Right-Sizing Commercial Parking Standards

City Council Public Hearing
January 20, 2018
Amendment to the Zoning Ordinance to right-size the parking requirements for commercial uses while supporting City policies and plans.
Why right-size parking requirements?

Current standards are more than 50 years old

The last comprehensive update was 1963

Piecemeal updates have occurred since then including:

• Central Business District (1980s)
• Mount Vernon Overlay District (2005)
• Small Area Plans (2003 – 2017)

Parking for Commercial Cases (Oct 2012-Sept 2017)

- In CBD - No Requirement 14%
- Parking Reduction Approved 40%
- Complies with alternate parking reqmts (CDD, King Street Transit, Small Area Plan, DSUP) 12%
- Complies with general parking requirements 35%
- No Requirement 14%
Why right-size parking requirements?

Support Small Businesses

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

- SUP reductions 66%
- Development related reductions 34%

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 right-size parking requirements?

Encourage more attractive and pedestrian oriented development
Why right-size parking requirements?

Changing trends and new technology
Why right-size parking requirements?

Lessen the environmental impacts of parking
Why right-size 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

Monthly Task Force Meetings
- Data Review and Analysis
- Consideration of Public Input
- Development of Recommendations

Data Collection
- Parking demand surveys at 60 sites
- Travel surveys at 22 sites

Stakeholder Updates and Open House
- Chamber of Commerce
- Bike/Ped Advisory Committee
- NAIOP
- Env Policy Comm
- Alex Business Associations
- Federation of Civic Associations
- Traffic and Parking Board
- Restaurant Association

Kick-off Event with Todd Litman

Public Hearings
- Trans. Commission
- Planning Commission
- City Council

FEB 2017
MAR 2017
MAY 2017
SEPT 2017
NOV 2017
DEC 2017/ JAN 2018
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
1. **PROPOSED TEXT AMENDMENT**  
**ENHANCED TRANSIT AREA map**
## 2. Proposed Text Amendment
### Right-sized Parking Requirements

<table>
<thead>
<tr>
<th>Location</th>
<th>Hotel</th>
<th>Office</th>
<th>Retail</th>
<th>Restaurant</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Min</td>
<td>Max</td>
<td>Min</td>
<td>Max</td>
</tr>
<tr>
<td>Per room</td>
<td></td>
<td></td>
<td>Per 1,000 sf</td>
<td>Per 1,000 sf</td>
</tr>
<tr>
<td>Within Enhanced Transit Area</td>
<td>.2</td>
<td>.4</td>
<td>.25</td>
<td>1.50</td>
</tr>
<tr>
<td>Beyond Enhanced Transit Area</td>
<td>.25</td>
<td>.7</td>
<td>.75</td>
<td>2.25</td>
</tr>
</tbody>
</table>

Note: Similar to current regulations, requests to exceed the maximum or reduce the minimum would be considered through a Special Use Permit.
3. PROPOSED TEXT AMENDMENT
PARKING EXEMPTION

Exemption
• Non-residential uses
• 2 spaces or less requirement
➤ Exempt from parking requirement

Currently, small businesses without on-site parking:
• Build new parking ($$$
  • Often impossible in existing buildings
• Lease off-site parking ($$$
  • Often not used by customers
• Request a reduction (time and $$$
  • Usually approved by CC
• Choose new building over existing buildings

Under Exemption
• Small businesses allowed to open in small spaces without special approval

Examples:
• 2,000 sf restaurant
• 8,000 sf retail within the Enhanced Transit Area
• 2,667 sf retail beyond the Enhanced Transit Area
4. **PROPOSED TEXT AMENDMENT**

**SHARED PARKING**

- Adopt a variation of a shared parking model used in other jurisdictions that adjusts the parking requirement when two or more uses are sharing parking.

- Allow *shared parking for* uses within 1,000 feet.
Recommendation

Recommend **APPROVAL** of the proposed text amendment to right-size commercial parking standards