DOCKET ITEM # 6
Text Amendment # 2017-0010
Right-Sizing Commercial Parking Standards

Issue: Public hearing and consideration of a Text Amendment to the Zoning Ordinance to amend Sections 8-100 through 8-400, 6-600, and 11-513 and add section 2-142.1 relating to commercial parking standards.	Planning Commission Hearing:	January 4, 2018
	City Council Hearing:	January 20, 2018

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I. ISSUE

The purpose of this Text Amendment is to "right-size" Alexandria's commercial parking requirements to meet current and future parking demand while supporting the City's goals and policies, including:

- Support of small businesses (Strategic Plan);
- Reduction of greenhouse gas emissions (Environmental Action Plan);
- Increase non-single occupant vehicle trips (Strategic Plan and Transportation Master Plan);
- Support investments in transit (Transportation Master Plan, small area plans); and
- Encourage high quality new development (small area plans).

The City's commercial parking requirements have not been comprehensively updated in over fifty years and parking demand, travel options, and the overall nature of commercial uses have all changed significantly in that time. Numerous recent small area plans have addressed the outdated requirements by adopting new "right-sized" parking standards within the planning areas. But much of the City is still subject to these outdated requirements, and new commercial uses, particularly small businesses, must invest significant resources in constructing or leasing parking that often goes unused. Small businesses that do not have the resources to construct or lease spaces must request a special use permit (SUP) for a parking reduction, which can delay their opening by several months and add to the expense of opening a business.

The commercial parking standards study is the second phase of the City's review of the parking requirements. In 2014, City Council directed staff to evaluate the existing parking requirements and propose new requirements as appropriate. Phase 1 right-sized the City's multi-family residential parking requirements through a text amendment, approved in April 2015. All new multi-family development is now subject to these parking requirements.

This second phase has studied commercial uses, including office, hotel, retail and restaurants. Similar to Phase 1, the study has included a substantial data collection effort and a public process led by the Parking Standards for New Development Task Force to review the data and develop recommendations. The proposed recommendations and resulting text amendment update the City's commercial parking requirements to better align parking requirements with parking demand. The proposed recommendations are also designed to anticipate and accommodate future changes to parking demand. The new requirements are intended to be easy to understand and implement. Most importantly, the recommendations include provisions that will support and promote small businesses rather than make it more difficult for these businesses to open and succeed in Alexandria.

II. BACKGROUND

A. Existing Parking Requirements – Origin and Impacts

Off-street parking requirements were first developed in the early to mid-1900s in response to increasing demand for automobile parking in shopping and central business districts. The Institute for Transportation Engineers (ITE) developed guides for municipalities as to how much parking to require for different uses. However, most of these values were based on little-to-no data, often using just two or three examples. Jurisdictions usually adopted these standards, or those of similar or neighboring areas.

In 1951, Alexandria adopted minimum off-street parking requirements in the City's Zoning Ordinance. These requirements were updated in 1963 and are the parking requirements that are largely still in place today. When these parking requirements were established in 1963, the travel priorities were primarily focused on encouraging the private automobile as the main form of transportation. Since transit options such as WMATA Metro, DASH, and Capital Bikeshare were not yet available, most people traveled by car, and the new parking requirements were intended to ensure there would be plenty of parking available at any location accessible by car.

Over time, these requirements were successful in creating a significant amount of off-street parking. In Alexandria, approximately 10% of the City is a surface parking lot (this figure does not include land used for structured parking or on-street parking). However, these minimum parking requirements have also led to other unintended impacts. In order to comply with the minimum parking requirements, many new developments ended up devoting more land area to parking facilities rather than businesses and homes. Yet with all of the parking that is required and provided, parking continues to be a top concern in many cities—Alexandria included. Off-street parking requirements have not been able to eliminate on-street parking concerns.

The existing parking requirements for Alexandria do however, acknowledge the difficulty of creating new parking in the City's historic core. The Central Business District (CBD) allows many commercial uses on small lots (10,000 sf or less) to be exempt from the parking requirements, recognizing that many of these buildings were constructed prior to the current parking standards and the lots could not accommodate parking at the current requirements. In 2006, this consideration was partially extended to Mount Vernon Avenue with the creation of the Mount Vernon Avenue Urban Overlay Zone and the parking exemptions for new development on smaller lots and retail uses in existing buildings. Both of these thriving neighborhoods are urban and walkable, and were largely built out before off-street parking was required. Had parking requirements been in place at the time, they would not provide the appealing urban environment they do today.

Since the early 2000s, the City and residents have recognized the impacts of over-parking, and new parking standards for development have been added in recent small area plans that apply to those specific planning areas. Specifically, these plans include

Eisenhower East, Braddock Metro Neighborhood, Landmark/Van Dorn, Beauregard, and North Potomac Yard. All of these planning areas are near existing and future transit systems and a goal of these plans is to promote development that supports and uses transit infrastructure. Design principles for these planning areas draw from older, established neighborhoods like Old Town and Del Ray, which were built without the constraint of parking requirements. For each of these plans, parking maximums rather than minimums were approved to ensure parking is not overbuilt, new development supports the available transit, and parking does not determine the overall design of a site.

However, much of the City is still subject to the parking requirements that were created in the 1960s. Given the expense of creating new off-street parking, which often is underused when compared to more convenient on-street spaces, this has made it difficult for new businesses to comply with the current requirements. In the last five years, 40% of commercial cases that were considered by City Council needed a parking reduction (this figure does not include businesses that were exempt from parking under the CBD or were subject to different parking requirements under a small area plan or CDD approval). All of these parking reductions were justified by parking data and the specific situations for the use and were approved. Less than half of these cases were part of a larger development case, meaning small businesses were the most impacted. For many small businesses, the cost to construct new parking or lease parking off-site is not financially feasible, while the time to request a parking reduction can mean several months of delay before the business can open and start earning revenue. The City approved a small business zoning text amendment in 2015, but no changes were made to the parking requirements at that time meaning many businesses still have to address the parking obstacle before opening.

B. Supporting City Policies and Plans

In addition to the five small area plans that have included updated parking requirements, there are several existing plans that have been approved by the City that support updating the existing minimum parking requirements. Throughout this study, a priority of staff and the Task Force was to develop recommendations consistent with the goals and priorities of these plans. Plans include:

- City Strategic Plan
    - Strong Economy – Small businesses are supported and flourish through implementing small business zoning and permit process improvements (page 18)
    - Multimodal Transportation – City government supports a wide variety of safe, connected transportation options. A key indicator to achieve by 2022 is an increase in the percentage of commuters using alternative transportation options. An action item includes upgrading commercial parking standards. (page 26)
- Transportation Master Plan
    - P1.1.a – The City will modify/revise parking policies based on neighborhood and community characteristics. (page 5-5)

  - P2 – Support the principles of transit oriented development including setting maximum parking ratios. (page 5-5)
- Environmental Action Plan –
  - Chapter 1, Goal 4 - Develop a city-wide environmentally sustainable comprehensive parking strategy through actions such as reducing parking ratios and encouraging shared parking. (page 19)
  - Chapter 7, Goal 2 – Ensure that all City development projects and all plans, policies, and ordinances reflect the sustainability vision and principles of the Eco-City Charter through actions such as reviewing existing policies, including parking regulations, to eliminate conflicts with goals of sustainability. (page 43)

C. Data Collection and Analysis

To help guide this review and update of the existing parking requirements, the City undertook a significant data collection effort to understand current parking conditions – demand and utilization – at several types of commercial uses. More information about the specific results is provided below. Charts summarizing the survey results, existing zoning requirements, small area plan requirements, approved parking reductions, and examples from other jurisdictions for each use are included in Attachment 2. All of this information was considered by the Task Force in reviewing and developing their recommendations. The specific survey work included:

- Peak parking demand surveys at 60 commercial sites at the peak parking hour for the use to determine the actual demand for off-street parking.
- Trip generation surveys at 22 of the 60 sites, which collected information about how people arrived at the site (driving, transit, etc.), where they parked (off-street, on-street), and how far away they parked.

Peak Parking Demand Surveys

In order to assess the current parking demand for office, hotel, retail, and restaurant uses, surveys were conducted at 60 commercial sites across the City. The surveys occurred in March and May 2017 during the typical peak period for the use (e.g., office sites were surveyed during the day, during the middle of the week, when employees are typically at work). Each survey noted the total number of parking spaces provided in a lot or garage for the use and counted how many vehicles were parked. From this information, the parking demand (spaces per 1,000 sf of building area) for each use was determined and compared against the existing minimum parking requirements in the Zoning Ordinance. The overall occupancy of the lot or garage was also determined by dividing the number of parked cars by the total number of spaces in the lot or garage.

Overall, 59 of the 60 sites had a lower parking demand than currently required by the Zoning Ordinance, suggesting that the current parking requirements require more parking than needed to meet peak demand. On average, the parking occupancy in these lots and garages was 61% and only 6 of the parking lots or garages surveyed were more than 85% full. The detailed survey data for each site is included in Attachment 3.

Trip Generation Surveys

In addition to the parking demand surveys, additional surveys were conducted at 22 of the sites to collect specific information about how people traveled to the site. Surveyors were stationed at each site during the PM peak hours to ask people how they came to the site, and if they drove, whether they parked on-site or on-street. Some of the key findings from these surveys include:

- Ridesharing (Uber, Lyft, taxi) was the highest travel mode for the hotels surveyed representing 32% of the trips.
- Only 20% of the hotel trips were made by driving and parking. For those that parked, 92% indicated they parked on-site.
- Walking was a large share of the trips made for restaurants (48%) and retail (29%) sites surveyed.
- For retail and restaurant trips that were made by driving and parking, a significant portion preferred to park on-street (restaurant – 59%, retail – 44%), despite off-street parking being available and free at these sites.
- For office trips, the majority of people who drove (85%) indicated they parked on-site or in other off-street parking.

While this information is a snapshot of just over a third of the 60 surveyed sites, it is useful when considering off-street parking requirements and how people actually travel. For hotels, this data highlights the growing presence of ridesharing for hotel trips and recognizes the many travel modes available to hotel guests that diminish the need to provide parking for each guest room. The data supports the Council's approval of all hotel development applications since 2007 that had a parking supply less than what is currently required in the Zoning Ordinance. For office, the finding that the majority of people who drive and park on-site indicates the routine travel patterns for office employees and willingness to pay to park in a convenient location to their office, particularly in locations where on-street spaces are managed through timed restrictions or meters.

The high percentage of retail and restaurant trips made by walking is consistent with national trends of people preferring neighborhood-serving retail and restaurants. It also aligns with the results from the City's Transportation Needs Assessment Survey conducted in 2016, in which 41% of respondents indicated that they had walked to a restaurant within the previous 30 days and nearly 77% indicated using a non-personal vehicle to reach a restaurant. Finally, the finding that approximately half of the retail and restaurant patrons who park choose to park on the street highlights the general preference for on-street parking. This indicates that although these uses may have a higher parking intensity, requiring more off-street parking is an ineffective solution. Rather, this suggests an important need for on-street management of these finite spaces because providing more parking on-site does not necessarily change people's preference to park on-street. Additional off-street parking will not change people's habit of first looking for a convenient on-street space.

Background Data
In addition, the team collected background information of existing parking policies in the City as well as other jurisdictions, and recent parking reduction requests and approvals. This included a review of:

- City parking requirements in the Zoning Ordinance and recent small area plans;
- Approved parking reductions and commercial developments from the last five years and the resulting parking requirement for the use;
- Parking requirements in neighboring jurisdictions, including Arlington County, VA; Annapolis, MD; Falls Church, VA; Frederick City, MD; Montgomery County, MD; and Washington, DC;
- Parking requirements in other cities across the country; and,
- Parking management tools and programs in place in other jurisdictions.

D. Task Force Review and Recommendations

The Parking Standards for New Development Task Force was the primary group working with staff to review the data and develop recommendations. This Task Force was comprised of eight (8) residents and three (3) members of the development community and was supported by a core group of City staff representing Transportation and Environmental Services, Planning & Zoning, and Economic Development. Nine monthly Task Force meetings that were open to the public were held beginning in March. The Task Force roster and meeting schedule identifying topics discussed at each meeting is included in Attachment 4. At their last meeting on November 29, 2017, the Task Force finalized their recommendations for the project, which are discussed in detail below and incorporated into the proposed Text Amendment. A summary of the Task Force recommendations is also included in Attachment 5.

Creation of the Enhanced Transit Area Map
Currently the parking requirements for office, hotel, and retail uses are connected to the zoning parking district map, which divides the City into six districts. During the first few meetings, the Task Force considered the merits of simplifying these districts into two areas based on access to enhanced transit service. Attachments 1 and 5 include a map that depicts the Enhanced Transit Area as a ½ mile walkable buffer from existing and future Metro stations, transitway routes (Metroway, West End Transit, and Duke Street-Corridor B), and King Street Trolley stops. From this, the Task Force discussed parking requirements that would apply to properties within and beyond this area, recognizing that sites outside the Enhanced Transit Area may demand more parking than those within the Enhanced Transit Area.

In addition to the ½ mile buffer, the area was expanded to include three additional areas that the Task Force felt were consistent with the concept of an enhanced transit area. First, the parts of the west side of Mount Vernon Avenue in Del Ray were included since the ½ mile buffer ends at the centerline for most of this street (south of Commonwealth Avenue). The Task Force felt for consistency, equity, and understandability, both sides of the street should have the same parking requirement. Second, the portions of Old Town North, including the power plant site, were included, recognizing the area is currently

well-served by bus service and plans for enhanced transit throughout the planning area were discussed in the small area plan. Finally, the three southernmost blocks of S. Washington Street north of the Beltway were included. Similar to Old Town North, this was in recognition of the existing bus service in the area that makes these blocks consistent with the concept of the Enhanced Transit Area.

The Task Force also discussed whether the Duke Street-Corridor B transitway should be included in the Enhanced Transit Area boundary at this time given that transitway has not yet been designed. This corridor is currently well served by bus service and the Task Force felt it should be included in recognition of future plans for enhanced service, noting that parking once constructed is long lasting and should be built to meet future conditions. However, the Task Force acknowledged that until the plans for this transitway are more fully developed, some businesses may desire to provide additional parking. Therefore, the map includes an allowance for these sites to apply the higher maximum parking requirements of the area outside of the Enhanced Transit Area up until a Locally Preferred Alternative (which is a step in the Federal Transit Administration's review process for awarding grant money for transit projects) has been approved.

Establishing Minimum and Maximum Parking Requirements

Initially, the Task Force discussed expanding the concepts of the multifamily parking requirements to commercial parking requirements. In this scenario, a base parking requirement would be set that could be lowered based on compliance with certain credits, such as proximity to transit or the overall walkability and access to services in a neighborhood. As part of the data collection, a variety of site specific and neighborhood characteristics were studied for each site to identify if there were any relationships between these and the overall parking demand (this information is included in the detailed survey data in Attachment 3). Unlike the multifamily efforts, the variety among sites, how they operate, and the choices people have to access them made it difficult to determine appropriate credits.

Instead, the Task Force discussed establishing a minimum and maximum parking requirement for the uses, thus creating a parking requirement range. Under this framework, the parking requirement for a use could be satisfied by providing any amount of parking within the range. This merges the current Zoning Ordinance application of a minimum parking requirement with the recent small area plans' maximum parking requirements. During this discussion, the Task Force did evaluate an option to eliminate parking minimums and just establish a parking maximum. In the last several years, a number of major cities have shifted to only parking maximums, both in the U. S. (Buffalo, NY, and Hartford, CT) and internationally (London and Mexico City). While there was support for adding parking maximums, the Task Force did not recommend complete elimination of the parking minimums at this time.

Requests to provide less parking than the minimum and more parking than the maximum can be considered through a special use permit, just as requests to provide less parking are currently considered. The text amendment outlines criteria that will be considered in these reviews. This does allow for a public process to consider where providing more

parking than the maximum may be appropriate based on the specific operations of the use or necessary in order to secure a certain use or tenant that could provide benefits to the City in terms of economic development. The special use permit process would allow for conditions to be added to require conversion of the spaces to other public uses (e.g.; public parking, bike parking, storage space, etc.) if they become underutilized and other contributions as appropriate to offset any negative impact of additional parking.

Moving to a minimum-maximum parking requirement range has a number of benefits. First, the parking requirement has been simplified by reducing the number of districts and setting a straightforward upper and lower limit to comply with. While the use of credits is appropriate for multifamily developments that are typically built by developers who are familiar with the development review process and have the resources to determine eligibility of credits for their project, many commercial businesses that these parking requirements will apply to are small businesses that have limited resources and are often unfamiliar with calculating parking requirements. Keeping the parking requirement simple will help make it more understandable for these business owners.

Second, this offers a range of allowed parking that can be tailored to fit the specific needs of a business based on the actual location of the building and constraints of the site. Sites near the Metro may be more comfortable providing less parking than sites beyond planned walkable transit. Finally, the range accommodates future changes to parking demand and would allow flexibility for a business to increase or reduce their parking requirement based on the specific needs at that time.

