



# **Right-Sizing Commercial Parking Standards**

Planning Commission Public Hearing  
January 4, 2018



# PURPOSE

Amendment to the Zoning Ordinance to right-size the parking requirements for commercial uses while supporting City policies and plans.

# Why update the parking requirements?

## Current standards are more than 50 years old

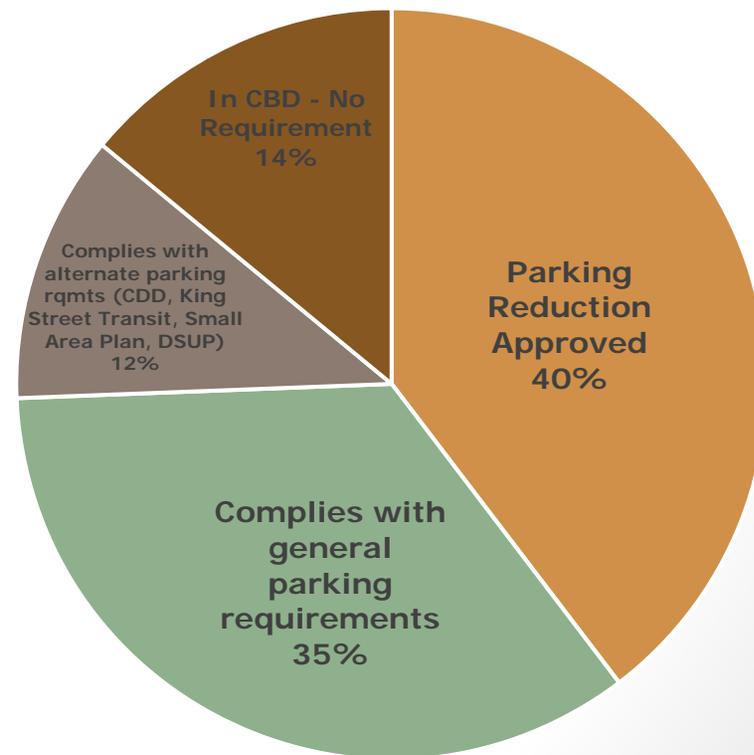
The last comprehensive update was **1963**

Piecemeal updates:

- Central Business District exemptions
- Mount Vernon Overlay District
- Small Area Plans



Parking for Commercial Cases  
(Oct 2012-Sept 2017)

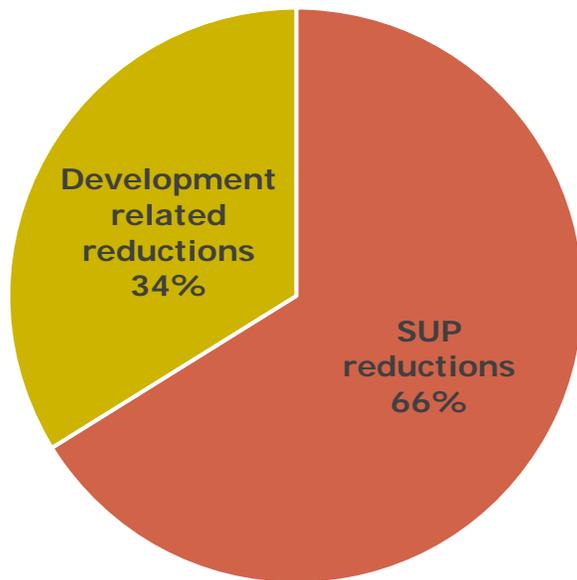




# Why update the parking requirements?

## Support Small Businesses

Approved Parking Reductions  
for Commercial Cases  
(Oct 2012-Sept 2017)



2015 Small Business zoning amendment did not change parking requirements

Businesses not meeting the parking requirements have to:

- Build new parking (\$\$\$)
- Lease off-site parking (\$\$\$)
- Request a reduction (time and \$\$\$)

Existing restaurants and commercial schools who do well and want to expand have to find more parking

