

PLANNING FOR FREIGHT NEEDS OF URBAN DEVELOPMENT PROJECTS IN ARLINGTON COUNTY

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Principal Planner

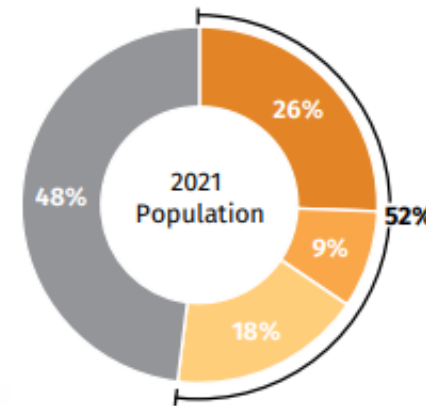
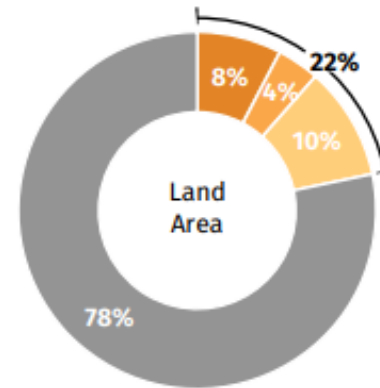
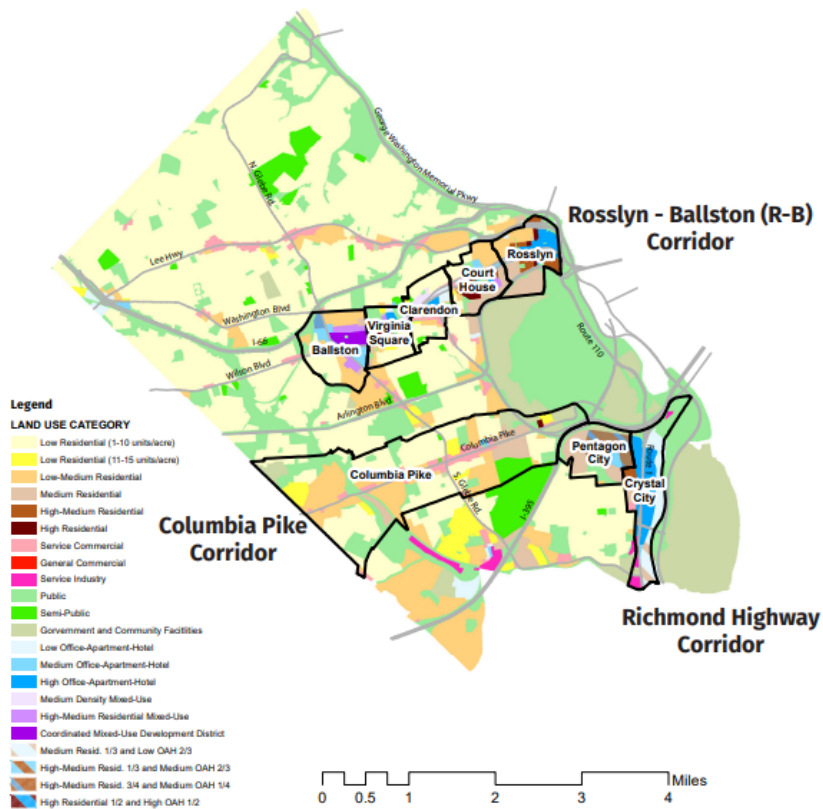
Department of Environmental Services
Arlington County



National Capital Region
Transportation Planning Board
Freight Subcommittee
Thursday November 18, 2021

