in the PMP. Submit PMP using the online PMP submission form:
<https://www.arlingtonva.us/Government/Programs/Building/PMP-Form>

Site Plan/Use Permit Number:
Project Name:
Address:

A.	Main Body	YES	NO	N/A
1	Cover Page			
	a. Site plan/use permit number, project name, address, and signature of preparer in responsible charge			
2	Table of Contents			
3	Project Specific Information			
	a. Project name, address, site plan or use permit number			
	b. Board approved date and any subsequent dates of approved amendments to parking related conditions			
	c. Board approved parking ratios by use and number of parking spaces required			
4	General Project Description/Project Overview			
	a. Description of site access			
	b. Overview of the specific project type (i.e., residential, commercial, mixed use, etc.)			
	c. The intensity of each approved use (number of units, square footage, number of seats, etc.) and parking facility type(s) (parking garage, parking lot, etc.)			
	d. Parking allocation/tabulation			
5	Curbside Management Plan			
6	Garage Layout Parking Plan			
7	Garage Management and Enforcement Plan			
8	Queue Analysis Summary			
9	Conclusion			

B.	Attachments	YES	NO	N/A
1	Approved site plan or use permit parking conditions			
2	Queue Analysis - provide the following at a minimum:			
	a. Demonstration that overspill queue will not occur within the public right of way			
	b. Site vehicle trip generation summary based on the approved MMTA or latest ITE Trip Generation Manual			
	c. Calculation of queue based on 90th-percentile queue length (10% probably of exceedance)			
3	All architectural floor plans on which vehicle parking and/or parking access are located, annotated per the Guidelines			
	a. Garage level plans, with any and all revisions from the approved garage plan bubbled and labeled			
	b. Curbside/block face plan			
4	PMP sign plan (interior and exterior) and table of signs			
	a. Level-by-level interior sign plans showing sign locations			
	b. Diagram explaining location of exterior parking related signs			
5	Details of access control gates/array, pay stations and any other access and revenue control (PARC) equipment or automated parking control equipment			
	a. Cut-sheet illustrating location and configuration of PARC equipment			
6	Written and signed towing service agreement			

I certify that the above is true and accurate to the best of my knowledge.

Signature

Organization Name and Address

Date



Department of Environmental Services

Minimum Acceptance Criteria (MAC) for Center-Based Child Care Parking Management Plans

1/4/2023

Instructions: Attach MAC checklist to the PMP. It is highly recommended to verify with DES TE&O Parking Staff on which elements are applicable in the PMP. Submit PMP using the online PMP submission form:
<https://www.arlingtonva.us/Government/Programs/Building/PMP-Form>

Use Permit Number:
Project Name:
Address:

A.	Main Body	YES	NO	N/A
1	Cover Page			
	a. Use permit number, project name, address, and signature of preparer in responsible charge			
2	Table of Contents			
3	Project Specific Information			
	a. Project name, address, and use permit number			
	b. Board approved date and any subsequent dates of approved amendments to parking related conditions			
	c. Board approved parking ratios by use and number of parking spaces required			
4	General Project Description/Project Overview			
	a. Description of site access			
	b. The intensity of each approved use (number of units, square footage, number of seats, etc.) and parking facility type(s) (parking garage, parking lot, etc.)			
	c. Parking allocation/tabulation			
5	Curbside Management Plan			
	a. Curbside management description (pick-up and drop-off, on-street parking spaces, transit stops, etc.)			
6	Pick-up/Drop-off (PUDO) Circulation Plan			
	a. Description of proposed PUDO operations			
	b. Description of how all childcare users will be directed to parking spaces, payment equipment, and garage entrances and exits			
	c. Information for families on PUDO operations			
7	Garage Layout Parking Plan			
8	Garage Management and Enforcement Plan			
9	Queue Analysis Summary			
10	Conclusion			