# Why update the parking requirements?

Encourage more attractive and pedestrian oriented development



# Why update the parking requirements?

## Changing trends and new technology



amazon

UBER

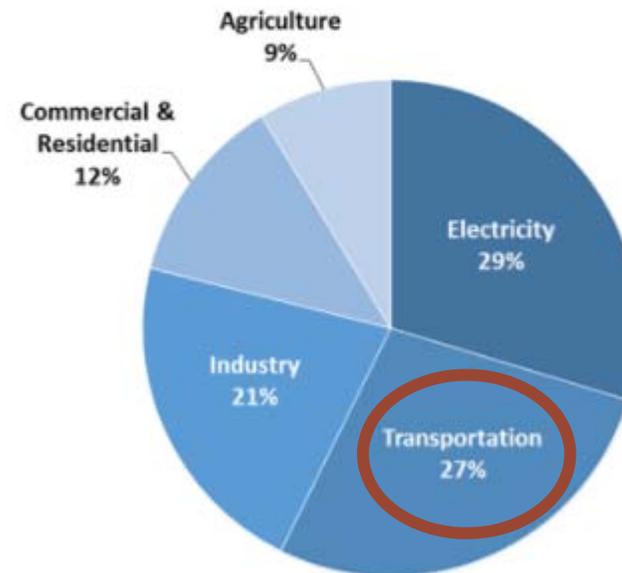


# Why update the parking requirements?

Lessen the environmental impacts of parking



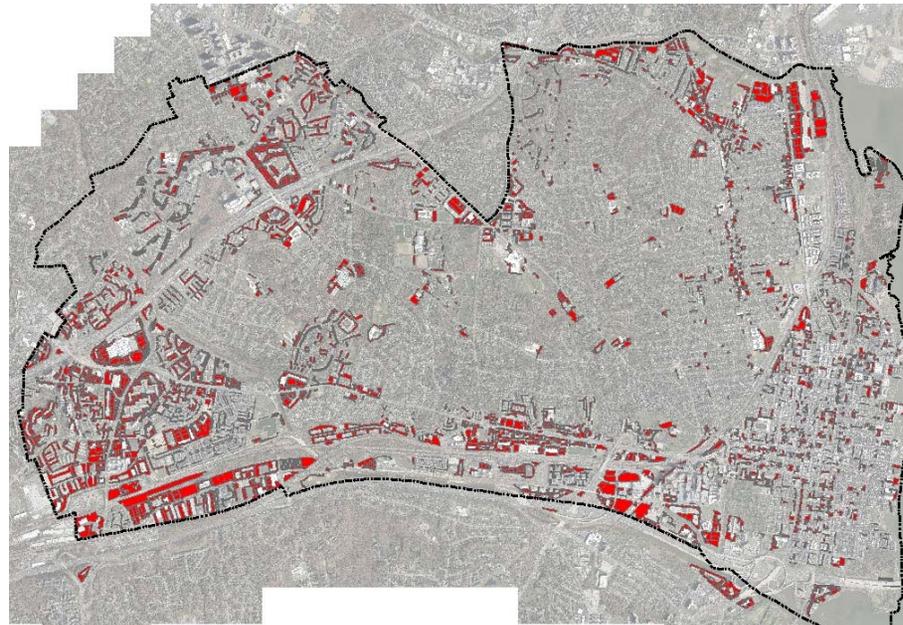
Total U.S. Greenhouse Gas Emissions by Economic Sector in 2015



# Why update the parking requirements?

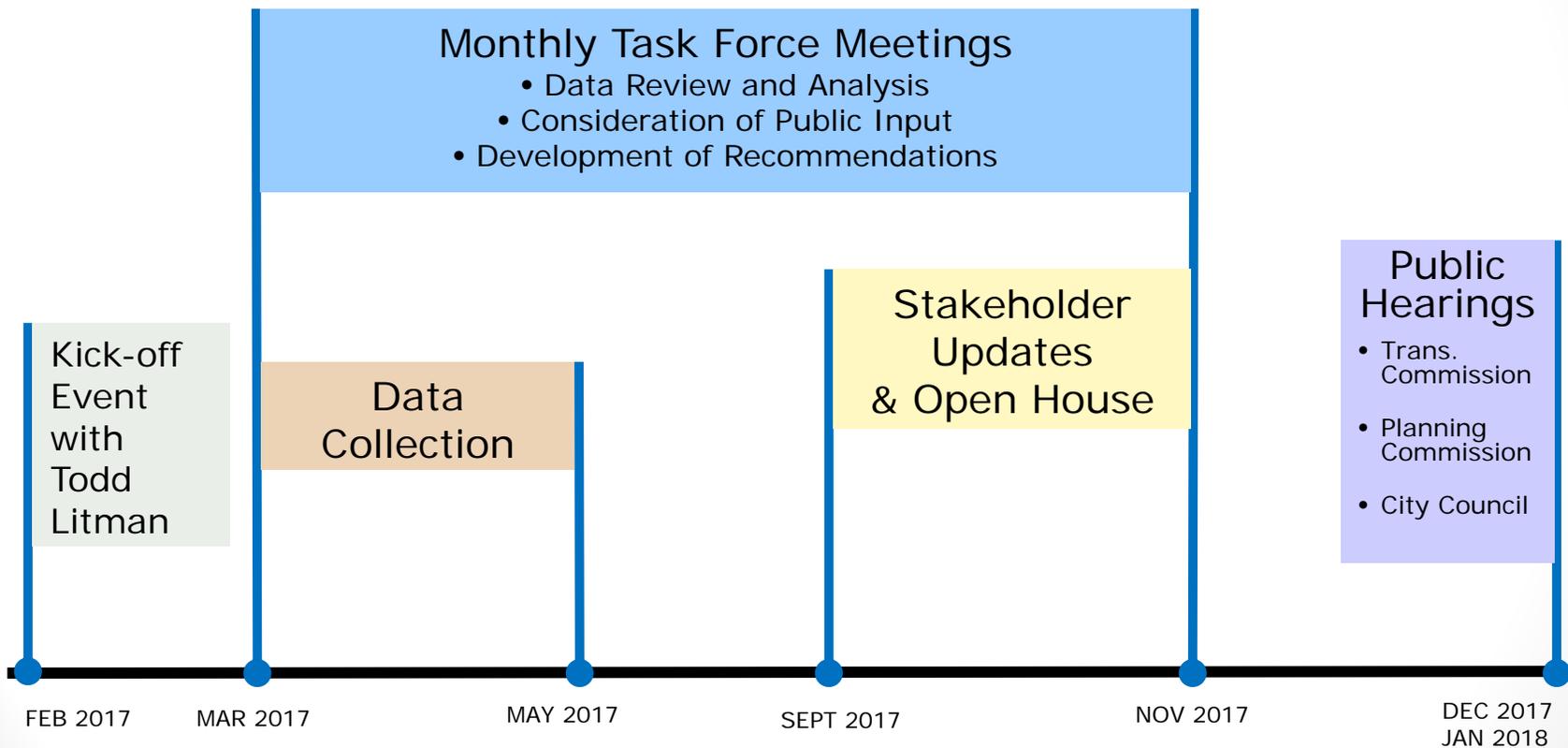
## Off-street supply has not solved on-street parking concerns