The table below summarizes the specific minimum and maximum parking requirements for each land use within and beyond the Enhanced Transit Area. The Task Force considered the survey data, small area plan requirements, approved parking reductions, other jurisdictions' parking requirements, and existing City policies and plans in setting these figures. Attachment 2 provides charts for each land use that summarizes how the proposed requirements compare to the survey data and other background information.

Summary of Proposed Parking Requirements by Land Use

	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**	
Within Enhanced Transit Area	.2	.4	.25	1.50	.25	3.0	1.0	3.0
Beyond Enhanced	.25	.7	.75	2.25	.75	4.0	1.0	4.0

In reviewing the retail parking requirement, the Task Force discussed consolidating several retail-like uses into this parking requirement to simplify the requirements further and provide greater flexibility for leasing tenant spaces. Restaurants were initially considered in this category, but after further discussion and concerns from the community about the higher parking impact of restaurants and the survey data that indicated a higher parking demand for restaurants, the Task Force recommended it remain separate from retail. The existing restaurant parking requirement is based on the number of seats. Under this requirement, if a restaurant becomes successful and has room for additional seats within their tenant space, they must provide additional parking, which is often difficult to add and results in requests for parking reductions. However, the new requirement is based on the size of the restaurant rather than the number of seats. This removes a barrier to expanding a business within the current building envelope since it allows for restaurants to adjust their seat count based on the physical limitations of the tenant space rather than the parking requirement.

Other retail-like uses, including daycare, personal services, and private commercial schools were recommended to be part of this parking requirement. Currently, these uses all have different parking requirements, which makes it difficult to fill tenant spaces since existing spaces may meet the parking supply requirements for one use but not others. Converting a commercial space from one use to another use is not as straightforward as it could be. Additionally, current parking requirements for daycare and private commercial schools are based on the number of classrooms and students, respectively. Similar to the existing restaurant requirement, this limits any expansions to the business that may be physically feasible within the confines of the building since additional parking is required. Consolidating parking requirements for like-retail uses opens up new opportunities for potentially underutilized buildings.

The Task Force also considered including medical care facilities and amusement enterprises in the consolidated retail parking category, but since specific data about the parking demand for these uses had not been collected, the Task Force did not recommend inclusion with this amendment. Rather, they suggested that these uses be studied and potentially updated in a future phase when the remaining uses that have not been updated are studied, including industrial uses. The full list of uses to be included in the retail category is included in the Task Force Recommendations (Attachment 5).

Parking Exemption for Small Uses

Early in the process, the Task Force identified the desire to support small businesses by offering an exemption to uses that may not have a significant parking impact but are often confronted with the challenge of providing the minimum parking required for the use. Many businesses propose operations in existing buildings which were built originally without parking, where constructing new parking is not feasible and securing off-site parking may not be an option or can be costly, as well as underused. For new

development, in some cases the parking requirement can be a deterrent to constructing small ground floor tenant spaces that could be leased by small businesses. Because the City supports reinvestment in these existing buildings and creating new tenant space for small businesses, the Task Force discussed when an exemption of the parking requirement might be appropriate.

In considering this option, the Task Force looked at existing exemptions already allowed in the City, such as in the Central Business District (CBD) or along Mount Vernon Avenue, as a starting point for discussion about exemptions. The Task Force considered the parking impact of applying these exemptions to the rest of the City and discussed this at length during several of their meetings. The Task Force received feedback from the community about concerns with expanding this exemption to other parts of the City. In response, the Task Force considered an exemption based on the size of the parking requirement rather than the size of the business.

Recognizing that uses that require a small amount of parking likely would not have a significant impact in the overall parking conditions of a neighborhood, the Task Force recommended that any non-residential uses that have a minimum parking requirement of 2 spaces or less could be exempt from providing parking. In many cases, these tenant spaces usually have at least 2 spaces on-street in front of their business. This exemption is similar to an exemption allowed in Annapolis and Baltimore. Under the proposed minimum parking requirements, this exemption would apply to restaurants with less than 2,000 sf, retail and office uses in the Enhanced Transit Area with less than 8,000 sf, and retail and office uses outside the Enhanced Transit Area with less than 2,667 sf. This exemption is an option, not a requirement, available to a business. If a business choses to provide parking, they can do so within the minimum-maximum range for the use.

As part of this discussion, the Task Force recommended that commercial uses proposed in existing buildings previously used by a similar or more intense use be exempt from providing additional parking. This was in recognition of the challenge of adding more parking for these existing buildings and support for reinvestment of these sites. In further discussions with staff, this exemption may be considered as part of a future project that will review changes to the Zoning Ordinance to support adaptive reuse of existing buildings. In the meantime, the proposed exemption for uses with a requirement of 2 spaces or less will provide relief for many small business that locate in existing buildings.

Shared Parking

From the onset of the study, the Task Force identified the need to develop a shared parking policy that would facilitate and encourage uses to share parking. Sharing parking resources has been broadly supported as an efficient way to maximize the efficiency of underutilized parking assets and help businesses meet their parking requirements. Currently, the Zoning Ordinance only allows shared parking through an administrative special use permit for uses that are not open at the same time. Due to the requirement that no portion of the hours of operation can overlap, very few businesses are able to take advantage of this provision.

The Task Force considered a number of shared parking programs currently in place in other jurisdictions. Ultimately, they supported using a variation of the Urban Land Institute's Shared Parking Model, which is similar to the program used in Falls Church, VA and Frederick City, MD. Under this model, the parking requirement for each individual use proposing to share parking is adjusted based on the peak parking demand for the use using specific adjustment factors. The adjusted parking requirement for the uses sharing parking accommodates the parking needs for all uses at the peak time.

To expand the parking that could be shared, the Task Force also recommended that uses within 1,000 feet be eligible to share parking. This doubles the existing provision in the Zoning Ordinance that allows off-site parking within 500 feet to satisfy the parking requirements of a use. For simplicity this measurement would be measured as the crow flies. In setting this distance, the Task Force recognized that this distance is roughly comparable to a ¼ mile walkable route (i.e. using sidewalks and crossing at intersections), which is consistently referenced by transportation professionals as a reasonable distance for people to walk, in particular employees who often use the shared parking.

E. Public Involvement

The commercial parking standards study was officially kicked-off and introduced to the public in February with the *Right-Sizing Commercial Parking* event featuring guest speaker Todd Litman. Mr. Litman is the founder of the Victoria Transport Policy Institute and a well-known transportation and parking expert. At the event, Mr. Litman discussed commercial parking trends and parking management solutions, and offered some points for consideration in the City's review of commercial parking standards.

The Parking Standards Task Force has been the primary avenue for public feedback. This Task Force is comprised of eight (8) residents and three (3) members of the development community and was tasked with reviewing the data collected, considering potential recommendations, and supporting outreach efforts by reporting back to the groups they represent. The Task Force has met monthly since March for a total of nine meetings. Each of these meetings has been advertised and open to the public, with meeting materials and presentations posted online on the project website (www.alexandriava.gov/ParkingStudies). In addition, each meeting has included a public comment portion on the agenda to allow the general public an opportunity to speak at the meeting and provide feedback on the Task Force discussion.

Staff has also been providing updates about the study and draft recommendations to several different stakeholder groups. The following table provides a summary of the meetings staff has attended. Staff also provided an update to the City Council on October 24th. Additionally, an open house was held November 1st to provide another opportunity for the public to review the data that was collected and consider and provide feedback on the draft recommendations. Finally, the Transportation Commission held a public hearing on December 6th to consider and endorse the Task Force's recommendations (see Attachment 6)

Organization/Board/Commission	Meeting Date
NAIOP	July 18
Transportation Commission	September 20
Chamber of Commerce	October 3
Planning Commission	October 3
Bicycle and Pedestrian Advisory Committee	October 9
NAIOP	October 10
Environmental Policy Commission	October 16
Alexandria Business Associations	October 19
Traffic and Parking Board	October 23
Federation of Civic Associations	October 25
Chamber of Commerce	November 7
Planning Commission	November 9
Restaurant Association	November 10
Transportation Commission	December 6

F. Implementation and Applicability

As a text amendment, the new requirements would become effective immediately after approval by the City Council. New commercial uses applying for building permits, special use permits, or development approvals would be reviewed for compliance with these requirements. For projects that are currently under review with City Staff, the applicant would have the option of applying either the new or old parking requirements, recognizing significant investment in the design of a building and site may have occurred using the previous standards. Specifically, this would include (1) Development Site Plans and Development Special Use Permits that have submitted a Preliminary site plan prior to the effective date of this text amendment, and (2) non-development approvals such as Special Use Permits, Grading Plans, and Building Permits that have been submitted to the City but not yet approved prior to the effective date of this text amendment.

The new parking requirements included in this text amendment will not apply to previous approvals that obtained approval through a public hearing and which the provision of parking was considered in that approval. Existing developments wishing to take advantage of the new standards would require a review through the same public approval process as the initial approval, such as Planning Commission and City Council public hearings. In addition, these new parking requirements will not apply to CDD's that reference specific parking requirements.

The existing uses within the Central Business District that are exempt from the parking requirements will continue to be exempt. As part of the text amendment, staff recommends adding amusement enterprises to this list given the recent parking reductions that City Council approved in the CBD for these uses. In the Mount Vernon Urban Overlay district, the exemptions for land locked lots less than 7,000 sf and new retail uses in existing buildings remain unchanged. For lots between 7,000 and 15,000 sf,

the 50% reduction from the parking requirements has been eliminated for the uses that have updated parking requirements. Any uses that maintain the existing requirements would still be eligible for the 50% reduction from the requirement.

Similar to the multifamily parking standards, staff will develop a Guiding Document to assist with the implementation and application of these new parking requirements. This document is intended to provide more background and rationale behind the specific elements of the new requirements that are not included in the Zoning Ordinance. In addition, it will include specific explanations for how to apply the new requirements.

III. DISCUSSION OF PROPOSED TEXT CHANGES

This Text Amendment proposes a number of changes to Article VIII of the Zoning Ordinance which establishes the off-street parking requirements for uses in Alexandria. Amendments are also proposed in Section 6-600, the Mount Vernon Avenue Urban Overlay Zone, and Section 11-513 (M), Administrative Special Use Permits for Outdoor Dining, to coordinate the changes to the parking requirements in Article VIII with the specific parking requirements in this section. In addition, a new definition has been added to Article II.- Definitions. The proposed amendments are provided in Attachment 1 and outlined below.

- New Section 2-142.1 – Creates a new definition for Enhanced Transit Area.
- Amendment to Section 8-100 (A) (4) – Clarification to existing language
- New Section 8-100 (A) (7) – Establishes the criteria for considering shared parking among two or more uses.
- Amendment to Section 8-100 (A) (8) – Updates the existing language to allow commercial uses to exceed the parking maximum through a special use permit and establishes criteria for review.
- New Section 8-100 (A) (9) – Creates an optional exemption for uses that have a parking requirement of two spaces or less.
- Amendment to Section 8-200 (A) (5) – Amends the hotel requirements
- Amendment to Section 8-200 (A) (8) – Removes restaurant from this parking requirement
- Amendment to Section 8-200 (A) (9) – Renames “Clinics, medical or dental” to “Medical Care Facility” to be consistent with other language in the Zoning Ordinance.
- Amendment to Section 8-200 (A) (11) – Removes daycare and private commercial schools from this parking requirement.
- Amendment to Section 8-200 (A) (14) – Changes measurement from lot area to designated use area.
- Amendment to Section 8-200 (A) (16) – Changes the use from Retail to Specific Commercial, amends the parking requirement, and lists the uses that are subject to this requirement.
- New Section 8-200 (A) (17) – Creates a new section for restaurant parking requirements

- Amendment to Section 8-200 (A) (18) – Renames Nonretail to Miscellaneous Commercial and clarifies additional uses considered under this requirement.
- Amendment to Section 8-200 (A) (19) – Amends the office parking requirements.
- Amendment to Section 8-200 (A) (21) – Relocates the reference to the parking district boundaries to industrial uses since this is the only remaining use that uses the map.
- Delete existing Section 8-200 (A) (21) – Eliminates the separate parking requirement for hotels in parking district 1.
- Amendment to Section 8-200 (C) (3) – Updates the distance for off-site parking from 500 feet to 1,000 feet to be consistent with the shared parking provisions.
- Amendment to Section 8-200 (E) (1) – Updates the section with new name for retail and includes miscellaneous commercial and restaurant in the uses that are limited to 30% compact spaces. Also strikes language requiring compact spaces to as close to the entrance as possible.
- Delete Section 8-200 (E) (5) – Eliminates this section.
- New Section 8-200 (F) (7) – Creates a provision that allows any existing parking above the maximum parking allowed to remain when used by a commercial use with a maximum parking requirement.
- Amendment to Section 8-300 (B) – Adjusts the numbering of uses that are exempt within the Central Business to account for the renumbering in Section 8-200 (A) and updated to include amusement enterprises in the exemption.
- Amendment to Section 8-300 (C) – Updates the valet parking requirements to be consistent with already established administrative special use permit criteria.
- Amendment to Section 8-400 (B) – Eliminates the different parking requirements for the uses included in this study and refers to the general parking requirements.
- Amendment to Section 8-400 (C) – Updates the valet parking requirements to be consistent with already established administrative special use permit criteria.
- Delete Sections 8-400 (D) and (E) – Eliminates these sections.
- Amendment to Section 6-606 (E) (3) (a) (2) – Updated to requires corner lots and lots with rear access that are less than 7,000 sf to meet the parking requirements in Article VIII.
- Amendment to Section 6-606 (E) (3) (b) (2) – Updated to require lots between 7,001 and 15,000 sf to meet the new parking requirements in Article VIII for office, hotel, restaurant, and specific commercial uses. Retains the 50% reduction that is allowed for other uses that were not updated with this amendment.

IV. RECOMMENDATION

Staff recommends **APPROVAL** of the proposed Text Amendment to update the parking requirements for commercial uses. This amendment is consistent with the recommendations of the Parking Standards Task Force and establishes forward-thinking, modern, and sustainable parking requirements that are consistent with existing City policies and plans including the Strategic Plan, Transportation Master Plan, Environmental Action Plan, and several small area plans. In addition, this amendment

expands on the 2015 zoning amendments to support, encourage, and promote small businesses.

Staff also recommends monitoring and evaluation of these new standards over the next 5-10 years to ensure the goals of this amendment, including minimizing spillover impacts to residents, are achieved and maintained.

Finally, staff recommends continuing the efforts to update and right-size Alexandria parking requirements through a third phase of the study that would address any remaining parking categories. This could include a review of the requirements for schools, churches, industrial uses, medical care facilities, amusement enterprises, and other non-retail uses.

V. ATTACHMENTS

1. Proposed Zoning Ordinance Text Amendment
2. Data Analysis Charts
3. Data Collection Spreadsheets
4. Task Force Roster and Schedule of Public Meetings
5. Task Force Recommendations
6. Letters of Support:
    - Transportation Commission
    - Environmental Policy Commission
    - Parking Standards for New Development Projects Task Force

Attachment #1
Right-Sizing Commercial Parking Standards
Proposed Text Amendment Language

ARTICLE II. - DEFINITIONS

Section 2-142.1 - Enhanced Transit Area. An area with access to high capacity transit service, as depicted on the Enhanced Transit Area Map dated December 18, 2017, which is kept on file in the office of the city clerk.

ARTICLE VIII. - OFF-STREET PARKING AND LOADING

Sec. 8-100 - Off-street parking required.

(A) (1) *General requirement.* No land shall be used or changed in use, no structure or building shall be constructed, and no existing structure or building shall be changed in use, significantly enlarged or significantly altered as those terms are defined in section 8-200(F)(4), unless the off-street parking required by this Article VIII is provided for the entire land, structure or building.

(2) *Special requirement.* No existing building or structure shall be enlarged as that term is defined in section 8-200(F)(4) unless the off-street parking required by this Article VIII is provided for such enlargement.

(3) *Statutory exception.* Land, buildings or structures actually in use or constructed as of January 27, 1987, and prior thereto are exempted from the requirements of this Article VIII to the extent provided in section 8-200(F).

(4) *Reduction of requirement by special use permit.* A special use permit may be obtained pursuant to section 11-500, which authorizes the provision of less off-street parking than ~~is otherwise~~ **the minimum requirements** required by this Article VIII, subject to the following:

(a) The special use permit applicant shall demonstrate that providing the required parking would be infeasible.

(b) If the requested reduction exceeds five parking spaces, the special use permit applicant shall propose and have approved as a condition of the permit a parking management plan which shall include reasonable and effective measures, appropriate to the size, scale and location of the use, building or structure, which will mitigate the impacts of the proposed reduction in parking.

(c) City council, upon consideration of the special use permit application, finds that the proposed reduction in parking will not have an adverse impact on the nearby neighborhood, and that the application otherwise complies with the standards for approval set forth in section 11-504.

(d) A special use permit may not reduce the number of off-street parking spaces otherwise required below the number of spaces which are provided at the time of the permit application, unless allowed by another provision of this ordinance or required by extraordinary circumstances.