B	Attachments	YES	NO	N/A
1	Approved use permit parking conditions and any other conditions related to childcare parking			
2	Queue Analysis - provide the following at a minimum:			
	a. Demonstration that overspill queue will not occur within the public right of way			
	b. Site vehicle trip generation summary based on the approved MMTA or latest ITE Trip Generation Manual			
	c. Calculation of queue based on 90th-percentile queue length (10% probably of exceedance)			
3	All architectural floor plans on which vehicle parking and/or parking access are located, annotated per the Guidelines			
	a. Garage level plans, with any and all revisions from the approved garage plan bubbled and labeled			
	b. Curbside/block face plan			
4	Pick-up/Drop-off (PUDO) Circulation Plan			
	a. Diagram showing the proposed vehicle, bicycle, and pedestrian circulation during PUDO			
4	PMP sign plan (interior and exterior) and table of signs			
	a. Level-by-level interior sign plans showing sign locations			
	b. Diagram explaining location of exterior parking related signs			
5	Details of access control gates/array, pay stations and any other access and revenue control (PARC) equipment or automated parking control equipment			
	a. Cut-sheet illustrating location and configuration of PARC equipment			
6	Parking lease and/or shared parking agreement			
7	Written and signed towing service agreement			
8	Other relevant daycare parking documentation			

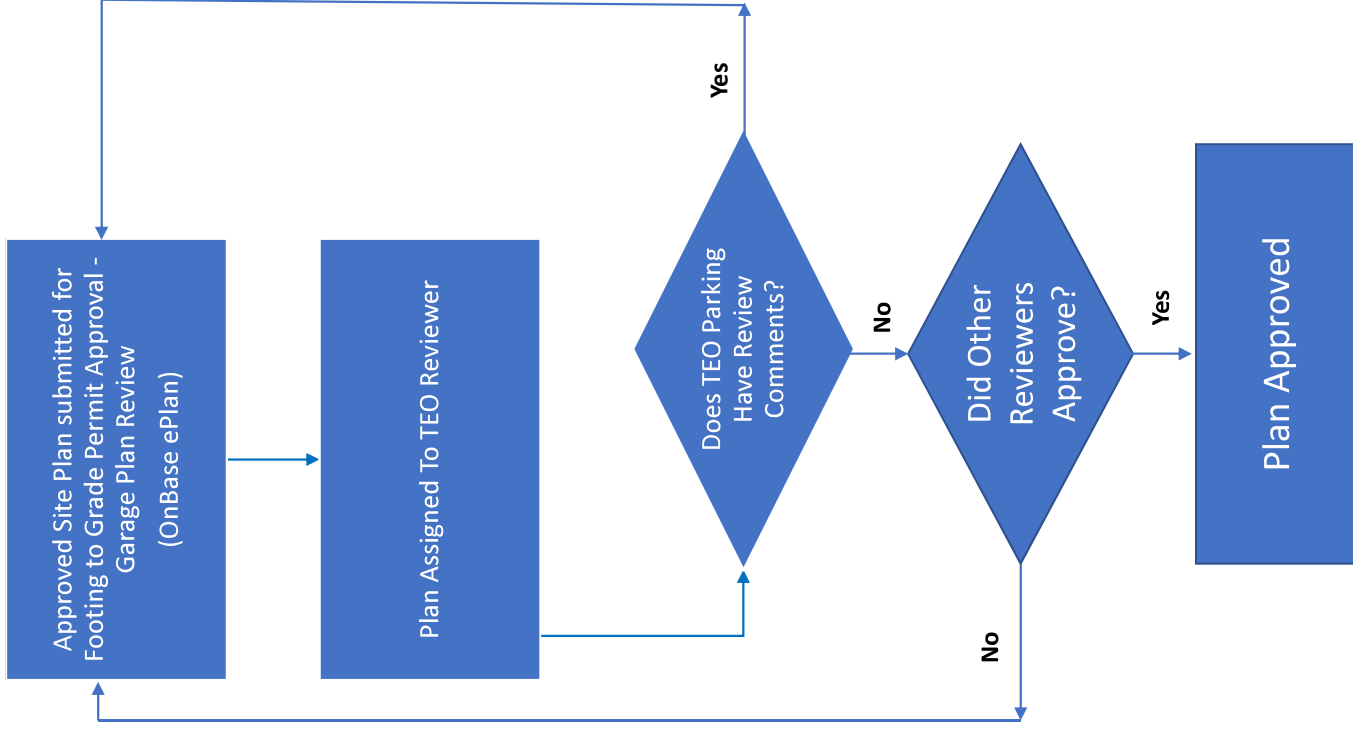
I certify that the above is true and accurate to the best of my knowledge.