- **10%** of the City is covered by a surface parking lot
- **39%** of the parking spaces surveyed were vacant at peak hours
- Most retail and restaurant patrons surveyed preferred to **park on the street**





# PROCESS





# PROCESS

## Parking Standards Task Force

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



# PUBLIC OUTREACH

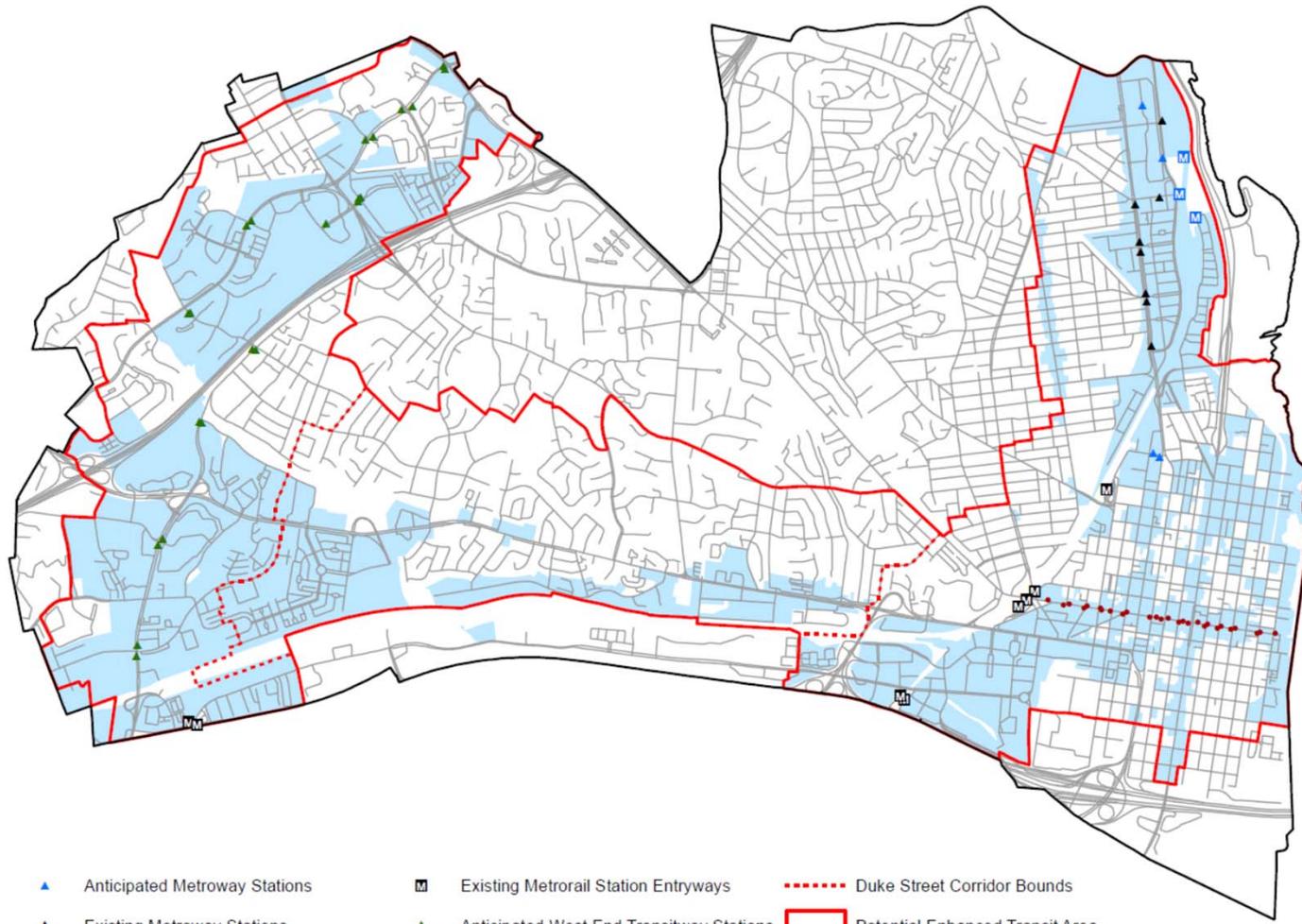
September 20	Transportation Commission
October 3	Chamber of Commerce
October 3	Planning Commission
October 9	Bike/Pedestrian Advisory Committee
October 10	NAIOP
October 16	Environmental Policy Commission
October 19	Alexandria Business Associations
October 23	Traffic and Parking Board
October 24	City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



