

## Questions on YHS Parking and the Draft TDM Plan

Yorktown Civic Association

June 18, 2007

RESPONSES by Arlington Public Schools June 20, 2007

346 new #  
245 to  
253 for  
mini  
lot  

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west lot

1. Please provide a breakdown of the number of seats in the auditorium, gymnasium, black box theater, and athletic fields, as well as square footage of pool area and auxiliary gym, as each of these areas appears to have a parking requirement under the county's zoning ordinance.

- **Main Gym Bleachers: 663 seats**
- **Aux Gym Bleachers: 169 seats**
- **Black Box: 120 to 140 (depends on configuration)**
- **Auditorium: 677**
- **Stadium: 2071**
- **Baseball: 226**
- **Softball: 240**
- **Swimming Pool: 8240 Square feet**

***The zoning ordinance assumes that the seats and square footages of the associated facilities are filled with students, staff or visitors, who are already accounted for in the zoning calculation. Therefore, parking requirements are not disaggregated to arrive at a higher number than would be required of the school. The parking requirements are based on the school use of the site. Based strictly on the zoning code the site would require 160 parking spaces. The School Board design standard is 220 spaces. Those spaces are intended to provide sufficient parking for staff, visitors and some students.***

***The field and pool components are reserved primarily for school use during school hours. Therefore parking requirements for these uses are considered as shared parking. The TDM plan identifies an overlap of 50 PRCR spaces during the day (about 25 each for the pool and the park). There is an overlap of 100 school spaces in addition to the Parks requirement of 180 during the evening. Current plans provide for 378 spaces on site, significantly above the zoning requirements and the expected daily use.***

2. Please provide a detailed breakdown of the 140 count of available on-street daytime parking spaces, as well as the 105 restricted hour spaces.

**See attached Table.**

3. Residents are eligible to request changes to the hours of restriction under the county's permit parking program and it is quite likely that the restrictions will be extended to a later time. Please explain APS' view of the use of zoned parking near the school both under the current hours and the possibility of extended hours.

***APS will support the change to later hours.***

4. There remain very legitimate concerns about the number and placement of handicapped parking spaces, yet the site plans currently show just 4 spaces in front of the pool and 4 in the west parking lot area. On what basis was this number determined?

***ADAAG minimum requires 8 spaces for 300-400 parking spaces. Recent changes in plans discussed above have caused a practical requirement for 2 additional spaces, bringing the total to 10. We will consider requests for additional HCP parking as we have for the current pool parking configuration, where pool users requested spaces closer to the pool.***

5. Please provide a detailed breakdown of where the vehicles would be parked for events generating the following number of cars?
  - 600
    - ***EXAMPLE: 378 onsite, up to 140 on street and 82 at Offsite parking Williamsburg. Shuttle needed.***
  - 700
    - ***EXAMPLE: 378 onsite, up to 140 on street and 125 at Offsite parking Williamsburg. 50 at Nottingham. Shuttles needed.***
  - 800
    - ***EXAMPLE: 378 onsite, up to 140 on street and 125 at Offsite parking Williamsburg. 50 at Nottingham. Other unspecified sites may be needed. Shuttles needed.***
  - 1000
    - ***We do not expect a 1000 car event.***

6. What steps will be taken to ensure that athletic field users will park in the parking lots at times when extra staff is not provided to direct traffic (i.e. trigger point for Parking Management Plan).

***Signs stating: "Event parking is discouraged in the neighborhood. Please park in the Yorktown/Greenbrier lots." (or similar language) will be installed in the neighborhood, information will be provided to school staff & participants.***

7. In many instances, the school will end up hosting athletic events on short notice (e.g. district playoffs). Will the proposed Yorktown/Greenbrier Park Facility Use Management Team have the authority to cancel already scheduled events in order to accommodate high-priority events like playoffs?

***Notice of 2 weeks or more is generally available. Scheduling can be and has been worked out with this notice. Cancellation of events with less than 2-weeks notice may be difficult. Such events will not generally reach the parking thresholds unless in combination, i. e. more than one large-draw event. The Parking Management Plan can be implemented on short notice.***

8. Currently, there is no single source that provides a publicly available listing of all events that are scheduled for the school and park facilities. Can such a schedule be provided on the school's website? The TDM report only offers to make available "a list of planned threshold events."

***PRCR & APS have agreed to use the same scheduling software for both indoor and outdoor events at either the school or the park. Soon, combined listings will be provided to the Greenbrier Operations Committee and to the Civic Associations. Postings to the school and PRCR websites are possible.***

9. The TDM report mentions that "a valet service may be employed to provide necessary resources." Please explain how that service might be used?

***We contemplate "Event Parking Management." The valet services will replace staff in conducting the PMP. Individuals will direct parking and unloading the lots. Event parking spaces outside of marked lots will be made available.***

Is off-site parking being contemplated?