Arlington County At a Glance

General Land Use Plan and Planning Corridors Map



■ R-B Corridor
 ■ Richmond Highway Corridor
 ■ Columbia Pike Corridor

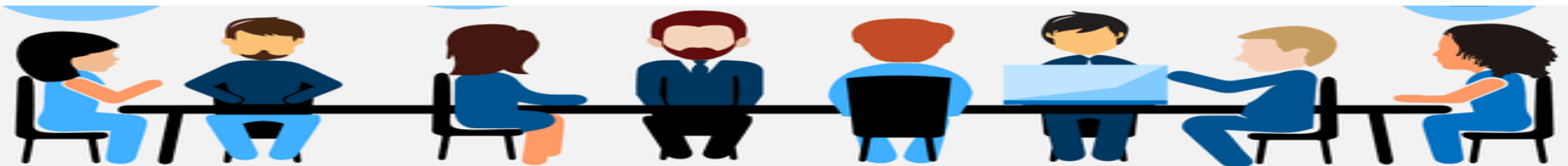
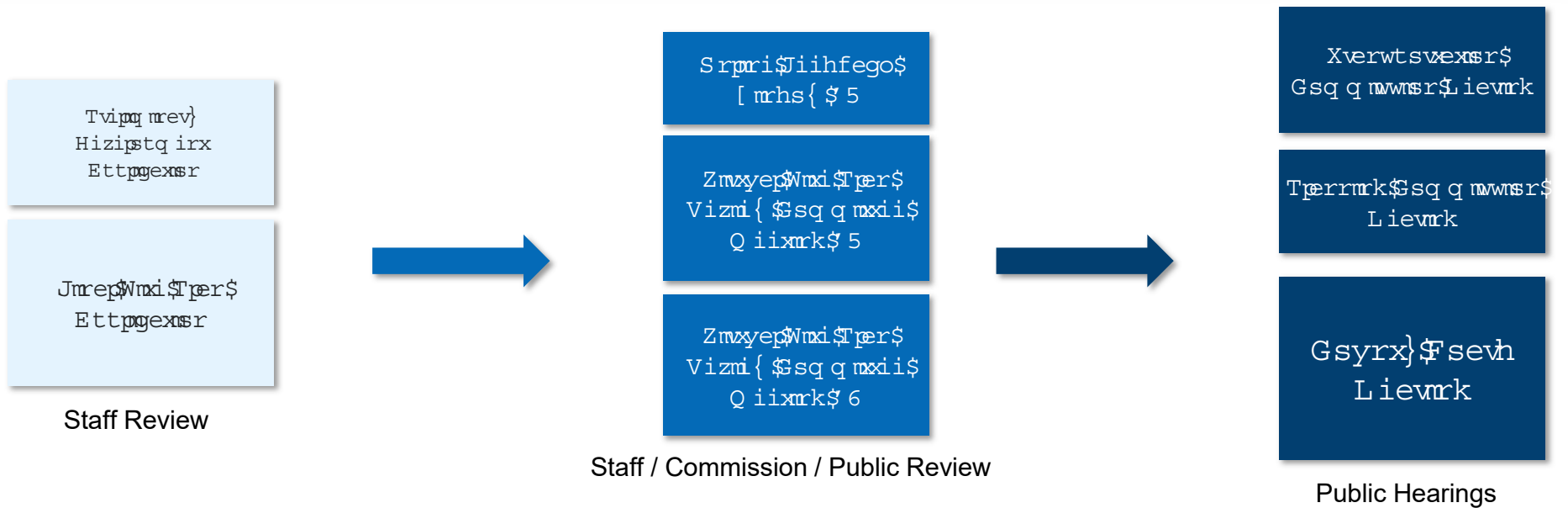
- **26 Square Miles of Land Area**
- **234,200 Residents**
- **231,500 Jobs**
- **41.8 million Square Feet Rentable Office Space**
- **11 Metrorail station**

2024 Forecast

- **299,500 Residents**
- **290,800 Jobs**

Arlington County's Special Exception Approval Process

(Site Plan Review Process)



Site Plan Committee Review – Collaborative Review Including Applicant, Staff, Commission Members, Community Representatives and General Public

How Are Loading Operation Supported in Arlington

Building Side
1 Require the provision of loading docks with new development.

Street Side
2 Manage on-street loading through the implementation of curbside management practices and policies.

How Freight is Included in Review Process

Internal Loading Requirements

- Zoning Ordinance establishes requirements by Use type
 - Total number and size can be modified by County Board.
- Master Transportation Plan provides additional policy guidance
- Sector Plans and Small Area Plans may identify desired streets/frontages for loading and garage access.

Arlington Master Transportation Plan (MTP) Guidance

Policy Guidance

Policy 7 - Expect service alleys and off-street delivery/loading zones in all new commercial, mixed use and high-density residential developments. Minimize the number and size of curb cuts for new developments, particularly along arterial streets. Place curb cuts where pedestrian volume is lowest.

Implementation Actions

Require commercial sites to provide adequate off-street loading areas. Enforce against loading that occurs on-street rather than through available loading docks or alleys. Place loading zones away from primary pedestrian paths.

Provide exceptions to on-site loading requirements for those small sites (less than 20,000 square feet) where on-site loading may not reasonably be accommodated. Also allow exceptions for ground-floor retail tenants in secure buildings and other retail establishments without access to loading areas.

