

**CIA PARKING PROGRAM  
EXISTING CONDITIONS AND  
POTENTIAL SITES FOR INTERIM PARKING**

This memo serves to present the existing parking conditions at the CIA Headquarters in Langley, Virginia, and also to present potential areas for parking both on and off-site during the construction phase of the West Lot Parking Deck.

**EXISTING CONDITIONS**

On October 5, 1983, a survey was taken at the CIA Headquarters to determine the number of occupied parking spaces throughout the day. Figure 1 indicates the locations and number of parking spaces that were surveyed. Parking occupancies at the motor pool, loading docks, and underground were not surveyed. Table 1 indicates the time of day, the number of occupied spaces, the number of illegal parkers (unmarked spots), the total number of parkers, and the percentage of occupied spaces (includes illegal parkers). The spaces are greater than 90% full from 9:00 A.M. until 3:00 P.M.

There are a number of variations of parking regulatory signs throughout the compound. In the North and South Lots it was difficult to determine whether "Carpool Permit" and "Reserved Parking" referred to the same type of permit because the arrow indications on the signs often pointed to the same location. A list of the regulatory parking signs is presented below:

- . Shift Permit Required
- . Reserved Parking 7:00 A.M.-5:30 P.M., Monday-Friday
- . Carpool Permit Required, 7:00 A.M.-5:30 P.M., Monday-Friday
- . Visitors Only
- . General Permit, 7:00 A.M.-5:30 P.M. Monday-Friday

Carpool parking is generally located in the North Lot and approximately one-third of the South Lot.

<del>Larry</del>	<del>_____</del>
Paul	<u>Paul</u>
Pam	<u>Pam</u>
Bob	<u>Bob</u>
Gary	<u>Gary</u>
Gil	<u>Gil</u>
Imo	<u>_____</u>

Art: Route - Cy

cc: \_\_\_\_\_

Forward - Toss

File: \_\_\_\_\_

Parkinson

Transportation

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## POTENTIAL SITES

An extensive field survey was undertaken to determine where additional parking could be accommodated during the construction phase of the parking deck of the West Lot. The construction is scheduled to begin in March 1984, and be complete by June 1985. Approximately 1,300 parking spaces in the West Lot will be unusable during this phase of construction.

### On-Site

The CIA has recently contracted with the Federal Highway Administration (FHWA) for approximately two acres of land located adjacent to the CIA ball field to provide temporary parking. A temporary fence will be erected and the area will be paved. The architect of the CIA building expansion has indicated that approximately 950 marked spaces could be accommodated at this location. This site is shown on Figure 2.

The existing parking spaces in the three major lots were examined to determine if they could be restriped to provide more spaces. Most of the spaces were 20 ft. by 8 ft., but some were 21 ft. by 8ft. or 20 ft. by 8½ ft. These space dimensions fit standards for standard American cars. Recommended parking dimensions for imported cars are 15 ft. by 7.5 ft. If a number of these smaller-sized spaces are desired as a means to provide more spaces, they should be grouped together in a prime location to encourage their use. If these spaces are not convenient, small car drivers will park in the standard-sized spaces. The mix of small to standard vehicle size would have to be surveyed to determine the number of spaces that should be restriped and consequently where they should be located. The restriping could be implemented as a permanent measure.

There are a few on-street locations that could accommodate parked vehicles. Figure 2 indicates these locations and the number of potential import/standard spaces. There are certain advantages and disadvantages to each of these sites as explained below.

Site 1 is located on the Route 123 access road between Rt. 123 and the main gate. Parking could be striped on both sides on-street. Total small/standard spaces

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would be 133/100. Parking along this access road would obviously create problems during the morning and evening peak periods when the access road is heavily used. Designating these spaces for visitors only and providing a shuttle service from the gate to the visitor's entrance should be considered. Visitor's spaces elsewhere on the facility could then be designated as employee spaces. Visitor's vehicles would also be less likely to interfere with rush hour vehicles because the majority of visitors arrive and depart between 10:00 A.M. and 3:00 P.M.