(5) *Alternative reduction of requirement.* Required parking may be reduced in conjunction with the provision of low and moderate income housing as provided in section 7-700, and required parking may be reduced or waived where alley or interior court access is infeasible, in the RM zone pursuant to section 3-1107 and in the Old and Historic Alexandria District, Parker-Gray District, Town of Potomac Historic District, Rosemont Historic District and for designated buildings over 100 years old, pursuant to section 8-200(C)(5).

(6) *Reduction of requirement by administrative special use permit.* 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.

(7) *Shared Parking:* Off-street parking may be used to satisfy the requirements of Section 8-200(A) for two or more uses provided the following requirements are met:

(a) An application shall be filed with the Director of Planning and Zoning for an administrative permit on such forms and subject to such procedures as the director may establish for that purpose.

(b) A shared parking agreement must be submitted in writing and approved by the Director of Planning and Zoning and the Director of Transportation and Environmental Services, outlining the uses, the square footage occupied by each use, the location of the parking facility, and the number of spaces that each use would share.

(c) If the uses are not on the same property, the distance between the shared parking facility and the off-site uses is no more than 1,000 feet from the nearest corner of each lot containing the uses to the nearest lot line of the property with the shared parking facility, provided there are no active railroad tracks, interstate highways, or waterways located between the parking facility and the uses using the parking facility.

(d) The shared parking is sufficient to meet the minimum amount required for all uses, according to the following calculation:

(i) Determine the minimum parking requirements for each individual use pursuant to Section 8-200(A).

(ii) Multiply each amount by the corresponding percentages for each of the time periods set forth in the following table:

Time Period	**Weekday Daytime**	**Weekday Evening**	**Weekend Daytime**	**Weekend Evening**
Office	**100 %**	**5%**	**5%**	**5%**
Hotel	**80%**	**100%**	**80%**	**100%**
Medical Care Facility, Amusement Enterprise, Theaters/ Auditoriums/ Assembly halls, Specific Commercial, and General Commercial	**60%**	**90%**	**100%**	**70%**
Restaurant	**50%**	**80%**	**80%**	**100%**
Residential	**60%**	**100%**	**90%**	**100%**

(iii) Sum the total requirement for each use for each time period.

(iv) The time period with the highest value shall be the required minimum for all uses sharing the spaces.

(v) Only the uses listed in the table are eligible for shared parking under this section.

(~~7~~**8**) ~~*Multifamily dwelling requirement modification*~~ ***Exceeding the parking maximum requirement by special use permit***. ~~In addition to the reductions allowed by this section, for multifamily dwellings, a~~ **A** special use permit may be obtained pursuant to section 11-500 ~~and section 8-100(A)(4)~~, which authorizes the provision of more off-street parking than is otherwise required by this Article VIII**, subject to the following:**

(a) The special use permit applicant shall demonstrate that providing the excess parking is necessary for the purpose of the use, as demonstrated by a parking study.

(b) If the requested increase exceeds five parking spaces, the special use permit applicant shall propose designs and plans for the conversion of excess parking spaces to public parking, storage, bike parking, additional use space, or some alternative purpose in the event the spaces are underutilized.

(c) City council, upon consideration of the special use permit application, finds that the proposed increase in parking will not have an adverse impact on the

nearby neighborhood, and that the application otherwise complies with the standards for approval set forth in section 11-504.

(9) P*arking requirement exemption from minimum requirements.* Nonresidential uses that have a parking requirement of 2 spaces or less shall be exempt from providing the spaces.

(B) It shall be unlawful to diminish the off-street parking facility required for any structure or premises by this Article VIII, unless another such facility, meeting all the requirements, is substituted.

(C) Notwithstanding the requirements of this Article VIII, those projects subject to approval under section 11-700 regarding Transportation Management Special Use Permits shall be required to provide for parking and loading in compliance with that section and the approved special use permit.

Sec. 8-200 - General parking regulations.

(A) *Schedule of requirements.* The following number of parking spaces shall be provided for each use listed. In the case of any use not listed in this section 8-200(A), the requirements of the most similar listed use shall apply. The requirements of this section 8-200(A) may be reduced when special zoning allows parking reductions and the required approvals of the director and the director of transportation and environmental services have been obtained and the conditions of said approval are complied with.

(1) *Single-family detached, two-family and row or townhouse dwellings:* two (2.0) spaces per dwelling unit for single-family detached, two-family, and townhouse dwellings.

(2) *Multifamily dwellings.*

(a) *Parking ratio.*

i. *Metro Station Walkshed Area.* Multifamily dwellings located on property within the Metro Half-Mile Walkshed as shown on the map approved herewith, titled "City of Alexandria Metro Station Walkshed Map," as the same may be amended from time to time to incorporate new Metro stations:

i. Shall provide eight-tenths of a parking space per bedroom, unless the applicant shows, to the satisfaction of the director, that the multifamily dwelling complies with any of the following in which case the ratio shall be reduced by the percentage as shown:

(A) Five percent if the multifamily dwelling is within one-quarter of a mile of four or more active bus routes;

(B) Ten percent if the multifamily dwelling has a walkability index of 90—100 or five percent if the multifamily dwelling has a walkability index of 80—89; or

(C) Five percent if the multifamily dwelling includes 20 percent or more studio units.

ii. *Outside the Metro Station Walkshed Area.* Multifamily dwellings located on property not within the Metro Half-Mile Walkshed:

i. Shall provide one parking space per bedroom, unless the applicant shows, to the satisfaction of the director, that the multifamily dwelling complies with any of the following in which case the ratio shall be reduced by the percentage as shown:

(A) Ten percent if the multifamily dwelling is outside of the Metro Half-Mile Walkshed but within the Bus Rapid Transit Half-Mile Walkshed as shown on the map approved herewith, titled "City of Alexandria Bus Rapid Transit Walkshed Map," as the same may be amended from time to time to incorporate new operational bus rapid transit stops;

(B) Five percent if the multifamily dwelling is within one-quarter of a mile of four or more active bus routes;

(C) Ten percent if the multifamily dwelling has a walkability index of 90—100 or five percent if the multifamily dwelling has a walkability index of 80—89; or

(D) Five percent if the multifamily dwelling includes 20 percent or more studio units.

iii. *Optional parking ratio for affordable housing.* If a multifamily building includes income-restricted units, the parking ratio for such units may be as follows:

a. Three-quarters of a parking space per unit if the affordable housing unit is income-restricted for households earning at or below 60 percent of Area Median Income for Washington-Arlington-Alexandria, DC-VA-MD-WV;

b. Sixty-five hundredths of a parking space per unit if the affordable housing unit is income-restricted for households earning at or below 50 percent of Area Median Income for Washington-Arlington-Alexandria, DC-VA-MD-WV; and

c. Five-tenths of a parking space per unit if the affordable housing unit is income-restricted for households earning at or below 30 percent of Area Median Income for Washington-Arlington-Alexandria, DC-VA-MD-WV;

d. The above parking ratios may be reduced by the following percentages if the applicant can show, to the satisfaction of the

director, that the multifamily dwelling in which the units are located complies with any of the following:

(A) Ten percent if the multifamily dwelling is within the Metro Half-Mile Walkshed or Bus Rapid Transit Half-Mile Walkshed, as shown on the maps titled "City of Alexandria Metro Station Walkshed Map" and "City of Alexandria Bus Rapid Transit Walkshed Map";

(B) Five percent if the multifamily dwelling is within one-quarter of a mile of four or more active bus routes;

(C) Ten percent if the multifamily dwelling has a walkability index score of 90—100 or five percent if the multifamily dwelling has a walkability index score of 80—89; or

(D) Five percent if the multifamily dwelling includes 20 percent or more studio units.

(b) *Calculation of the number of bedrooms.* For purposes of calculating the required number of parking spaces for a multifamily dwelling, the following shall apply:

i. Studio units shall be considered one bedroom;

ii. One bedroom units shall be considered one bedroom;

iii. Two bedroom units shall be considered two bedrooms;

iv. Any bedroom above the second bedroom in a unit may be included, but is not required to be included, in the total count; and

v. If the multifamily dwelling includes affordable units that are exercising the optional parking ratio for affordable housing pursuant to section 8-200(A)(2)(a)(iii) herein, such units shall be removed from the count and calculated separately with the applicable ratios.

(c) *Parking requirement.* The parking requirement for the multifamily dwelling shall be the number of bedrooms calculated pursuant to section (b) above, multiplied by the parking ratio calculated pursuant to section (a) above, subject to the following:

i. Parking ratio requirement adjustment. Any parking requirement may be adjusted within five percent of the requirement if the director determines that physical requirements of the building prevent compliance with the specific number of parking spaces required; and

ii. The final ratio represents a minimum and a maximum requirement. Modification of the parking requirement may be requested with a special use permit pursuant to sections 8-100(A)(4) and 8-100(A)(7).

(3) *Boardinghouses and rooming houses:* one space for each four guest rooms; provided, that the number of off-street parking spaces for any rooming house or

boarding house authorized by a special use permit granted by city council after December 12, 1987, shall be determined by council when granting, and shall be as set forth in, the special use permit.

(4) *Tourist homes:* one space for each two guest rooms.

(5) *Hotels~~ or motels~~:* ~~one space for each guest room or dwelling unit except that for buildings over three stories in height, one space for each two guest rooms or dwelling units; provided, that on sites for which preliminary site plans have been approved after July 6, 1966, one space for each guest room or dwelling unit plus one employee parking space for each 15 guest rooms or dwelling units or major fraction thereof. See also section 8-200(B)(21).~~

(a) Within the Enhanced Transit Area

i. Minimum requirement – 0.2 spaces per guest room

ii. Maximum requirement – 0.4 spaces per guest room

(b) Outside the Enhanced Transit Area

i. Minimum requirement – 0.25 spaces per guest room

ii. Maximum requirement – 0.7 spaces per guest room

(c) Any other uses on the property shall be subject to the general parking requirements of this Article.

(d) Parking for meeting spaces above 5,000 square feet within a hotel shall be determined according to the requirements for Specific Commercial uses.

(6) *Hospitals, nursing homes, sanitariums and convalescent homes:* one space for each two patient beds.

(7) *Community buildings, fraternal organizations, civic clubs, lodges, museums, libraries and similar uses:* one space for each 200 square feet of floor area.

(8) *Theaters, auditoriums, assembly halls ~~and Restaurants~~:* one space for each four seats except that for restaurants used to serve employees, but not the general public, of a multi-story office building of four stories or more in height and located entirely within such building with no direct ingress or egress to the restaurant from the exterior of the building except those required for service and emergency purposes and without any sign identifying such restaurant from the exterior of the restaurant or building: one space for each eight seats. Provided that this exception shall be permitted only with a special use permit.

(9) ~~*Clinics, medical or dental*~~ ***Medical Care Facilities****:* one space for each 200 square feet of floor area.

(10) *Churches:* one space for each five seats in the principal auditorium or one space for each ten classroom seats, whichever is greater.

(11) *Schools, elementary:* one space for each 25 classroom seats. Schools, high: one space for each ten classroom seats. ~~Schools, day nursery or nursery: two spaces for each classroom. Schools, commercial, including, but not limited to, secretarial, conservatories, art and craft and the like: one space for each two seats.~~

(12) *Automobile service stations:* one space for each gasoline pump.

(13) *Amusement enterprises (indoor):* one space for each 200 square feet of floor area on all floors.

(14) *Amusement enterprises (outdoor):* one space for each 400 square feet of ~~lot~~ **designated use** area. **For the purposes of this section, designated use area does not include areas devoted exclusively to landscaping or parking.**

(15) *Homes for the elderly:* one space per each two units plus one space for each two guest rooms, except for homes for the low income elderly, one space per each four units plus one space for each four guest rooms only with a special use permit.

(16) ~~*Retail*~~ **Specific Commercial** *uses:* ~~the required number of parking spaces shall be determined by Table A~~

(a) Within the Enhanced Transit Area

i. Minimum requirement – 0.25 spaces per 1,000 square feet of floor area

ii. Maximum requirement – 3.0 spaces per 1,000 square feet of floor area

(b) Outside the Enhanced Transit Area

i. Minimum requirement – 0.75 spaces per 1,000 square feet of floor area

ii. Maximum requirement – 4.0 spaces per 1,000 square feet of floor area

(c) The following uses are specific commercial for the purposes of determining parking requirements:

i. Animal care facility
ii. Convenience store
iii. Day care center
iv. Light assembly , service and crafts
v. Massage establishment
vi. Personal Service Establishment
vii. Private school, commercial
viii. Retail shopping establishment

(17) Restaurant:

(a) Within the Enhanced Transit Area

i. Minimum requirement – 1.0 space per 1,000 square feet of floor area

ii. Maximum requirement – 3.0 spaces per 1,000 square feet of floor area

(b) Outside the Enhanced Transit Area

i. Minimum requirement – 1.0 spaces per 1,000 square feet of floor area

ii. Maximum requirement – 4.0 spaces per 1,000 square feet of floor area

(c) For portions of a restaurant devoted to outdoor dining, the area occupied by the first 20 outdoor seats shall be exempt from the parking requirement.

~~(17)~~(18) ~~*Nonretail*~~ ***Miscellaneous commercial*** *uses, including, but not limited to,* ~~*personal service shops,*~~ *equipment and repair businesses,* ***health and athletic clubs, garden centers, outdoor food and crafts markets, and funeral homes and all other commercial uses not otherwise defined*** ~~*the like*~~*:* one space for each 400 square feet of floor area.

~~Retail uses: the required number of parking spaces shall be determined by the following table:~~

~~Total Floor Area in Square Feet per Floor~~		~~Required Number of Parking Spaces per Given Square Feet of Floor Area~~											
~~Not Less Than~~	~~Not More Than~~	~~Ground floor Parking Districts~~						~~Other Floors Parking Districts~~					
		~~1~~	~~2~~	~~3~~	~~4~~	~~5~~	~~6~~	~~1~~	~~2~~	~~3~~	~~4~~	~~5~~	~~6~~
~~—~~	~~1,500~~	~~1 per 200~~	~~1.1 per 200~~	~~1.2 per 200~~	~~1.2 per 200~~	~~1.2 per 200~~	~~1 per 200~~	~~1 per 300~~	~~1.1 per 300~~	~~1.2 per 300~~	~~1.2 per 300~~	~~1.2 per 300~~	~~1 per 300~~
~~1,500~~	~~5,000~~	~~1 per 210~~	~~1.1 per 210~~	~~1.2 per 210~~	~~1.2 per 210~~	~~1.2 per 210~~	~~1 per 210~~	~~1 per 310~~	~~1.1 per 310~~	~~1.2 per 310~~	~~1.2 per 310~~	~~1.2 per 310~~	~~1 per 310~~
~~5,000~~	~~20,000~~	~~1 per 220~~	~~1.1 per 220~~	~~1.2 per 220~~	~~1.2 per 220~~	~~1.2 per 220~~	~~1 per 220~~	~~1 per 320~~	~~1.1 per 320~~	~~1.2 per 320~~	~~1.2 per 320~~	~~1.2 per 320~~	~~1 per 320~~
~~20,000~~	~~—~~	~~1 per 230~~	~~1.1 per 230~~	~~1.2 per 230~~	~~1.2 per 230~~	~~1.2 per 230~~	~~1 per 230~~	~~1 per 330~~	~~1.1 per 330~~	~~1.2 per 330~~	~~1.2 per 330~~	~~1.2 per 330~~	~~1 per 330~~

~~(18)~~**(19)** *Office ~~buildings~~* ***uses****, including ~~commercial,~~ governmental****, medical,*** *and professional:*

(a) Within the Enhanced Transit Area

i. Minimum requirement – 0.25 spaces per 1,000 square feet of floor area

ii. Maximum requirement – 1.5 spaces per 1,000 square feet of floor area

(b) Outside the Enhanced Transit Area

i. Minimum requirement – 0.75 spaces per 1,000 square feet of floor area

ii. Maximum requirement – 2.25 spaces per 1,000 square feet of floor area

~~(a) The required number and type of parking spaces shall be determined by the following table:~~

~~In Parking Districts~~
~~(spaces required/square feet of floor area)~~

	~~1~~	~~2~~	~~3~~	~~4~~	~~5~~	~~6~~
~~Minimum~~	~~1/500~~	~~1/450~~	~~1/475~~	~~1/475~~	~~1/475~~	~~1/600~~
~~Minimum car pool space set aside~~	~~5.0%~~	~~5.0%~~	~~5.0%~~	~~5.0%~~	~~5.0%~~	~~5.0%~~

-

~~Parking district 6 shall encompass the area located within a radius of 2,000 feet from any entrance to any Washington/Metropolitan Transit Authority rail station. The boundaries of this and parking districts 1 through 5 shall be shown on the map designated "City of Alexandria Parking District Boundaries," dated May 26, 1987, signed by the mayor, the clerk of the council, the chairman of the planning commission, which map is on file in the office of the planning commission and which is hereby made a part of this Article VIII.~~

~~(b) The car pool parking spaces required by section 8-200(A)(18)(a) above to be provided in conjunction with an office building shall be reserved for car pool vehicles until 10:30 a.m. on work days. Each space so reserved and provided without charge for car pool vehicles may be counted as three spaces toward the minimum number of parking spaces required for an office building. For purposes of this section 8-200(A)(18), a car pool shall mean three or more people traveling together on a continuing and prearranged basis in a private motor vehicle. Each space similarly reserved and provided without charge for~~

~~van pool vehicles may be counted as eight spaces toward the minimum number of parking spaces required for an office building. For purposes of this section 8-200(A)(18), a van pool shall mean eight or more people traveling together on a continuing and prearranged basis in a motor vehicle designed for the transportation of persons. The provision of transit fare media (flash passes, tickets and tokens) at 100 percent subsidy to occupants of an office building may be used to reduce the required number of parking spaces on the basis of one space for each two persons for whom such transit fare media are provided on an annual basis. The total reduction attributable to the provision of car pool vehicle parking spaces, van pool vehicle parking spaces, and transit fare media shall not exceed 30 percent of the total number of parking spaces required by section 8-200(A)(a) above. Compliance with these provisions allowing reductions in the number of required parking spaces where car pool and van pool spaces are provided without charge and where subsidized transit fare media are provided to building occupants shall be established in an annual report prepared by the office building owner or occupant and submitted to the director. Failure to adhere to these provisions shall result in disallowance of the credit allowed hereunder to the extent of the failure to adhere.~~

~~(19)~~**(20)** *Industrial warehouse building:*

(a) Where 75 percent or more of the floor area of the building is used for long-term storage the following provisions shall apply: one space for each 400 square feet of office area of all floors, in addition to the following requirements:

Total Floor Area in Square Feet Per Floor (Excluding Office Floor Area)		Required Parking Space Per Given Square Feet of Floor Area
Not Less Than	Not More Than	
—	5,000	1 space per 2,500 square feet (or one per floor, whichever is greater)
5,000	10,000	1 space per 3,000 square feet (or one space per floor, whichever is greater)
10,000	50,000	1 space per 5,000 square feet (or one space per floor, whichever is greater)

50,000	—	1 space per 7,000 square feet (or one space per floor, whichever is greater)

(b) For the purpose of this section 8-200(A)(19), long-term storage shall mean the storage of items for more than 30 days.

