

Commercial Parking Standards Update

Planning Commission Worksession
October 3, 2017



Worksession Overview

- 1. Receive an update** on the City's commercial parking standards study.
- 2. Discuss the recommendations** of the Task Force.
- 3. Provide input** on the draft recommendations.



What is included in this study?

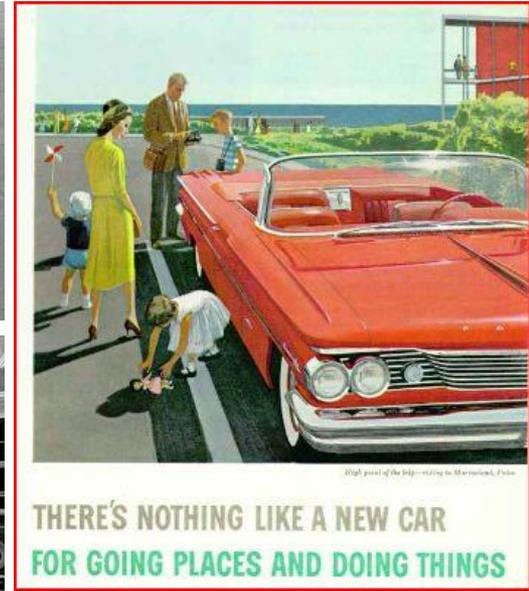
- Review of parking requirements for:
 - Office
 - Hotel
 - Retail
 - Restaurant
- Develop a process for Shared Parking

How were our current parking requirements created?



1930s - Overcrowded curbspace led to:

- Parking Meters
- Off-street parking requirements



Cities started adopting requirements

- Little to no research
- Often copied

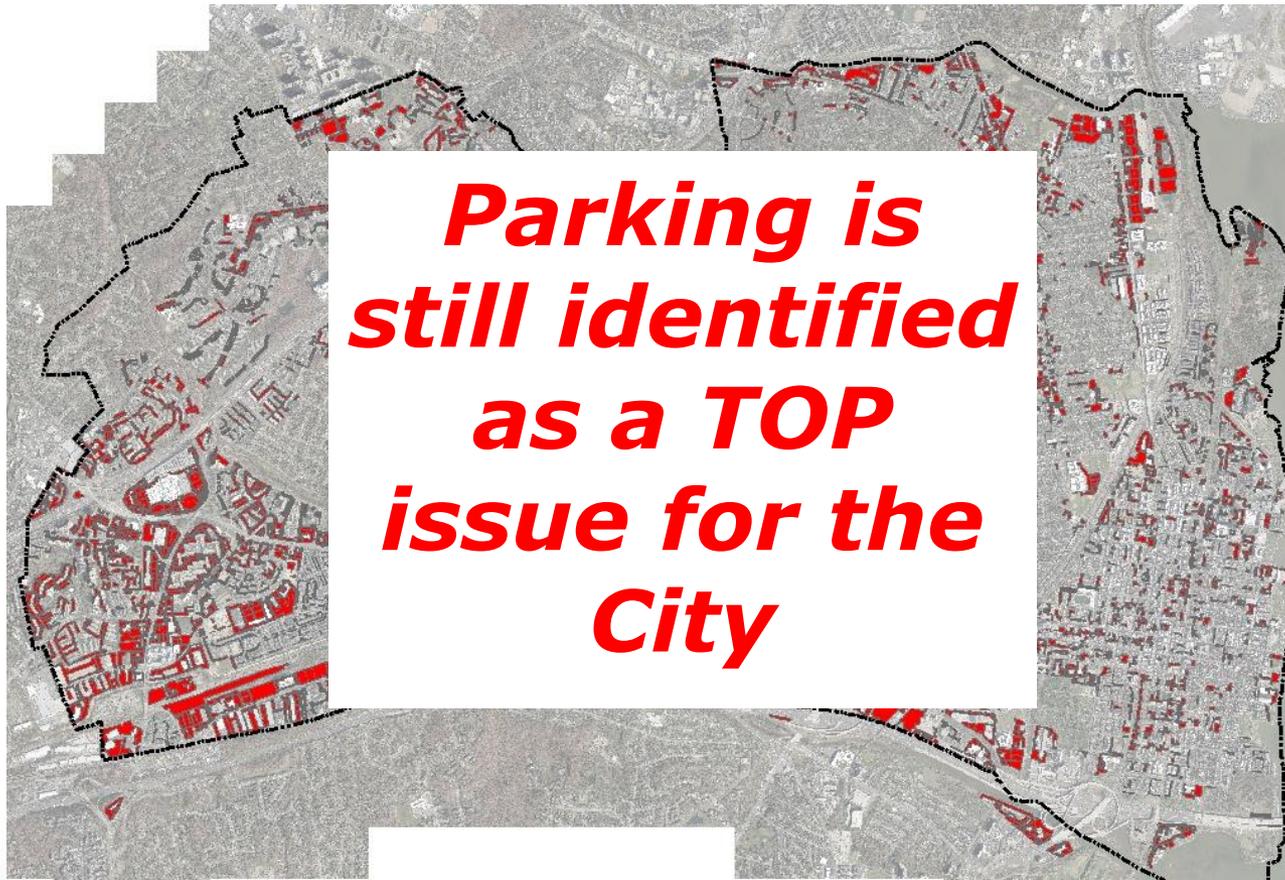
1963 – Alexandria's last comprehensive update

- Car ownership
- No Metro



What are the results from these parking requirements?

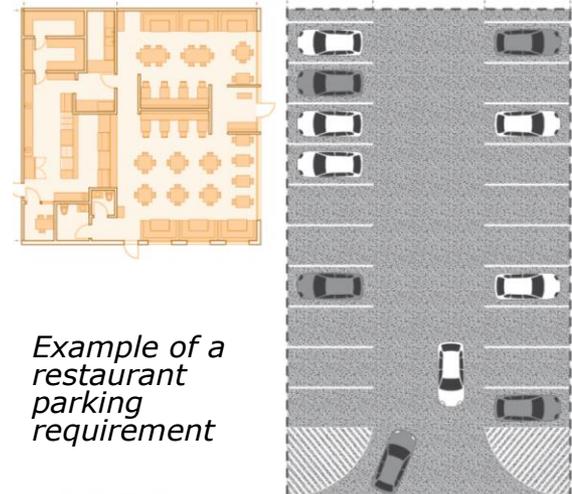
A LOT of parking was built



10% of the City is a parking lot (does NOT include on-street parking or garages)

What are the results from these parking requirements?

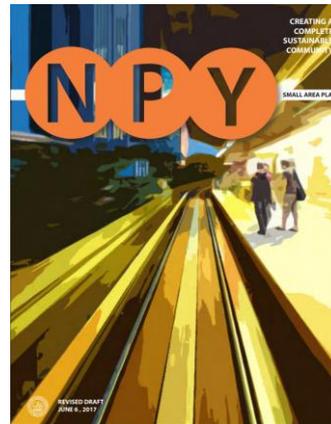
- Promoted driving and congestion
- Suburban style development that's further apart
- Residents NEED a car to get around
- Historic buildings demolished and green space paved over to make parking lots
- Development became more expensive
- Stormwater, environmental issues
- Health issues
- Undermined walking, biking, transit
- Supply-side requirements not solving parking



Example of a restaurant parking requirement

How has the City changed and What will the future bring?

