GENERAL

1. Description

   This standard identifies minimum requirements that shall be met for all on-street parking in the design and construction of elements for Arlington County Horizontal Design Standards. The development of this standard is to provide greater guidance in the design and construction of on-street parking facilities while meeting the County’s guiding principles for increasing pedestrian safety and accessibility, decreasing county infrastructure costs and balancing the use of the Right-of-Way between all modes of transportation.

2. Related Arlington County Standards

   A. Arlington County Master Transportation Plan – Parking Element
   B. Arlington County Code – Chapter 14.2
   C. Arlington County Residential Streets Width Guide
   D. Arlington County Bus Stop Design Standards
   E. Arlington County Horizontal Standards H-3.3 Curb Extensions

3. Applicable Standards and Specifications

   A. Manual of Uniform Traffic Control Devices (MUTCD)
   B. Code of Virginia
   C. Virginia Statewide Fire Prevention Code – Chapter 5, Section 503 Fire Apparatus Access Roads
   D. Americans with Disabilities Act - Accessibility Guidelines for Building and Facilities (ADAAG)
   E. American with Disabilities Accessibility Guidelines for Public Rights-of-Way (PROWAG)

4. Quality Assurance

   A. Reserved

5. Submittals

   A. Design and placement of all on-street parking facilities shall be approved by DES Transportation Engineering and Operations Bureau (TE&O).
DESIGN CONSIDERATIONS

A. Definition

On-street parking is a portion of a roadway that is used for parking cars and other vehicles within the street right-of-way (ROW). On-street parking may be on a paved or unpaved portion of the ROW and may be marked or unmarked, regulated or unregulated. On-street parking is a public resource and is available to the general public. Adjacency does not necessarily convey higher rights.

B. Purpose of On-street parking

- Provides for storage of vehicles when not in use
- Improve access to nearby land uses
- Provide a buffer zone between pedestrians and vehicles
- Reduce traffic speeds by narrowing the perceived travel way

PLACEMENT

A. Placement – On street parking may be placed, either marked or unmarked, on any street that has sufficient width consistent with the Arlington County Code and the Arlington County Residential Street Widths Guide and other locations as identified by the Transportation Planning Bureau and the Transportation Engineering and Operations Bureau. County and state code restrict parking in certain locations, these restrictions are not always signed within the County.

On street parking shall not be permitted:
1. Where prohibited by law including:
   a. Within 20’ of an intersection.
   b. 15’ either side of a fire hydrant.
   c. Within an intersection including T-intersections.
2. Within a minimum of 20’ approaching, and 10’ departing a marked crosswalk.
3. Within 5’ of the flare of a driveway entrance
4. Within a designated bus stop (Refer to Arlington County Bus Stop Design Standards)
5. Exceptions to this may be granted based on engineering judgment by the TE&O Bureau Chief on a case by case basis.

DESIGN

A. Dimensions – On-street parking markings are measured from the face of curb and to the center of the marking.

1. Parallel On-Street Parking
a. Marked on-street parking – individual parking spaces are generally not marked and the following dimensions shall be used to calculate parking requirements:
   i. Cars - generally assume a length of 22’, exception down to 18’ may be granted on a case by case basis and shall be approved by the TE&O Bureau chief. Minimum and preferred width is 7’ and maximum width is 8’ and other widths as determined by the TE&O Bureau chief.
   ii. Buses – 60’ in length and 10’ in width.
   iii. Motorcycles – parking spaces located with other vehicles shall have dimensions that match adjacent parking space design criteria. Motorcycle only parking spaces shall have a minimum length of 6’ and a minimum width of 4’ when individual stalls are marked. Motorcycle parking does not need to be orientated in the same direction as other parking spaces located on the same block.
   iv. Disabled Parking – if designated by the County as reserved disabled parking the space shall not be considered as accessible and dimensions shall match adjacent parking space design criteria. Disabled parking will generally be located as close as possible to an available curb ramp.

2. Angled On-Street Parking
   a. Marked on-street parking – individual parking shall be marked as follows:
      i. Cars - refer to drawing PL-1.0 Typical Parking Lane Dimensions. 90° and 45° parking stall orientated is preferred but 60° will be considered if sufficient space is not available for 90° and 45° stalls. In all cases of angled parking the preferred orientation of parking stalls is back-in with the front of the vehicle facing uphill.
      ii. Motorcycles – parking stall shall have a 4’ minimum width and 6’ minimum length when individual bays are marked. Motorcycle parking does not need to be orientated in the same direction as other parking bays located on the same block.
      iii. Disabled Parking – if designated by the County as reserved disabled parking the space shall not be considered as accessible and dimensions shall match adjacent parking space design criteria. Disabled parking will generally be located as close as possible to an available curb ramp.