~~(20)~~**(21)** *Industrial buildings used for other than long-term storage purposes:*

(a) One space for each 400 square feet of office area of all floors, in addition to the requirements of the following table:

(b) The parking requirements for industrial uses in this section 8-200(A)(20) shall be considered sufficient for industrial users having a maximum of 20 employees.

(c) Additional parking shall be required at a rate of one parking space for each three employees in excess of 20.

(d) Parking requirements shall at no time be considered sufficient for any other use of the premises, and additional spaces shall be provided to meet requirements when there is any change to a different industrial use or to a commercial use.

Total Floor Area in Square Feet per Floor (excluding office floor area)		Required Number of Parking Spaces per Given Square Feet of Floor Area Parking Districts					
Not More Than	Not Less Than	1	2	3	4	5	6
—	5,000	1 sp. per 400 sq. ft.	1.1 sp. per 400 sq. ft.	1.2 sp. per 400 sq. ft.	1.2 sp. per 400 sq. ft.	1.2 sp. per 400 sq. ft.	1.1 sp. per 400 sq. ft.
5,000	10,000	1 sp. per 500 sq. ft.	1.1 sp. per 500 sq. ft.	1.2 sp. per 500 sq. ft.	1.2 sp. per 500 sq. ft.	1.2 sp. per 500 sq. ft.	1.1 sp. per 500 sq. ft.

10,000	—	1 sp. per 600 sq. ft.	1.1 sp. per 600 sq. ft.	1.2 sp. per 600 sq. ft.	1.2 sp. per 600 sq. ft.	1.2 sp. per 600 sq. ft.	1.1 sp. per 600 sq. ft.

(e) Parking district 6 shall encompass the area located within a radius of 2,000 feet from any entrance to any Washington/Metropolitan Transit Authority rail station. The boundaries of this and parking districts 1 through 5 shall be shown on the map designated "City of Alexandria Parking District Boundaries," dated May 26, 1987, signed by the mayor, the clerk of the council, the chairman of the planning commission, which map is on file in the office of the planning commission and which is hereby made a part of this Article VIII.

~~(21) Hotels within parking district 1 shall provide a minimum of .7 parking space per room and one parking space per each eight restaurant and meeting room seats. For purposes of this section 8-200(A)(21), a room shall be defined as an enclosed, private and secure area designed to provide overnight accommodation to not more than four persons.~~

(B) *Loading and unloading areas required.*

(1) Separate from the required off-street parking requirements of section 8-200(A) and on the same premises with every building or structure erected and occupied for manufacturing, storage, warehouse, goods display, retail store, wholesale business, hotel, hospital, laundry, dry cleaning or other uses similarly involving the receipt or distribution by vehicles of materials or merchandise, there shall be provided and maintained adequate off-street space for standing, loading and unloading purposes.

(2) At least one off-street space shall be provided for each 20,000 square feet of floor area or fraction thereof used or intended to be used for any of the above purposes; provided, that this provision shall not apply to buildings or structures containing less than 2,500 square feet of floor area.

(3) Such off-street loading space shall be a minimum of 12 feet in width, 14 1/2 feet in clearance height and a depth sufficient to accommodate the largest delivery trucks serving the establishment, but in no case shall such length be less than 25 feet.

(4) All loading and unloading berths shall be surfaced with a bituminous or other dust-free surface, and if the loading berths front on a public street, the trucks shall at no time project onto the sidewalk or street.

(5) This section 8-200(B) shall not apply to buildings erected or occupied prior to June 25, 1963, unless there is an increase in floor area of more than 33 percent.

(C) *Location of parking facilities.*

(1) For all single-family detached and two-family residential dwellings, required off-street parking facilities shall be located on the same lot as the main building. Tandem parking is permitted to meet this requirement.

(2) For all multifamily dwellings, required off-street parking facilities shall be located on the same lot as the main building lot, on a lot separated from the main building lot by an alley or directly across the street from the main building when separated by a minor local street only.

(3) For all commercial or industrial uses, the distance from the off-street parking facility to the commercial or industrial use which it serves shall not exceed ~~500~~**1,000** feet **measured as a straight line** from the nearest corner of the lot containing the structure to the nearest ~~usable portion of the~~ lot **line of the property with the shared parking facility,** ~~used for parking,~~ provided that **there are no active railroad tracks, interstate highways, or waterways located between the parking facility and the uses using the parking facility and** such off-street parking facility shall be permitted on land in a commercial or industrial zone only. **An application shall be filed with the Director of Planning and Zoning for an administrative permit for off-site parking on such forms and subject to such procedures as the director may establish for that purpose.**

(4) For all other uses, including, but not limited to churches, private and fraternal clubs, private and public schools and social service buildings, such required off-street parking shall be located on the same lot as the main building or on a lot immediately contiguous to the main building lot; except, that off-street parking may be permitted within 300 feet with a special use permit.

(5) *Access to parking, required or otherwise,* shall be limited as follows:

(a) Within the Old and Historic Alexandria District, access to all parking shall be provided from an alley or interior court. Upon a finding by the planning commission or director that it is clearly not feasible to provide such access, a waiver as to part or all of any parking requirement may be granted by the planning commission as part of its site plan review or, if no site plan is required, by the director.

(b) Within the Parker-Gray District, access to all parking shall be from an alley or interior court. Upon a finding by the director that such access is clearly not feasible, an application for a curb cut to provide access may be filed with the director of transportation and environmental services who shall, after review by the director and the director of transportation and environmental services, and provided the application meets the criteria of section 5-2-14(c) of the city code, docket the matter for hearing before the Parker-Gray District board of architectural review. The board of architectural review shall approve or deny the application based on whether the location and nature of the proposed curb cut and associated parking facility is compatible with the character and

architectural style of the developed blockface. The decision of the board of architectural review may be appealed to city council pursuant to section 10-207. If approval of a curb cut as specified in this subparagraph is not granted, then a waiver as to part or all of any parking requirement may be granted by the planning commission as part of its site plan review, or, if no site plan is required, by the director.

(c) For buildings or structures over 100 years old designated for preservation pursuant to section 10-300, access to all parking shall be provided from an alley or interior court. Upon a finding by the director that such access is clearly not feasible, an application for a curb cut to provide access may be filed with the director of transportation and environmental services who shall, after review by the director and the director of transportation and environmental services, and provided the application meets the criteria of section 5-2-14(c) of the city code, docket the matter for hearing before the Old and Historic Alexandria District board of architectural review. The board of architectural shall approve or deny the application based on whether the location and nature of the proposed curb cut and associated parking facility is compatible with the character and architectural style of the designated building or structure. The decision of the board of architectural review may be appealed to city council pursuant to section 10-309. If approval of a curb cut as specified in this subparagraph is not granted, then a wavier as to part or all of any parking requirement may be granted by the planning commission as part of its site plan review or, if no site plan is required, by the director. The requirements of this subparagraph shall apply to all the land appurtenant to such designated building or structure, whether comprised of a single lot or multiple lots of record, on the date of designation.

(d) Within the Town of Potomac and Rosemont Historic Districts, access to all parking shall be from an alley or interior court. Upon a finding by the director that such access is clearly not feasible, an application for a curb cut to provide access may be filed with the director of transportation and environmental services for review by the director and the director of transportation and environmental services. The approval of both directors constitutes approval of the application. The directors shall review the application for compliance with the criteria of section 5-2-14(c) of the city code, and for the compatibility of the location and nature of the proposed curb cut and associated parking facility with the character and architectural style of the developed blockface. The rejection by either director constitutes a denial of the application. The administrative determination on the application may be appealed to city council. The procedures of section 10-207 shall apply to the extent appropriate to any such appeal.

(e) For land not covered by paragraph (a) through (d) above, approval for a curb cut may be obtained either as part of a site plan approved by the planning

commission pursuant to section 11-400 or by administrative approval pursuant to section 5-2-14 of the city code.

(f) It is the express intent of the city that no curb cut be permitted anywhere in the city which does not, at a minimum, meet the criteria of section 5-2-14(c) of the city code.

(6) *Parking, required or otherwise, limited on residential lots.* For all lots containing single-family, two-family or townhouse dwelling uses, there shall be a limit of one vehicle per 1,000 square feet of lot area, not to exceed a maximum of four (4) vehicles per lot parked or stored outside on the lot in question.

(D) *Design of parking spaces and facilities.*

(1) Each required parking space shall be no less than 18.5 feet in length and nine feet in width, except that each required compact car parking space shall be no less than 16 feet in length and eight feet in width for compact car parking spaces, exclusive of driveways and aisles; provided, however, that parking spaces parallel to driveways and aisles shall be not less than 22 feet in length and eight feet in width for standard cars and 18 feet in length and seven feet in width for compact cars.

(2) Aisles with two-way traffic movement shall be no less than 22 feet in width, unless 45- and 60-degree parking is provided or where parking on both sides of the aisle is for compact cars, in which case said aisles shall be no less than 20 feet in width, or as much additional width as may be required for access of emergency vehicles. Aisles with one-way traffic movement shall be as follows:

(a) Aisles serving 90-degree parking shall be no less than 22 feet in width, except that where parking on both sides of the aisle is for compact cars, the aisle shall be no less than 20 feet in width unless in special circumstances the director of transportation and environmental services and the fire marshall shall approve in writing a reduction in the 20-foot width by not more than two feet for an aisle serving not more than 30 parking spaces.

(b) Aisles serving 45-degree or 60-degree parking shall be no less than 16 feet in width or as much additional width as may be required for access of emergency vehicles.

(c) Aisles serving parallel parking and located immediately adjacent to buildings shall be no less than 16 feet in width. All other aisles serving parallel parking shall be 12 feet in width or as much additional width as may be required for access of emergency vehicles on curvilinear streets.

(3) Each parking space shall be separated with proper striping, or other designation, approved by the department of planning and zoning.

(4) The requirements of section 8-200(D)(2) shall not apply to valet parking facilities when city-approved valet parking is provided.

(5) The driveways and parking spaces required by this section 8-200 shall be smoothly graded, adequately drained and constructed with suitable subgrade, base and surfacing to be durable under the use and maintenance contemplated and so that they can be reasonably used for off-street parking facilities. Any grade transition shall be designed and constructed to prevent undercarriage and bumper guards from dragging. Such parking facilities shall be properly maintained and aisles shall remain open and free for traffic flow.

(6) Means of ingress and egress for the off-street parking facility shall be constructed in accordance with prevailing city standards and remain adequate and unobstructed at all times. The off-street parking facility shall be constructed so that no part of parked vehicles will extend beyond the parking space so as to obstruct walkways, sidewalks, streets or alleys.

(E) *Provision of compact car spaces.*

(1) Parking facilities providing for ten or more required off-street parking spaces for a non-retail use may provide up to 75 percent of the required spaces as compact car parking spaces. Parking facilities providing ten or more required off-street parking spaces for a ~~retail~~ **specific commercial, restaurant, or miscellaneous commercial** use may provide up to 30 percent of the required spaces as compact car parking spaces. Each compact car parking space shall be adequately signed to indicate the intended use ~~and shall be provided as close as possible to the entrance of the building or structure to which such space is accessory; provided, however, that~~ any parking facility for which a preliminary site plan has been submitted to the director on or before June 24, 1975, shall be treated as an existing parking facility subject to section 8-200(E)(2).

(2) Nonstructured surface parking facilities in existence on June 24, 1975, may be restriped for compact car parking spaces in conformance with these regulations; provided that compliance with section 11-410(CC)(5) of the site plan regulations, except for the setback requirement for a parking facility abutting a public road or sidewalk, is demonstrated to the director. If the director determines that the facility does not so comply, said nonstructured surface parking facilities may be restriped for compact car parking spaces only if a site plan has been submitted and approved in accordance with section 11-400 of this ordinance.

(3) Structured parking facilities in existence on June 24, 1975, may be restriped for compact car parking spaces in conformance with these regulations without the necessity of complying with section 11-410(CC)(5) of the site plan regulations.

(4) For purposes of this section, a compact car shall mean an automotive vehicle having a width of less than six feet and a length of less than 16 feet.

(5) ~~The parking of vehicles other than compact cars, as defined above, in compact car parking spaces provided by this section 8-200(E) is hereby prohibited. It shall be unlawful for any owner or operator of parking facilities with compact car parking~~

~~spaces striped in conformance with these regulations to permit any person to park any vehicle other than a compact car in a compact car parking space.~~

(F) *Prior existing buildings and structures.*

(1) Notwithstanding the provisions of section 8-100 and except as provided in section 8-200(F)(3) below, no off-street parking need be provided for land actually in use on June 25, 1963, for structures or buildings partially or fully constructed as of that date, or for structures or buildings for which a final site plan had been approved or a building permit had been applied for on that date, except as follows:

(a) If any such land has been changed in use or any such structure or building has been changed in use, enlarged, significantly enlarged or significantly altered between June 23, 1963, and January 27, 1987, the parking requirements of this Article XIII shall apply only to such change in use, enlargement or alteration; and

(b) If any such land has been changed in use or any such structure or building has been changed in use, enlarged, significantly enlarged or significantly altered after January 27, 1987, the parking requirements of this Article XIII shall apply to all the land and to the entire structure or building upon completion of the change in use, significant enlargement or significant alteration, and such requirements shall apply only to the enlargement of the structure or building upon its completion, unless, as of January 27, 1987, a construction or alteration permit has been applied for and reasonably soon thereafter construction activity has commenced and continues to be diligently pursued, or unless a special use permit is obtained under section 7-700 or section 11-500 which authorizes the change in use, enlargement, significant enlargement or significant alteration with the provision of less off-street parking than is required.

(2) Notwithstanding the provisions of section 8-100 above and except as provided in section 8-200(F)(3) below, any change in use in land which had been placed in use between June 23, 1963, and January 27, 1987, and any change in use, enlargement, significant enlargement or significant alteration of a structure or building which had been constructed between those dates shall be governed by the provisions of sections 8-200(F)(1)(a) and (b).

(3) The provisions of this section 8-200(F) shall not apply to the enlargement, significant enlargement or significant alteration of single-family, two-family or row or townhouse dwellings.

(4) For purposes of this section 8-200(F), the following definitions shall apply:

(a) "Significantly altered" and "significant alteration" shall mean the reconstruction, remodeling or rehabilitation of, or other physical changes to, a structure or building, or a portion thereof, over any two-year period, whether or not involving any supporting members of the structure or building and whether altering interior or exterior components of the

structure or building, which involves expenditures amounting to 33 1/3 percent or more of the market value of the structure or building, or portion thereof, at the time of the application for an alteration permit. The cost of the remodeling or rehabilitation of units that serve households at or below 60 percent Area Median Income (AMI) for 30 years or more shall be exempt from the calculation of expenditures pursuant to this section.

