



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

## **TASK FORCE MEETING #8**

October 17, 2017

City Hall – Sister Cities Conference Room



# AGENDA

- |         |                          |
|---------|--------------------------|
| 7:00 PM | Welcome                  |
| 7:05 PM | Public Comment           |
| 7:15 PM | Recap of Public Meetings |
| 7:30 PM | Shared Parking           |
| 8:00 PM | Exemptions               |
| 8:30 PM | Meeting Space in Hotels  |
| 8:45 PM | Public Comment           |
| 8:55 PM | Next Steps and Adjourn   |



# 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>▪ Discuss draft recommendations</li></ul>
<b>Meeting #9</b>	November <b>TBD</b> , 2017	<ul style="list-style-type: none"><li>▪ Finalize recommendations</li></ul>





# SEPTEMBER 19<sup>TH</sup> MEETING RECAP

- Reviewed draft ratios for each of the land uses
  - Included pulling Restaurant out of the Retail category
  - Flagged a parking requirement for meeting space in hotel for next meeting
- Discussed exemption options



# MEETING GOALS

- Review feedback received
- Discuss unfinished items:
  - shared parking approach
  - exemption options
  - meeting space in hotels

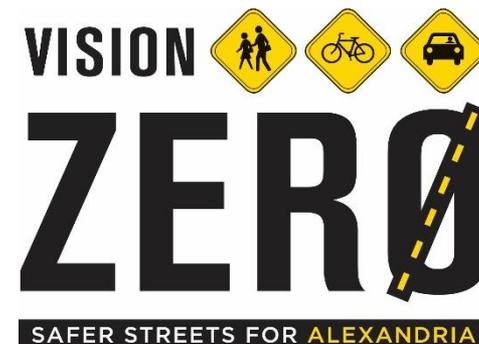


# STUDY PRINCIPLES AND SUPPORTING PLANS

- Recognize that requiring too much parking has impacts:
  - Expensive for small businesses
  - More SOV driving
  - Climate change / pollution
  - Safety and 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*





# PUBLIC COMMENT



# PUBLIC OUTREACH

## Updates to Stakeholder Groups:

September 20	Transportation Commission
October 3	Chamber of Commerce
October 3	Planning Commission
October 9	Bike/Pedestrian Advisory Committee
October 10	NAIOP
October 16	Environmental Policy Commission
October 19	Alexandria Business Associations
October 23	Traffic and Parking Board
October 24	City Council
October 25	Federation of Civic Associations
October/November	AEDP Board Meeting
<b>November 1</b>	<b>Open House</b>
November 7	Chamber of Commerce
November 15	Transportation Commission



# PUBLIC OUTREACH

## **Transportation Commission (September 20)**

- Make shared parking easier
- Consider how to facilitate converting unused spaces in the future
- Are the maximums low enough?
- Curbside management

## **Chamber of Commerce (October 3)**

- How does Old Town fit into this study?
- How is medical office treated?
- Continue discussion in November

## **Planning Commission (October 3)**

- Allow, incentivize, and require shared parking
- How do we handle areas that aren't walkable yet, but will be in the future?



# PUBLIC OUTREACH

## **Bike Pedestrian Advisory Committee (October 9)**

- Does it go far enough?
- Curbside management
- Data collection for future evaluation
- Updates to bike parking standards

## **NAIOP (October 10)**

- Support retail exemption in mixed use buildings
- How this will apply to approved sites, particularly with regard to shared parking?
- How will this apply to projects currently under review?

## **Environmental Policy Commission (October 16)**

- Are the maximums and minimums low enough or acceptable?
- Can too little & too much parking be used to leverage environmental improvements?
- Scope is limited; City should investigate other parking tools for comprehensive management scheme.