Note: Width of adjacent bike lanes may be included in the aisle width dimension.

Exceptions to these dimensions may be granted based on engineering judgment on a case by case basis and shall be approved by the TE&O Bureau chief.

B. Materials

1. When used, marked on-street parking facilities shall be designated with a 4” solid white edge line. Parking lane surfaces will generally match adjacent streets.
2. Limited alternate material combinations may be considered to delineate parking lanes from travel lanes on a case by case basis as identified by the Transportation Division chief. Materials may include different colored surface treatments and edge markings.
Two Way Angled Parking - Non Yield Street

Arlington County Standard Curb and Gutter

Face of Curb

Marked Centerline, Center of Travelway or Edge of Median

4" Wide White Strip

Standard Angled Parking Dimensions

<table>
<thead>
<tr>
<th>Angle of Parking</th>
<th>Width of Stall W1</th>
<th>Depth of Stall Perpendicular to Aisle L</th>
<th>Width of Aisle A</th>
<th>Unit Parking Depth UPD</th>
<th>Width of Stall Parallel to Aisle W</th>
<th>Number of Stall in a Given Distance D</th>
</tr>
</thead>
<tbody>
<tr>
<td>90°</td>
<td>9'</td>
<td>16'</td>
<td>24'</td>
<td>40'</td>
<td>9'</td>
<td>D/9</td>
</tr>
<tr>
<td>60°</td>
<td>9'</td>
<td>18.5'</td>
<td>16'</td>
<td>34.5'</td>
<td>10.4'</td>
<td>(D-10.7)/(10.4)</td>
</tr>
<tr>
<td>45°</td>
<td>9'</td>
<td>17.5'</td>
<td>12'</td>
<td>29.5'</td>
<td>12.7'</td>
<td>(D-17.5)/(12.7)</td>
</tr>
</tbody>
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Disabled Angled Parking Dimensions

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NOTE:
Depth Of Stall Dimension (L) is measured to the face of curb, but is only marked to the edge of pavement.
Unit Parking Depth dimension (UPD) is measured from the face of curb to either the marked centerline, center of travelway or edge of median.
One Way Angled Parking Dimensions

Arlington County Standard Curb and Gutter

4" Wide White Strip
Marked Centerline, Center of Travelway or Edge of Median

Standard Angled Parking Dimensions

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<th>Width of Aisle B</th>
<th>Unit Parking Depth UPD</th>
<th>Width of Stall Parallel to aisle W</th>
<th>Number of Stall in a Given Distance D</th>
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<td>9'</td>
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<td>20'</td>
<td>38.5'</td>
<td>10.4'</td>
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<td>37.5'</td>
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Unit Parking Depth dimension (UPD) is measured from the face of curb to the edge of travelway.
TYPICAL ON-STREET PARKING PLACEMENT

ARLINGTON COUNTY, VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES

ARLINGTON COUNTY Standard Curb and Gutter

4" Continuous White Line

ON STREET PARKING

Min 20.0'

No Parking

Min 20.0'

Min 20.0'

20.0' 5.0' 5.0' 10.0'

No Parking
Two-Way On-Street
45° Angled Parking
(Back In)

Arlington County Standard
Curb and Gutter
Two-Way Combination On-Street Angled (Back In) and Parallel Parking

Min 20.0'

Min 12'

Min 10.0'

Arlington County Standard Curb and Gutter

TWO WAY COMBINATION ON-STREET ANGLED / PARALLEL PARKING PLACEMENT

ARLINGTON COUNTY, VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES

REVISION & DATE

DRAWING NO.
PL-3.0
SHEET 2 OF 2
One-Way Two Lanes
60° On-Street
Angled Parking
(Back In)

Arlington County Standard
Curb and Gutter
ONE WAY ON-STREET ANGLED PARKING PLACEMENT

Arlington County, Virginia
Department of Environmental Services

REVISION & DATE

DRAWING NO.
PL-4.0
SHEET 2 OF 3
One-Way Two Lanes
60° Combination
On-Street Angled (Back In) and Parallel Parking

Min 20.0'

No Parking

Min 20.0'

Min 7'

Min 20'

10.4'

9.0'

60°

18.5'

18.5'

41.9'

Arlington County Standard Curb and Gutter

ONE WAY COMBINATION ON-STREET ANGLED / PARALLEL PARKING PLACEMENT