STAT A one-way circulation plan was also examined. A one-way street system would allow parking on both sides. Since most of the existing on-street spaces are on the east side of the compound, it would be necessary to make only the roadway between the South Lot access northbound to the North Lot access one-way. (See Figure 2). This would permit [ ] on-street spaces. It would also permit two-way access to all three lots. The direction of the one-way operation will cause an inconvenience and circuitous travel regardless of which direction is chosen. However, the main bus stop is on the south side of the road and therefore the one-way operation should be southbound.

#### Slightly Off-Site

STAT These sites are listed as Sites 3 and 4 and are along the Turkey Run Access Road with access to Rt. 193 and George Washington Parkway. Vehicles could be parked on the shoulders of the road with a moderate amount of fill placed in some locations. Since this is a public road, permission would have to be obtained. Pedestrians would enter the compound via the West Lot Access. Walking on the roadway should not be a problem because there is very little traffic on this road. However, a shuttle service could be provided during the A.M. and P.M. peak periods. Site 3 could accommodate [ ] standard spaces and Site 4 could accommodate [ ] standard spaces. The spaces will not be marked and these numbers are therefore conservative.

Off-Site

Potential parking locations off-site were also identified. No attempt was made to contact the owners/managers of these sites. There are three parking lots along Rt. 193 that are not currently fully utilized during most weekdays. In addition, two large lots in Northern Virginia that are not being fully utilized have also been identified for possible CIA usage. As with any off-site parking location, travel time and personal/vehicle security are issues that must be considered by management.

Rt. 193 Sites

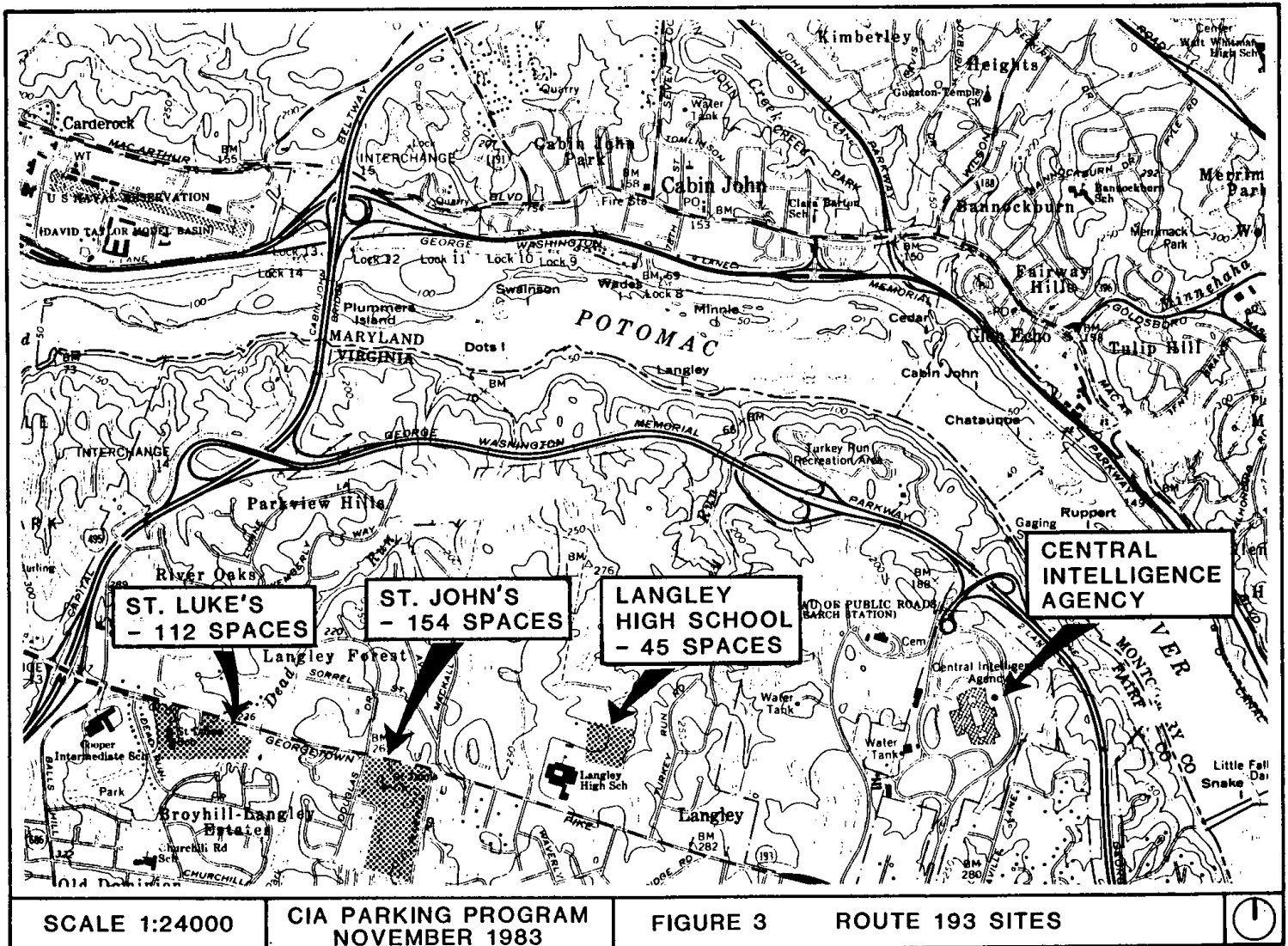
These sites are shown on Figure 3. They are all within 10 minutes of the CIA Headquarters. Special events such as bazaars, prayer groups, funerals, and/or afternoon football games could possibly render all of these sites infeasible. Meetings should be arranged to discuss these problems if these sites are to be seriously considered. The sites, location, and number of spaces are listed in Table 2.