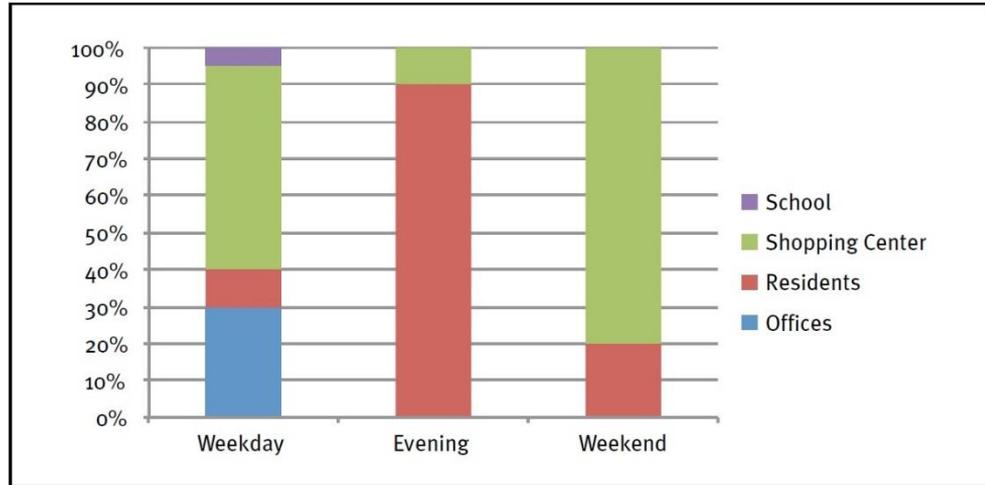


# SHARED PARKING

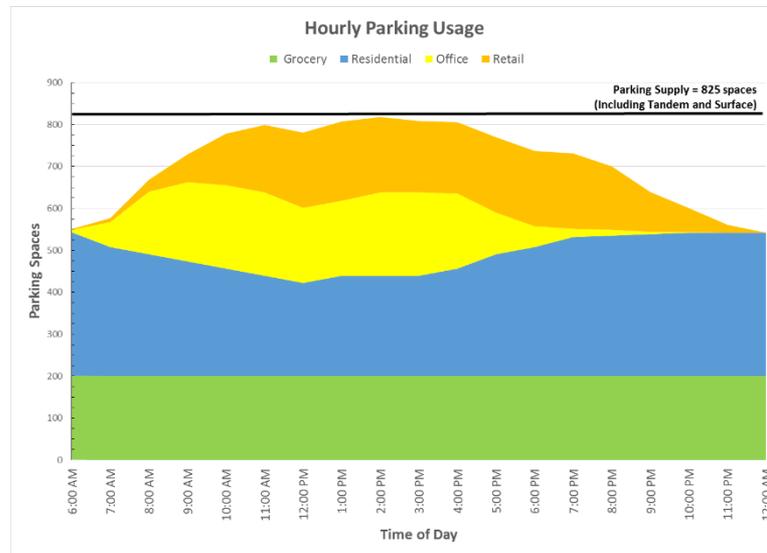
# SHARED PARKING

## Background:

- Allows uses with different peaks to share parking
- Maximizes use of existing parking
- Currently, a very restrictive provision in the Zoning Ordinance to allow shared parking
- Gateway at King and Beauregard requested a parking reduction to allow shared parking



The table illustrates how 100 parking spaces in a mixed-use district can be distributed based on usage at different times.





# SHARED PARKING

## *Current Zoning Ordinance Language:*

An **administrative special use permit** may be obtained pursuant to section 11-513, where sufficient parking to meet the requirement is available at **all times** the use is operational, despite the fact that the same parking spaces are used, dedicated or available for other uses at other times.

- Also have a standard condition for residential buildings that allows buildings to lease out underutilized parking



# SHARED PARKING

## Examples:

- Frederick City, MD; Falls Church, VA; ULI Shared Parking Model
  - Calculate requirement for each use and adjust by percentage.
  - Highest figure becomes shared requirement

Use	Weekday		Weekend		
	Day 6:00 a.m.— 6:00 p.m.	Evening 6:00 p.m.— 12:00 mid.	Day 6:00 a.m.— 6:00 p.m.	Evening 6:00 p.m.— 12:00 mid.	Night Time 12:00 mid.— 6:00 a.m.
<b>Office &amp; Industrial</b>	100%	10%	10%	5%	5%
<b>Retail</b>	60%	90%	100%	70%	5%
<b>Hotels</b>	75%	100%	75%	100%	75%
<b>Restaurant</b>	50%	100%	100%	100%	10%
<b>Indoor commercial recreation establishments and non-adult theaters</b>	40%	100%	80%	100%	10%
<b>All other uses</b>	100%	100%	100%	100%	100%



# SHARED PARKING

## Examples:

- Cambridge, MA
  - No more than 75% of the lesser minimum spaces can be shared
- Chicago, IL
  - Categorizes daytime and nighttime uses
  - Daytime uses can supply parking requirement for nighttime uses and vice versa
  - Uses must be within 800 feet
- Berkeley, CA
  - Admin Use Permit if spaces are within 800 feet and peak times for uses *do not substantially* conflict.
- Arlington, MA
  - Demonstrate the uses are non-competing
  - Largest parking requirement shall be sufficient



# SHARED PARKING

## Considerations:

- Approval process should be straightforward and simple
- Specific formula vs. general allowance
- Distance for shared parking
- On-site vs off-site
- Existing buildings and DSP/DSUP approvals
- Incentivize shared parking



# DRAFT RECOMMENDATIONS

## EXEMPTIONS



# DRAFT RECOMMENDATIONS - EXEMPTION

## Grandfather Parking at Existing Buildings

- No new parking would be required for retail, restaurant, or office uses proposed in existing buildings with similar or less intense uses.