Establish loading dock design standards that match loading dock size with the building design; coordinate through the Zoning Ordinance and site plan conditions.

Tools Used to Right-Size Loading

- Number?
 - Has a small increase in GFA or Units required additional bays?
- Proposed use mix vs. existing experiences?
 - For existing buildings similar use mixes are loading issue occurring and how many pavs are typically provided.
- Size of Bays/Docks
 - Can or Should the number be reduced if longer bays are provided (over 45 feet in depth)?
- Is a grocer or are grocery type uses proposed or likely?
 - Grocers are demonstrating to have unique loading requirements and demands
- Location?
- Can bays be shared between uses?
- Do loading hours need to be restricted?

800 Glebe Road – Case Study

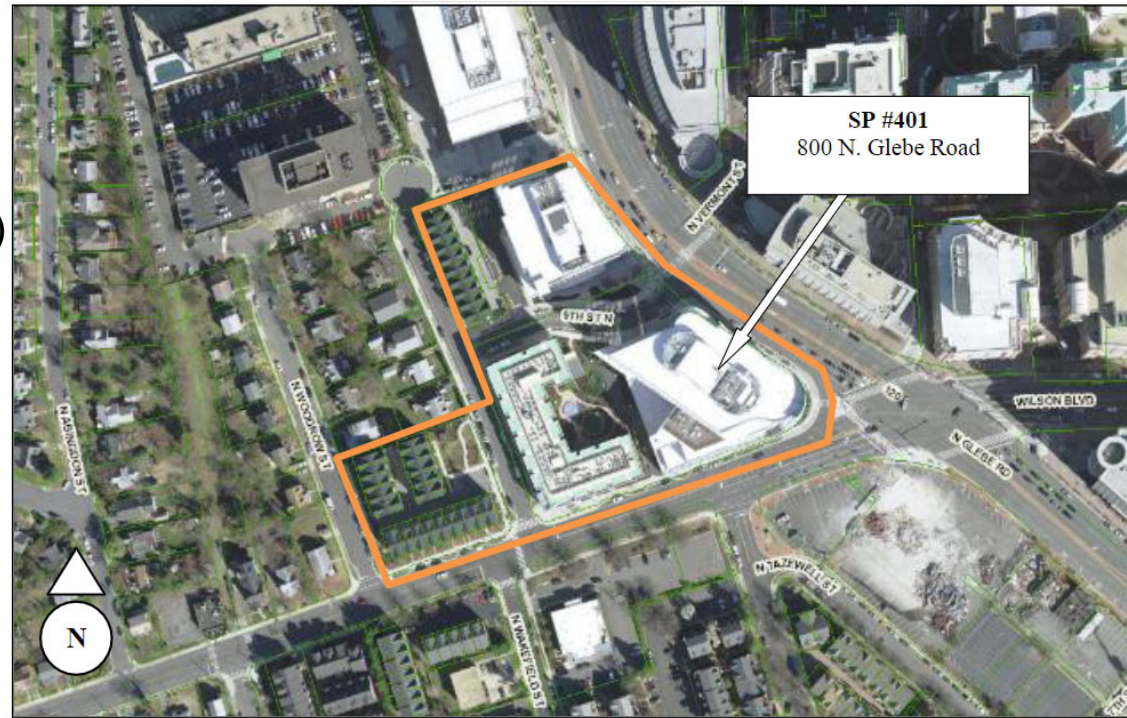
When There Just are Not Enough Loading Bays!!!

How Was it Addressed?

Background

SP #401 approved February 2008:

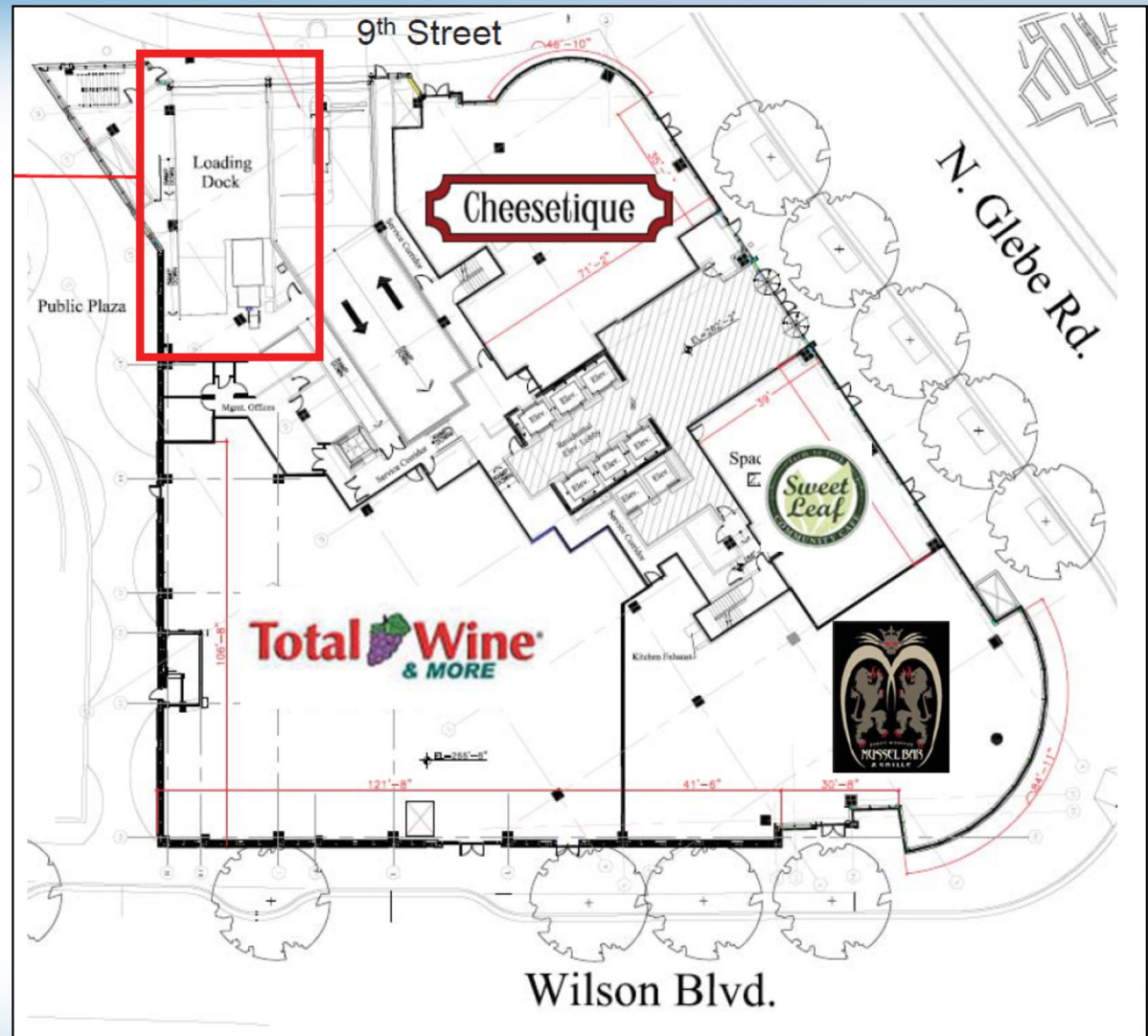
- Two new office buildings (800 & 900 N. Glebe Road)
- Affordable residential building (The Jordan)
- Townhouses (Ballston Green)
- New segment 9th Street N.



Background

Loading:

- Staples was anticipated as large-format tenant, but Total Wine moved in
- Two loading spaces approved with site plan
- Loading governed by:
 - Condition #39 – Interior Trash Collection
 - Condition #40 – Interior Loading Spaces
 - Condition #51 – Transportation Management Plan*



* Reference within PMP prohibiting loading from occurring on-street

Background

Existing Loading Dock Regulations:

- Trash collection must occur interior to the building & not conflict with loading berth
- Loading doors must be shut when in use, with exceptions for venting or other operational reasons
- No trucks longer than 40-feet in 900 N. Glebe or The Jordan
- Hours of operation:
 - 9am – 4pm & 6pm – 8pm weekdays
 - 9am – 6pm weekends



History since Approval

- Site Plan Amendment for reduction in parking ratio to accommodate Total Wine to occupy in the large-format space approved July 2015
- Zoning violations and enforcement actions 2016-2018

Existing Conditions prior to March 2018

- A. Vehicles stop, standing, and delivering from 9th Street travel lanes
- B. Vehicles stop, standing, and delivering from Wilson Blvd. travel lanes
- C. Vehicle circling block to wait for loading dock access
- D. Vehicles blocking N Wakefield Street student drop-off/no parking zone
- E. Vehicles delivering from Glebe Road
- F. Delivery activities block sidewalks
- G. Vehicles idling while waiting for loading dock access
- H. Tenants missing deliveries

Core Question of Baseline Conditions Study

IS THIS A MANAGEMENT/OPERATIONS ISSUE?

or

IS THIS A LOADING CAPACITY PROBLEM?

or

BOTH?

