Commercial Parking Standards Update

City Council Legislative Session

October 24, 2017

What is included in this study?

- Review of parking requirements for:
  - Office
  - Hotel
  - Retail
  - Restaurant
  - Child care

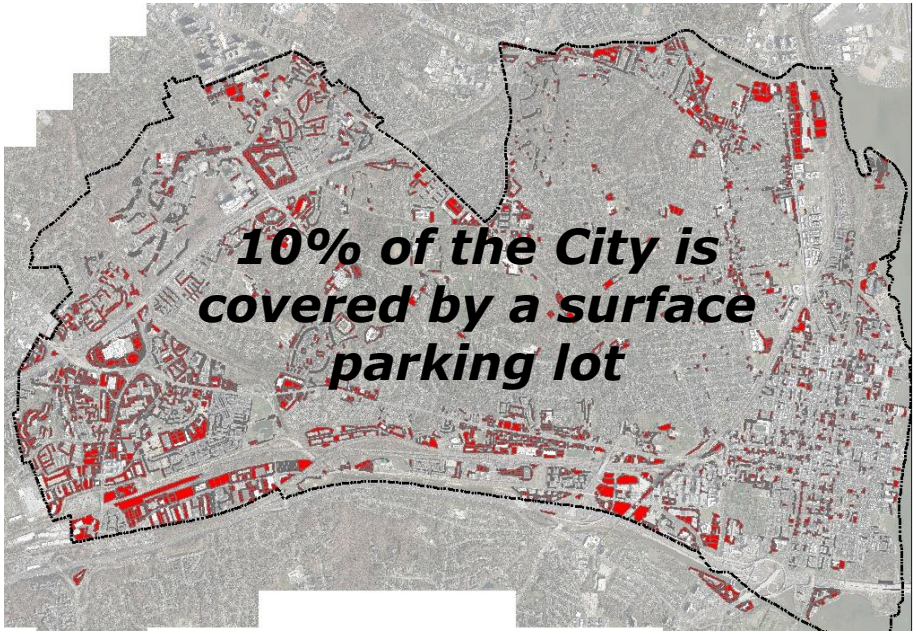
- Develop a process for Shared Parking

How were our current parking requirements created?

- 1930s - Overcrowded curbspace led to:
  - Parking Meters
  - Off-street parking requirements
- Cities started adopting requirements
  - Usually based on **little to no research**
  - Often **copied** from similar jurisdictions
- **1963 –** Alexandria's last comprehensive update

How are the current parking requirements working?

- A LOT of parking has been built
  - **Parking is still a big City concern**



- **Suburban** style development
- Reduced mobility
- **Expensive** development
- Contributed to **environmental** issues such as stormwater runoff

- **40%** of the commercial cases (SUPs & DSUPs) reviewed in the last 5 years have included a parking reduction
  - **ALL** were approved

Why is the City updating its parking requirements?

- Current standards are over **50 years old**
- **Urban vs. Suburban** Development
- **Reduce burden** on:
  - Small businesses
  - Residents
- **Commercial trends**
- **Technology** opportunities
- **Environmental** leader

ECO-CITY ALEXANDRIA
environment | economy | community

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
At-Large Alexandria Residents with Expertise in Regional Transportation or Parking Issues (1)	Cathy Puskar
At-Large Alexandria Residents (3)	Christopher Ferrara Danielle Fidler Shari Simmans
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

