



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

## **TASK FORCE MEETING #5**

July 18, 2017

City Hall – Sister Cities Conference Room



# AGENDA

- 7:00 PM Welcome and Meeting Recap
- 7:05 PM Office and Hotel Recap and Review of Parking Map
- 7:45 PM Retail and Restaurant Parking Discussion
- 8:45 PM 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
<b>Meeting #1</b>	March 21, 2017	<ul style="list-style-type: none"><li>▪ Parking Study Background</li></ul>
<b>Meeting #2</b>	April 18, 2017	<ul style="list-style-type: none"><li>▪ Discuss different requirement approaches</li><li>▪ Discuss overarching policies/strategies to potentially include in recommendations</li></ul>
<b>Meeting #3</b>	May 16, 2017	<ul style="list-style-type: none"><li>▪ Data Collection findings and discussion of key factors impacting parking demand and trends</li><li>▪ Start discussing options and potential recommendations for office</li></ul>
<b>Meeting #4</b>	June 20, 2017	<ul style="list-style-type: none"><li>▪ Continue discussing options and potential recommendations for office and hotel</li></ul>
 <b>Meeting #5</b>	July 18, 2017	<ul style="list-style-type: none"><li>▪ Review Parking Map and potential office and hotel recommendations</li><li>▪ Start discussing options and potential recommendations for restaurant and retail</li></ul>
<b>Meeting #6</b>	August 15, 2017	<ul style="list-style-type: none"><li>▪ Review potential restaurant and retail recommendations</li></ul>
<b>Meeting #7</b>	September 19, 2017	<ul style="list-style-type: none"><li>▪ Discuss shared parking approach</li><li>▪ Discuss draft recommendations</li></ul>
<b>Meeting #8</b>	October 17, 2017	<ul style="list-style-type: none"><li>▪ Finalize recommendations</li></ul>



# MEETING GOALS

- Review proposed parking area map
- Finish office and hotel
- Discuss retail and restaurant
  - Trends
  - Data
  - Considerations

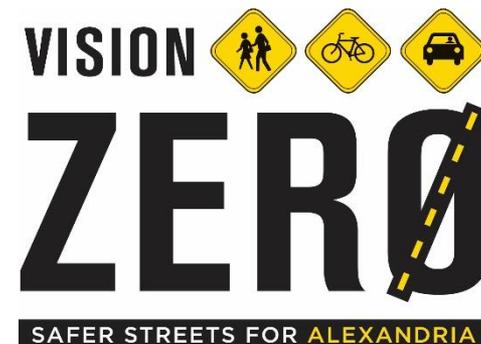


# STUDY PRINCIPLES AND SUPPORTING PLANS

- Recognize that providing too much parking has impacts:
  - More SOV driving
  - Climate change / pollution
  - Safety
  - Congestion
  - Undercuts transit
  - Development more expensive / less affordable
  - Degraded urban design
  - 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

- **Mayors National Climate Action Agenda** – *Commit to a set of local actions to reduce greenhouse gas emissions*
- **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*
- **Vision Zero Policy** – *sets a goal of zero traffic deaths/injuries by 2028*