Scope Discussed in October Board Report

Tasks:

- Cordon Study of Delivery Vehicles
- Detailed delivery log
- Summary of instances when deliveries failed to deliver to site due to loading dock unavailability
- Vehicle counts on 9th Street N.
- Summary of vehicles improperly loading on 9th Street N.
- Utilization of 9th Street N. parking lane for loading/unloading
- Internal delivery receiving procedures

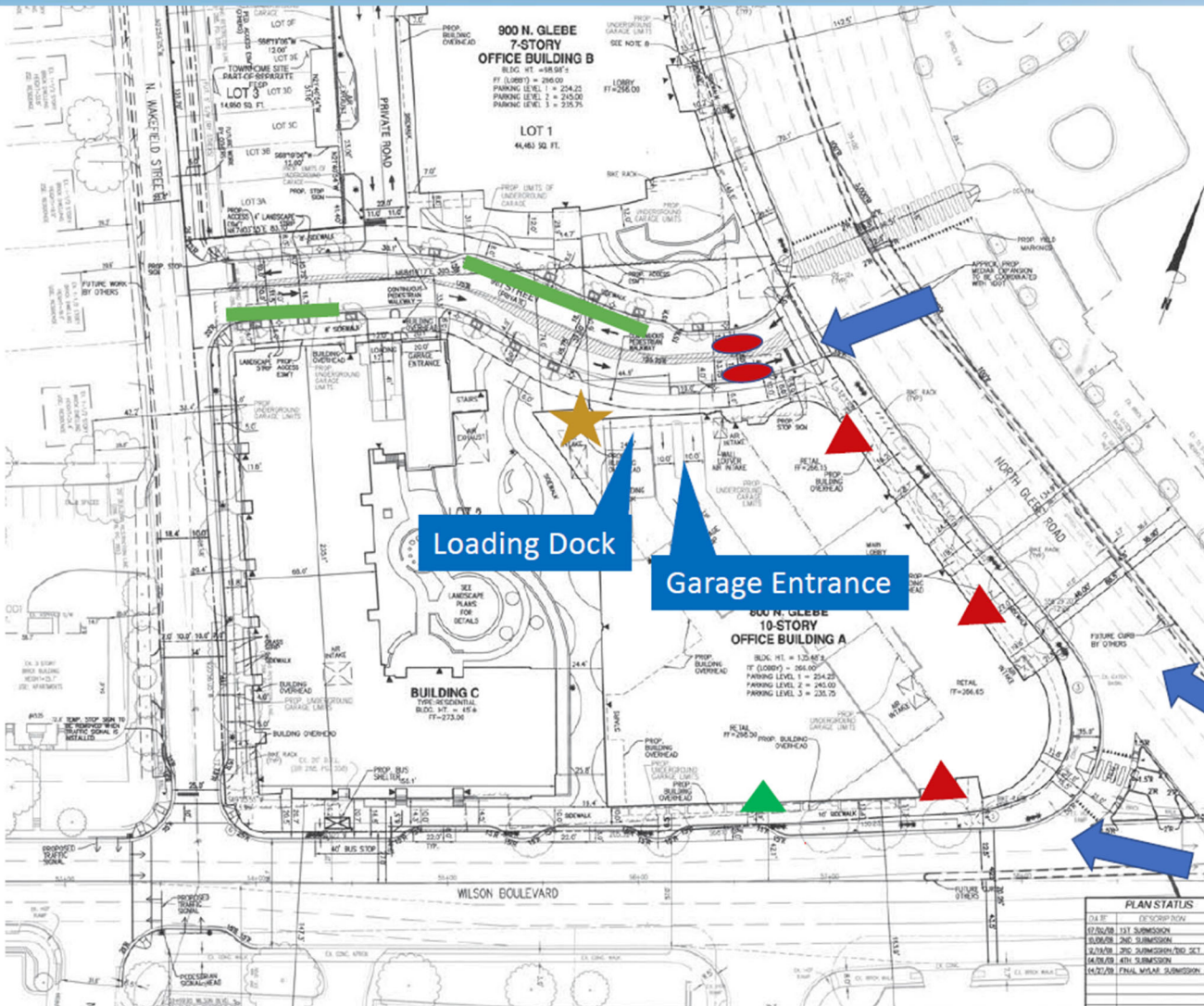




Figure 1

-  Surveyor Location
-  Camera Location
-  On-Street Parking Occupancy
-  24-hour mechanical counters
-  Restaurant Entrance
-  Total Wine Entrance