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

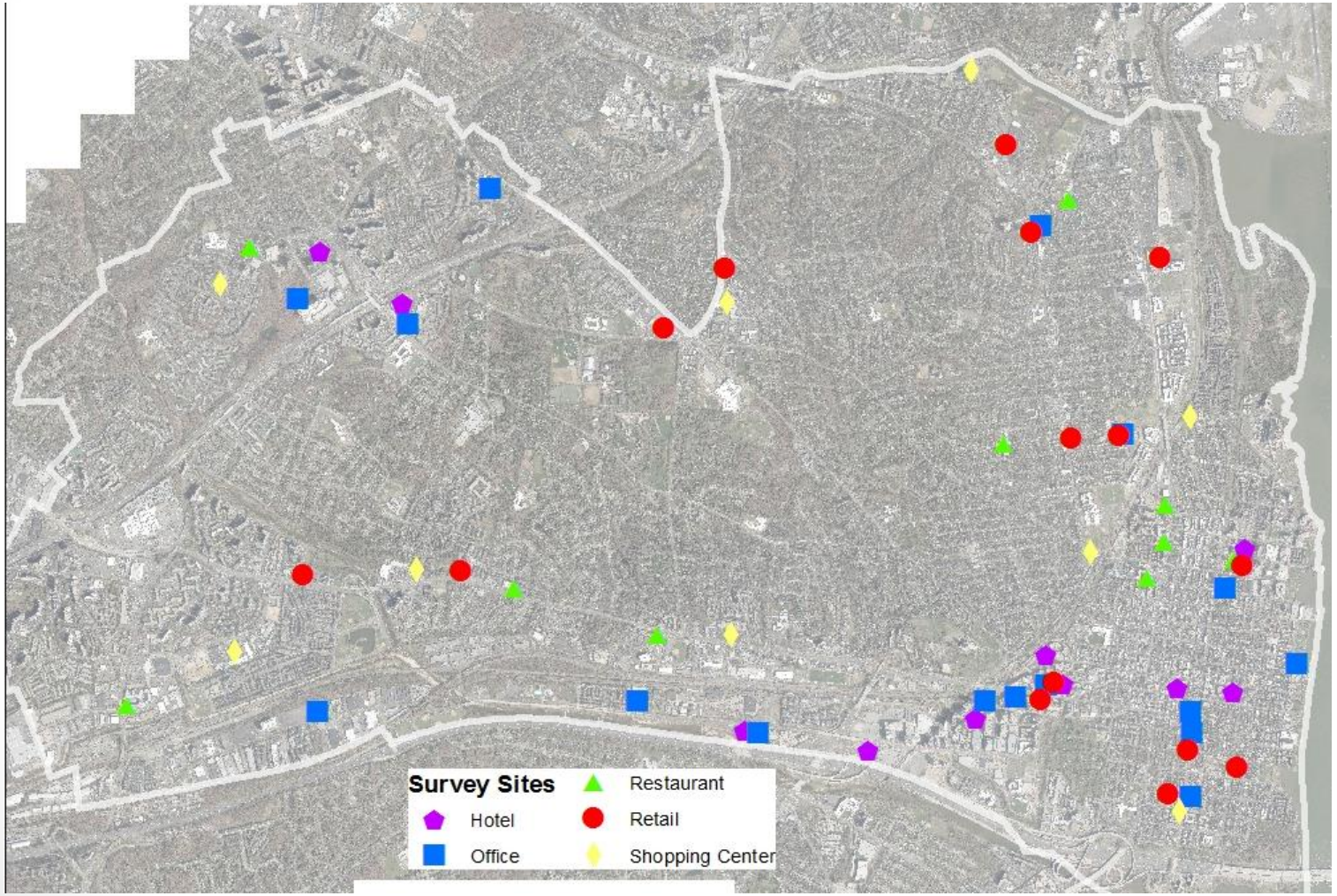
What are some **assumptions** for updated parking requirements?

- People will still drive
  - How many people? How often?
- Travel preferences are changing
- Alexandria is seeing more transit-oriented urban development
- Old Town has different parking conditions
- Must be 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
- Support good quality of life for **residents** by providing sufficient parking
- **Simplified and flexible** ratios
- Consistent with **market trends**

What are the **major takeaways** from the study data?