# PARKING STANDARDS – OFFICE AND HOTEL

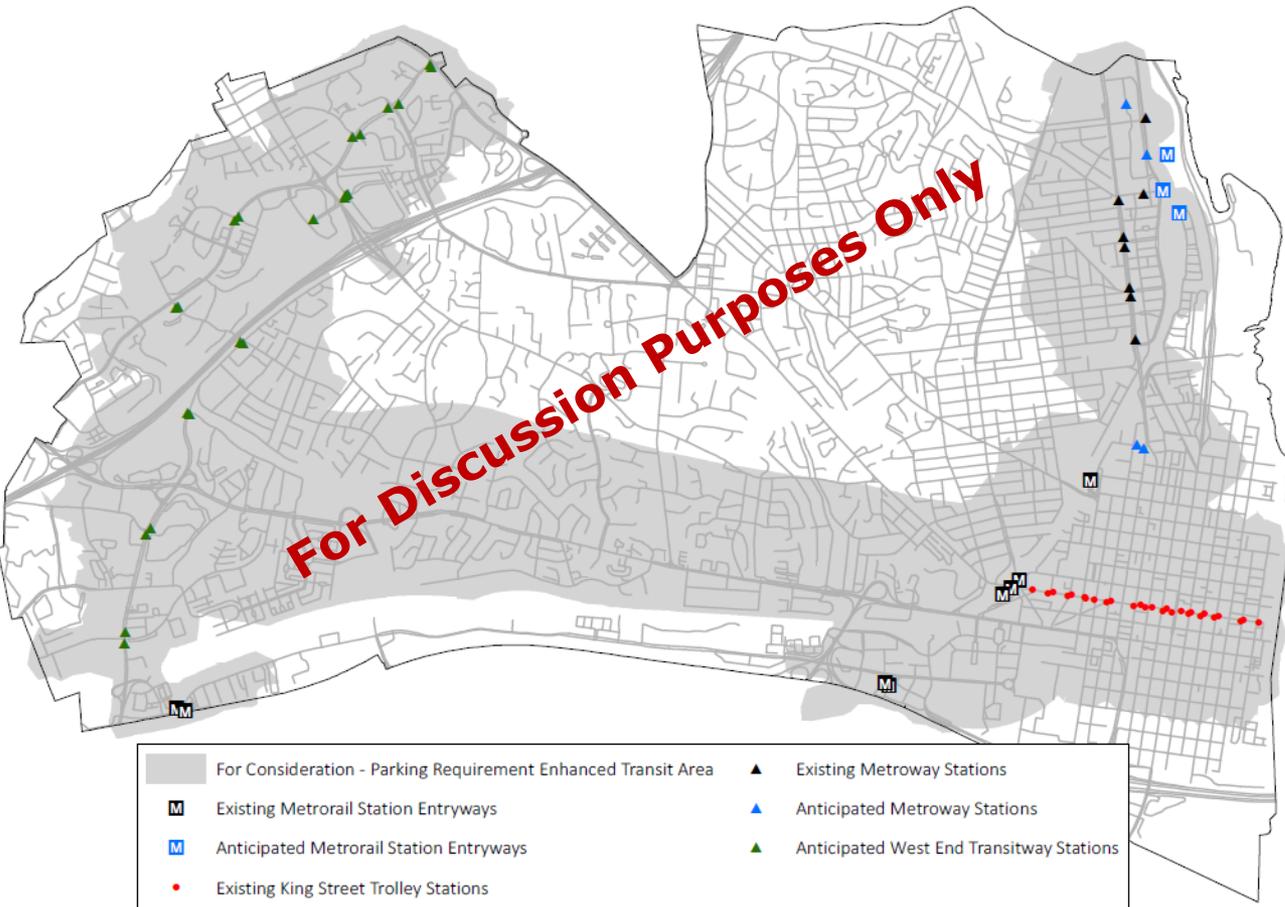


# JUNE 20<sup>TH</sup> MEETING RECAP

- Reviewed office and hotel data
- Min/max approach
- Ratios in/out of Enhanced Transit Areas
- Potential office and hotel ratios

# PARKING STANDARDS - OFFICE

## Enhanced Transit Map Concept



Gray area includes 1/2 mile from:

- existing and future Metro entrances
- existing and future Transitway stops
- King Street Trolley stops



# PARKING STANDARDS - OFFICE

## Potential recommendation for Discussion

	Min (spaces per 1,000 sf)	Max (spaces per 1,000 sf)
Within Enhanced Transit Area	0.25	1.25
Outside Enhanced Transit Area	0.75	1.75

*Note: Parking modifications through an SUP would still be possible*

# PARKING STANDARDS - HOTEL

## Potential recommendations

Base Ratio	Min (spaces per room)	Max (spaces per room)
Within Enhanced Transit Area	0.2	0.4
Outside Enhanced Transit Area	0.25	0.7

- Consider other hotel uses (restaurant/retail/conference) with retail discussions

*Note: Parking modifications through an SUP would still be possible*



# PARKING STANDARDS – RETAIL AND RESTAURANT



# PARKING STANDARDS – RETAIL/RESTAURANT

## Trends/Impacts

- Online shopping/delivery
- Fewer department stores
- Neighborhood serving retail vs. regional retail
- Local restaurants vs. chains
- Specialty gyms/exercise studios
- Expansion potential



# PARKING STANDARDS – RETAIL/RESTAURANT

Alexandrians **walk** to:  
**restaurants,**  
**grocery stores,**  
and other non-grocery  
**retailers.**

**38%, 31%  
& 27%**

Residents **walked** to a  
retail in the  
**previous month:**  
2016 “Transportation  
Needs Survey”

On-street parking  
impacts are  
**geographically  
confined.**

**95%**

Customers/Employers  
who **park** on-street  
**within two blocks**  
of destination

People choose to park  
**on-street** for  
**convenience.**

**Zero.**

Number of **garages**  
**where people**  
**parked on-street**  
because they were full



# PARKING STANDARDS – RETAIL/RESTAURANT

## Current **Retail** Parking Requirements:

District	MINIMUM Requirement (per 1,000 sf)
1	4.3-5.0
2	4.8-5.5
3	5.2-6.0
4	5.2-6.0
5	5.2-6.0
6	4.3-5.0
King Street Transit Parking District	2.0
Central Business District	No requirement for parcels smaller than 10,000 sf



# PARKING STANDARDS – RETAIL/RESTAURANT

## Current **Restaurant** Parking Requirements:

Area	MINIMUM Requirement
General	1 space per 4 seats
In a hotel in Parking District 1	1 space per 8 seats
King Street Transit District	1 space per 10 seats
Central Business District	No requirement



# PARKING STANDARDS – RETAIL/RESTAURANT

## Other Parking Requirements:

- Personal Service Shop – 2.5 spaces per 1,000 sf
- Commercial School – 1 space per 2 “seats”

Personal Service: A store or shop providing personal, financial, technical or repair services, assistance or advice to individual consumers, including but not limited to:

- Arts and crafts studios or stores;
- Appliance repair and rental;
- Banks, savings and loans, and credit unions;
- Bicycle repair;
- Barbershops and beauty shops;
- Contractors' offices, without accessory storage;
- Dressmakers and tailors;
- Dry-cleaning and laundry pickup stations;
- Laundromat;
- Locksmiths;
- Musical instrument repair;
- Optical center;
- Pawnshops;
- Private school, academic, with a maximum of 20 students on the premises at any one time;
- Professional photographer's studios;
- Shoe repair;
- Furniture upholstering shops;
- Watch repair;
- Printing and photocopy service;



# PARKING STANDARDS – RETAIL/RESTAURANT

Shopping Center – use ratio for each specific use within the shopping center

A building or complex of buildings under common ownership and control which includes at least **five independent retail businesses, provides shared parking, and is at least 35,000 square feet** of floor area in size.