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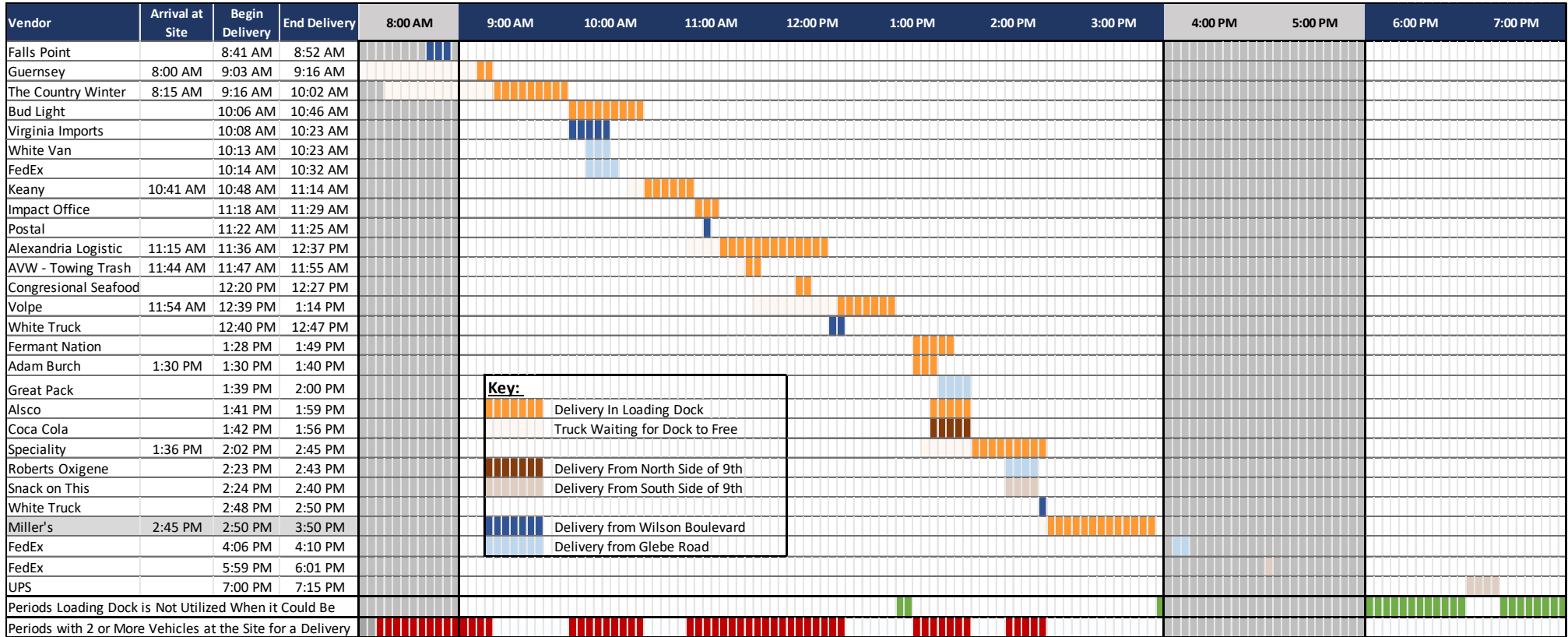
ARLINGTON, VIRGINIA
DEPARTMENT OF ENVIRONMENTAL SERVICES