Table 2. Rt. 193 Potential Parking Sites

<u>Site</u>	<u>Address</u>	<u># Spaces</u>
1) St. Luke's Serbian Eastern Orthodox Church	6801 Georgetown Pike McLean, VA (703)356-1255	112
2) St. John's Episcopal Church	6715 Georgetown Pike McLean, VA (703)356-4902	154
3) Langley High School	6520 Georgetown Pike McLean, VA (703)356-1960	45 (unmarked)

Others

A portion of the Pentagon North Lot is currently managed by Midtown Parking (775-8819), owned by Carlos Quadros. There are 1,879 available spaces and the attendant indicated that approximately 700-800 were used each day, with approximately 1100 spaces not used. The monthly rate is \$18.00, however, there may





be a discount for a block of spaces. The travel time is approximately 20-25 minutes during the peak periods via the George Washington Parkway (See Figure 4).

Washington-Lee High School has a parking garage that is under-utilized (1300 N. Quincy Drive, Arlington, 527-7600). There are 330 total spaces and 100 were used. The travel time would be approximately 30 minutes during peak periods via Glebe Road, Chain Bridge Road, and Route 123 or via I-66 to Rosslyn. (See Figure 4).

### Summary

There are several options for providing temporary parking for CIA employees and visitors during the West Lot Deck construction phase. However, each affords disadvantages in terms of either walking distance, bus travel time, circuitous travel within the site, and/or personal and vehicle security.

STAT If the FHWA site and Sites 1 and 2 are acceptable, [ ] spaces  
STAT could become available. Restriping for small-size vehicles would depend on the mix of vehicles and the established hierarchy of reserved parking locations. Sites 3 and 4 would add [ ] spaces.

Off-site locations create problems with travel time, convenience, and security. Also mentioned previously, the Rt. 193 sites may not be available due to the random occurrence of special events necessitating use of the available spaces.

The Pentagon North Lot provides a large block of available spaces (1100) but could be expensive unless arrangements could be made with the Department of Defense. The potential usage by CIA employees would have to be determined through a survey of home addresses. It is possible that a bus could also be routed to the Pentagon Metro Station for pick-up and delivery of employees.

Washington-Lee High School is the least accessible and desirable of the sites listed in this memo. The travel time is high and the layout of the lot and proximity to the high school make personal and vehicle security difficult.

Recommendations have not been made in this memo because it was felt that policy issues will play an important part of the final decision. Detailed analyses will be performed for site layout operation or shuttle service (bus or van) and cost of implementation and restoration for all sites which the CIA deems worthy of future study.