# PARKING STANDARDS – RETAIL/RESTAURANT

## Small Area Plan Parking Requirement:

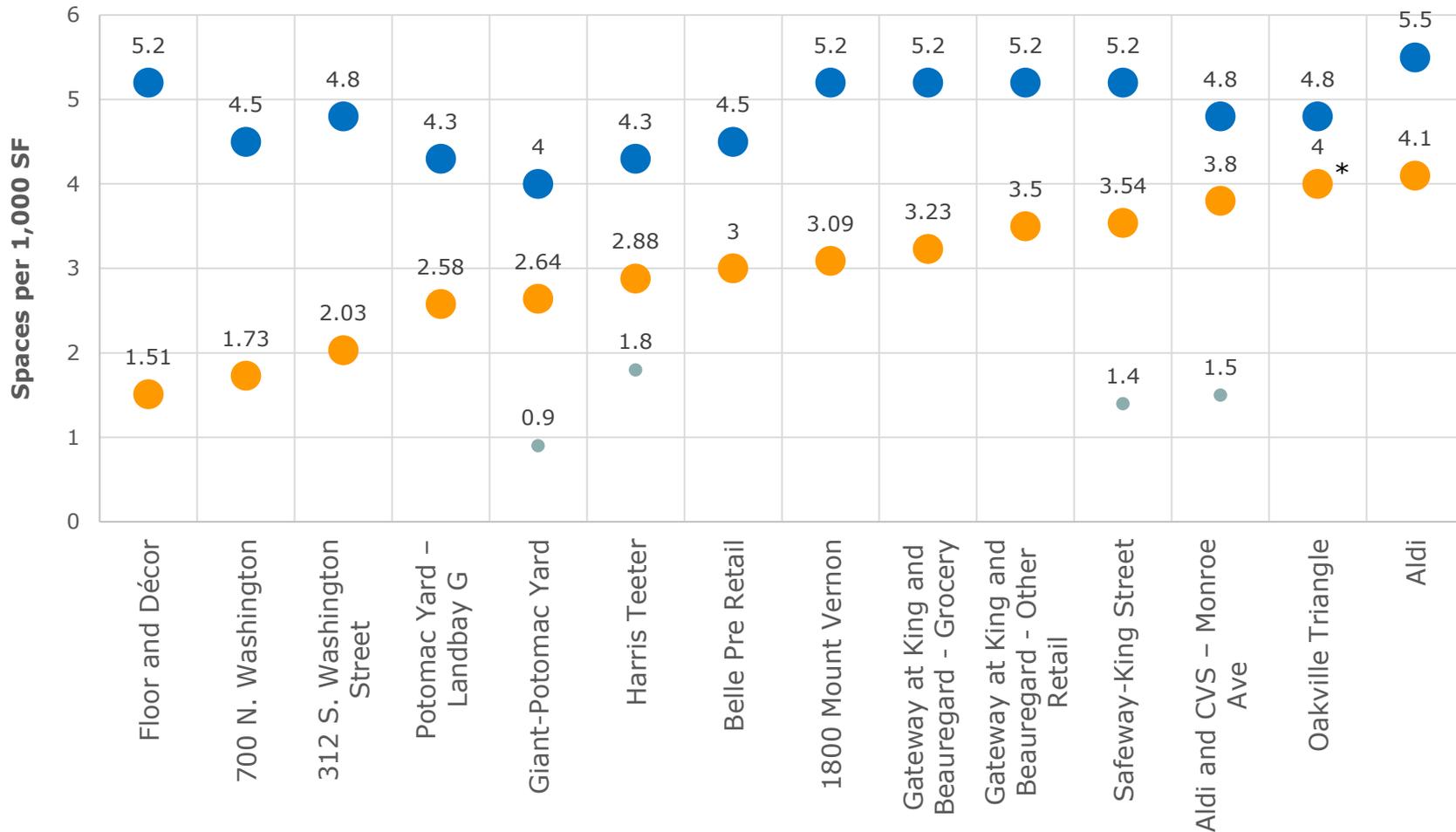
Planning Area	MAXIMUM Parking Ratio (per 1,000 sf)
Beauregard (District 5)	4.0 (Phase 1) 3.5 (Phase 2)
Braddock (Districts 1 & 6)	3.0 (Retail) * First 15,000 sf of grocery and first 1,200 sf of other retail is exempt 1 space per 4 seats (Restaurant) * First 60 seats exempt
Eisenhower East (Districts 4 & 6)	2.0 (Within 1,500 feet of the Metro Station) 3.5 (More than 1,500 feet from the Metro Station)
Landmark/Van Dorn (District 3)	3.0 (neighborhood retail) & 4.0 (regional retail) (Initial Phase)  2.0 (neighborhood retail) & 3.0 (regional retail) (Improved Transit Phase)
North Potomac Yard (District 1)	3.5