- More ways to get around
- Plans and development:
 - walkability
 - lower parking ratios
- New developments are approved with lower requirements
 - But many still have unused parking
- Future Needs:
 - Autonomous vehicles
 - Ridesharing
 - Changing commercial trends

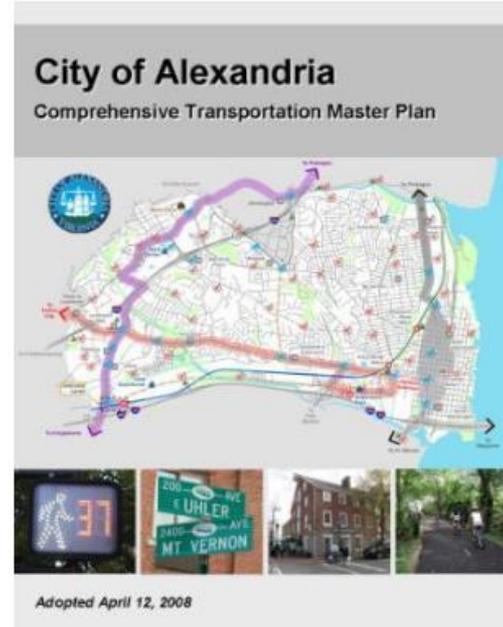




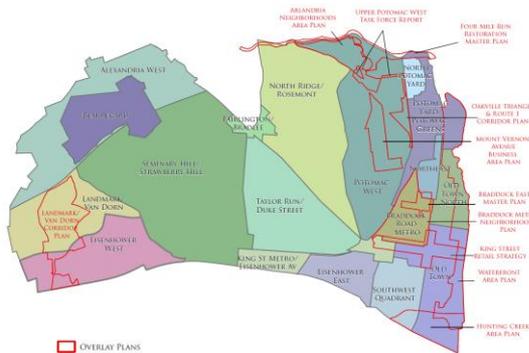
How does Parking Work Today?

- Existing buildings - Hard to add parking
 - Can prevent filling existing storefronts
 - ⇒ King Street CBD Zone
 - Business expansion
 - Off-site parking contracts
 - SUP – Time, money for small businesses
- New Developments – how much parking?
 - 40% of the commercial cases in the last 5 years included a parking reduction
 - **ALL** were approved
- On-street management policies and programs

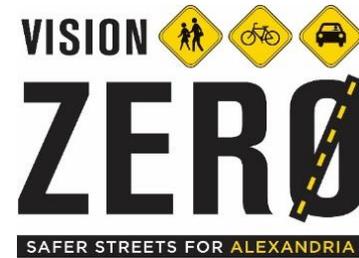
Which policies and plans support updating the parking requirements?



CITY OF ALEXANDRIA, VIRGINIA MASTER PLAN



Alexandria Department of Transportation - Environmental Services





How is the City updating its parking requirements?

Position	Appointee
Planning Commission (1)	Nathan Macek, Chair
Transportation Commission (1)	Melissa McMahon
Traffic and Parking Board (1)	James Lewis
Former Old Town Area Parking Study Work Group (1)	John Gosling
NAIOP, the Commercial Real Estate Development Association (1)	Michael Workosky
Mixed-Use Developer with experience in Alexandria and other urban areas (2)	Austin Flajser Jeremy Lena
At-Large Alexandria Residents (3)	Christopher Ferrara Danielle Fidler Shari Simmans
At-Large Alexandria Residents with Expertise in Regional Transportation or Parking Issues (1)	Cathy Puskar

Task Force has held monthly meetings that are open to the public since March 2017



What are some assumptions for updated parking requirements?

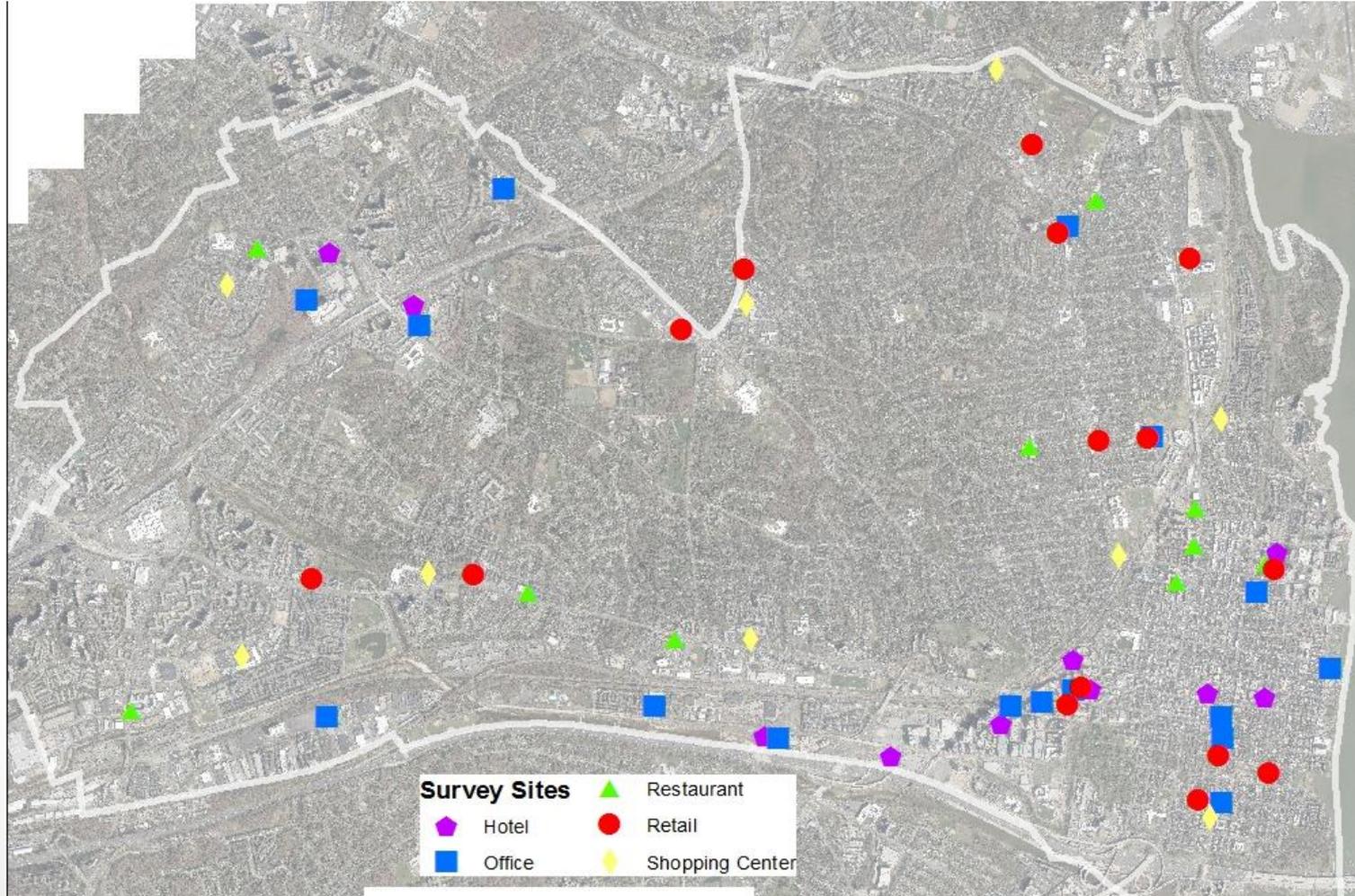
- People will still drive
 - How many people? How often?
- Travel patterns are changing
- Alexandria is not Manhattan
 - But Alexandria is moving towards more **urban development**
- Old Town has different parking conditions
- Sensitive to spillover impacts
 - May require different **on-street management**



What are the goals for updated parking requirements ?