(b) "Enlarged" and "enlargement" shall mean an addition to a structure or building which increases its floor area by less than 20 percent. In the case of uses whose parking requirements are determined by a factor other than floor area (e.g., dwelling units, seats, patient beds), these terms shall mean any action which increases this factor by less than 20 percent, whether or not accompanied by an increase in floor area.

(c) "Significantly enlarged" and "significant enlargement" shall mean an addition, or additions over any two-year period, to a structure or building which increases its floor area by 20 percent or more. In the case of uses whose parking requirements are determined by a factor other than floor area, these terms shall mean any action, or actions over the two-year period, which increases this factor by 20 percent or more, whether or not accompanied by an increase in floor area.

(5) No single-family, two-family or townhouse dwelling shall be deemed a noncomplying use or structure because it failed to provide two required parking spaces on June 24, 1992, if the dwelling did provide one required parking space on that date.

(6) Notwithstanding the provisions of section 8-100 above and except as provided in section 8-200(F)(3), if any land has been changed in use to a multifamily residential use or any structure or building has been changed in use to a multifamily residential use, or a multifamily dwelling has been enlarged, significantly enlarged or significantly altered after May 16, 2015, the parking requirements of this Article XIII shall apply to all the land and to the entire structure or building upon completion of the change in use, significant enlargement or significant alteration, however, any existing parking above the requirement may remain. This section shall not apply if a construction or alteration permit has been applied for and reasonably soon thereafter construction activity has commenced and continues to be diligently pursued as of May 16, 2015, or if a special use permit is obtained under section 7-700or section 11-500 which authorizes the change in use, enlargement, significant enlargement or significant alteration with the provision of less off-street parking than is required.

(7) Notwithstanding the provisions of section 8-100 above, if any land, structure, or building has been changed in use to a hotel, office, restaurant, or specific commercial use, or any hotel, office, restaurant, or specific commercial use has been enlarged, significantly enlarged or significantly altered after

(*ordinance effective date*), the parking requirements of this Article XIII shall apply to all the land and to the entire structure or building upon completion of the change in use, significant enlargement or significant alteration; however, any existing parking above the requirement may remain. This section shall not apply if a construction or alteration permit has been applied for and reasonably soon thereafter construction activity has commenced and continues to be diligently pursued as of (*ordinance effective date*), or if a special use permit is obtained under section 7-700 or section 11-500 which authorizes the change in use, enlargement, significant enlargement or significant alteration with the provision of less off-street parking than is required.

(G) *Removal of Parking Space in Old and Historic Alexandria District.* Within the Old and Historic Alexandria District, a non-required parking space on the same lot as a residential building, or on a contiguous lot under common ownership with a residential building, may not be removed if the removal is for the purpose of gaining open space to support a building addition. For the purpose of this subsection, a parking space is an area of land which is at least eight feet by 16 feet and which is either (a) improved as a parking space with brick, concrete, asphalt, gravel, or other covering designed to support a vehicle's weight, or (b) not improved for parking but actually used for parking on at least 90 calendar days within the previous 12-month period.

Sec. 8-300 - Central business district.

(A) *Boundaries of district.* The boundaries of the central business district shall be as follows: Beginning at a point created by the eastward extension of the centerline of Duke Street to the present established pierhead line in the Potomac River; thence westward along the centerline of Duke Street to the centerline of South Peyton Street; thence northward along the centerline of South Peyton Street to the centerline of King Street; thence westward along the centerline of King Street to the centerline of Harvard Street; thence northward along the centerline of Harvard Street to a point created by the intersection of the westward extension of a line located 109.3 feet north of and parallel to the northern right-of-way line of King Street; thence eastward along said line extended to the eastern property line of the property located at 1601 King Street; thence south and perpendicular to the northern right-of-way line of King Street at a distance of nine and three-tenths (9.3) feet to a point 100 feet north of the northern right-of-way of King Street; thence eastward along a line 100 feet north of and parallel to the northern right-of-way of King Street to a point created by its intersection with the centerline of West Street; thence northward along the centerline of West Street to the centerline of Queen Street to a point created by the eastward extension of the centerline of Queen Street to

the present established pierhead line in the Potomac River; thence southward along said pierhead line to the point of beginning.

(B) *Application of certain requirements.* Within the central business district any lot or group of contiguous lots of record as of June 28, 1983, containing less than 10,000 square feet shall not be subject to the requirements of the following: sections 8-200(A)(9), (11), (12), **(13), (14),** (16), ~~(17)~~, (18), (19)**,** ~~and~~ (20) **and (21)** and section 8-200(B); provided, however, that any lots subdivided after June 28, 1983, into lots of 10,000 square feet or less and developed or redeveloped individually or as a single entity shall comply with all provisions of sections 8-200(A) and (B). In addition, whenever a parcel or contiguous parcels of land within this area containing over 10,000 square feet or more are redeveloped, or whenever a parcel or contiguous parcels of undeveloped land within this area containing 10,000 square feet or more are developed, the requirements of section 8-200(A) shall apply. In addition, the provisions of section 8-200(A) shall not apply to restaurants. Furthermore, the provisions of sections 8-200(A) and (B) shall not apply within the boundaries of any urban renewal (redevelopment) project located within the central business district and for which project a cooperation agreement between the city and the Alexandria Redevelopment and Housing authority has been entered into nor to city hall nor to public uses (including the art center) which are located in torpedo plant building number two.

(C) *Valet parking.* **Valet parking shall be permitted with an administrative special use permit approval pursuant to Section 11-513(N).**

~~(1) Within the central business district, no valet parking operation which involves the pick-up, delivery, stacking, storing, parking or unparking of motor vehicles by a valet or parking attendant from, to or on any public right-of-way shall be permitted after July 1, 1987, as, or in connection with, any principal or accessory use of lands, buildings or structures.~~

~~(2) The provisions of section 8-300(C)(1) to the contrary notwithstanding, such valet parking operation may be permitted provided that:~~

~~(a) The motor vehicles so served are parked, stored and unparked exclusively in an off-street parking facility; and~~

~~(b) A special use permit separately authorizing and governing such valet parking operation is applied for and granted pursuant to the provisions of section 11-500 of this ordinance.~~

Sec. 8-400 - King Street Transit Parking District.

(A) *Boundaries of district.* The King Street parking district is hereby defined as being that area described as follows: Beginning at the intersection of the centerline of King Street and the centerline of Peyton Street; thence southwesterly with the centerline of Peyton Street to the centerline of Duke Street; thence easterly with the centerline of Duke

Street, 140 feet to a point opposite the northeast corner of the land of Haridge properties and the northwest corner of the DIP commercial site; thence southerly 33 feet to the corner of Haridge and DIP; thence with Haridge and DIP, 352 feet to the northerly side of the land of Southern Railway System; thence westerly with the northern side of Southern Railway System, 1,040 feet to the land of RF&P Railway System, then with the northern side of RF&P, 1,550 feet to the land of Guiffre and WMATA; thence northeasterly with Guiffre and WMATA through several courses totaling 816 feet to the northeast corner of Guiffre and the south side of Duke Street; thence northerly and perpendicular to the Duke Street centerline, 96.4 feet to the centerline of Duke Street; thence westerly with the centerline of Duke Street, 530 feet to the centerline of Callahan Drive, thence northeasterly with the centerline of Callahan Drive to the centerline of King Street; thence easterly with the centerline of King Street; to the centerline of Commonwealth Avenue; thence northerly with the centerline of Commonwealth Avenue to the centerline of Cameron Street; thence northeasterly with the centerline of Cameron Street, 750 feet to a point opposite the northeast corner of Alexandria Management Corp. and the westerly side of a 12-foot public alley; thence southerly 33 feet to the northeast corner of Alexandria Management Corp., and the alley, thence (parallel to Harvard Street) with the alley and the properties of Alexandria Management Corp., Cassedy and Chapin and Scott, 105.7 feet (passing the end of the alley at 52.85 feet) to the northeast corner of Edwards and the north side of a 10-foot public alley; thence southerly with Edwards and the west side of the 10-foot alley, 124 feet to the northwest corner of Kane and the south side of the ten-foot alley; thence easterly and parallel with King Street alley; thence easterly and parallel with King Street with the south side of the alley and the properties of Kane and Mendleson, 137.2 feet (passing Kane's corner at 91.2 feet) to the west side of Harvard Street and the northeasterly corner of the land of Mendleson, then with the same line 30 feet to the centerline of Harvard Street, 270.16 feet to the centerline of King Street; thence easterly with the centerline of King Street to the point of beginning.

(B) *Requirements.* Within the King Street transit parking district, the following regulations shall apply to off-street parking**; uses not listed shall provide parking pursuant to Section 8-200(A)**:

(1) ~~Office buildings, including commercial, government and professional, shall have one parking space for each 530 square feet of floor area; provided, however, that the required parking may be reduced to not less than one parking space for each 665 square feet of floor area when the applicant, at the time of site plan approval, demonstrates through a parking study to the planning commission, or to the city council on appeal, which appeal may be filed within the time and in the manner prescribed by section 11-409(C), except that any aggrieved party may appeal, that the off-street parking provided is adequate for the site, and that there will be no unreasonable adverse effect on the surrounding residential neighborhoods.~~

(2) Single-family, two-family, and row or townhouse shall have one parking space per dwelling unit.

(3) ~~Freestanding retail and service operations shall have one parking space for each 500 square feet of floor area.~~

(4) ~~Freestanding restaurants shall have one parking space for each ten seats; except that for carry-out restaurants there shall be no requirement.~~

(5) Automobile service stations shall have one parking space for each service bay; except that for self-service operations, there shall be provided one parking space for each employee.

(6) ~~Hotels shall have 0.7 of a parking space for each guest room.~~

(7) ~~Amusement enterprise shall have one parking space for each 200 square feet of floor area.~~

(8) Hotel or office building projects with retail, restaurant or amusement enterprises as ancillary uses. No parking shall be required for the first 10,000 square feet of floor area for restaurants, for the first 10,000 square feet of floor area for retail uses and for the first 1,000 square feet of floor area for amusement enterprises; provided, that such uses occupy not more than 25 percent of the total floor area of the mixed use building project. Parking for the excess floor area for such ancillary uses above 25 percent shall be provided ~~at one space for each 1,000 square feet of floor area~~ **pursuant to Section 8-200(A)**.

(C) *Valet parking.* ~~By utilizing valet parking as defined in section 2-201, the area of space in any parking facility as measured in square feet may be reduced by no more than 40 percent, subject to review of the director and the director of transportation and environmental services to ensure compliance with~~ **On-street valet parking operations shall be permitted with an administrative special use permit pursuant to Section 11-513(N)** ~~the following regulations:~~

~~(1) The number of parking spaces required by section 8-400(B) above shall not be reduced; however, the requirements of section 8-200(D)(2) relating to aisles and striping shall not apply.~~

~~(2) All required parking shall be located only in a structured parking facility.~~

~~(3) Kiosks, fare gates, walkways, customer waiting areas and all other facilities necessary to accommodate valet parking shall be shown on the site plan.~~

~~(4) Attendant parking service shall be available for the days and hours required by the director and the director of transportation and environmental services as specified in site plan approval.~~

~~(5) No vehicle shall be parked or temporarily stored by an attendant on streets or alleys, including sidewalks, abutting the structured parking facility.~~

~~(6) Failure to institute valet parking upon the occupancy of the building for which valet parking is provided or cessation of valet parking after occupancy has~~

~~commenced as required by section 8-400(C)(4) above shall constitute a violation of this ordinance.~~

~~(7) No site plan for a structured parking facility designated for valet parking shall become effective unless and until the owner covenants and agrees, on behalf of itself and its successors in interest, to provide valet parking in accordance with the requirements of section 8-400(C)(4) above in an executed contract to be attached to the approved site plan and kept in city records.~~

~~(D) *Design standards.* Within the King Street transit parking district, all off-street parking shall conform to the following parking design standards to the satisfaction of the director:~~

~~(1) No less than 75 percent of the parking provided shall be in a structure, unless a special use permit is obtained.~~

~~(2) That part of a building fronting directly on a public street, sidewalk, plaza or other public area shall not be used for off-street parking except entrance/exit to the parking facility, except in those cases where the planning commission finds it to be physically impossible to do otherwise.~~

~~(3) Any surface parking area shall be landscaped.~~

~~(4) Open space shall contain such improvements as benches, walkways and other natural and manmade amenities for the use and enjoyment of residents, visitors and workers.~~

~~(E) *Conflict with other requirements.* The provisions of this section 8-400 are to be read in conjunction with section 8-200(A)(18) and, in the case of an inconsistency as to the required number of spaces, to apply the least restrictive minimum number.~~

ARTICLE VI. – SPECIAL AND OVERLAY ZONES

Sec. 6-600 - Mount Vernon Avenue urban overlay zone.

6-606 - Form based development.

The following system for new development within the overlay zone has been designed to supplement and substitute for the conventional zoning rules found in the CL zone in order to assure that new buildings and additions to existing buildings include the most desirable characteristics of Mount Vernon Avenue and are compatible with existing buildings in the area. Form based development provides an option for developers and property owners who choose to build pursuant to the following standards instead of the rules for development under the CL zone.

(A) *Waiver of CL zone rules.* The area and bulk requirements of the CL zone shall not apply for development for which a form based development SUP is approved.

(B) *Eligible construction.* Any new construction or addition to an existing building that exceeds 1,000 square feet may apply for a form based development special use permit.

(C) *SUP procedure.* An application for form based development SUP shall follow the procedures and application requirements for special use permits pursuant to section 11-500.

(D) *Eligible land parcels.* The land that is the subject of an application for form based development SUP shall be a lot within the overlay zone that has frontage on Mount Vernon Avenue and that conforms to the following:

(1) *Historic buildings.* Each building listed as a contributing building in the records of the National Register of Historic Places for the Town of Potomac Historic District and over 750 square feet in size shall be retained.

(2) *Consolidation of lots.*

(a) Consolidation of lots for the purpose of development is permitted only in extraordinary circumstances because the form based development standards are based on the size of typical, existing lots and reflect the historic development pattern.

(b) An applicant for form based development who proposes the consolidation of lots for development shall demonstrate by clear and convincing justification that the resulting development achieves a design, mass, scale and configuration which are more consistent with the form based development standards than would be possible without consolidation.

(c) An applicant for form based development who proposes to consolidate a CL-zoned lot without frontage with a lot with frontage on Mount Vernon Avenue shall demonstrate by clear and convincing justification that the resulting

development achieves a design consistent with and meets the goals of the form based development standards to a greater extent than would occur without consolidation and that the impact on adjoining residential development is no greater than would occur without consolidation.

(E) *Standards and requirements for form based development.* An application for form based development SUP shall be reviewed for consistency and compliance with the following:

(1) The standards for SUP approval in section 11-500.

(2) Chapter 6 of the Mount Vernon Avenue Business Plan, as adopted as part of the Potomac West Small Area Plan, which includes the city's goals for the urban design and streetscape elements for buildings on Mount Vernon Avenue, and enumerates both general and specific elements for applicants to follow related to, without limitation, building height, setbacks, coverage, buffering, access and parking locations, facade treatment and articulation, scale and massing, and architecture.

(3) The following specific rules regarding open space and parking based on the size and scope of development:

(a) *Tier 1: Lots of 7,000 square feet or less.*

(1) *Open space.* The undeveloped land resulting from the building coverage in chapter 6 of the Mt. Vernon Avenue Business Area Plan should be located, designed and planted so as to serve as an amenity for residents and users of the building.

(2) *Parking.* The parking requirements of Section 8-200 (a) shall not apply for land locked interior lots**.** ~~and may be reduced f~~**F**or corner lots and lots with rear access ~~as part of the form based development SUP review process~~ **the provisions of Article VIII shall apply**.

(b) *Tier 2: Lots of 7,001—15,000 square feet.*

(1) *Open space.* A minimum of 15 percent of the lot area shall be provided in open and usable ground level open space. The provision of additional open space at ground level and in the form of roof tops, terraces or similar non-ground level open space is strongly encouraged.

(2) *Parking.* For residential uses, a minimum of one space for each dwelling unit is required. **For office, hotel, restaurant, or specific commercial uses, the provisions of article VIII shall apply.** For any other use, a minimum of 50 percent of the number of parking spaces otherwise required under section 8-200 of this ordinance shall be provided, plus such additional number as is feasible consistent with achieving the goals of chapter 6 of the Mount Vernon Avenue Business Area Plan.

(c) *Tier 3: Lots of greater than 15,000 square feet*:

(1) *Open space.* A minimum of 25 percent of the lot area shall be provided in open and useable ground level open space that is publicly visible and consolidated in a size and location appropriate for the size and type of project being proposed. The provision of additional open space at ground level and in the form of roof tops, terraces or similar non-ground level open space is strongly encouraged and may be required.

(2) *Parking.* The parking requirements of section 8-200 are not waived. Parking sufficient to meet the full requirement of the project shall be provided.

(3) *Additional requirements.* Tier 3 projects are expected to represent the highest standards of building design and materials, site layout and orientation, provision of open space, and the ability to be integrated into the scale, character and context of the existing neighborhood. To achieve this standard, additional requirements suitable for the size, scope and type of project may be imposed consistent with chapter 6 of the Mount Vernon Avenue Business Area Plan.