DIMENSION PLAN (SHEET 1 OF 2)
800/900 N. GLEBE ROAD
ARLINGTON COUNTY, VIRGINIA

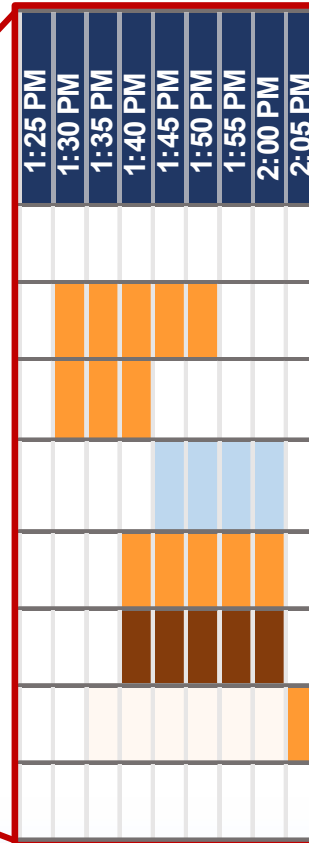
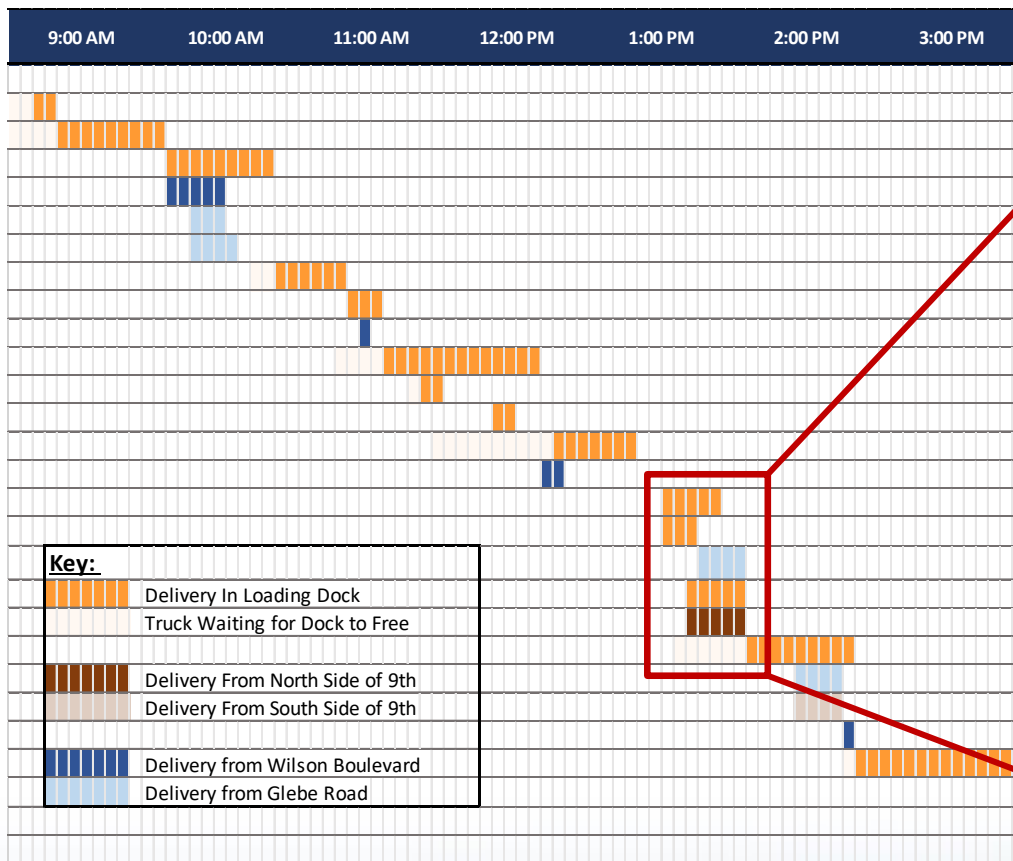
DATE	DESCRIPTION	SCALE	TITLE	DESIGNED	DRAWN
07/10/08	PRELIMINARY SUBMISSION				
08/19/08	REVISION 1 - 2ND SUBMISSION				
09/10/08	REVISION 2 - 3RD SUBMISSION				
09/10/08	REVISION 3 - 4TH SUBMISSION				
09/10/08	REVISION 4 - FINAL REVIEW SUBMISSION				

FILE NO. 08010-000
PROJECT SHEET C7.00

Baseline Conditions Study – Staff Analysis for Wednesday November 7th



Deliveries between 9 AM and 4 PM



Up to 6 Vehicle delivering at 800 Glebe Road at the same time.

One vehicle waiting 40 minutes to load within loading dock.

Deliveries occurring from 9th Road N. and N. Glebe Road.

Key Observations from Wednesday November 9th

- Vehicles arrive early to be first in the loading dock when it opens.
- 28 Deliveries to the building
 - 50% of deliveries occurred outside of loading dock.
- 95% of the time between 9 and 4 a delivery is occurring.
- 62% of the time between 9 and 4 more than one delivery is occurring at the site.
- Deliveries other than FedEx or UPS did not occur after 4 pm.