- Consistent with City policies and plans
 - Increase non-SOV trips
 - Support investments in transit
- Promote and encourage Small Businesses
- Attract quality development and investment
- Improve quality of life for residents
- Simplified and flexible ratios
- Consistent with market trends

What are the major takeaways from the study data and Task Force discussion?



60 sites surveyed throughout the City



What are the major takeaways from the study data and Task Force discussion?

- Every site except 1 had a **lower** parking demand than required
- **59%** Average peak occupancy
- **32%** travel to hotels via taxis, Uber, and Lyft
- **52%** of restaurant-oriented trips did not require parking
- **Zero** parking reductions have been denied in the past 5 years
- Some sites are leasing spaces to utilize excess parking

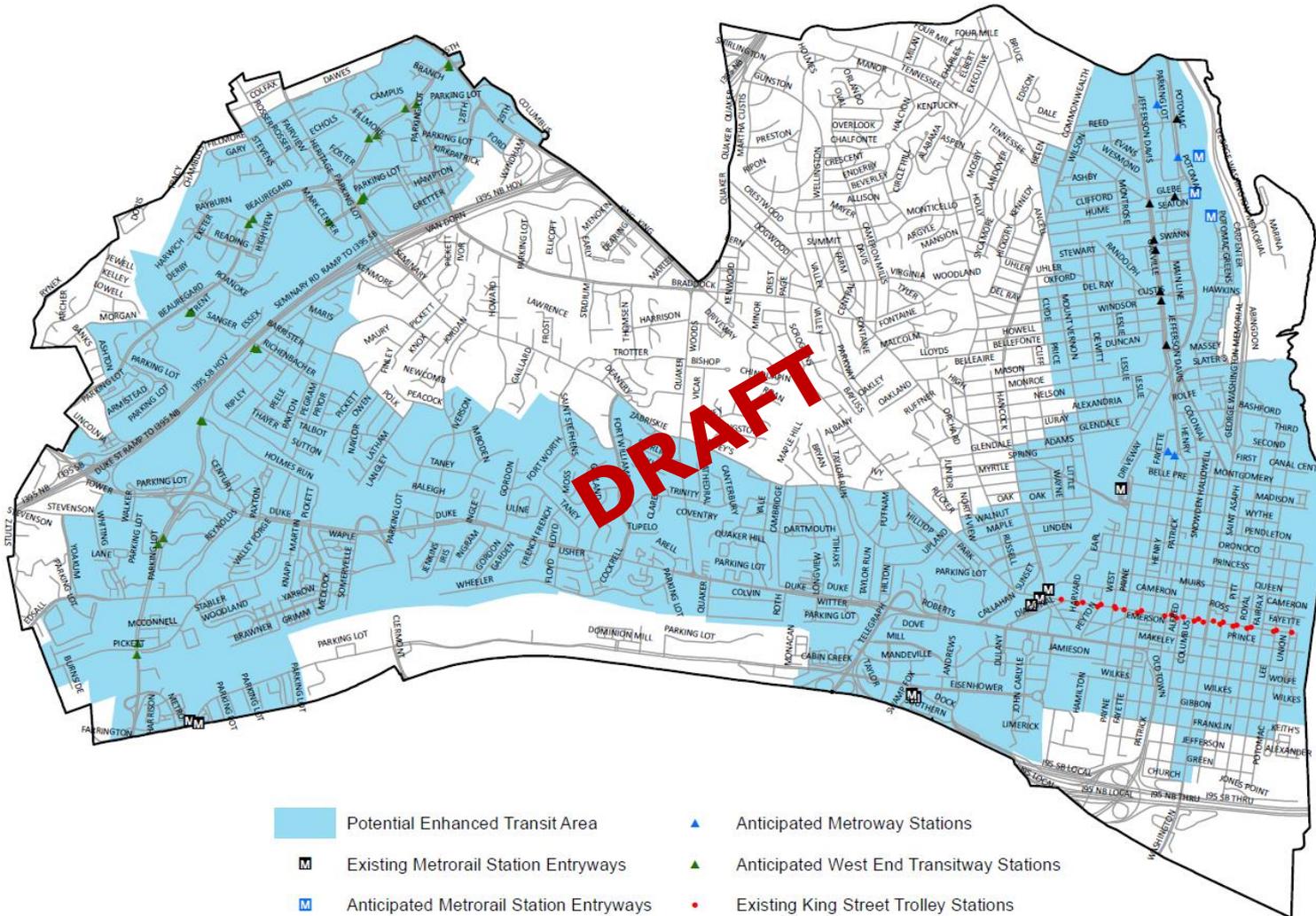


Task Force's **Draft** Recommendations for Consideration

- Simplified map
- Different ratios for areas with good transit access
- Minimum and Maximum Ratios
- Standardize Ratios (spaces by 1,000 sf)
- Combined Retail Ratio
- Exemption for small uses
- Shared Parking



Task Force's **Draft** Recommendations for Consideration





Task Force's **DRAFT** Recommendations for Consideration

Minimum and Maximum Ratios

- Current Zoning Ordinance only has a minimum requirement
- *Recommendation - Establish a parking range with a minimum to ensure some parking is provided and a maximum prevents overbuilding of parking*
- Allows for flexibility among different tenants and locations
- Accommodates future changes in parking needs
- Parking Modification process to build outside the range