Signature

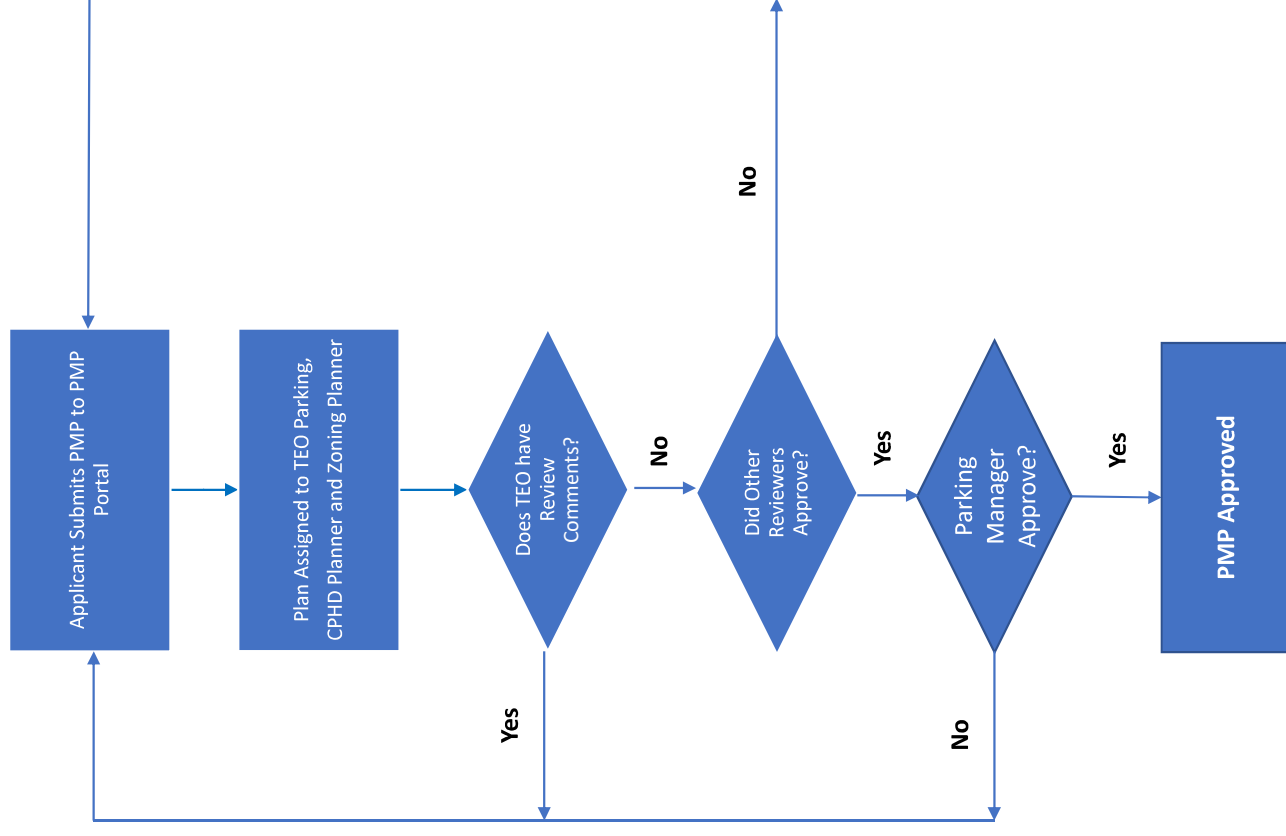
Organization Name and Address

Date

Garage Plan Review Process



PMP Review Process



Administrative 4.1 Site Plan Review Process for Public Parking, Garage Parking and Curbside Management

Applicant Submits Site Plan Development Program for County Review and Approval

DES, DOT Development Services and other Departments draft site plan conditions

Board Approves Site Plan Conditions

Applicant applies for building permit at various phases of development

At Footing to Grade, TEO Parking Reviews Garage Plan

At First Partial Certificate of Occupancy – Tenant Occupancy, TEO Parking Reviews PMP

Other Conditions are Met, Site Plan is Approved for Occupancy

Re: Site Development – SP #

Subject: Preliminary Parking Management and Garage Plan Sample
Queuing Analysis

Date:

INTRODUCTION

This memorandum presents the results of a queuing analysis for the inbound traffic at the garage access of the approved academic/office building as part of Site Plan #.

The purpose of this assessment is to respond to a request from Arlington County for an evaluation of the queuing from inbound traffic at the proposed academic/office building garage entrance, to ensure that queues will remain within the subject property without extending on to the public roadway network.

ANALYSIS

The following assumptions and calculations were made to perform the queuing analysis:

1. The number of inbound lanes at the academic/office building garage entrance was two (2) during the AM peak hour, and one (1) during the PM peak hour.
2. Office employees and students were assumed to use a proximity card for entry into the garage; “transient”/retail users and visitors were assumed to use a pay-on-foot system for entry into the garage.
3. Peak hour forecasts for the academic/office building garage entrance were

obtained from the traffic impact analysis.