**Yes. We plan to use available parking at both Williamsburg and Nottingham for event parking and at other locations for contractor parking.**

10. Currently, the reserved parking for staff is on a numbered and dedicated basis. Does the TDM plan contemplate changing the staff and off-street student parking to a pool of spaces with exact location on a first-come first-serve basis?

**Some will be assigned, and others will be pooled. Parking segregation will be practiced to direct users to certain spaces. There will be special provisions for itinerant teachers, carpool participants, visitors etc. There will be time limits and other controls. General student and staff parking are best pooled (to maximize use). Carpool spaces can be reserved.**

11. Will ART bus shelters be added to the site in both directions?

**A pad will be provided on the South side of Yorktown Blvd. Shelters may be constructed by Arlington County DES.**

12. Is any consideration being given to reducing the school bus zone limit to one mile or less from the current 1 and ½ miles to increase ridership?

**We have considered that move. It would involve additional drivers and buses and would apply to all secondary schools. It would be a major policy initiative and would cost millions of dollars. Instead, in preparing the TDM, staff engaged focus groups of students to determine the barriers to use of school buses. Increasing the frequency of after school transportation was one step. Improving "customer service" for bus drivers was another. Improving route design was the third. All are low cost and showed significant promise to increase ridership. APS buses are often fully loaded at the beginning of the school year and ridership drops off during the year. Our first operational objective is retention of ridership.**

13. Has there been any discussion of adopting a later school day start time as a way of increasing the share of students that walk and bike to school?

**The high school start time is already very late compared to other jurisdictions. The beginning of the high school day is 49 minutes later than 5 years ago. Start time has not been noted as a barrier to school bus ridership or to the use of walk/bike alternatives. School bus arrival and departure**

**times, in relation to first bell and dismissal times, though, have been noted as barriers.**

14. At \$50 per year for the student parking fee, it is hardly a disincentive to student driving. Why can't student driving be banned altogether?

**It is not intended to be a disincentive. It merely covers the cost of registering the students and providing them with passes. We have eliminated student parking currently on the site and have found that it merely displaces the demand into the surrounding legal parking in the neighborhood. Until parking supply is eliminated offsite, demand cannot be eliminated, but it can be managed. At some point, with a combination of restrictions, zone changes and other measures, legal student parking could be virtually eliminated. There is no authority under state law to prevent a student who can legally drive and legally park from driving to school, but we can make legal parking difficult to obtain.**

15. Prior to this year, parking was not allowed during the school day along the south side of the school on 28<sup>th</sup> Street, and along the west side of N. Greenbrier. Given how narrow those streets are, and the significant amount of drop-off activity that occurs directly on these streets, why is parking now allowed on those streets?

**The parking on the streets was instituted to relieve parking displacement into the neighborhood during park construction and afterward due to the loss of on-site parking. During this time frame, the amount of parking available on the site makes the use of some street parking necessary. Unfortunately, it is not possible to create "zoned" parking for a school or park. A parking space available for a staff member on the street is also available for a student.**

16. Parking will obviously be further constrained during the 4-5 years of construction, and the TDM contains a statement that off-site parking will be provided for construction workers –
  - can you give an example where APS has done this before and describe how it has worked?

**APS has used this method at Oakridge Elementary and Swanson on a much smaller scale. In both cases the contractors walked to the site. Others have used the model: Arlington hospital is an example. In that instance the contractor provided shuttles to the site.**

***Contractors, like students and faculty, cannot be prevented from parking in legal parking spaces.***

- where will that parking be provided?

***We are working on several options.***

- will faculty and students be provided with off-site parking during construction?

***At this time, we do not plan it.***

- what additional accommodations (or event restrictions) will be provided for park users/events during construction?

***We are working on an MOU with the PRCR and a parking plan for construction which will describe accommodations at each phase.***

Parking Adjacent to Yorktown Greenbrier	Between	No Restrict	After 4:00	After 5:00	After 7:00	Week end
Yorktown Blvd. North Side	28th -30th		--	13		13
	30th - Little Falls A		11			11
	30th - Little Falls B	16				16
Yorktown Blvd. South Side	Edison -28th	2				2
	28th -30th	14				14
	30th - Little Falls	18				18
28th ST N- North side	Yorktown - Florida	15				15
	Florida - Greenbrier	28				28
28th ST N- South side	Yorktown - Florida		4			4
	Florida - Greenbrier			4		4
Greenbrier	28th - 27th	20				20
27th St N - North side	Greenbrier - Property line	15				15
27th St N - Both sides	Florida - Greenbrier			20		20
27th Rd N Both sides	Florida - Greenbrier				15	15
	Florida - Edison			20		20
Florida Street N	28th-27th Rd	12				12
	27th RD -27th St			18		18
<b>TOTAL</b>		140	15	75	15	245
<b>Available by time of day</b>		140	155	230	245	