# PARKING STANDARDS – RETAIL/RESTAURANT

## Approved RETAIL Parking Reductions

● Required Parking Ratio      ● Approved Parking Ratio      ● Observed Ratio

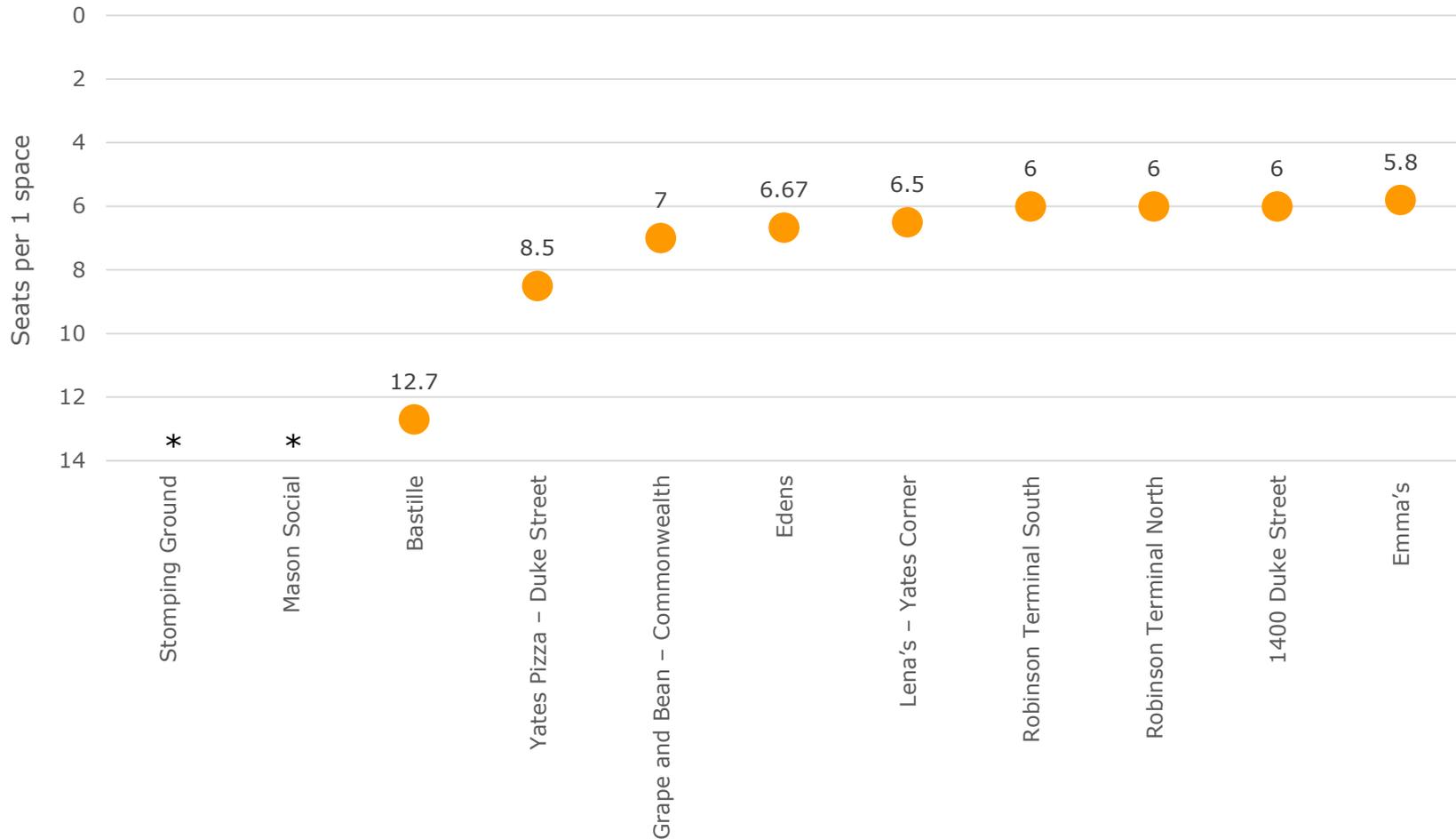


\* Oakville ratio is a maximum



# PARKING STANDARDS – RETAIL/RESTAURANT

Approved **RESTAURANT** Developments



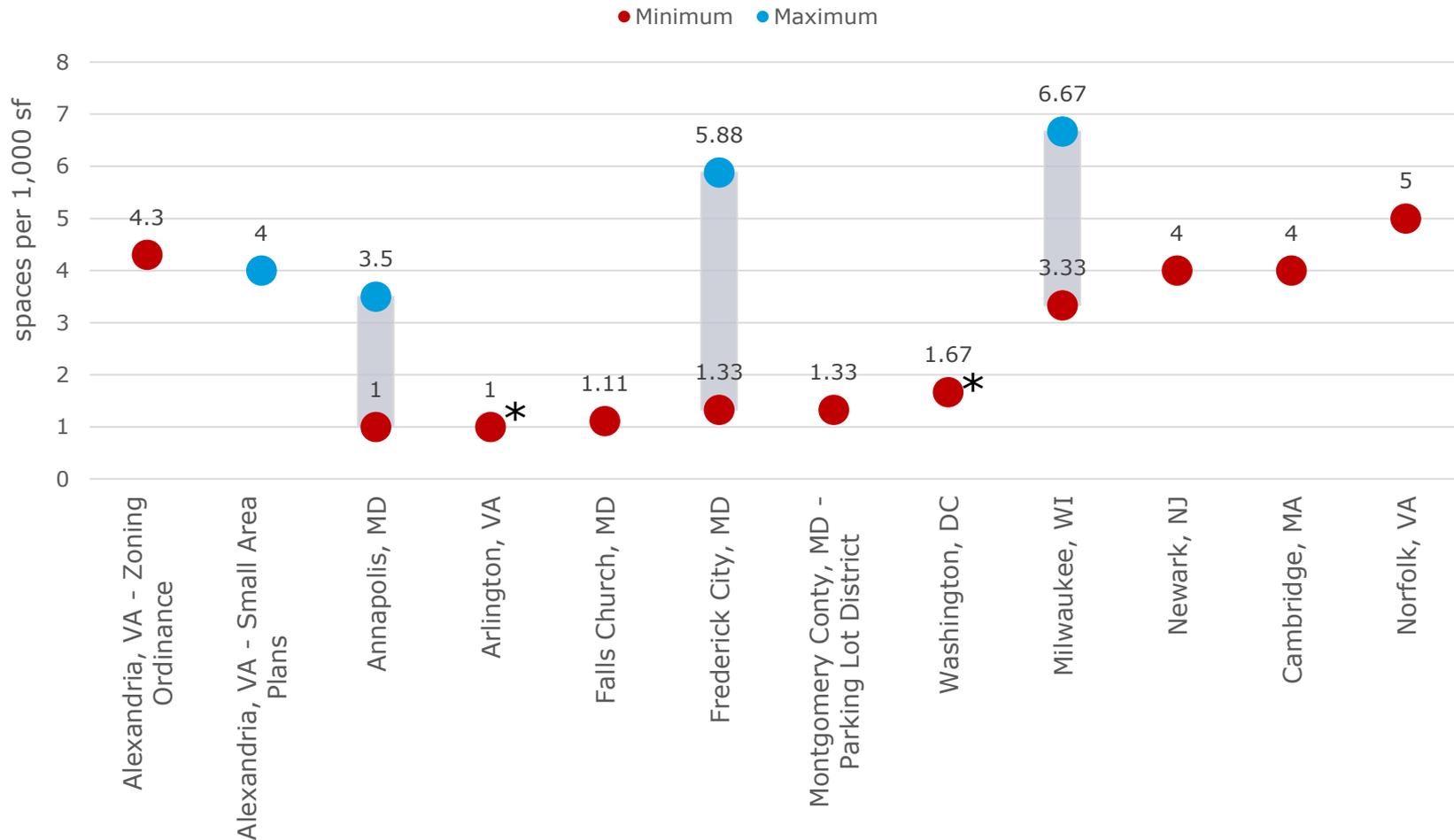
PARKING STANDARDS FOR  