For purposes of this analysis, “monthly” users were considered to include office and academic uses, and “transient” users were considered to include retail uses.

$$\begin{aligned} \text{AM Peak Hour Inbound Monthly Users Volume } (V_m) &= 257 \text{ vehicles/hour} \\ \text{PM Peak Hour Inbound Monthly Users Volume } (V_m) &= 111 \text{ vehicles/hour} \end{aligned}$$

$$\begin{aligned} \text{AM Peak Hour Inbound Transient Users Volume } (V_t) &= 3 \text{ vehicles/hour} \\ \text{PM Peak Hour Inbound Transient Users Volume } (V_t) &= 4 \text{ vehicles/hour} \end{aligned}$$

$$\begin{aligned} \text{Total AM Peak Hour Inbound Monthly Users Volume } (V_m) &= 260 \text{ vehicles/hour} \\ \text{Total PM Peak Hour Inbound Monthly Users Volume } (V_m) &= 115 \text{ vehicles/hour} \end{aligned}$$

Lane processing rates for each of the uses were derived from PARC service rates established in the Parking Structures, Third Edition manual. A blended processing rate was then derived.

$$\begin{aligned} \text{Monthly Users (Office and Academic) Processing Rate } (\mu_m) &= 600 \text{ vphpl (or 6} \\ &\text{ sec/vehicle)} \\ \text{Transient Users (Retail) Processing Rate } (\mu_t) &= 400 \text{ vphpl (or 9} \\ &\text{ sec/vehicle)} \end{aligned}$$

$$\begin{aligned} \mu &= \frac{V_m}{\mu_m} + \frac{V_t}{\mu_t} \\ \mu_{AM} &= \frac{257 \text{ vph}}{257 \text{ vph}/(600 \text{ vph})} + \frac{3 \text{ vph}}{(3 \text{ vph})/(400 \text{ vph})} \\ &= 597 \text{ vph (or 6.03 sec/vehicle)} \\ \mu_{PM} &= \frac{111 \text{ vph}}{111 \text{ vph}/(600 \text{ vph})} + \frac{4 \text{ vph}}{(4 \text{ vph})/(400 \text{ vph})} \\ &= 590 \text{ vph (or 6.10 sec/vehicle)} \end{aligned}$$

For a more conservative analysis, a turn factor was added into the lane processing rates to account for the time required for vehicles to turn into the gate area. A turn factor of approximately 1 seconds/vehicle was applied.

The total service rate (μ) for the gate is as follows:

$$\begin{aligned} \text{Total Service Rate } (\mu_{AM}) &= 2 \text{ lanes} * 3600 / (6.03 \text{ sec/vehicle} + 1 \text{ sec/vehicle}) \\ &= 1,024 \text{ vehicles/hour} \end{aligned}$$

$$\begin{aligned} \text{Total Service Rate } (\mu_{PM}) &= 1 \text{ lane} * 3600 / (6.10 \text{ sec/vehicle} + 1 \text{ sec/vehicle}) \\ &= 507 \text{ vehicles/hour} \end{aligned}$$

The traffic intensity (λ) is generally $\lambda = V/\mu$

Thus, the traffic intensity for each gate is as follows:

$$\begin{aligned} \text{AM Peak Hour Traffic Intensity } (\lambda_{am}) &= 260/1,024 \\ &= 0.254 \end{aligned}$$

$$\begin{aligned} \text{PM Peak Hour Traffic Intensity } (\lambda_{pm}) &= 115/507 \\ &= 0.227 \end{aligned}$$

Attachment I shows the Parking Structures, Third Edition design queue curve as a function of traffic intensity. It is inferred from the graph that the 90% probability queue for the entrance, as a two-lane gate, would be zero (0) vehicles in the reservoir during the AM peak hour and zero (0) vehicles in the reservoir during the PM peak hour.

CONCLUSION

As shown in the analysis elaborated above, allowing for two inbound lanes during the AM peak hour and one inbound lane during the PM peak hour would minimize queuing at the academic/office building entrance.

