



Parking Standards for New Development Projects Study Phase 2 – Commercial Uses

TASK FORCE MEETING #2

April 18, 2017

Charles Houston Rec Center



AGENDA

- Welcome and Meeting Recap
- Study Principles and Supporting Plans
- Parking Requirement Approaches
- Parking Policies and Strategies
- Public Comment



ROLE OF THE TASK FORCE

Mission: Provide input to City staff on recommended revisions to the City's parking standards for new development

Tasks:

- A. Provide input on proposed revisions
- B. Develop consensus (to degree possible) on recommendations
- C. Submit report to Directors of P&Z and T&ES on recommendations.
- D. Support community engagement efforts by reporting back to commissions, boards, and groups represented



ROLE OF THE TASK FORCE

	Date	Meeting Topic (updated April 12,)
	Meeting #1 March 21, 2017	<ul style="list-style-type: none">▪ Parking Study Background (existing parking policies, standards, and conditions, DSUP/SUP Parking Reductions);▪ Overview of Commercial Sites Survey and TF's role;▪ Other Jurisdictions and Best Management Practices
★	Meeting #2 April 18, 2017	<ul style="list-style-type: none">▪ Discuss different requirement approaches▪ Discuss overarching policies/strategies to potentially include in recommendations
	Meeting #3 May 16, 2017	<ul style="list-style-type: none">▪ Data Collection findings and discussion of key factors impacting parking demand and trends▪ Start discussing options and potential recommendations for specific uses
	Meeting #4 June 20, 2017	<ul style="list-style-type: none">▪ Continue discussing options and potential recommendations for specific uses
	Meeting #5 September 19, 2017	<ul style="list-style-type: none">▪ Discuss draft recommendations
	Meeting #6 October 17, 2017	<ul style="list-style-type: none">▪ Finalize recommendations

July 18, 2017, August 15, 2017, November 21, 2017, and December 19, 2017 – Task Force meetings as needed



MEETING RECAP

- Why we are doing this study and role of the Task Force
- Reviewed existing parking standards in Alexandria and other jurisdictions
- Overview of the parking surveys
- Background materials
 - Literature on relationship between parking and increased driving/traffic
 - Arlington and Washington DC standards
 - Parking District Map



MEETING GOALS

- Identify City priorities and how parking can support them
- Identify a preferred parking requirement approach for each use
- Identify 2-3 policies/strategies to develop further in association with parking requirements for specific uses



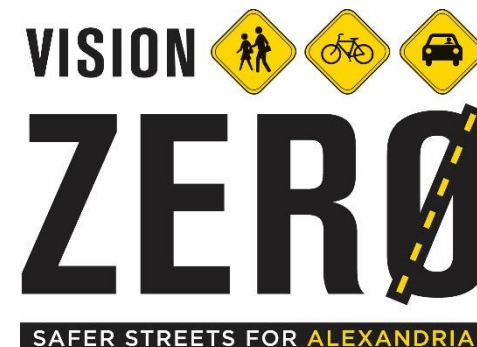
STUDY PRINCIPLES AND SUPPORTING PLANS

- Recognize that providing too much parking:
 - Leads to more driving and congestion
 - Undercuts transit ridership / more expensive to provide
 - More expensive development / less affordable
 - Potentially wasted space
 - People driving to transit-oriented development
 - Degrades urban design and placemaking
 - Heat islands/stormwater problems
- Consider potential spillover impacts and how to mitigate
- Realize the opportunity for a more sustainable and modern parking policy

STUDY PRINCIPLES AND SUPPORTING PLANS

Approved City plans and policies that support the principles of this study:

- Strategic Plan
- Transportation Master Plan
- Environmental Action Plan
- Vision Zero
- Small Area Plans





PARKING REQUIREMENT APPROACH CONSIDERATIONS

Flexible

- Is the approach sensitive to market trends and irregular situations?

Simple

- Does the approach set clear expectations for the development community?
- Is the approach easy to communicate to the general public?

Consistent with City Policies

- Does the approach encourage non-SOV trips?
- Does the approach support the City's sustainable vision?