NEW DEVELOPMENT PROJECTS

\* No dedicated parking required



# PARKING STANDARDS – RETAIL/RESTAURANT

Other Jurisdictions' **RETAIL** Parking Requirements

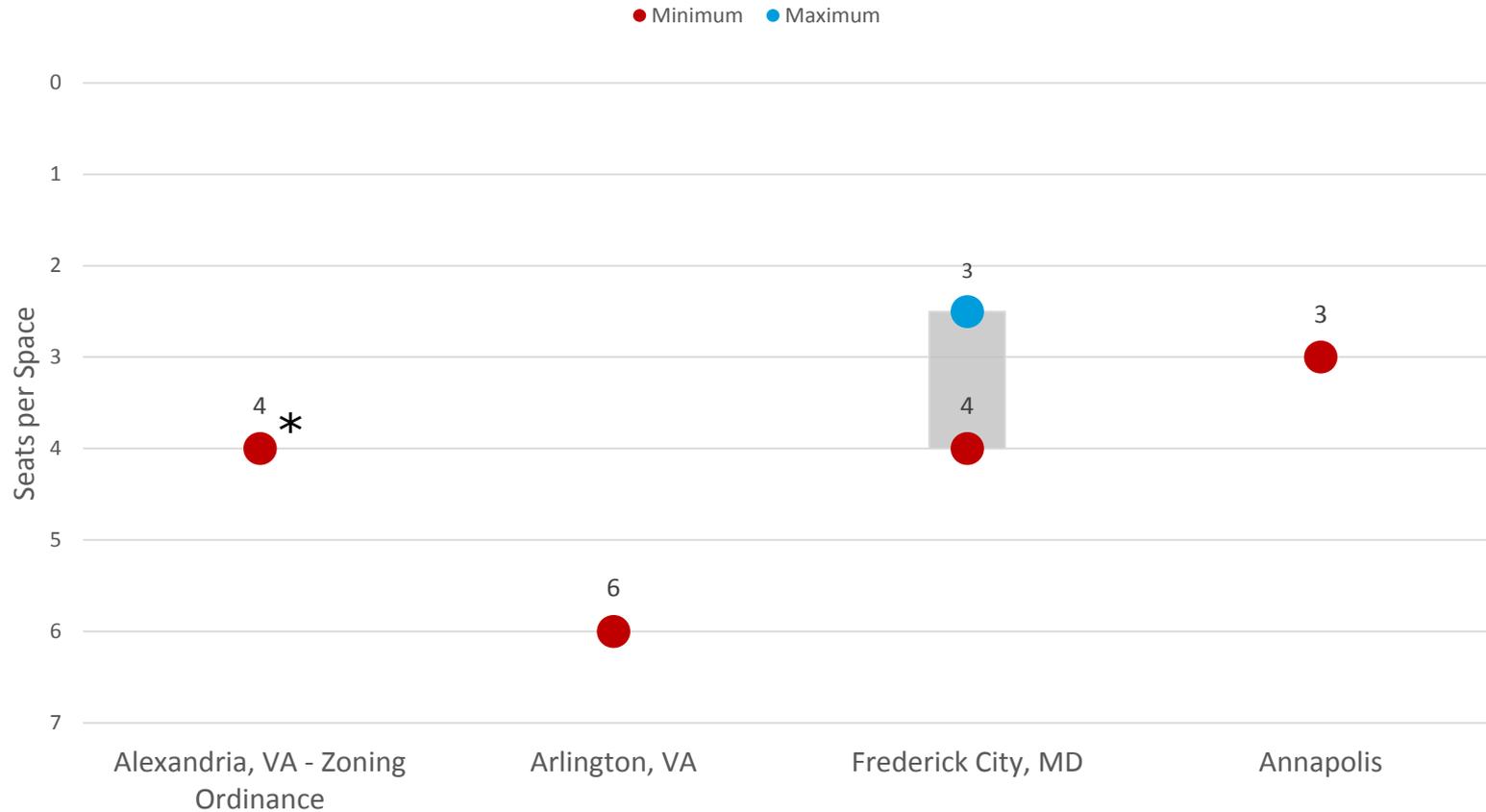


\* indicates further reductions available based on access to Transit



# PARKING STANDARDS – RETAIL/RESTAURANT

Other Jurisdictions' **Restaurant** Parking Requirement (by seats)