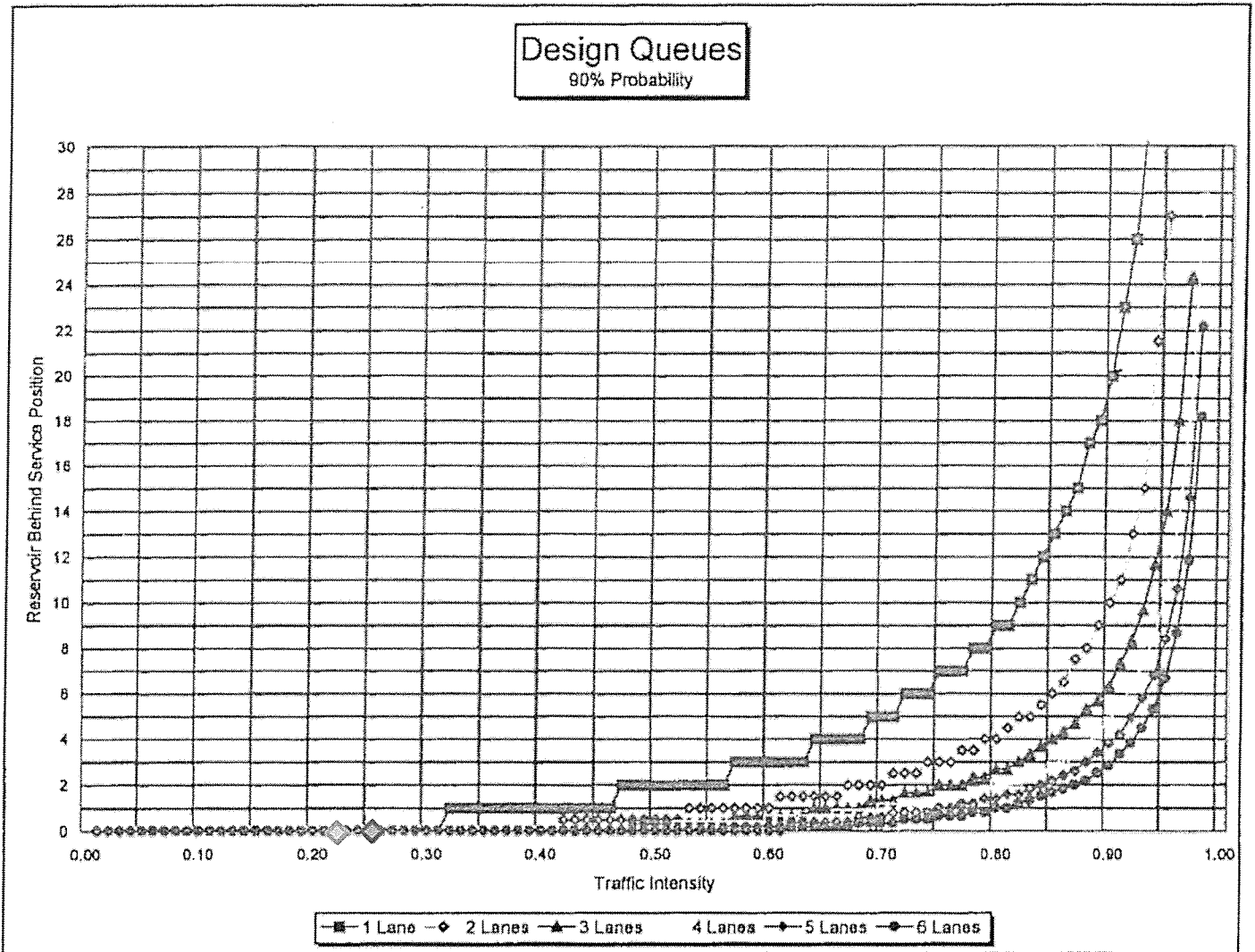


Figure 4-12. Design queue curves

- ◆ : Entrance AM Traffic Intensity of 0.254 along "2 Lanes" curve
90% Probability Queue (Reservoir Behind Service Position) =0 Vehicles
- ◆ : Entrance PM Traffic Intensity of 0.227 along "2 Lanes" curve
90% Probability Queue (Reservoir Behind Service Position) =0 Vehicles

Site Plan Development - SP #
 Site Trip Generation Summary (1)