Proposed Use	Allowed in Existing Buildings with:
Restaurant	Restaurant
Retail	Restaurant, Retail, Office
Office	Restaurant, Retail, Office, Residential

- Restaurant/Retail could have to find parking off-site
- The parking requirements may be applied if changes to parking is needed
- Maximum parking requirements shall only apply to new parking that is constructed



# DRAFT RECOMMENDATIONS - EXEMPTION

## Central Business District exemptions

- All restaurants
- On lots 10,000 sf or less:
  - Clinics, medical or dental
  - Schools
  - Automobile service stations
  - Retail uses
  - Non-retail uses
  - Office buildings
  - Industrial warehouse building
  - Industrial buildings used for other than long-term storage purposes
- Does not include:
  - Amusement enterprises (indoor or outdoor)
  - Theaters, auditoriums, assembly halls



# DRAFT RECOMMENDATIONS - EXEMPTION

## Mount Vernon Overlay District exemptions

- Lots 7,000 sf or less
  - No parking requirements for land locked interior lots
- Lots 7,001 – 15,000 sf
  - 50% of the standard parking requirement
- Lots greater than 15,000 sf
  - Must comply with standard parking requirement
- Average building size for lots 7,000 sf or less – **2,732 sf**
  - Min – 359 sf
  - Max – 5,710 sf



# DRAFT RECOMMENDATIONS - EXEMPTION

## RETAIL EXEMPTION

***Within the Enhanced Transit Area (minimum 0.25 spaces per 1,000 sf)***

Retail Size	1,000	2,000	2,500	3,000	4,000	5,000	7,500	10,000
Minimum Spaces	1	1	1	1	1	2	2	3
Maximum Spaces	3	6	8	9	12	15	23	30

***Outside the Enhanced Transit Area (minimum 0.75 spaces per 1,000 sf)***

Retail Size	1,000	2,000	2,500	3,000	4,000	5,000	7,500	10,000
Minimum Spaces	1	2	2	3	3	4	6	8
Maximum Spaces	4	8	10	12	16	20	30	40



# DRAFT RECOMMENDATIONS - EXEMPTION

## RESTAURANT EXEMPTION

*Within the Enhanced Transit Area (minimum 1.0 spaces per 1,000 sf)*

Restaurant Size	1,000	2,000	2,500	3,000	4,000	5,000	7,500	10,000
Minimum Spaces	1	2	3	3	4	5	8	10
Maximum Spaces	3	6	8	9	12	15	23	30

*Outside the Enhanced Transit Area (minimum 1.0 spaces per 1,000 sf)*

Restaurant Size	1,000	2,000	2,500	3,000	4,000	5,000	7,500	10,000
Minimum Spaces	1	2	3	3	4	5	8	10
Maximum Spaces	4	8	10	12	16	20	30	40



# DRAFT RECOMMENDATIONS - EXEMPTION

## Options for Exemptions

- Exempt up to a certain size
  - Same or different size for retail, office, and restaurant
  - Same or different size for within or outside the Enhanced Transit Area
- Exempt up to certain number of spaces



# DRAFT RECOMMENDATIONS

## HOTEL MEETING SPACE



# DRAFT RECOMMENDATIONS – HOTEL RATIOS

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



# DRAFT RECOMMENDATIONS – HOTEL RATIOS

## Meeting Space Parking Requirements in Other Jurisdictions

	Min Spaces per 1,000 sf	Max Spaces per 1,000 sf
Frederick City, MD	1.25	2.5
Montgomery County, MD	2	10
Arlington, MA	2.5	-
Cambridge, MA	3.3	-
Chicago	1 (for more than 15,000)	2.5 plus 0.1 per room



# DRAFT RECOMMENDATIONS – HOTEL RATIOS

Development	Approved Parking Ratio (per room)	Meeting Space
Hotel Indigo (220 S. Union)	0.5	24 seat board room
Hilton Garden Inn (1620 Prince)	0.29 (0.4 with off-site)	600
The Lorien (1600 King)	0.7	5,600
Towne Motel site (800 N Washington)	0.5	none
Robinson Terminal North (500 N Union)	0.5	none
King Street Hotel (1619 King)	0.44	None



# DRAFT RECOMMENDATIONS – HOTEL RATIOS

## Meeting Space Options

- Base on ULI Shared Parking findings
  - Breaking point when more 20 sf of meeting space per room is provided
- Base on size of meeting space
- Use retail recommendations as a basis



# DRAFT RECOMMENDATIONS – HOTEL RATIOS

## Meeting Space Recommendation

- Hotels with more than **5,000 sf** of meeting space can provide additional parking consistent with the retail parking maximums.
  - 3.0 spaces per 1,000 sf – within Enhanced Transit Area
  - 4.0 spaces per 1,000 sf – outside Enhanced Transit Area



# PUBLIC COMMENT

# Next Steps



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# Thank you!

Next Meeting:

**November TBD**  
**Location TBD**

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

OR contact Katye North  
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