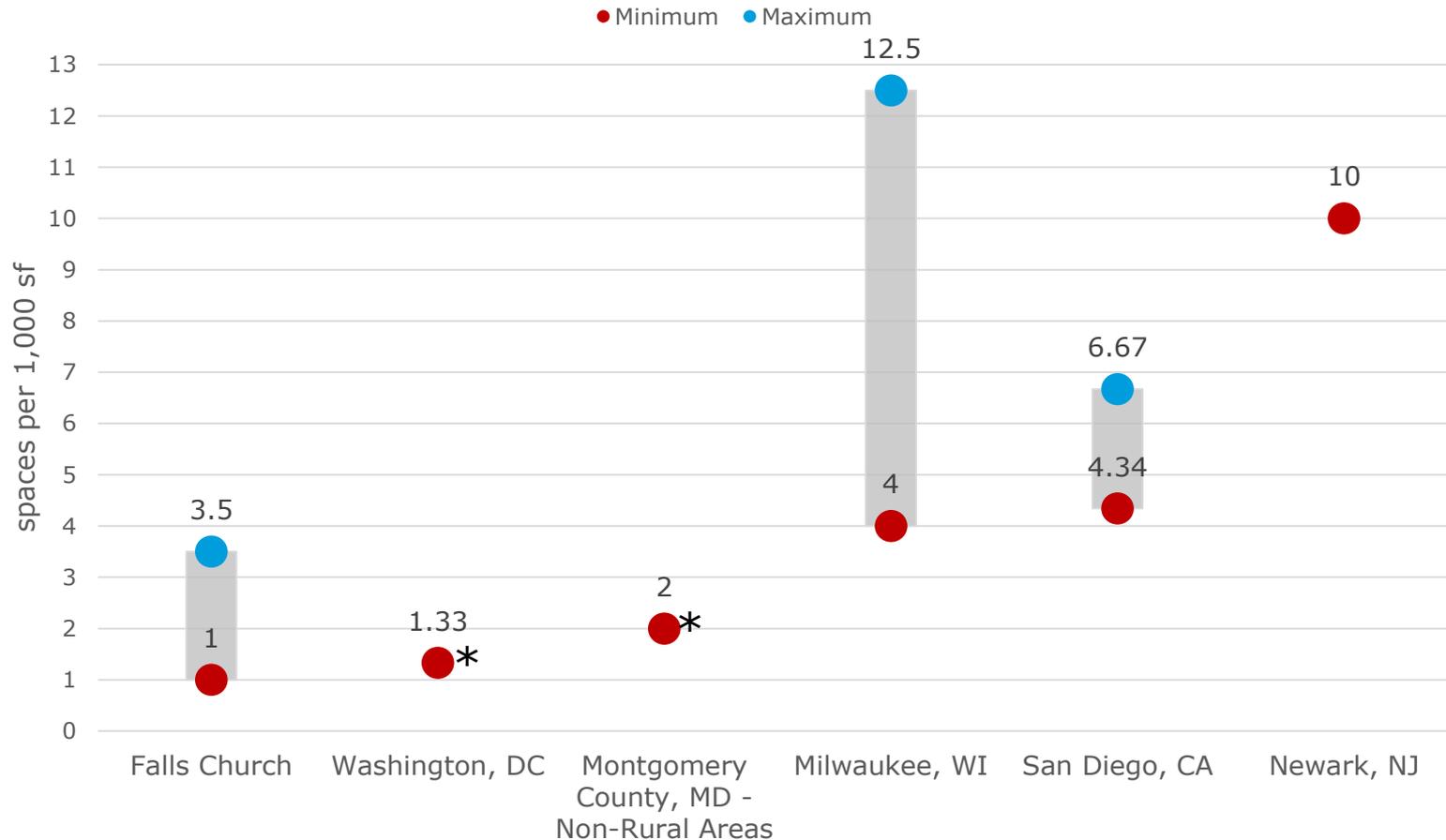


\* King Street Transit District is 1 space per 8 seats; no parking is required in the CBD



# PARKING STANDARDS – RETAIL/RESTAURANT

Other Jurisdictions' **RESTAURANT** Parking Requirements (by sf)



\* indicates further reductions available based on access to Transit



# PARKING STANDARDS – RETAIL/RESTAURANT

## Data takeaways

- **90%** of sites had **too much parking**
  - Average on-site occupancy – 56%
  - Only 4 of 36 sites were above 85%