(F) *Degree of compliance.* An application for form based development shall meet or exceed each of the above standards and guidelines fully, specifically and rigorously. Any failure to meet the above standards will result in the denial of an application unless a deviation is approved as provided herein. Deviation from any of the standards of section 6-606(E) shall be explained in narrative as well as graphic form and supported by design and rationale demonstrating that the proposal achieves the goals of the Mount Vernon Avenue Business Area Plan to the same extent as strict compliance with the standard and/or guideline from which deviation is requested. Each such deviation shall be specifically approved by city council as part of the form based development SUP. Any request for a deviation shall be clearly identified in the notice provision under section 11-300.

ARTICLE XI. – DEVELOPMENT APPROVALS AND PROCEDURES

Sec. 11-513 – Administrative Special Use Permit

(M)*Specific standards for outdoor dining.*

(1) Outdoor dining shall be accessory to an approved indoor restaurant.

(2) Outdoor dining, including all its components such as planters, wait stations and barriers, shall not encroach onto the public right of way unless authorized by an encroachment ordinance.

(3) A maximum of 20 seats may be located at outdoor tables ~~in front of the restaurant~~. ~~The outdoor seats permitted require no additional dedicated off-street parking spaces and are separate from the indoor seats.~~

(4) The hours of operation for the outdoor dining shall be the same as permitted for the indoor restaurant, unless a neighborhood standard has been established with a different time. Within the NR Zone, the Mount Vernon Avenue Urban Overlay Zone and the West Old Town neighborhood areas, outdoor dining shall be closed and cleared of all customers by 10:00 p.m. Sunday through Thursday and by 11:00 p.m. on Friday and Saturday. Within the Old Town Small Area Plan, outdoor dining shall be closed and cleared of all customers by 11:00 p.m. daily, consistent with the King Street outdoor dining overlay zone section 6-805(E).

(5) No live entertainment shall be permitted in the outdoor seating area.

(6) Outdoor seating areas shall not include advertising signage, including on umbrellas.

(7) On site alcohol service, to the extent allowed for indoor dining, is permitted; no off-premise alcohol sales are permitted.

(8) A plan shall be submitted with dimensions showing the layout for the outdoor dining area and depicting the design, location, size and space of the dining area, chairs, tables, barriers, umbrellas planters, wait stations, and other components to be located within the area, and such additional information as the director may reasonably require.

(9) The outdoor dining area shall be cleared and washed at the close of each business day that it is in use.

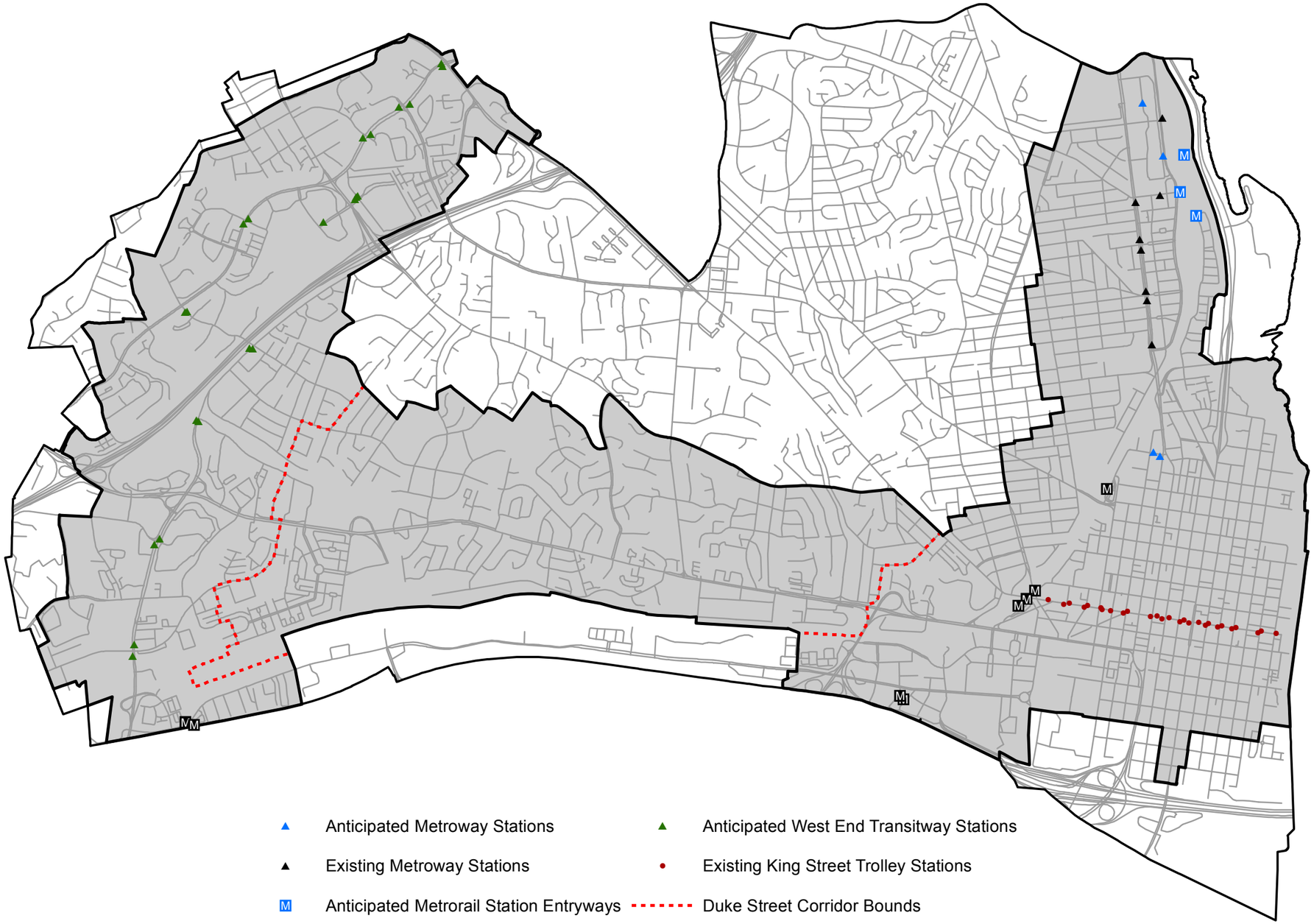
(10) Reserved.

(11) The provisions of the King Street outdoor dining overlay zone in section 6-800 apply to regulate outdoor dining within the Central Business District.

Attachment 1

Enhanced Transit Area Map for Commercial Parking Requirements

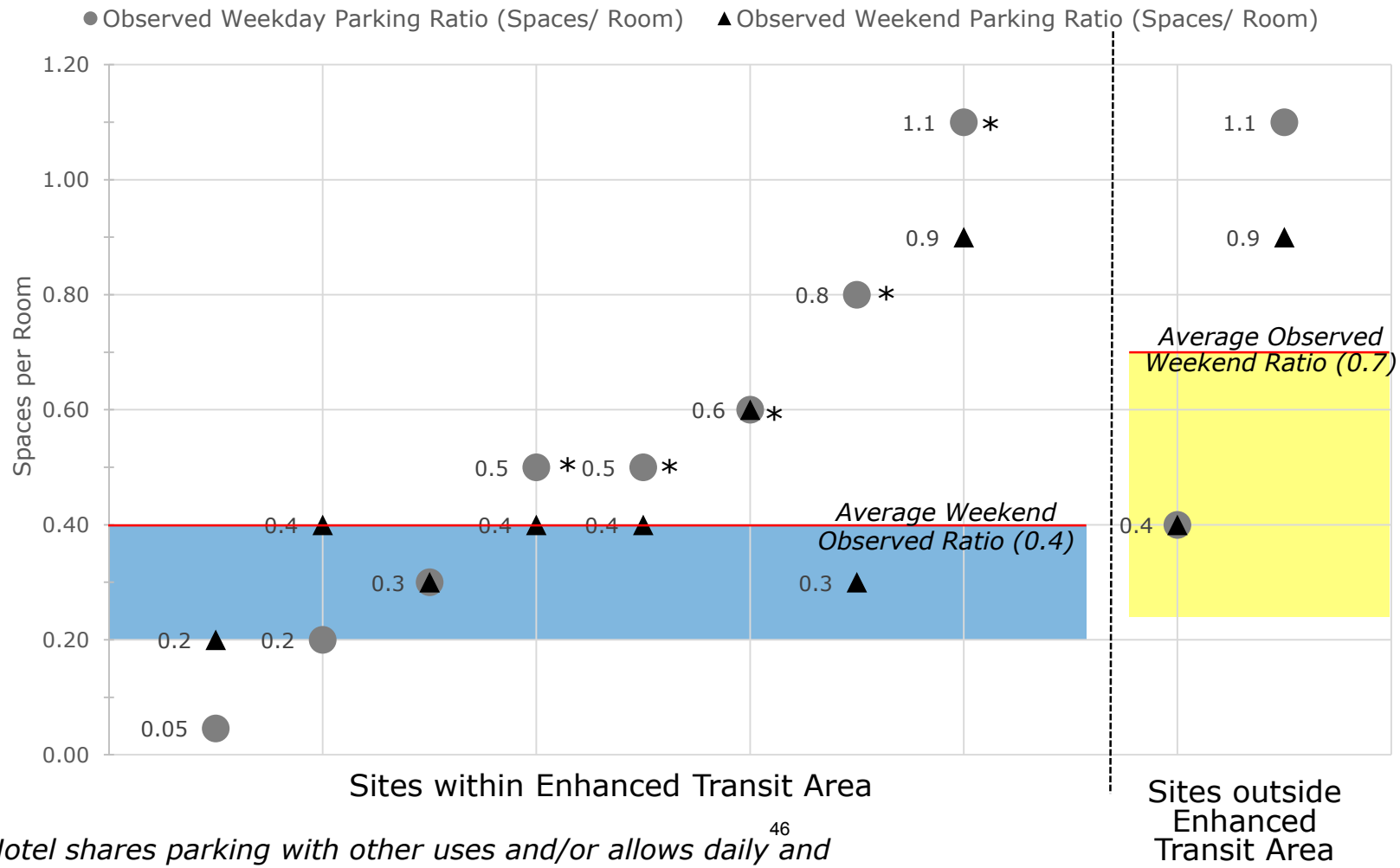
The map depicts an aggregate 1/2 mile transit walkshed roughly mapped to existing city streets and parcels. The walkshed is based on existing and anticipated stations and entryways. The purpose of the map is to differentiate future parking requirements for commercial developments and tenants. Requirements generated by the map are not intended to apply to residentially zoned properties that fall within the walkshed area. The map does not imply that residentially zoned properties will be rezoned as commercial for redevelopment. Until a Locally Preferred Alternative is selected for enhanced transit service along the Duke Street corridor, properties within the bounds indicated by the dashed lines may use the maximums developed for properties beyond the Enhanced Transit Area. The Enhanced Transit Area minimums will remain applicable.



Last Revised 12.18.17

Attachment 2

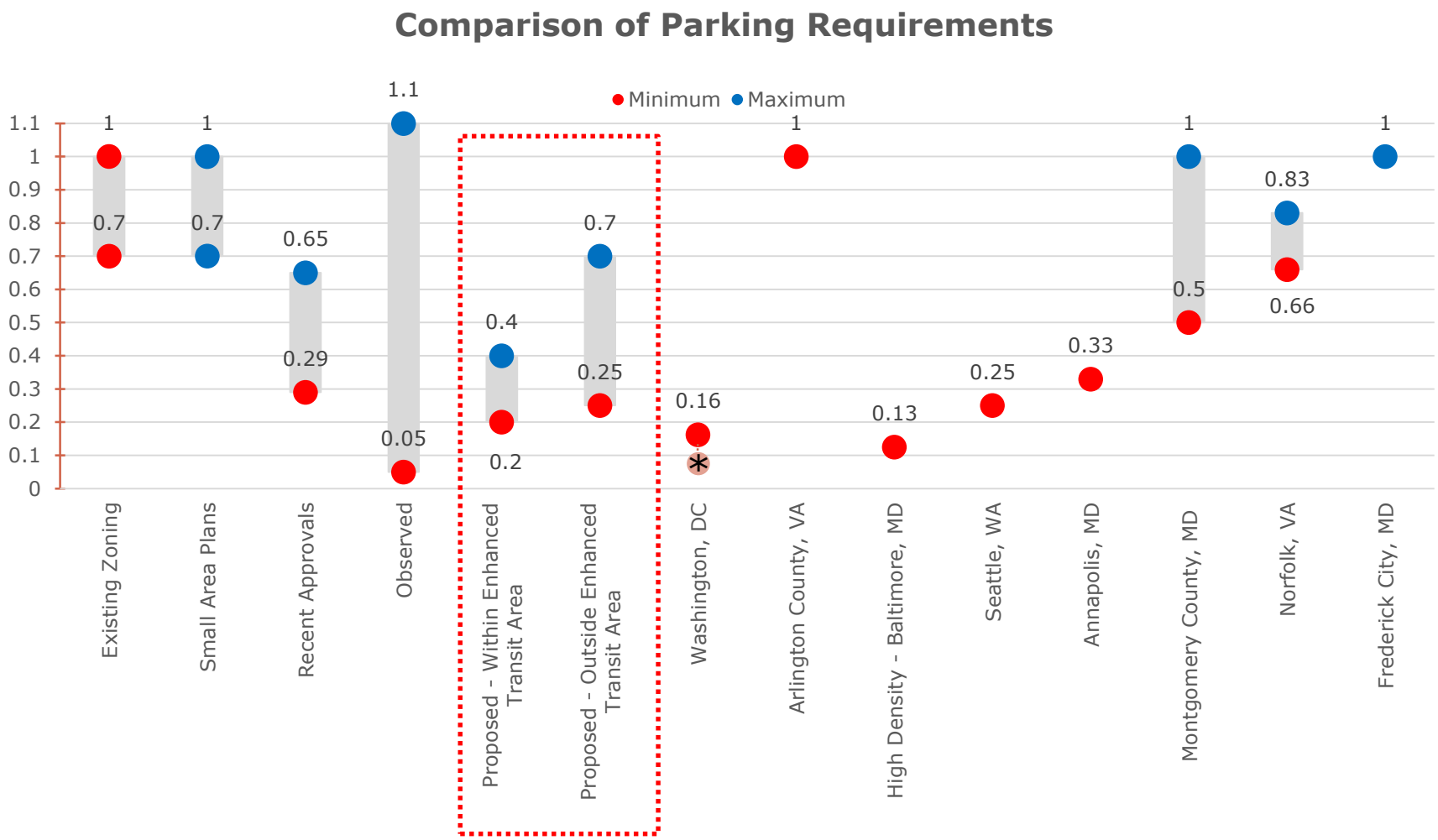
Comparison of Proposed Parking Requirements and Survey Results - **HOTEL**



**Hotel shares parking with other uses and/or allows daily and monthly parking for the general public*

Attachment 2

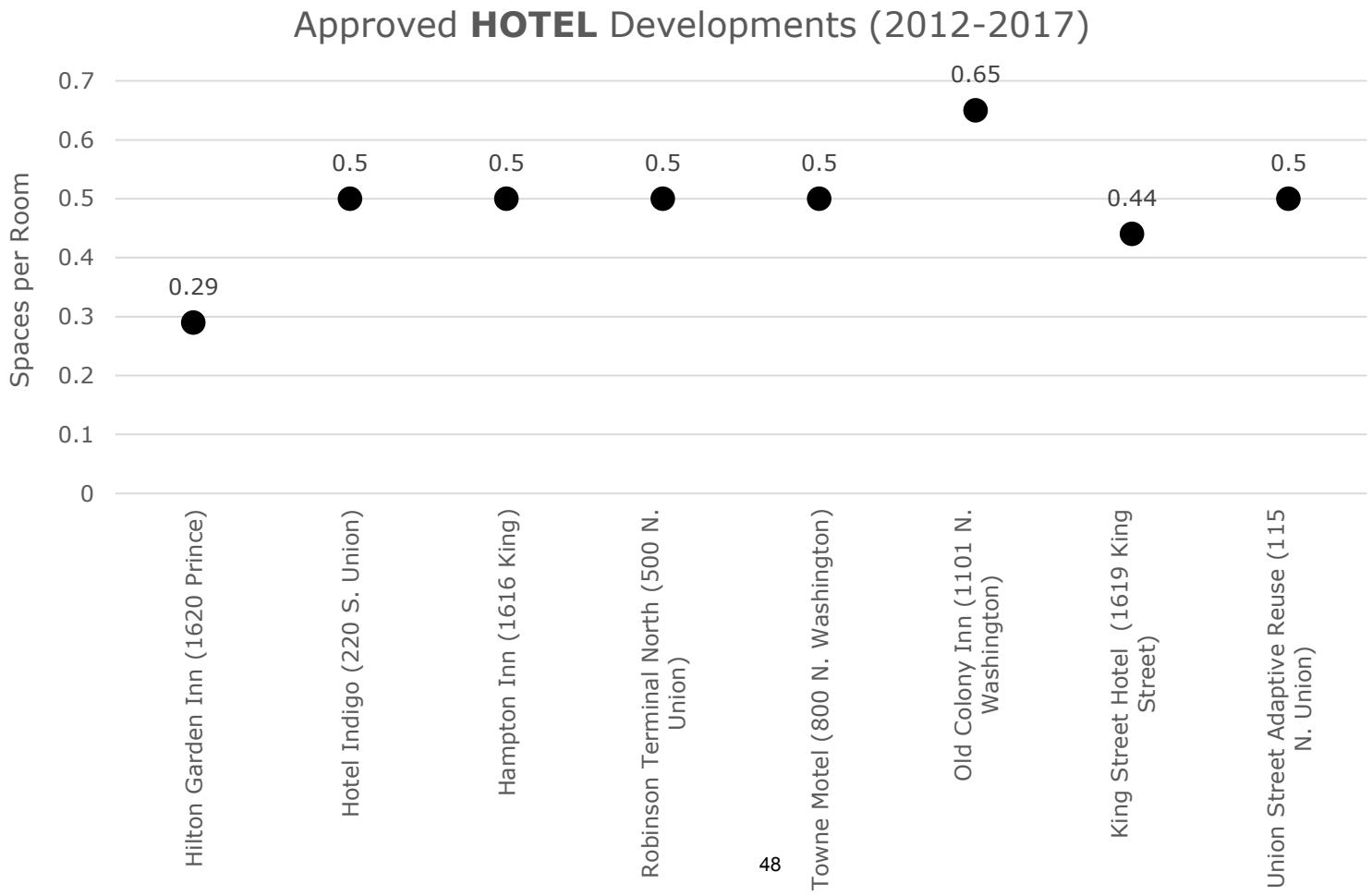
Comparison of Proposed Parking Requirements and Background Information - **HOTEL**