Task Force's **DRAFT** Recommendations for Consideration

Standardize Ratio

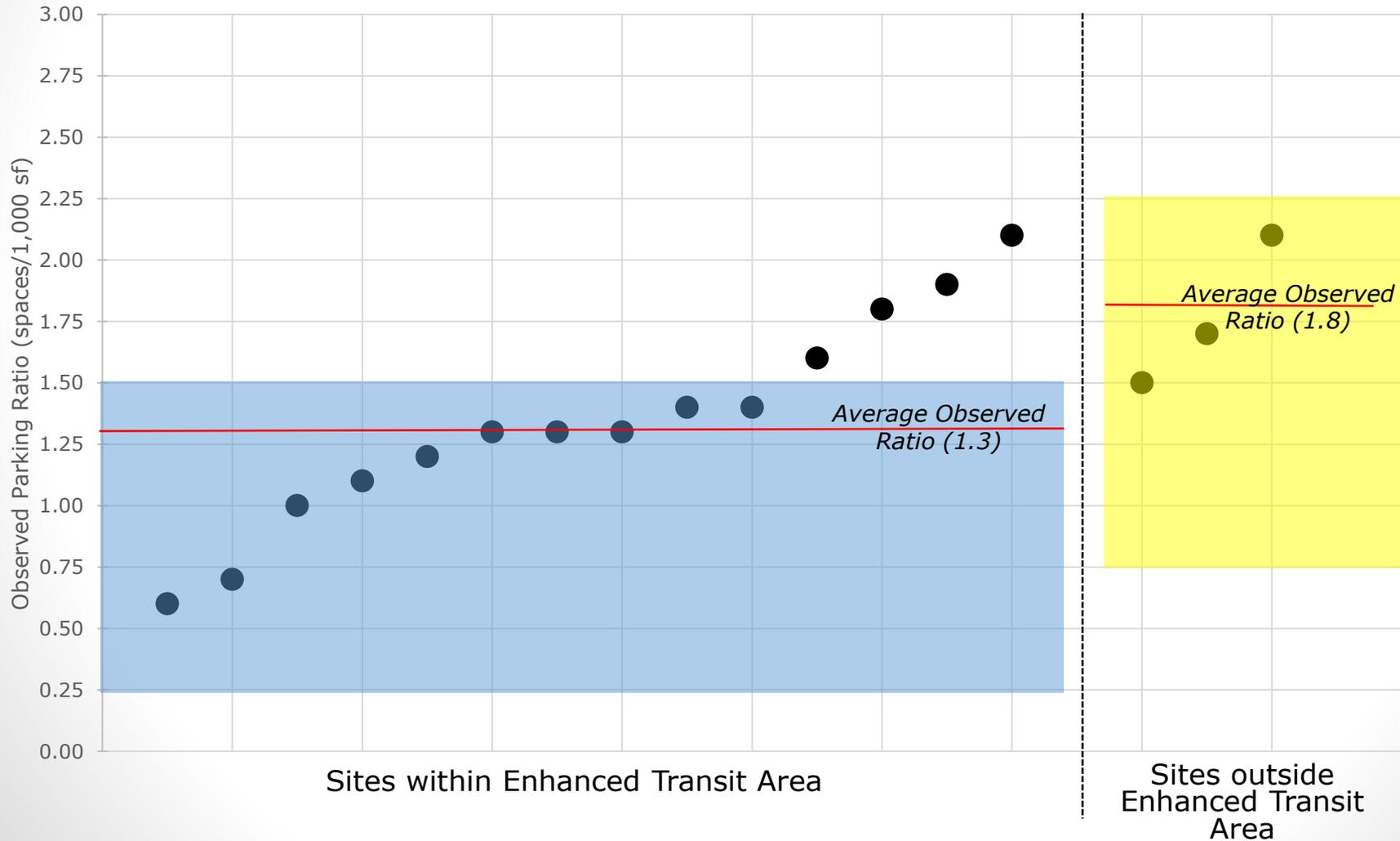
- Current Zoning Ordinance has a variety of parking requirements
- *Recommendation – Create a parking requirement based on spaces per 1,000 sf*
- Easier to understand
- Allows for flexibility among different types of tenants in the same space

Total Floor Area in Square Feet per Floor		Required Number of Parking Spaces per Given Square Feet of Floor Area					
Not Less Than	Not More Than	Ground floor Parking Districts					
		1	2	3	4	5	6
—	1,500	1 per 200	1.1 per 200	1.2 per 200	1.2 per 200	1.2 per 200	1 per 200
1,500	5,000	1 per 210	1.1 per 210	1.2 per 210	1.2 per 210	1.2 per 210	1 per 210
5,000	20,000	1 per 220	1.1 per 220	1.2 per 220	1.2 per 220	1.2 per 220	1 per 220
20,000	—	1 per 230	1.1 per 230	1.2 per 230	1.2 per 230	1.2 per 230	1 per 230