- Overall Average – **2.6 spaces per 1,000 sf**
  - Restaurant – 4.08 spaces per 1,000 sf
    - 7.6 seats per space
  - Retail – 1.86 spaces per 1,000 sf
  - Shopping center – 2.2 spaces per 1,000 sf

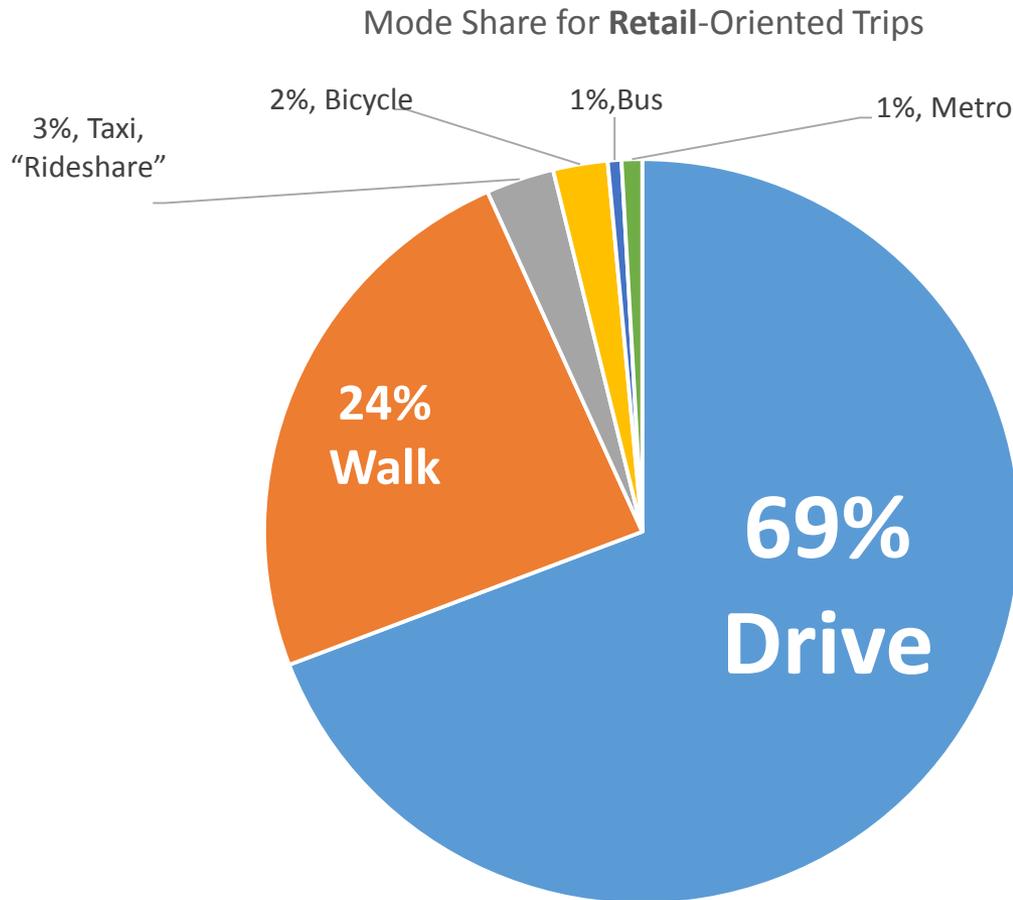


# PARKING STANDARDS – RETAIL/RESTAURANT

- Trip generation surveys for mixed use sites
  - 21 sites
  - Survey Questions
    - Destination
    - Travel Mode
    - If by car, where did you park?
    - If on the street, how far from the destination?