** DC allows a 50% reduction for transit*

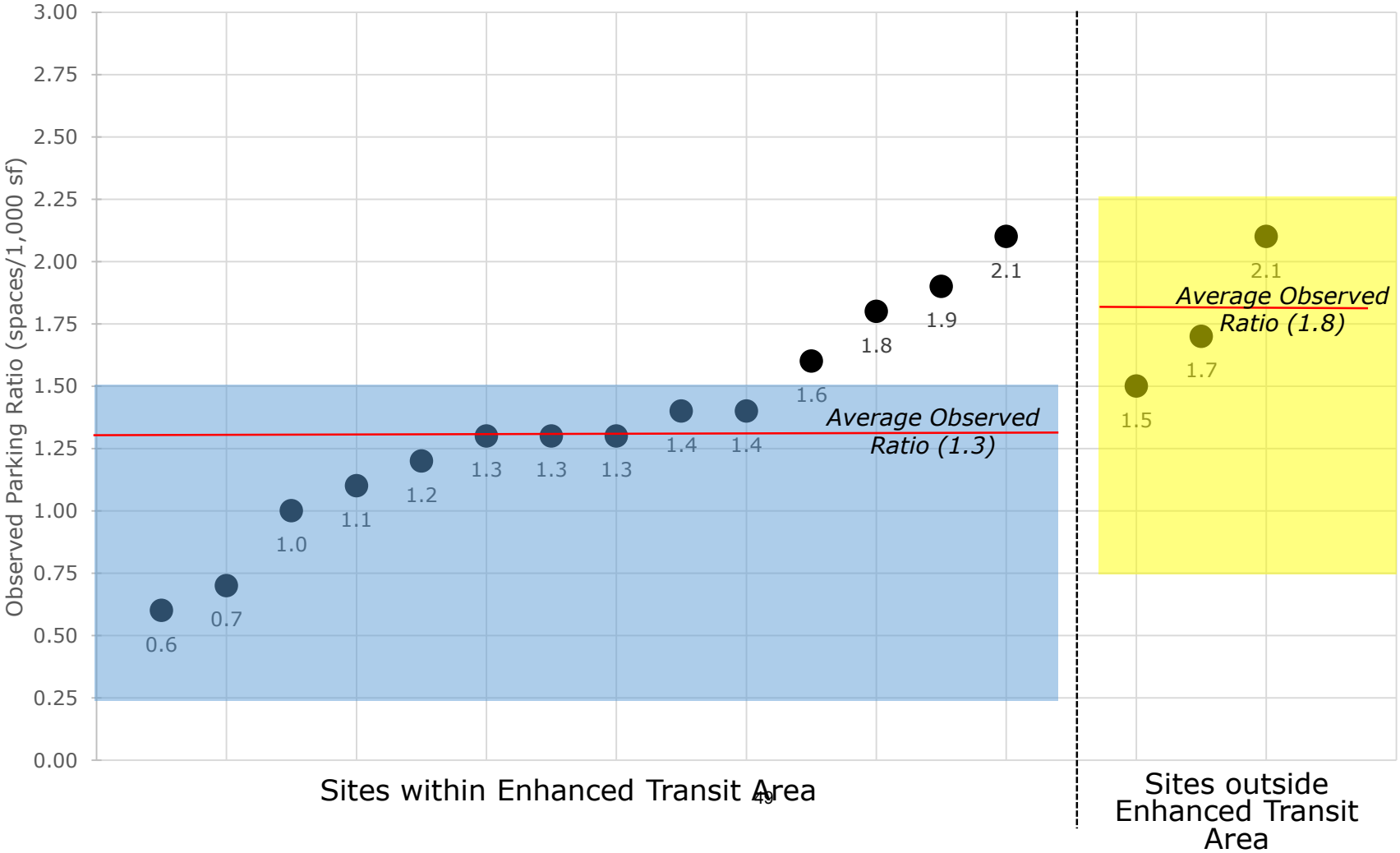
Attachment 2

Comparison of Proposed Parking Requirements and Background Information - **HOTEL**



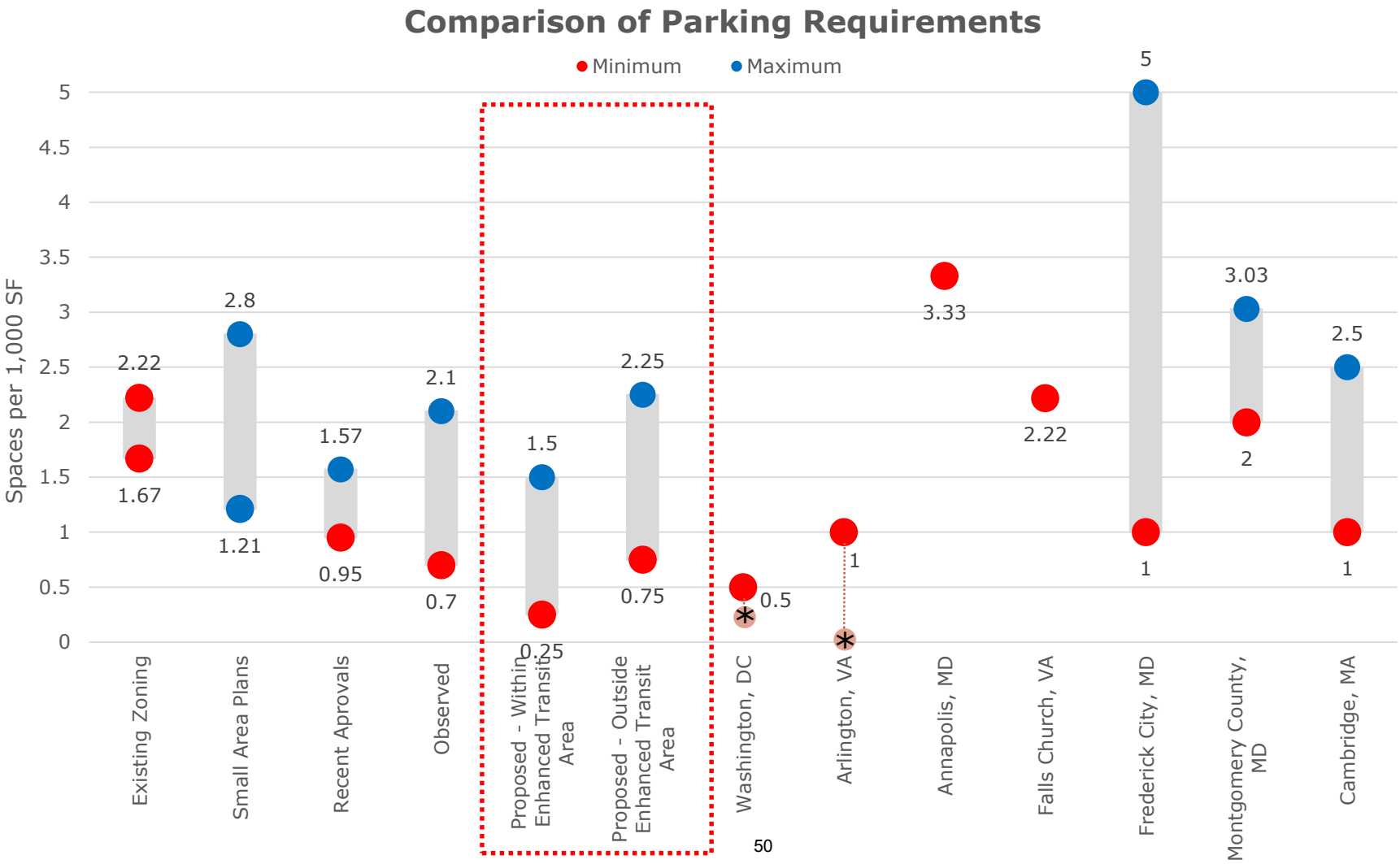
Attachment 2

Comparison of Proposed Parking Requirements and Survey Results - **OFFICE**



Attachment 2

Comparison of Proposed Parking Requirements and Background Information - **OFFICE**

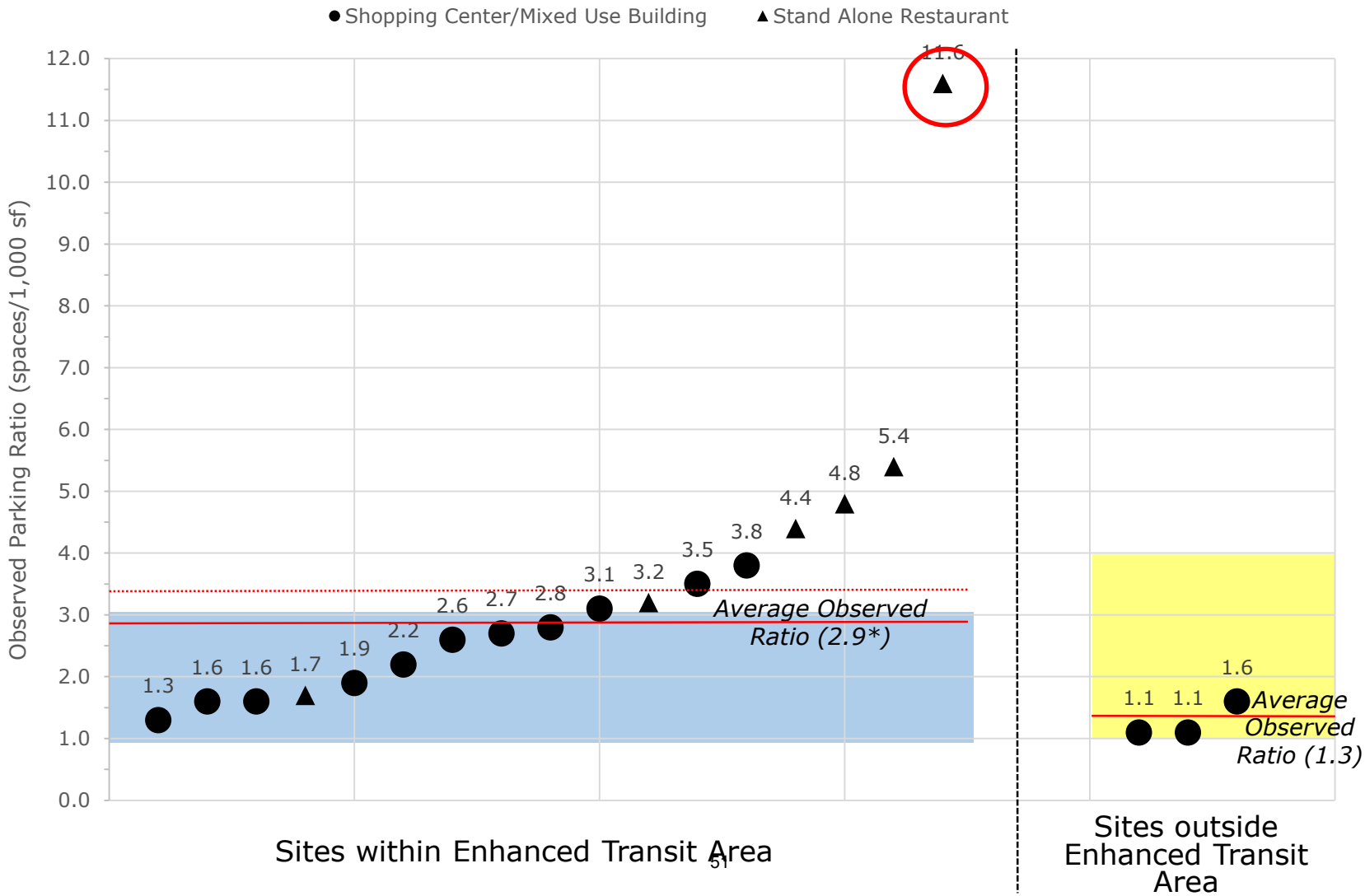


** DC allows a 50% reduction for transit; Arlington allows lower ratios through additional TMP contributions*

PARKING STANDARDS FOR NEW DEVELOPMENT PROJECTS

Attachment 2

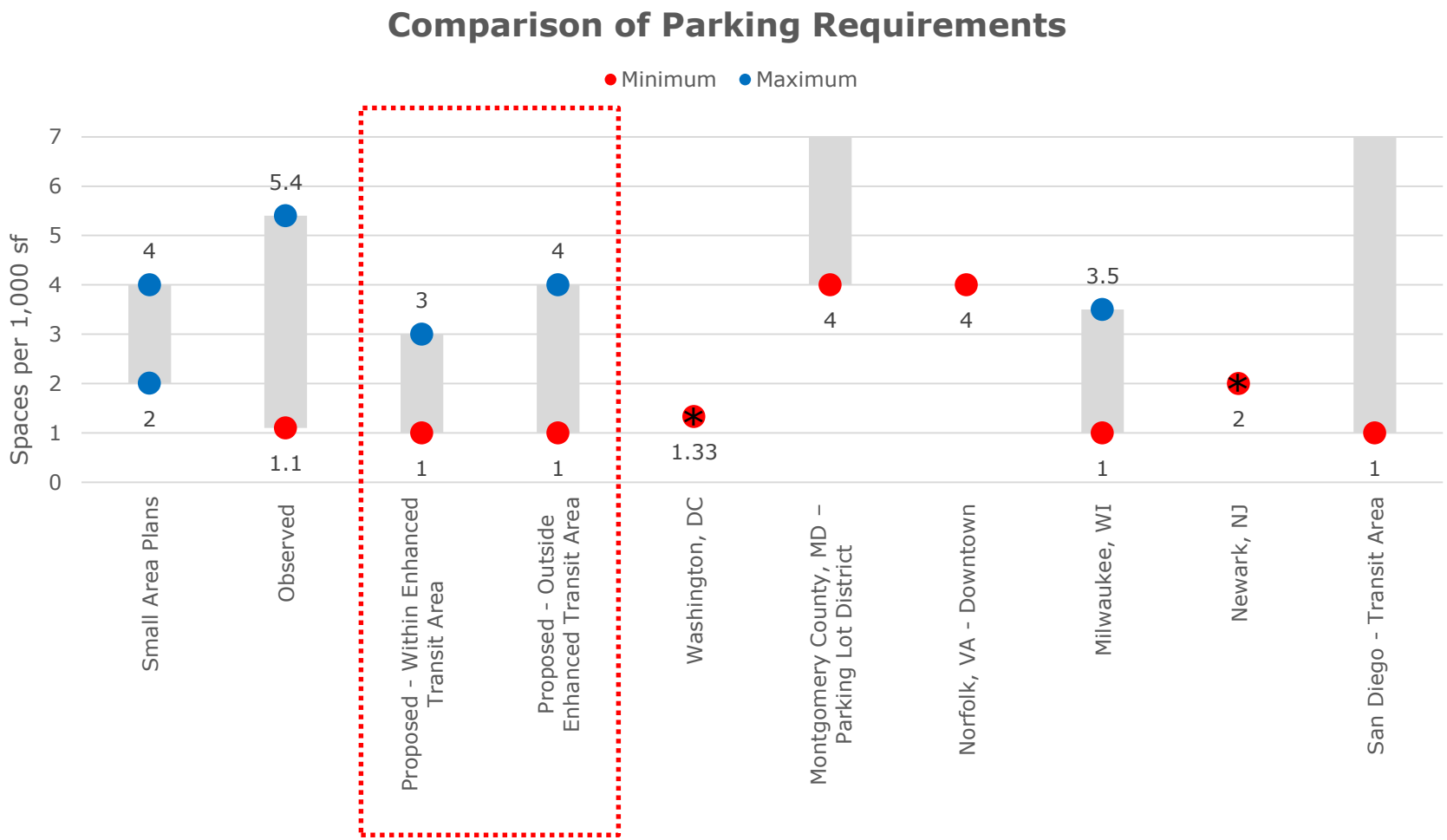
Comparison of Proposed Parking Requirements and Survey Results - **RESTAURANT**