PARKING REQUIREMENT APPROACH

Minimums Only

- Ratio establishes # of spaces that applicant **must supply**
- Used when a jurisdiction believes applicant won't provide "enough" parking
- Ratios often based on little or no data
- Frequent assumptions:
 - Parking will be free
 - High auto modeshare
- Complicated re-use of existing buildings
- Reduces affordability
- Does not take trends into account



PARKING REQUIREMENT APPROACH

Minimums with Credits

- Ratio establishes # of spaces that applicant **must supply**
- Credit provides **option** to reduce supply based on contextual factors such as:
 - access to transit
 - walkability
 - proximity to public garages



PARKING REQUIREMENT APPROACH

Maximums Only

- Ratio establishes # of spaces that applicant **must not exceed**
- Used to promote specific priorities, such as:
 - Reducing SOV trips and congestion, especially in TOD
 - Promoting walkability, biking, transit
 - Affordability
 - Economic development, including small businesses



PARKING REQUIREMENT APPROACH

Maximums with Allowances

- Ratio establishes # of spaces that applicant **must not exceed**
- Allowance provides **option** to supply more parking based on contextual factors such as:
 - **subpar** access to transit
 - **subpar** walkability
- Often used when applicant believes parking maximum ratio will prevent specific tenants



PARKING REQUIREMENT APPROACH

Minimums & Maximums

- Establishes **two ratios**
- Ratios create a **supply range** with a high and low end
- Assumes most applicants will supply an amount in the middle of the range

PARKING REQUIREMENT APPROACH

No Requirements

- **Market approach** assumes that applicants will supply parking based on present-day demand
- No Requirements does not mean No Parking
 - Applicant often under pressures to provide parking from lease markets and financial institutions
 - Leads to better management



PARKING REQUIREMENT APPROACH

No Requirements based on Gross Floor Area

- Applicants under a specifically defined GFA will have no parking requirement
- Improves development and tenancy potential for smaller sites
- Eases burden on small businesses
- Reduces staff time for complicated work-arounds



TASK FORCE DISCUSSION



POLICIES/STRATEGIES

- Shared Parking
- TDM program
- Mitigation
- Contextual Requirement or Credit
- In Lieu Fees
- Unbundled Parking



POLICIES/STRATEGIES – SHARED PARKING

- On-Site – different uses on the same site share parking
 - Saul Center
 - Gateway at King and Beauregard
- Off-Site – parking on nearby sites can fulfill parking requirement for other uses during off-peak times (or if oversupply is demonstrated)
 - DCHS lot in Del Ray
- Examples:
 - Frederick City, MD
 - Washington, DC



POLICIES/STRATEGIES – TDM PROGRAM

- Allow reduced parking in exchange for additional contributions to a Transportation Demand Management Program that focuses on getting people to use transit or other non-SOV modes.
 - Contributions could be used for site specific or citywide programs
- Examples:
 - Arlington, VA



POLICIES/STRATEGIES – MITIGATION

- Require mitigation from developments that under or over park a use.
 - Additional bike racks, bikeshare, trees, carshare, EV spaces
- Examples:
 - Washington, DC



POLICIES/STRATEGIES – CONTEXTUAL

- Different requirements based on location and access to:
 - Transit
 - Neighborhood Amenities
 - Public parking facilities
- Different requirement based on localized goals, such as:
 - Affordability
 - Reduced traffic/safety
 - Air pollution/health
- Could be a requirement or credit/allowance to go higher or lower
- Examples:
 - Alexandria – Multi-family
 - Norfolk, VA
 - Washington, DC
 - Frederick, MD
 - Portland, OR



POLICIES/STRATEGIES – IN LIEU FEES

- A per space fee is paid in lieu of providing the minimum parking for a site.
- Funds parking projects or other designated projects
- Examples:
 - Tysons Corner, VA
 - Raleigh, NC



POLICIES/STRATEGIES – UNBUNDLED PARKING/PRICING

- The cost of a parking space is separated/unbundled from the lease or sale of the building unit
- Parking spaces are priced to encourage other modes
- Examples:
 - Alexandria, VA - Residential



TASK FORCE DISCUSSION



PUBLIC COMMENT

Next Steps

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Thank you!

NEXT MEETING: Tuesday, May 16th

City Hall - Council Work Room

For more information visit
alexandriava.gov/ParkingStudies

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