Existing Retail Parking Requirements

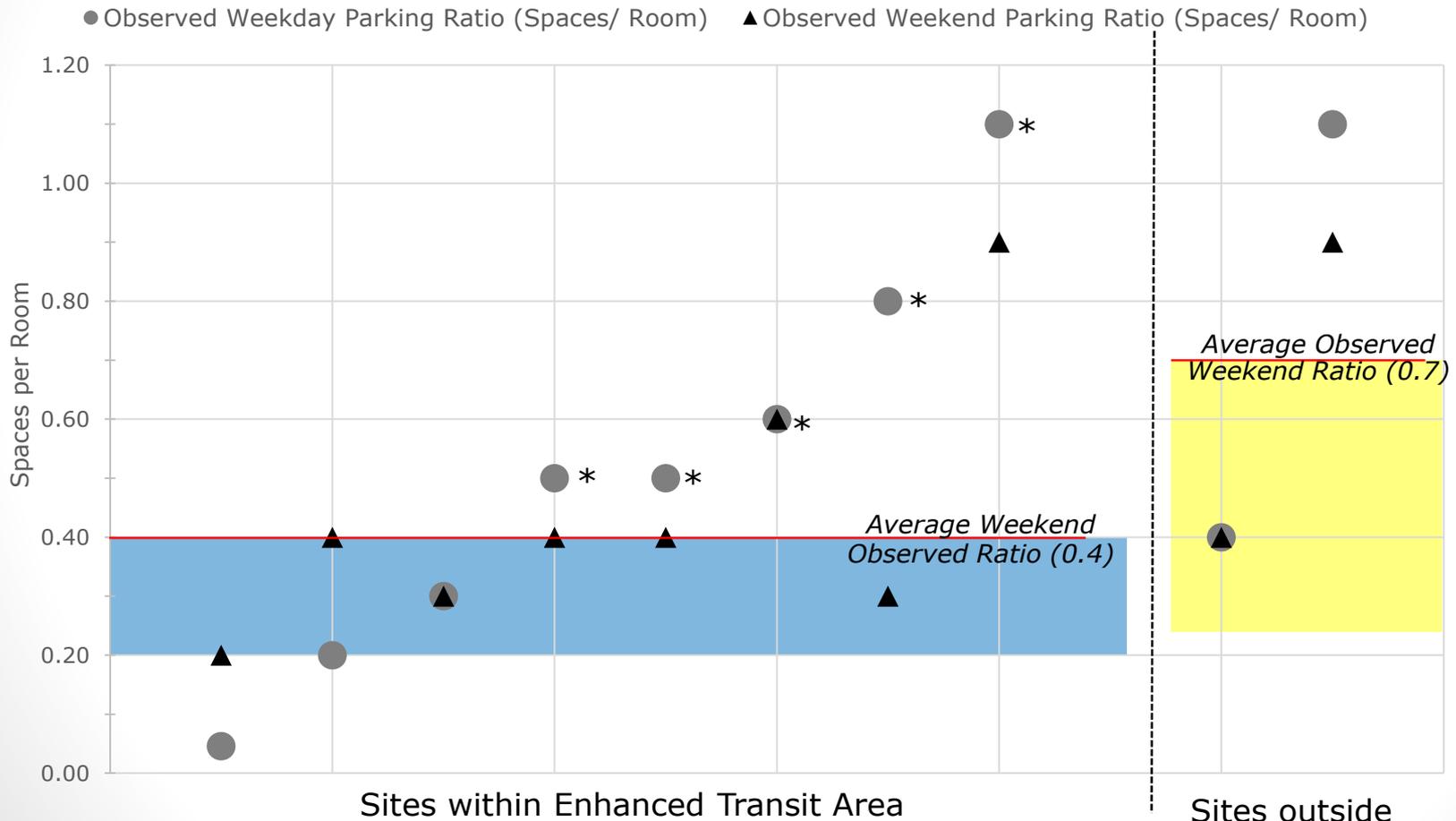


Task Force's **Draft** Recommendations for Consideration - **OFFICE**





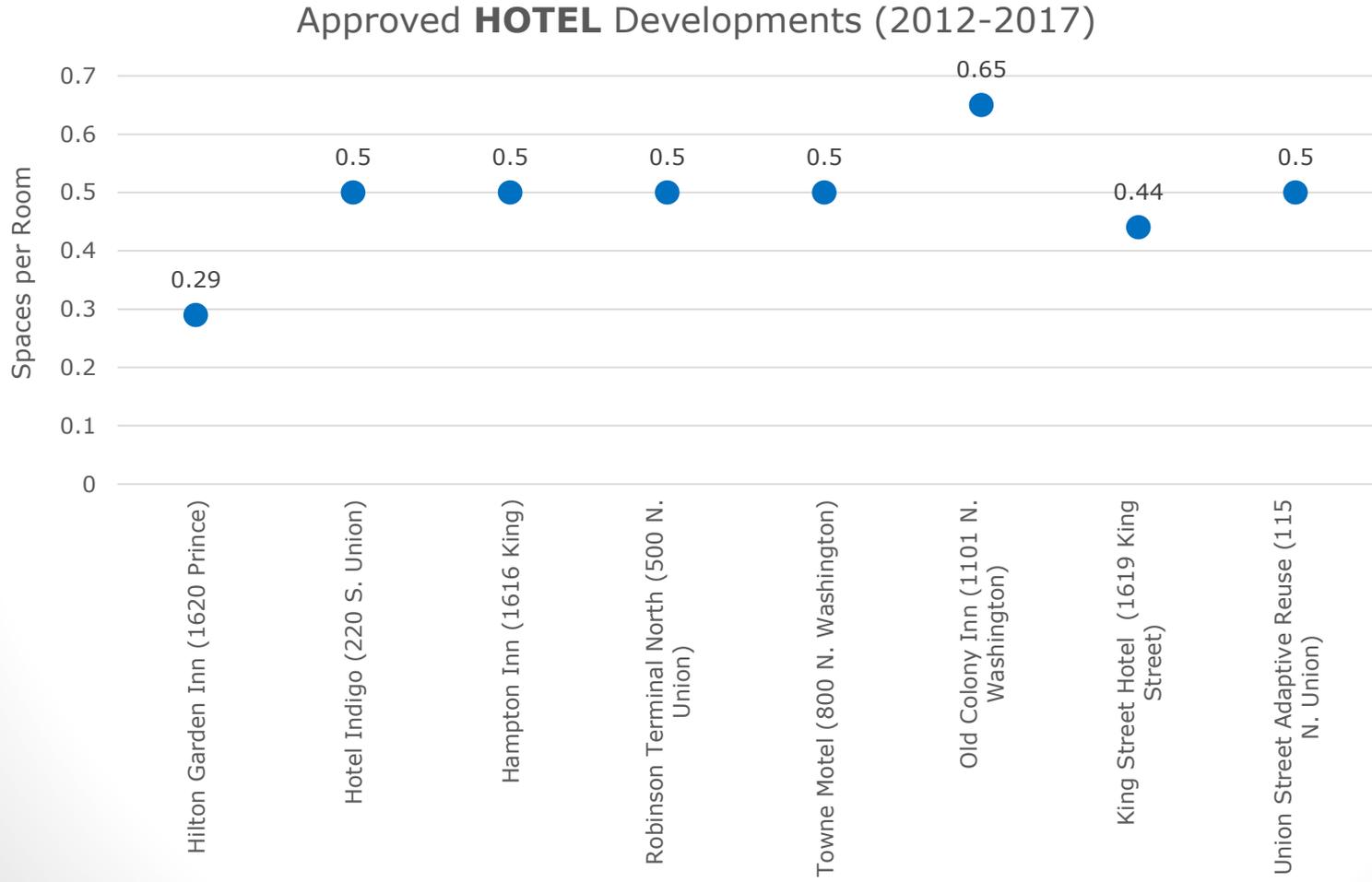
Task Force's **Draft** Recommendations for Consideration - **HOTEL**



*Hotel shares parking with other uses and/or allows daily and monthly parking for the general public



Task Force's **Draft** Recommendations for Consideration - **HOTEL**





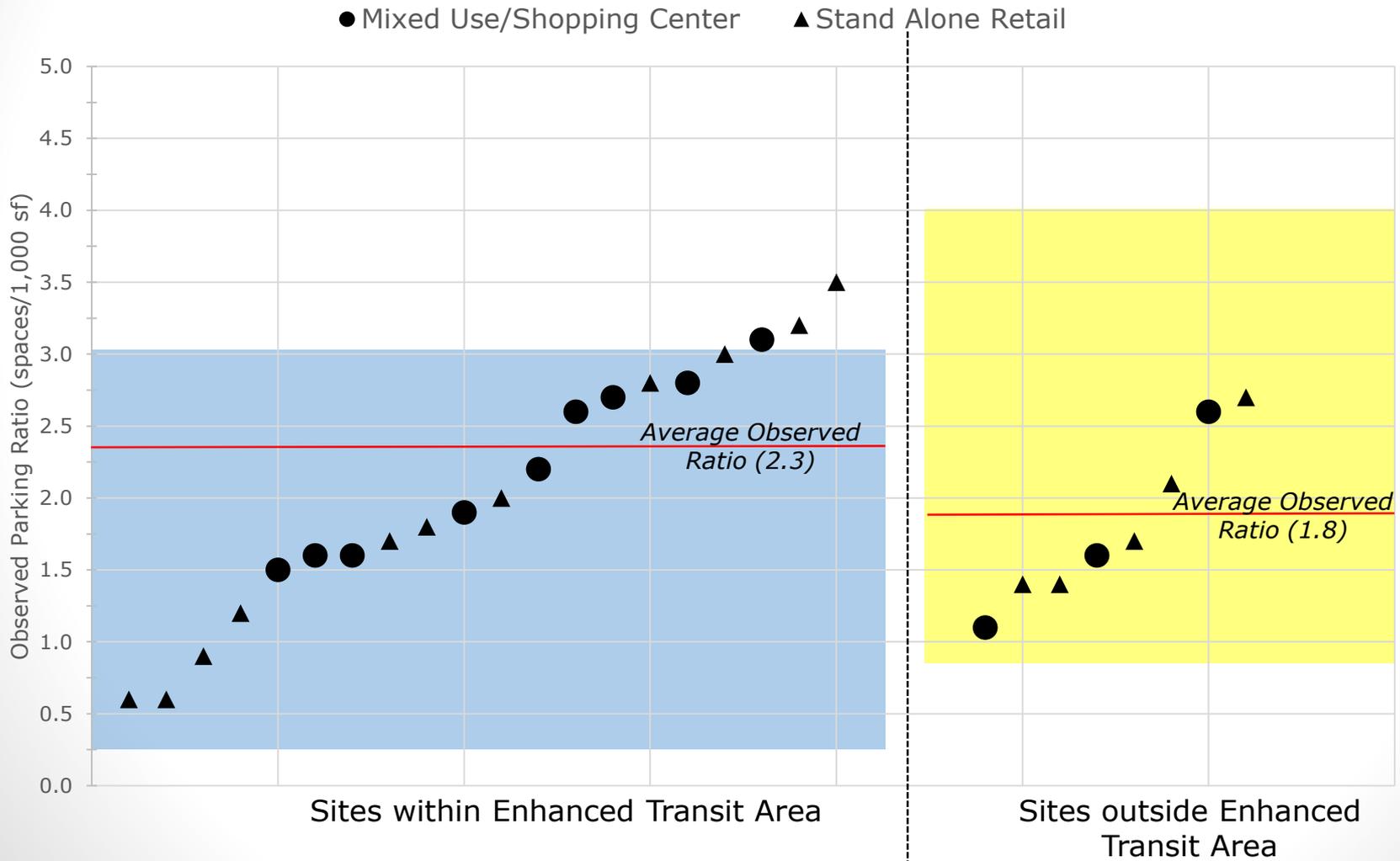
Task Force's **DRAFT** Recommendations for Consideration

Combined Retail Ratio

- There are 8 different parking requirement categories for retail and other commercial uses (e.g. commercial schools, amusement enterprise, non-retail, etc.)
- *Recommendation – Combine these requirements into a "retail and other commercial" category*
- Easier to understand
- Allows for flexibility among different types of tenants in the same space