# PROPOSED TEXT AMENDMENT

1. Creation of the Enhanced Transit Map
2. Updated Parking Requirements for:
  - Hotel
  - Office
  - Retail
  - Restaurant
3. Parking Exemption
4. Shared Parking

# PROPOSED TEXT AMENDMENT ENHANCED TRANSIT AREA MAP



- |  |  |   |
|--|--|---|
| ▲ Anticipated Metroway Stations          | Ⓜ Existing Metrorail Station Entrways      | ⋯ Duke Street Corridor Bounds   |
| ▲ Existing Metroway Stations             | ▲ Anticipated West End Transitway Stations | ▭ Potential Enhanced Transit Area                                     |
| Ⓜ Anticipated Metrorail Station Entrways | ● Existing King Street Trolley Stations    | ■ Commercially Zoned Properties within Enhanced Transit Area Boundary |



# PROPOSED TEXT AMENDMENT

## PARKING REQUIREMENTS

Location	Hotel		Office		Retail		Restaurant	
	Min	Max	Min	Max	Min	Max	Min	Max
	Per room		Per 1,000 sf		Per 1,000 sf		Per 1,000 sf	
<b>Within</b> Enhanced Transit Area	.2	.4	.25	1.50	.25	3.0	1.0	3.0
<b>Beyond</b> Enhanced Transit Area	.25	.7	.75	2.25	.75	4.0	1.0	4.0

*Note: Similar to current regulations, requests to exceed the maximum or reduce the minimum would be considered through a Special Use Permit.*



# PROPOSED TEXT AMENDMENT

## PARKING REQUIREMENTS - RETAIL

“Retail” category also includes:

- Day care center
- Personal Service Establishment
- Private Commercial Schools



# PROPOSED TEXT AMENDMENT

## PARKING EXEMPTION

- Non-residential uses
- **2 spaces or less** requirement

Shall be **exempt** from providing the spaces

Examples:

- 2,000 sf restaurant
- 8,000 sf retail within the Enhanced Transit Area
- 2,667 sf retail beyond the Enhanced Transit Area



# PROPOSED TEXT AMENDMENT

## SHARED PARKING

- Allow **shared parking for** uses within 1,000 feet
- Variation of the ULI Shared Parking Model

Time Period	Weekday Daytime	Weekday Evening	Weekend Daytime	Weekend Evening
Office	100%	5%	5%	5%
Hotel	80%	100%	80%	100%
Retail/Non-Retail	60%	90%	100%	70%
Restaurant	50%	80%	80%	100%
Residential	60%	100%	90%	100%



# PROPOSED TEXT AMENDMENT

## SHARED PARKING

### Office and Residential example

(assume both uses are required to provide 100 spaces each)

Time Period	Weekday Daytime	Weekday Evening	Weekend Daytime	Weekend Evening
Office	100%	5%	5%	5%
Hotel	80%	100%	80%	100%
Retail/Non-Retail	60%	90%	100%	70%
Restaurant	50%	80%	80%	100%
Residential	60%	100%	90%	100%

Without Shared Parking – 200 spaces

With Shared Parking – 160 spaces



# IMPLEMENTATION AND APPLICABILITY

- Effective date
- Continued exemptions for uses in the CBD and Mount Vernon Overlay District
- CDD and DSUP approvals
- Existing parking can remain



# Recommendation

Recommend **APPROVAL** of the proposed text amendment