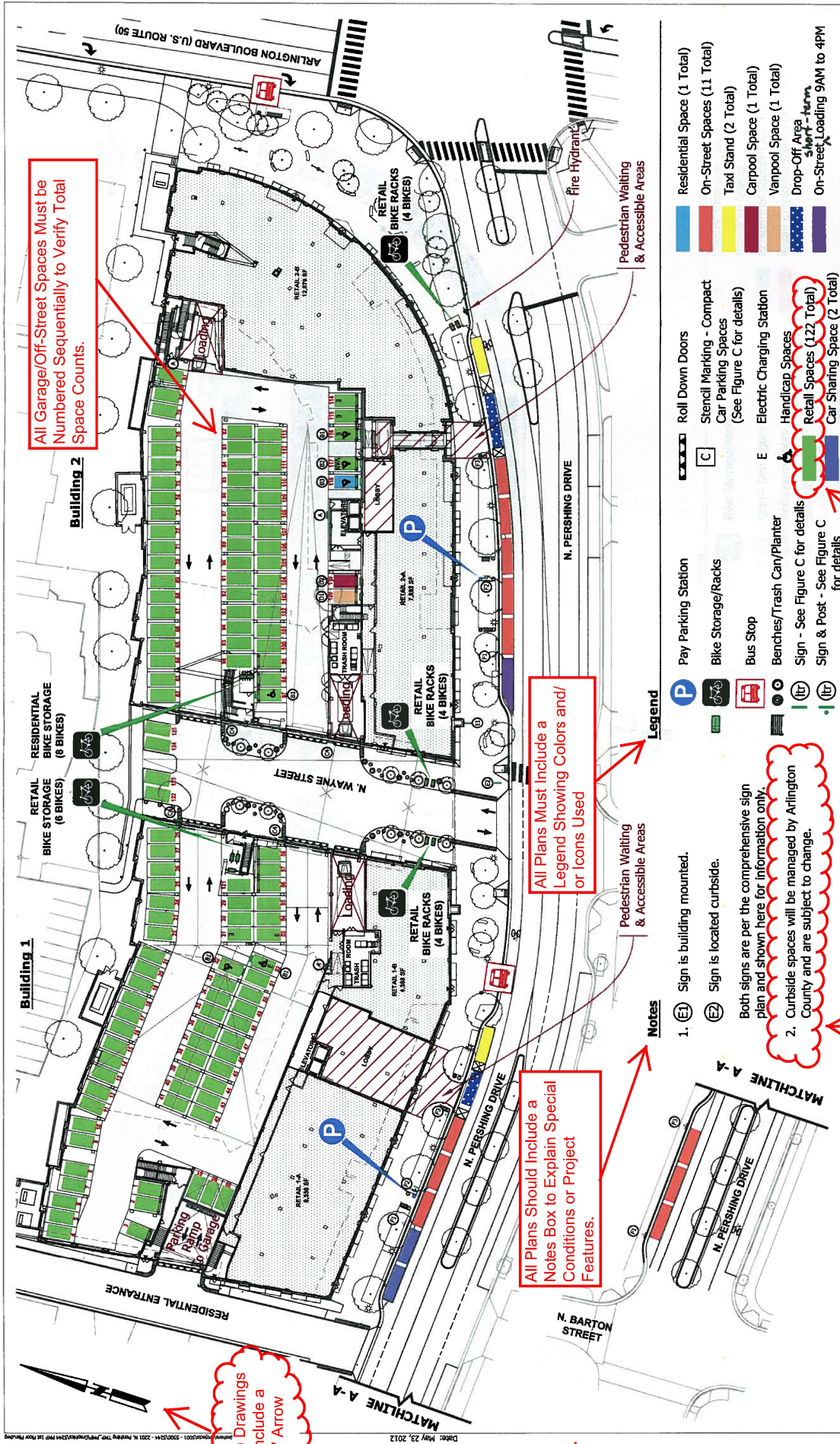
Development	ITE Land Use Code	Quantity	Units	AM Peak Hour		PM Peak Hour		ADT Total
				In	Out	In	Out	
Existing Uses Academic (2)(3)	-	70,000	Square Feet	126	19	63	50	1130
Proposed Uses <u>Building One</u> Residential	220	272 50%	Dwelling Units	27	110	109	58	1772
				<u>14</u>	<u>55</u>	<u>55</u>	<u>29</u>	<u>886</u>
				13	55	54	29	886
<u>Building Two</u> Office	710	55,000 35%	Square Feet	105	14	24	116	833
				<u>37</u>	<u>5</u>	<u>8</u>	<u>41</u>	<u>292</u>
				68	9	16	75	541
Retail (4)	826	5,000 80%	Square Feet	16	18	15	18	222
				<u>13</u>	<u>14</u>	<u>11</u>	<u>15</u>	<u>178</u>
				3	4	4	3	44
Academic (3)(5)	-	105,000	Square Feet	189	29	95	75	1700
Total Proposed				273	97	169	182	3171
Net-New Trips				147	78	106	132	2041