Core Issues for Considering How to Improve Loading Operations

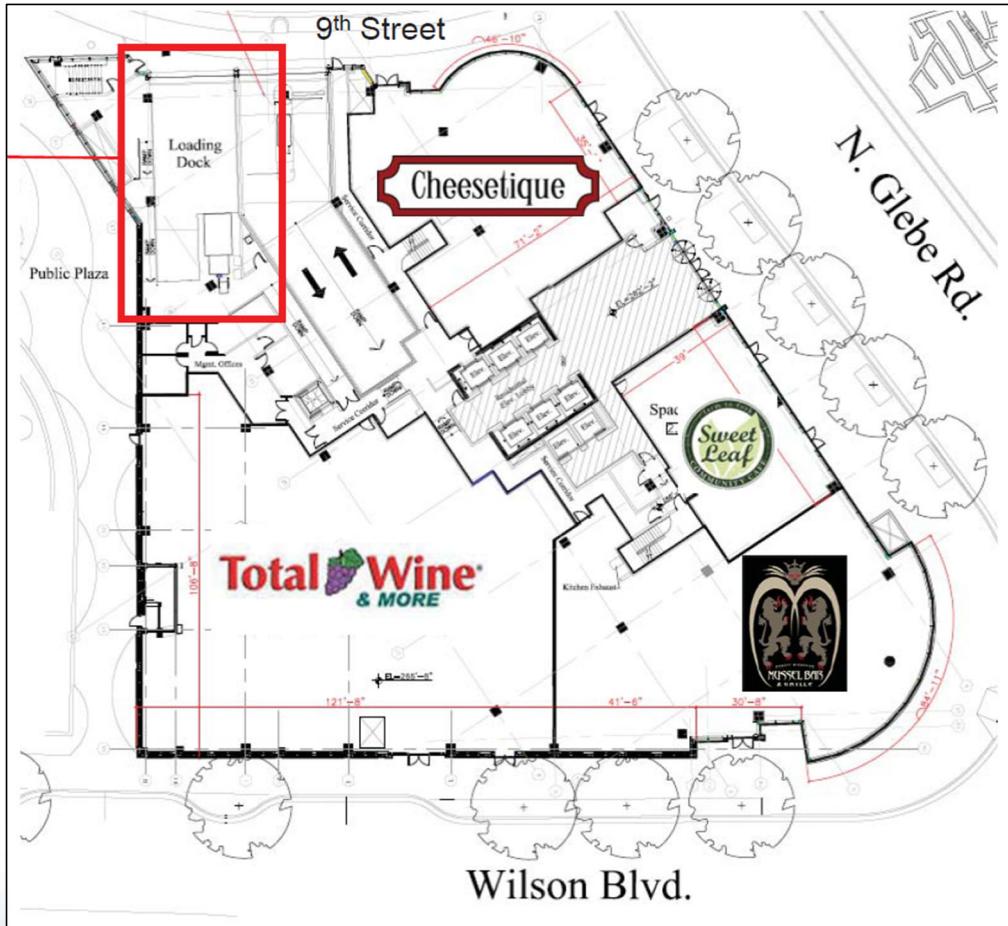
- How to fairly manage and reduce the impacts to the public associated with delivery operations to 800 Glebe Road.
- How to ensure that delivery vehicles don't execute unsafe and/or illegal behaviors.
- Develop and foster an environment for the property owner, building tenants, community, to collaboratively address delivery related issues and impacts.

Staff Recommendations

Suite of recommendations designed to:

- Create additional loading capacity at the site;
- Mitigate the impacts to the street network and adjacent residential uses;
- Maintain the improved loading operations at the site;
- Maintain a dialogue between key stakeholders;
- Fairly balance additional loading capacity with additional County engagement in loading and curb space management issues in Ballston

Existing Conditions Prior to March 2018



On-Site Loading and Delivery Support:

- 2 Loading Berths
- 1 Trash + 1 Loading Bay
- Loading Hours Limited to:
9 am to 4 pm
6 pm to 8 pm

Curb Space Management:

- On-Street Loading Prohibited

Final Freight Management Strategy



On-Site Loading and Delivery Support:

- 2 Loading Berths
- 1 Trash + 1 Loading Bay
- 2 Van loading spaces in garage added
- **Loading Hours Limited to:**
9am – 6pm
- Dock Master **required**
- Loading management kiosk located on site
- Electronic delivery scheduling system **required**
- **Applicant to continue to engage community on loading dock issues and operations annually for 3 years**

Curb Space Management:

- **Permit On-Street Loading**
- \$15,000 annual contribution by applicant to advance curb space management enforcement, policy development, additional potential study by the County.

Thank you

Robert A. Gibson

Principal Planner

Department of Environmental Services

Arlington County

