



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

TASK FORCE MEETING #3

May 16, 2017

City Hall – Council Workroom



AGENDA

- Welcome and Meeting Recap
- Office Parking Ratios
- Hotel Parking Ratios (*did not discuss at this meeting*)
- 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
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



APRIL 18TH MEETING RECAP

- Minimum and maximum range with options for allowances and credits to go higher or lower
- Interest in considering no requirement for smaller uses or buildings



MEETING GOALS

- Begin discussing potential recommendations for:
 - Office
 - Hotel



STUDY PRINCIPLES AND SUPPORTING PLANS

- Recognize that providing too much parking:
 - Leads to more driving and congestion
 - Undercuts transit ridership / more expensive to provide
 - Makes development more expensive / less affordable
 - Creates potentially wasted space
 - Encourages driving to transit-oriented development
 - Degrades urban design and placemaking
 - Creates 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

- **Strategic Plan** – *Increase commuters using alternative transportation options*
- **Transportation Master Plan** – *Identify policies that encourage transit use; support principles of TOD; include maximum parking ratios*
- **Environmental Action Plan** – *Reduce parking ratios and encourage shared parking*



PARKING MANAGEMENT TOOLS

- Parking supply is not the only way to manage parking and address spillover issues
- Use pricing and other regulations to manage parking

Project/Task	Timeframe
Residential Pay by Phone Pilot Program	Underway
Create a staff initiated process for amending parking districts	May – December 2017
Review Parking Permit Fees and Limits	July 2017 – June 2018
Consider creating a smaller boundary adjacent to King Street	January – September 2018
Consider adding “1 hour” as a district option	October 2018 – September 2019



PARKING STANDARDS - OFFICE



PARKING STANDARDS - OFFICE

Background:

- Average sf per employee – 150-200 sf
- Peak parking times – weekday days
- Familiarity with transit and parking locations
- Impact of autonomous vehicles and ridesharing



PARKING STANDARDS - OFFICE

Current Parking Requirements:

District	MINIMUM Requirement (per 1,000 sf)
1	2.00
2	2.22
3	2.11
4	2.11
5	2.11
6	1.67
King Street Transit Parking District	1.87 (up to 1.5 with a parking reduction)



PARKING STANDARDS - OFFICE

Small Area Plan Parking Requirement:

Planning Area	MAXIMUM Parking Ratio (per 1,000 sf)
Beauregard (District 5)	2.8 (Phase 1)
	2.5 (Phase 2)
Braddock (Districts 1 & 6)	1.67
Eisenhower East (Districts 4 & 6)	2.0 (Within 1,500 feet of the Metro Station)
	2.5 (More than 1,500 feet from the Metro Station)
Landmark/Van Dorn (District 3)	2.0 (Initial Phase)
	1.5 (Improved Transit Phase)
North Potomac Yard (District 1)	1.21



PARKING STANDARDS - OFFICE

Approved Office Parking Reductions

Development	Provided Parking Ratio (per 1,000 sf)
IDA – Potomac Yard (District 1)	1.57
National Industries for the Blind – Potomac Yard (District 1)	1.53



PARKING STANDARDS - OFFICE

Other Parking Requirements:

City/County	Minimum Ratio	Maximum Ratio
<i>Alexandria</i>	1.67 to 2.22	-
Annapolis, MD	3.33 to 5.0	-
Arlington, VA	1.0 to 1.59	-
Falls Church, VA	2.22	-
Frederick City, MD	1.0	5.0
Montgomery County, MD	2.0	3.03
Washington, DC	0.5 to 1.0	-
Cambridge, MA	1.00 to 1.25	2.00 to 2.50
Newark, NJ	1.0	-
Norfolk, VA	1.67 to 4.0	2.08 to 5.0
San Diego, CA	2.9 to 3.3	5.0
Seattle, WA	1.0	-



PARKING STANDARDS - OFFICE

Data Collection:

14 General Office Survey Sites

Observed Parking Ratio Range: 0.6 to 2.1 per 1,000 sf

NB: No data on PRICE collected

PARKING STANDARDS FOR
NEW DEVELOPMENT PROJECTS

Sites with 1/2 mile of Metro	Sites 1/2 mile to 1 mile of Metro	Sites more than 1 mile of Metro	
Grant Thornton/Wells	Saul Center - 1.1	Harbor Center - 0.6	
Fargo - 1.0	The Atrium - 1.3	700 S. Washington - 1.3	
Edmundson Plaza - 1.1	Commonwealth Fed	Vernon Square - 1.4	
Carlyle Place - 1.4	Credit Union - 1.5	Park Center - 1.4	
	PenFed - 2.1	Michael Baker - 1.7	
	Reingold - 2.1	Institute for Defense Analysis - 1.9	
Average	1.17	1.62	1.38
Median	1.1	1.5	1.4



PARKING STANDARDS - OFFICE

Data collection takeaways

- Range of observed ratio: 0.6 to 2.1
- For all general office sites, actual parking demand is lower than the current minimum zoning requirement
- In all but one of the sites, the parking was less than 85% full
- Medical office had highest ratios



PARKING STANDARDS - OFFICE

Considerations for setting standards:

- Strategic goals of the City
- Future needs
 - Changes in driving habits
 - Autonomous vehicles
 - Future transit investments
- Commuting mode split
- Affordability
- Different parking management tools (i.e. price)
- Telework



PARKING STANDARDS - OFFICE

Potential recommendations – Target rates
(space per 1,000 sf of office)

	Option 1	Option 2	Option 3
Within ½ mile of Metro	1.5	1.0	0.5
Outside ½ mile of Metro	2.0	1.5	1.0
Credits to go lower?	Yes	Yes	Yes
Allowances to go higher?	No	No	Yes



PARKING STANDARDS - OFFICE

Potential Credits to reduce Office Parking Ratio

- Access to Transit (BRT, regular bus)
- Within a development area or high growth area (would need to define)
- Access to amenities
- Potential for shared parking
- Development provisions that promote other forms of transit (e.g. bikeshare, carshare)



PARKING STANDARDS - OFFICE

Potential Allowances to exceed Office Parking Ratio

- No/limited access to transit
- Major/unique office tenant
- Proximity to interstate interchange (not within 1/2 mile of Metro)

OR only allow exceeding the ratio through an SUP



TASK FORCE DISCUSSION

- Preferred option?
- Which credits and allowances should be developed further?



PUBLIC COMMENT

Next Steps

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Thank you!

Next Meeting:

Tuesday, June 20th
Sister Cities Conference Room

For more information visit
alexandriava.gov/ParkingStudies

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