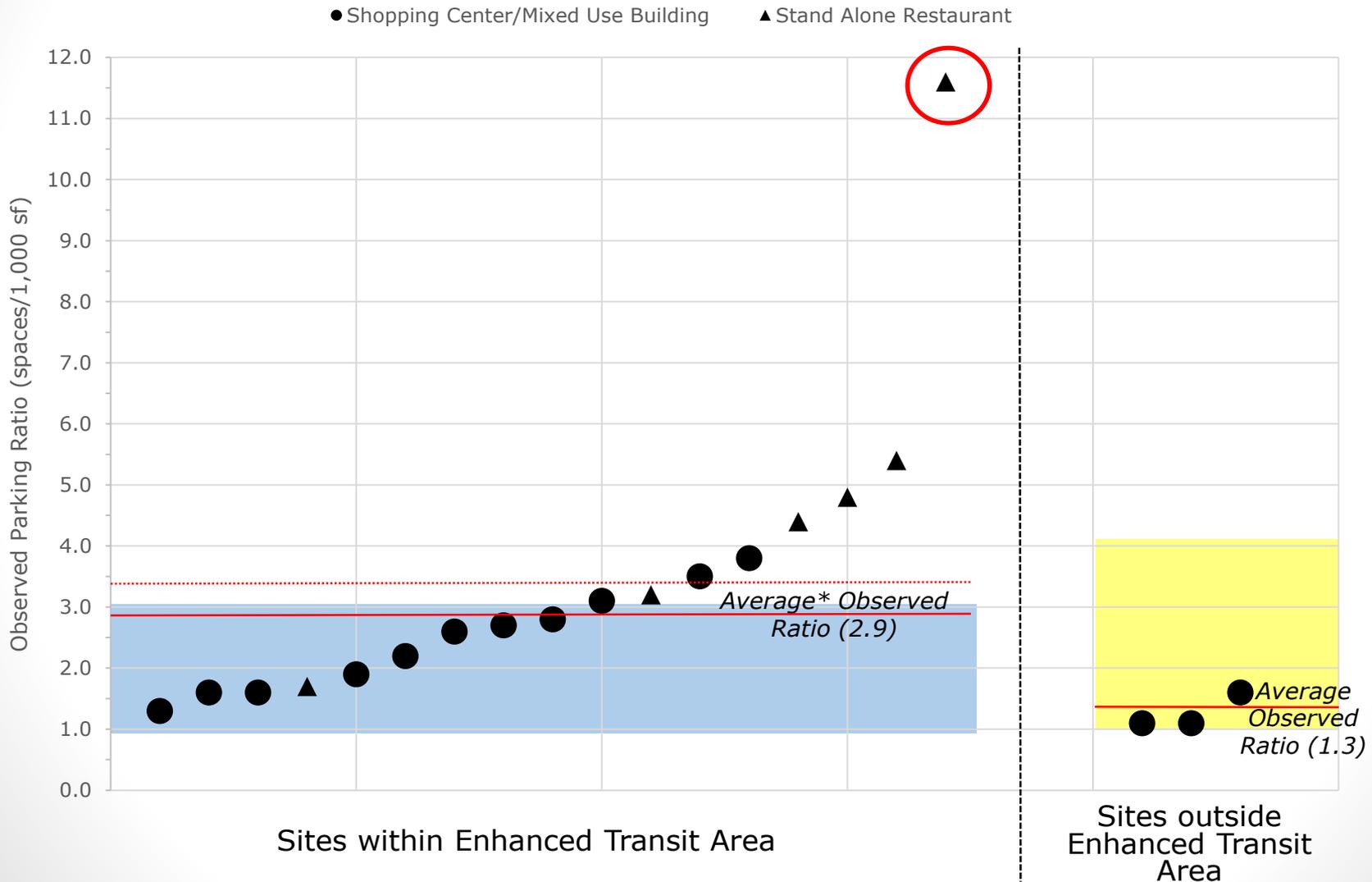


Task Force's **Draft** Recommendations for Consideration - **RETAIL**





Task Force's **Draft** Recommendations for Consideration - **RESTAURANT**



*Average without outlier; Average including the outlier is 3.4



Task Force's **Draft** Recommendations for Consideration

Location	Hotel		Office		Retail		Restaurant	
	Min	Max	Min	Max	Min	Max	Min	Max
	Per room		Per 1,000 sf		Per 1,000 sf		Per 1,000 sf	
Within Enhanced Transit Area	.2	.4	.25	1.50	.25	3.0	1.0	3.0
Beyond Enhanced Transit Area	.25	.7	.75	2.25	.75	4.0	1.0	4.0

- Same Minimum for Office and Retail to allow change of uses
- Same Maximum for Retail and Restaurants

Note: Parking modifications through an SUP would still be possible



Task Force's **DRAFT** Recommendations for Consideration

Exemption for neighborhood businesses

- Many businesses have to request parking reductions before opening or expanding, which can be costly and delay opening
- *Recommendation - No parking requirements for uses under a certain size*
 - *Expansion of the existing exemption on King Street and along Mount Vernon Ave*
- Eliminates the parking burden for neighborhood businesses
- Encourages more ground floor retail
- Promotes small infill development and reinvestment in existing buildings



Task Force's **DRAFT** Recommendations for Consideration

Shared Parking

- Current Zoning Ordinance forces each use to provide its own parking, even when not used
- *Recommendation – Create an approval process to allow and encourage shared parking*
- More efficient use of existing parking
- Way to help small businesses meet their parking needs without building expensive parking



What have we heard?

- Impacts to Old Town and Del Ray
- Concerns about extent of exemptions
- How does this apply to existing developments
- Support for shared parking
- Off-street parking vs on-street management
- Are the maximums too high
- Is this a giveaway to developers
- Neighborhood business vs parking requirement



What are the next steps?

- October/November**
- Continue outreach efforts
 - Receive feedback
 - City Council
 - Other stakeholder groups