# PARKING STANDARDS – RETAIL/RESTAURANT



**31% of trips did not require parking**



# PARKING STANDARDS – RETAIL/RESTAURANT

Of the **69%** of **retail-oriented trips** that required parking...

Parked **On-Site**

**55%**

Parked **On-Street**

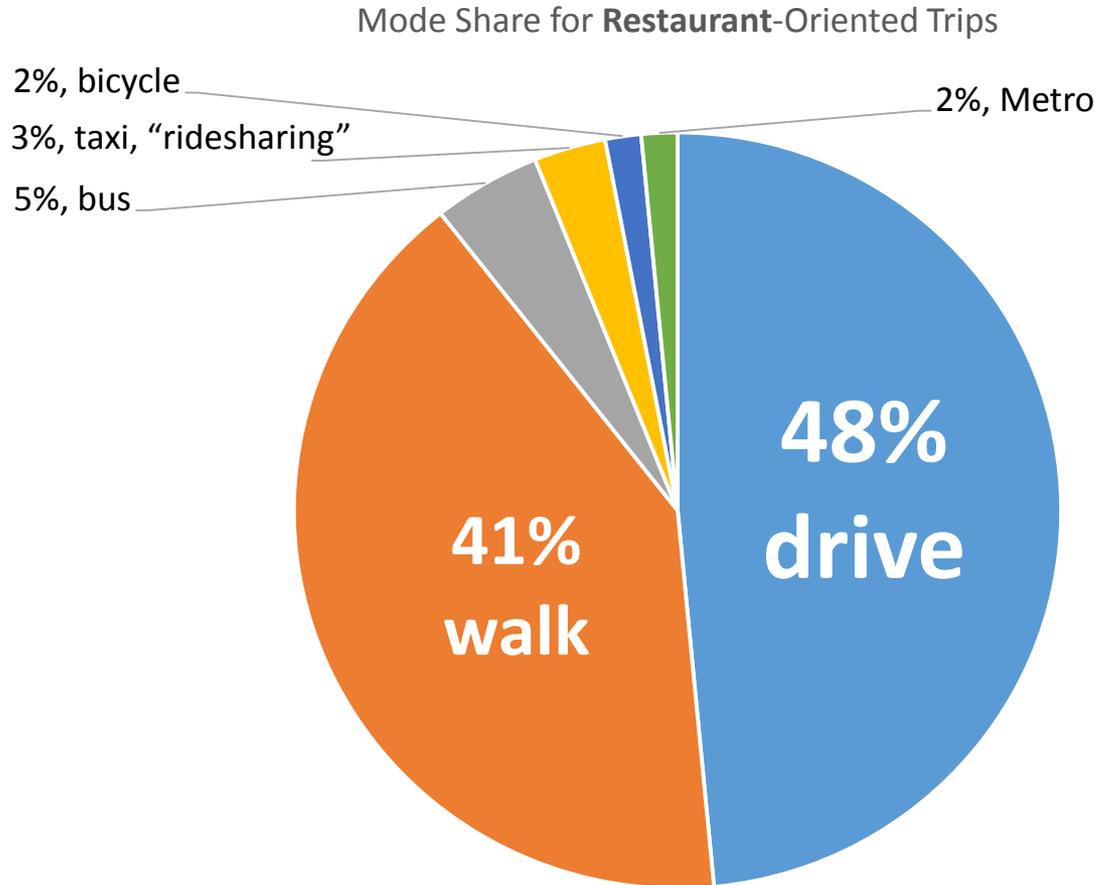
**45%**

Percent of **On-Street Parkers** who Parked **within One Block** of Site

**81%**



# PARKING STANDARDS – RETAIL/RESTAURANT



**52% of trips did not require parking**



# PARKING STANDARDS – RETAIL/RESTAURANT

Of the **48%** of **restaurant-oriented trips** that required parking...

Parked **On-Site**

**41%**

Parked **On-Street**

**59%**

Percent of **On-Street Parkers** who Parked **within One Block** of Site

**74%**



# PARKING STANDARDS – RETAIL/RESTAURANT

## Summary of Person Trips

	<b>Drive - Parked On-Site</b>	<b>Drive - Parked On-Street</b>	<b>Walk, Shared, Bike, Bus, Metro</b>
Retail	38%	31%	32%
Restaurant	20%	28%	52%



# PARKING STANDARDS – RETAIL/RESTAURANT

## Questions/Issues:

1. Restaurant ratio based on seats or sf?
  - Now based on seats
    - SF allows expansion, recognizes “already built”
  - More easily convertible to retail
2. Different ratio for retail and restaurant?
  - Potentially different demand
  - Flexibility in conversion
3. Mixed use/shopping center ratio?
4. On-street spaces count towards minimum parking?
5. Future trends in retail, restaurant, autonomous veh’s?
6. Small uses – what size do these apply to?



# PARKING STANDARDS – RETAIL/RESTAURANT

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# PUBLIC COMMENT



# Next Steps

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# Thank you!

Next Meeting:

**Tuesday, August 15<sup>th</sup>**  
**Sister Cities Conference Room**

For more information visit  
[alexandriava.gov/ParkingStudies](http://alexandriava.gov/ParkingStudies)

OR contact Katye North  
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