Notes:

- (1) Trip generation calculations based on Institute of Transportation Engineers (ITE) Trip Generation, Ninth Edition.
- (2) Existing trip generation for academic uses based on existing driveway counts for the peak hour of the adjacent street at the intersection of N. Fairfax Drive and N. Glebe Road.
- (3) Average daily trips generated for academic uses estimated as ten (10) times the observed PM peak hour traffic.
- (4) For the AM peak hour, a peak hour of the generator rate was used due to the lack of ITE data for peak hour of the adjacent street.
- (5) Trip generation of proposed academic uses estimated based on the square footage ratio of the existing trip generation (see note 2.) The ratio of 105,000 S.F. to 70,000 S.F. is 1.5. Therefore, this ratio of 1.5 was multiplied with the existing trip generation to derive the proposed trip generation.

Example Curbside and Ground Floor Plan

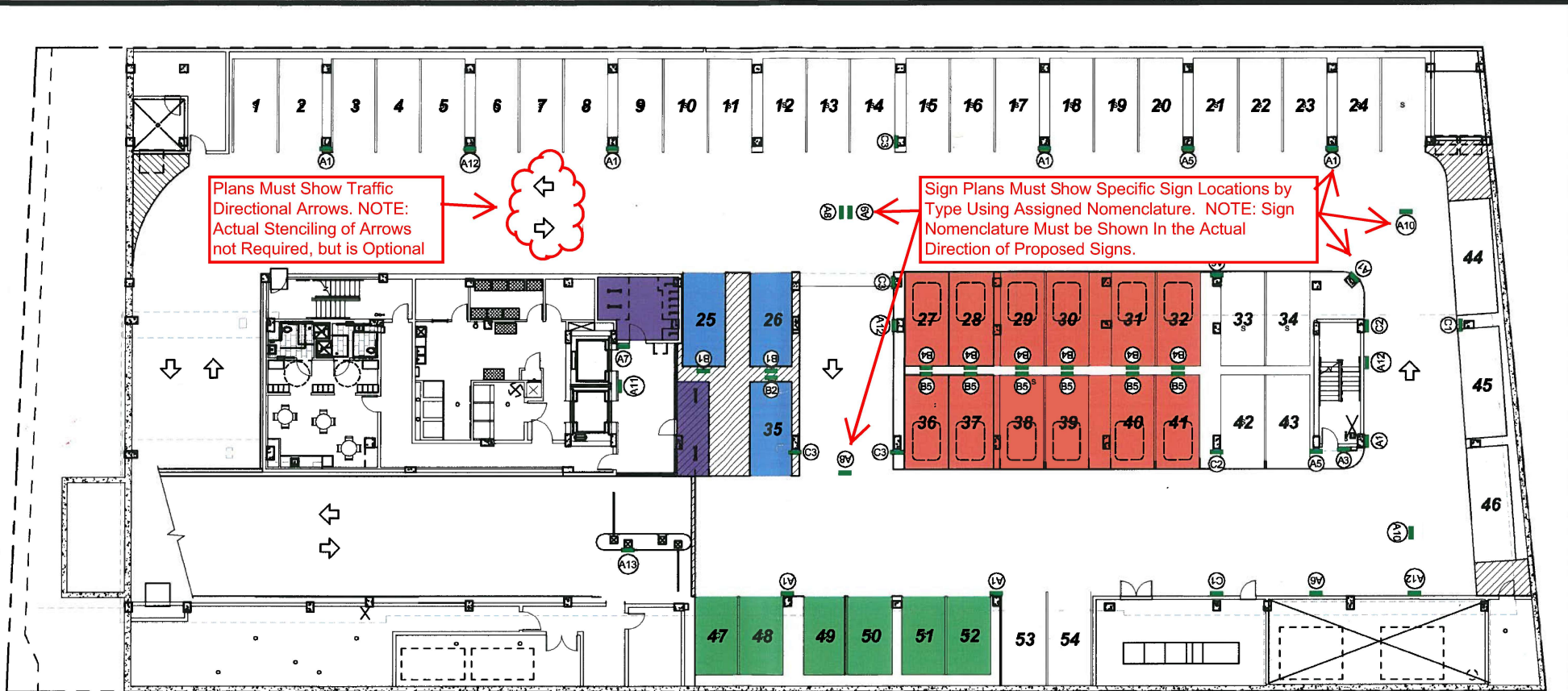
NOTE: All Plans must be Formatted to be Printed on 11 x 17 Paper



Ground Level Parking Plan

FIGURE A

Parking Management Plan



Plans Must Show Traffic Directional Arrows. NOTE: Actual Stenciling of Arrows not Required, but is Optional

Sign Plans Must Show Specific Sign Locations by Type Using Assigned Nomenclature. NOTE: Sign Nomenclature Must be Shown In the Actual Direction of Proposed Signs.