November

Finalize Task Force recommendations

December

Public Hearings on proposed amendments



Thank you and Questions

For more information visit
alexandriava.gov/ParkingStudies

OR contact Katye North
Katye.North@alexandriava.gov

(703)746-4139

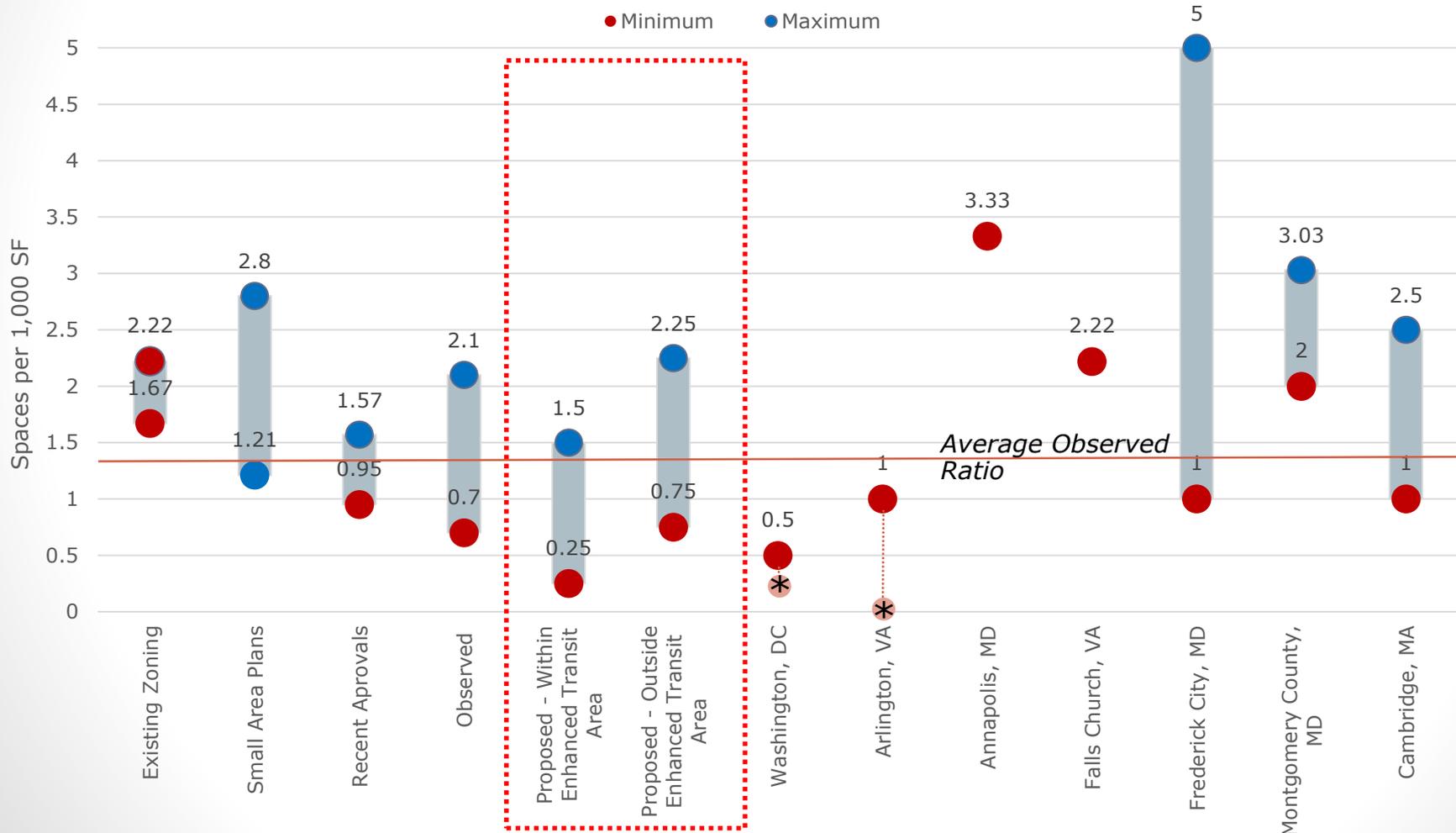


Commercial Parking Standards



Task Force's **Commercial Parking** Recommendations for Consideration - **Office**

Comparison of Parking Requirements

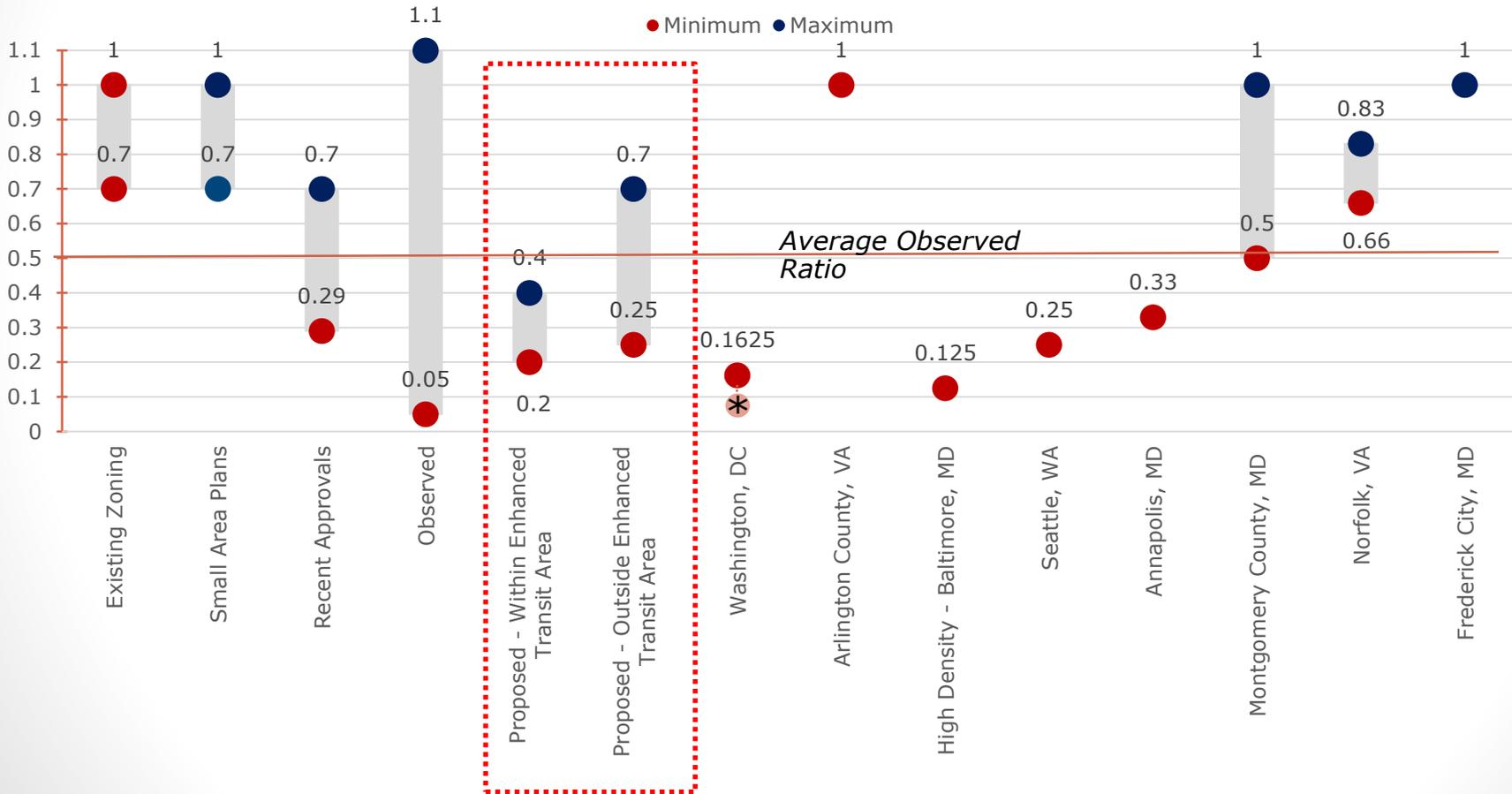


* DC allows a 50% reduction for transit; Arlington allows lower ratios through additional TMP contributions



Task Force's **Commercial Parking** Recommendations for Consideration - **Hotel**