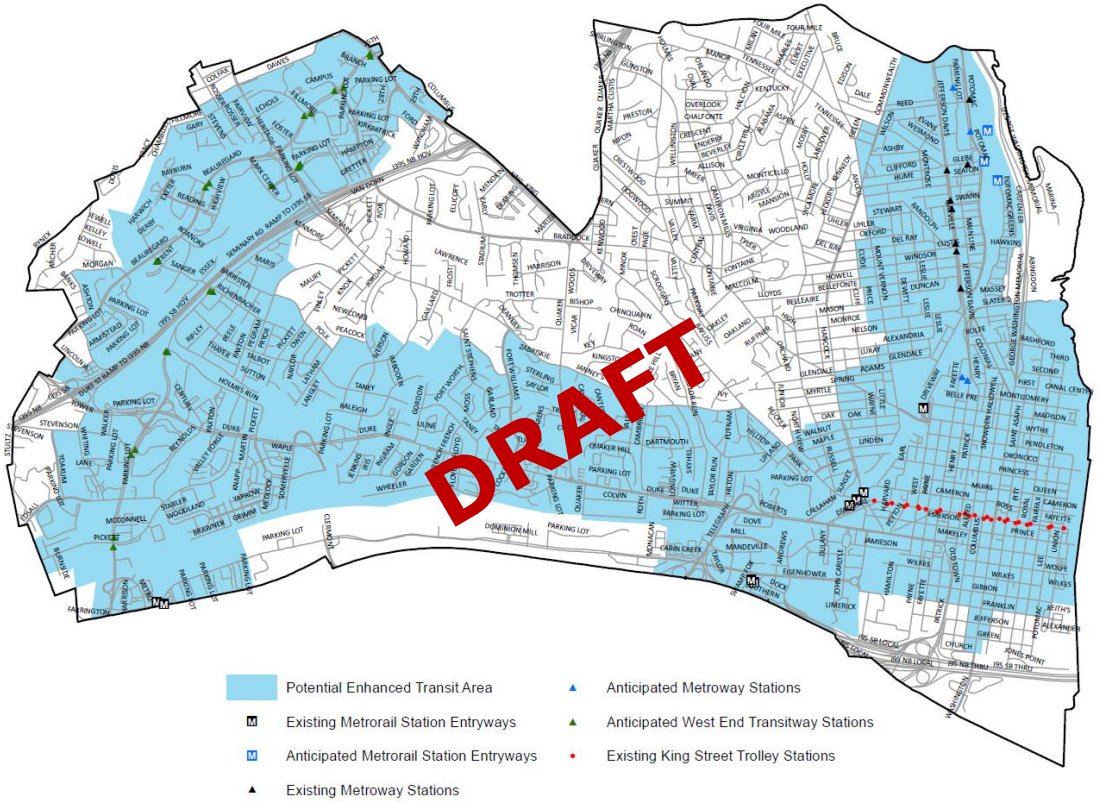


60 sites surveyed throughout the City

What are the **major takeaways** from the study data?

- 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 trips **did not drive**
- Some sites are **leasing spaces to others to utilize excess parking**

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



1. Simplified map

Acknowledges different requirements based on access to **current and future transit**

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

2. 'Minimum and Maximum' Ratios

- Currently: Zoning Ordinance only has a minimum requirement
- Recommendation - Establish a **parking range** with a minimum to ensure some parking is provided and a maximum to prevent overbuilding

Why?

- Allows **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

3. 'Combined Retail' Ratio

- Currently: 8 different parking requirement categories
- Recommendation - Simplify into a "retail and other commercial" category

Why?

- Easier to understand, apply & ensure adequate parking provided for all uses
- Standardizes for changes in use
- Allows for **flexibility** among different types of tenants in the same space

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

4. Neighborhood businesses exemption

- Currently: Many small businesses incur costs of delayed opening and fees solely to request parking reductions
- Recommendation - No parking requirements for businesses under a certain size
  - Similar to existing exemption on King Street and Mount Vernon Avenue

Why?

- Consistent with **Small Business Zoning** effort
- **Eliminates last major hurdle** for neighborhood businesses
- Encourages **ground floor retail**
- Promotes small infill development and **reinvestment in existing buildings**

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

5. Shared Parking

- Currently: Zoning Ordinance forces each use to provide its own parking, even when not used
- Recommendation – Create an approval process to consider shared parking

Why?

- **More efficient** use of existing parking
- **Helps small businesses** meet their parking requirements

What are the next steps?

October/November - Continue outreach

(9 public meetings in addition to open Task Force meetings)

- Receive feedback
  - City Council
  - Other stakeholder groups

November Finalize Task Force recommendations

December Public Hearings on proposed amendments

Thank You!

Questions?