PARKING SPACE CLASSIFICATION KEY

- HANDICAP / HANDICAP VAN
- CARPOOL / LOW EMISSIONS VEHICLE
- EMPLOYEE
- RETAIL
- COMPACT
- BICYCLE RACKS / STORAGE

GARAGE LEVEL P1

PARKING CLASSIFICATION TOTALS

TYPE	HOTEL
STANDARD	33
EMPLOYEE	0
RETAIL	0
COMPACT	6
CARPPOOL/LOW EMISSIONS VEHICLE	12
HANDICAP	2
HANDICAP VAN*	1
TOTAL*	54

BICYCLE CLASSIFICATION TOTALS

TYPE	TOTAL*
BICYCLE STORAGE ROOM	10
P1 LEVEL BIKE RACK	4
TOTAL*	14

SITE PLAN NO. 413
RESIDENCE INN
650 NORTH QUINCY STREET
ARLINGTON, VIRGINIA

Include Property Information in Title Block on all Sheets

**FIGURE 2: PARKING MANAGEMENT PLAN
P1 LEVEL
ARLINGTON COUNTY, VIRGINIA**

Show Page / Sheet Numbers

A1		SPECIAL QTY: 8	A2		SPECIAL QTY: 12	A3		SPECIAL QTY: 1	A4		SPECIAL QTY: 1	A5		SPECIAL QTY: 4	A6		SPECIAL QTY: 4	A7		SPECIAL QTY: 2	A8		SPECIAL QTY: 3
A12		SPECIAL QTY: 1	B1		R7-8 QTY: 4	B2		R7-8P QTY: 1	B3		R7-22 (MOD) QTY: 10	B4		R7-22 (MOD) QTY: 6	B5		R5-1 QTY: 6	B6		R5-1 QTY: 6	A9		SPECIAL QTY: 6
A10		SPECIAL QTY: 2	C1		R6-1L QTY: 4	C2		R6-1R QTY: 4	C3		R6-1R QTY: 4	A11		SPECIAL QTY: 8									

NOTE: Sign Table Must Show Sign Graphics and Messaging for all Signs by Type, to Include Assigned Nomenclature to be Used on Sign Location Plan.

SITE PLAN NO. 413
RESIDENCE INN
650 NORTH QUINCY STREET
ARLINGTON, VIRGINIA

FIGURE X: INTERIOR SIGN INVENTORY
ARLINGTON COUNTY, VIRGINIA

Show Page / Sheet Numbers

SHEET X OF X

Towing sign required to be posted at all vehicle entrances; Minimum size shall not be less than 12" x 18": § 14.3-4 A.1.a

Required: § 14.3-4 A.1.h
Not less than 0.5" in height

Property Name/Address

TOWING AT OWNER'S EXPENSE

Required: § 14.3-4 A.1.b
Not less than 3" in height

Required: § 14.3-4 A.1.e
Not less than 1" in height

Enforced 24 Hrs / 7 Days

Towing Logo Required:
§ 14.3-4 A.1.c

Towing Logo Not less than 2"
in height: § 14.3-4 A.1.c



Required: § 14.3-4 A.1.f
Not less than 0.5" in height

XYZ Towing: (703) XXX-XXXX

**All Trespassing or Impermissibly Parked Vehicles Subject to Towing
All Towing and Storage Costs to be Paid by Vehicle Owner**

Required: § 14.3-4 A.1.d
Not less than 0.5" in height

**Vehicles Towed to: [ADDRESS]
Towing Fees: \$125/\$250/\$500
Storage \$50 Per Day**

Condition Language
(Per Ordinance, can not
be less than 0.5" in
height)

Condition Language
(Per Ordinance, can not
be less than 0.5" in
height)

**For Complaints Call:
On-Site Representative (703) XXX-XXXX**

**Arlington County Police
Non-emergency (703) 558-2222**

Required: § 14.3-5 A.1.g
Not less than 0.5" in height