Comparison of Parking Requirements

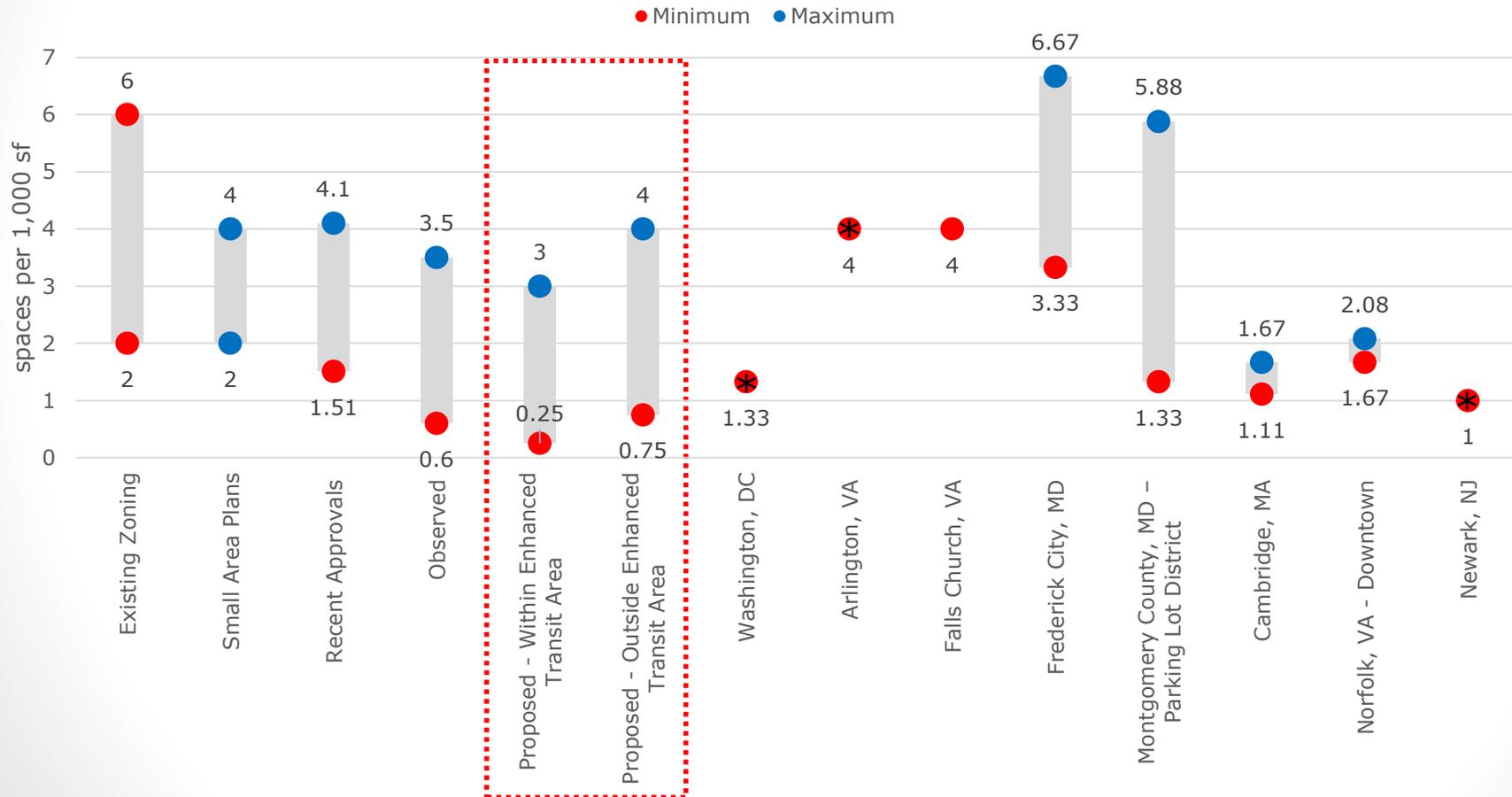


* DC allows a 50% reduction for transit



Task Force's **Commercial Parking** Recommendations for Consideration - **Retail**

Comparison of Parking Requirements

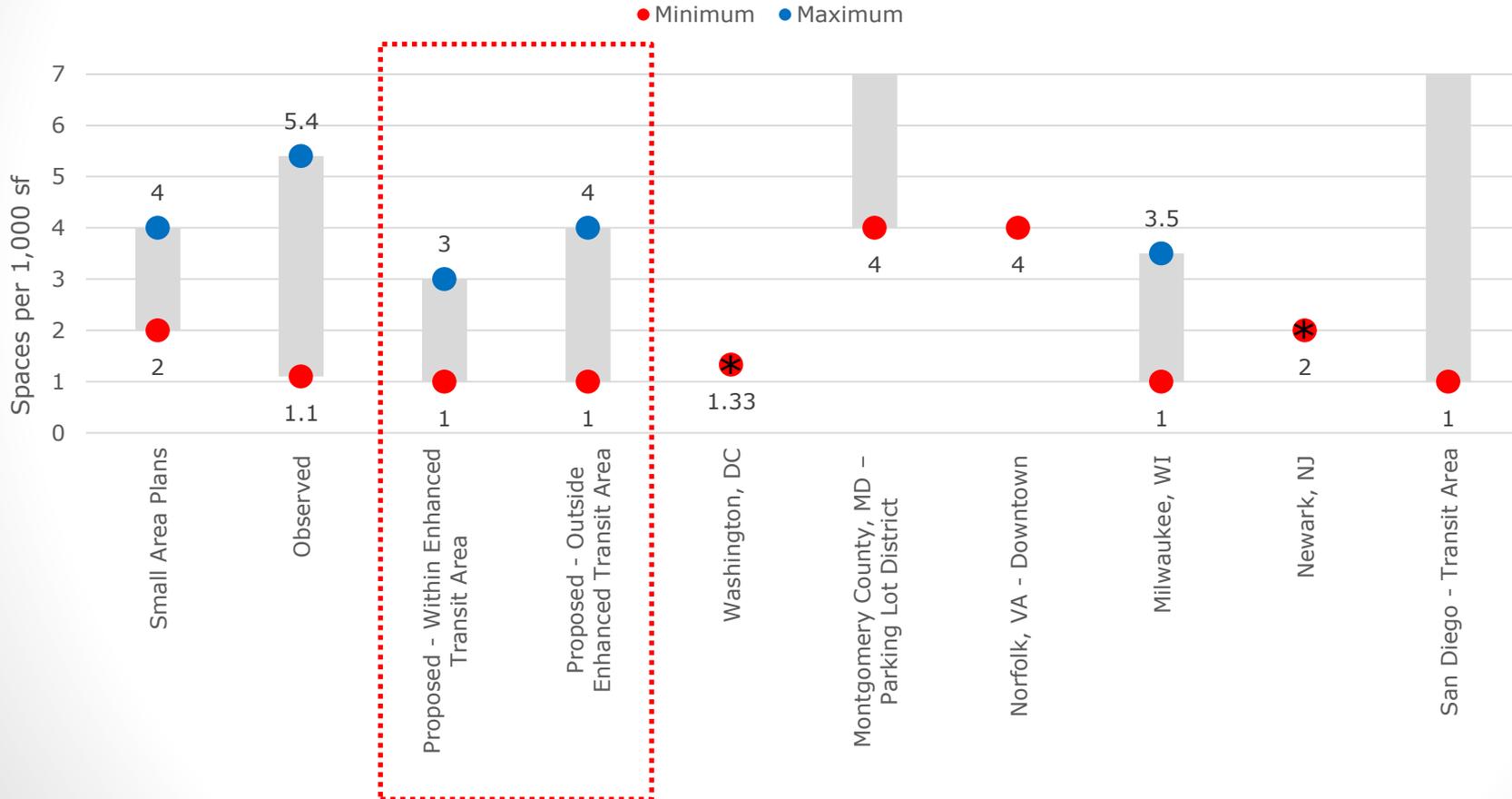


* Allows for exemptions for small uses and/or proximity to Metro

Task Force's **Commercial Parking** Recommendations for Consideration - **Restaurant**



Comparison of Parking Requirements



* Allows for exemptions for small uses