*Average without outlier; Average including the outlier is 3.4

Attachment 2

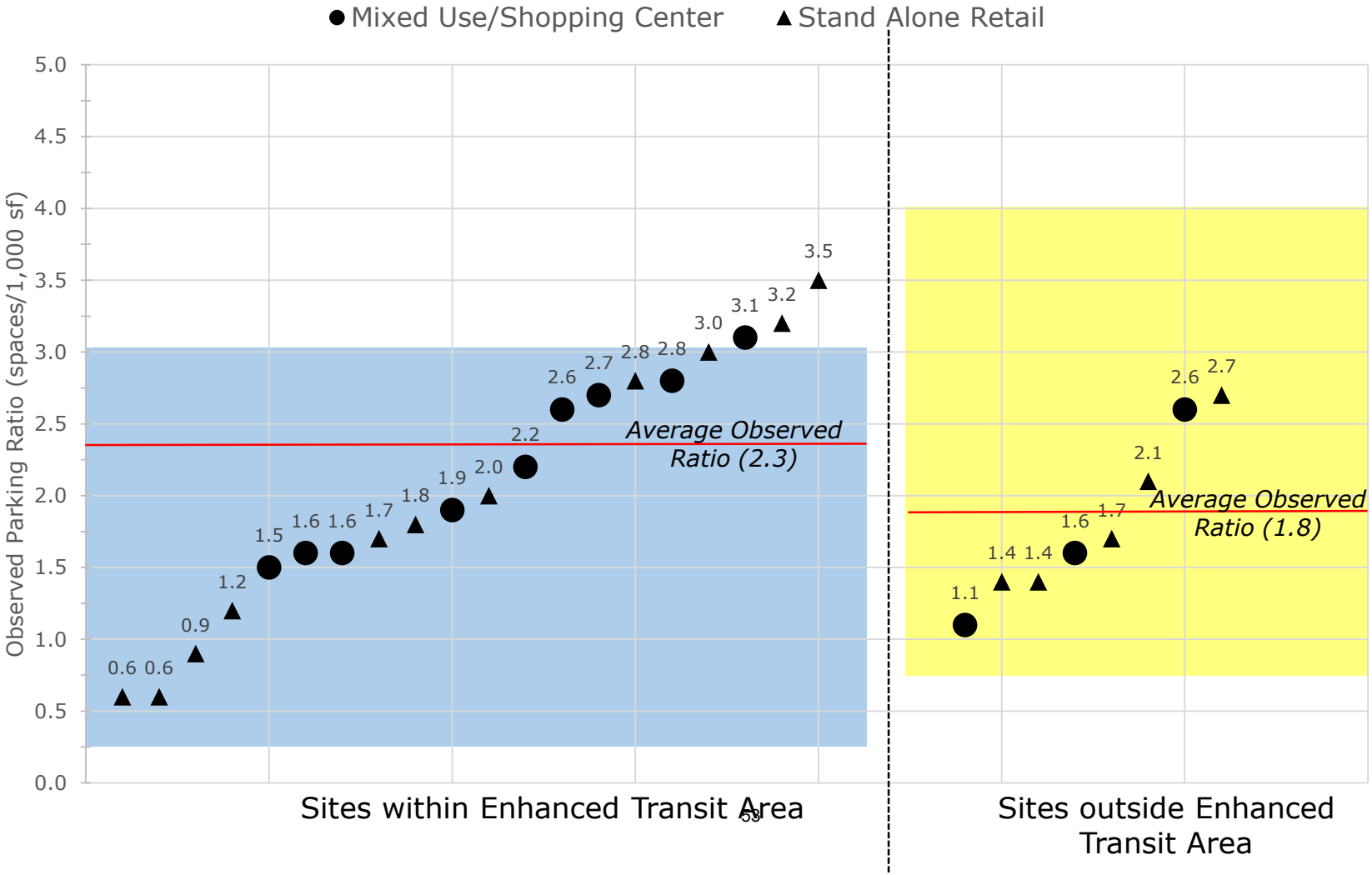
Comparison of Proposed Parking Requirements and Background Information - **RESTAURANT**



** Allows for exemptions for small uses*

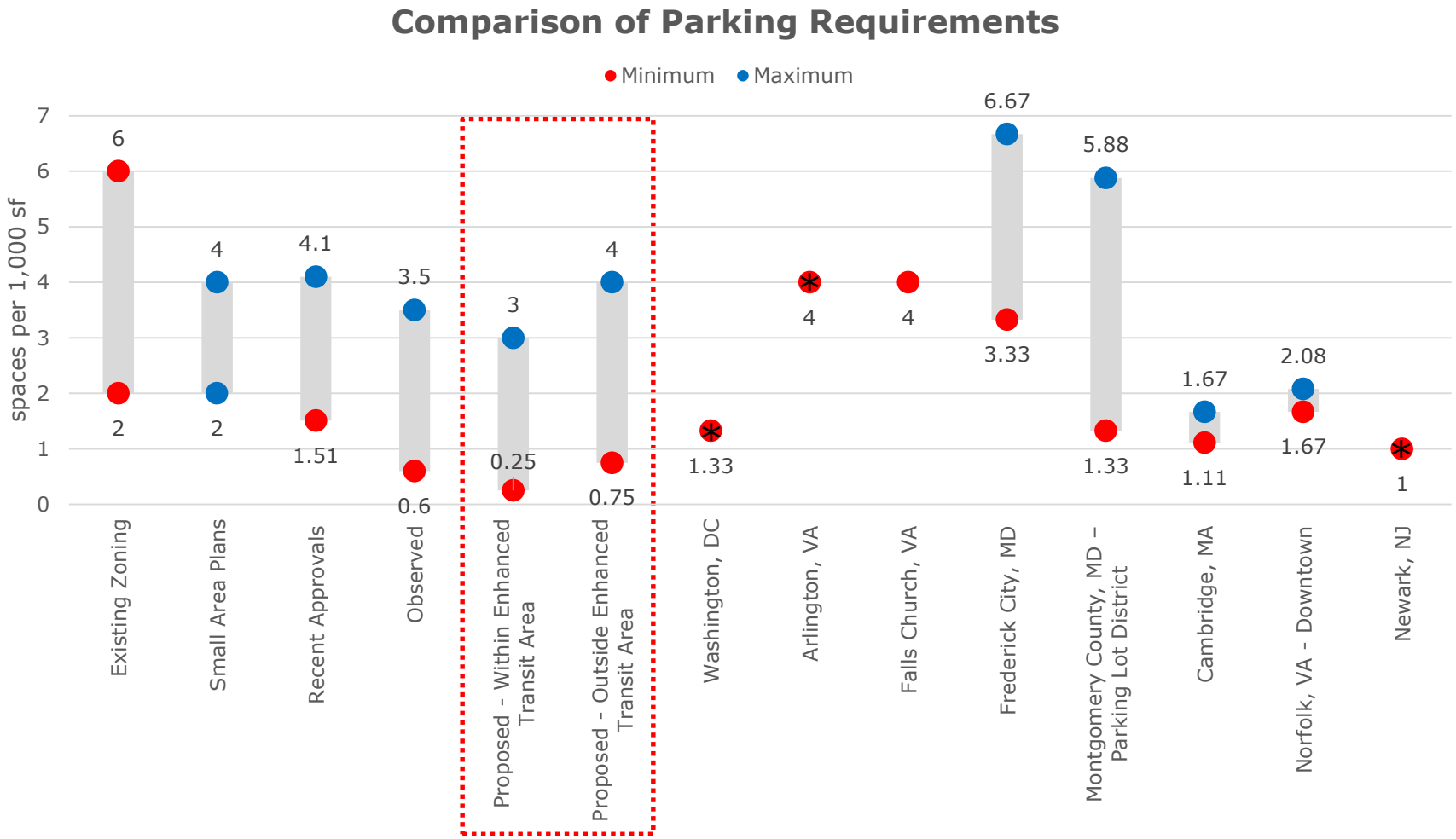
Attachment 2

Comparison of Proposed Parking Requirements and Survey Results - **RETAIL**



Attachment 2

Comparison of Proposed Parking Requirements and Background Information - **RETAIL**



** Allows for exemptions for small uses and/or proximity to Metro*

Office Site Parking Surveys

Site Details								Parking Observation			Neighborhood Characteristics						Building/Use Characteristics				
ID	Site Name	Address	Geographic Area	Office Parking Supply	Office Land Use (SF)	Provided Parking Ratio (spaces/1,000 SF)	Zoning Parking Requirement (spaces/1,000 SF)	Office Parking Occupancy	Office Parking Occupancy %	Observed Parking Ratio (spaces /1000 SF)	WalkScore	BikeScore	Distance to Metro (miles)	DASH Routes (1/2 mile)	MetroBus Routes (1/2 mile)	Capital BikeShare Station (1/4 mile)	Mixed Use Building	Pricing (per month)	Public Parking	Shuttle	TMP
O-AR13	Rosslyn Buildings-138	Rosslyn	Arlington	450	625,062	0.7		311	69%	**0.5**	86	80	0.2			Yes	Yes	$170	Yes		Yes
OTN-1	Canal Center	11, 44, 66, and 99 Canal Center Plaza	Old Town/ OTN/ Braddock/ Carlyle	1,203	538,895	2.2	2.00	305	25%	**0.6**	82	88	0.8	AT2, AT3, AT4, AT5, AT8	11Y	Yes	Yes	$110-$190	Yes	Yes	No
O9	Harbor Center	211 N Union Street	Old Town/ OTN/ Braddock/ Carlyle	81	56,739	1.4	2.00	37	46%	**0.7**	92	87	1.2	AT4, AT2, AT8, KST		No	No	$175	No	no	No
O-AR3	Ballston Buildings-106	Ballston	Arlington	170	159,260	1.1		150	88%	**0.9**	88	81	0.1			Yes	Yes	$90	Yes		Yes
O-AR15	Rosslyn Buildings-132	Rosslyn	Arlington	249	171,750	1.4		157	63%	**0.9**	92	76	0.2			Yes	No	$145	Yes		Yes
O-AR16	Rosslyn Buildings-169	Rosslyn	Arlington	233	157,871	1.5		142	61%	**0.9**	85	82	0.3			Yes	Yes	$125	Yes		Yes
O3	Grant Thornton & Wells Fargo Buildings	333 John Carlyle Street and 1900 Duke Street	Old Town/ OTN/ Braddock/ Carlyle	379	259,923	1.5	1.67	261	69%	**1.0**	90	87	0.2	AT2, AT5, AT6, AT7	NH2, REX	Yes	Yes	$145	Yes	no	Yes
O-AR2	Ballston Buildings-110	Ballston	Arlington	231	126,045	1.8		125	54%	**1.0**	85	80	0.3			No	Yes	$110	Yes		Yes
O5	Washington Square, Saul Holdings	625 and 675 N Washington Street	Old Town/ OTN/ Braddock/ Carlyle	418	190,800	2.2	2.00	217	52%	**1.1**	94	89	0.7	AT5, AT7	10E, 11Y	Yes	Yes	$158	Yes	no	Yes
O16	Edmundson Plaza	1701 Duke Street	Old Town/ OTN/ Braddock/ Carlyle	185	95,047	1.9	1.87	110	59%	**1.2**	91	87	0.1	AT2, AT5, AT6, AT7, AT8, AT10, KST	29K, 29N, NH2, REX	Yes	Yes	$170	Yes	no	Yes
O-AR12	Clarendon Buildings-16001	Clarendon	Arlington	358	209,351	1.7		258	72%	**1.2**	89	84	0.1			Yes	Yes	$120	Yes	no	Yes
O-AR14	Rosslyn Buildings-137	Rosslyn	Arlington	499	226,020	2.2		269	54%	**1.2**	92	78	0.2			Yes	Yes	$150	Yes	no	Yes
O-AR6	Ballston Buildings-9010	Ballston	Arlington	880	475,000	1.9		563	64%	**1.2**	97	80	0.3			Yes	Yes	$100	Yes	no	Yes
O-AR7	Ballston Buildings-8008	Ballston	Arlington	440	236,623	1.9		282	64%	**1.2**	89	81	0.3			Yes	Yes	$110	Yes	no	Yes
O-AR5	Ballston Buildings-108	Ballston	Arlington	752	473,210	1.6		602	80%	**1.3**	89	80	0.1			Yes	Yes	$105	Yes	no	Yes
O-AR9	Clarendon Buildings-10291	Clarendon	Arlington	122	95,501	1.3		123	101%	**1.3**	86	85	0.1			Yes	Yes	$125	No	no	Yes
O-AR8	Clarendon Buildings-111	Clarendon	Arlington	149	65,022	2.3		83	56%	**1.3**	92	84	0.2			Yes	Yes	$16	Yes	no	Yes
O-AR4	Ballston Buildings-101	Ballston	Arlington	422	306,000	1.4		401	95%	**1.3**	82	80	0.2			Yes	Yes	$113	Yes	no	Yes
O-AR1	Ballston Buildings-109	Ballston	Arlington	471	275,630	1.7		358	76%	**1.3**	88	80	0.3			No	Yes	$110	Yes	no	Yes
OTN-4	TransPotomac	1001, 1033, 1055, 1111, and 1199 N Fairfax Street	Old Town/ OTN/ Braddock/ Carlyle	655	321,471	2.0	2.00	421	64%	**1.3**	82	88	0.74	AT2, AT4, AT5, AT8	11Y	Yes	Yes	free-$100+	No	Yes	No
O7	The Atrium building	277 S Washington Street	Old Town/ OTN/ Braddock/ Carlyle	236	138,507	1.7	2.00	181	77%	**1.3**	98	87	0.8	AT2, AT3, AT5, AT7, AT8	10A, 10B, 10E	No	Yes	$175	Yes	no	No
O4	Office building with Balduccis and John Marshall Bank	700 S Washington Street	Old Town/ OTN/ Braddock/ Carlyle	86	42,800	2.0	2.00	57	66%	**1.3**	90	87	1.1	AT3, AT7	10B, 10E, 11Y	Yes	Yes	n/a	No	no	No
O6	2051 Jamieson Avenue	2051 Jamieson Avenue	Old Town/ OTN/ Braddock/ Carlyle	256	140,381	1.8	1.67	191	75%	**1.4**	85	86	0.4	AT7	NH2, REX	Yes	Yes	$95	Yes	no	Yes
O2	Vernon Square	3100 block of Mount Vernon Avenue	Del Ray/Arlandria/ Potomac Yard	91	48,320	1.9	2.22	68	75%	**1.4**	87	79	1.9	AT9, AT10	10A, 10B, 10E	Yes	No	free	No	no	No
O13	Commonwealth Federal Credit Union (adjacent to Victory Center)	4875 Eisenhower Avenue	West End	127	50,424	2.5	2.11	77	61%	**1.5**	40	67	0.7	AT5, AT7		No	Yes	free	No	no	No
OTN-3	United Way Building	701 N Fairfax Street	Old Town/ OTN/ Braddock/ Carlyle	235	83,732	2.8	2.00	132	56%	**1.6**	89	88	0.72	AT2, AT3, AT4, AT8	11Y	Yes	No	n/a	No	no	No
O14	Michael Baker Building	3601 Eisenhower Avenue	West End	398	151,422	2.6	2.11	261	66%	**1.7**	18	59	1.2	AT5, AT7		No	No	free	No	no	No
O15	Park Center Office Buildings	3101 Park Center Drive and 4401 Ford Avenue	West End	1,335	449,897	3.0	2.11	825	62%	**1.8**	63	64	3.6	AT6, AT9	7C, 28G	No	Yes	$90	Yes	yes	Yes
O12	Institute for Defense Analyses (IDA)	4850 Mark Center Drive	West End	768	260,000	3.0	2.11	487	63%	**1.9**	44	37	4	AT1, AT2, AT9	7A, 7F, 7M, 7W, 7X, 8W, 28X	No	No	free	No	no	No
O-AR10	Clarendon Buildings-10292	Clarendon	Arlington	204	76,055	2.7		153	75%	**2.0**	86	85	0.1			Yes	Yes	$125	Yes	no	Yes
O10	PenFed Building	2930 Eisenhower Avenue	Old Town/ OTN/ Braddock/ Carlyle	261	75,000	3.5	2.11	158	61%	**2.1**	37	71	0.7	AT5, AT7		No	No	free	No	no	Yes
O1	Reingold	433 E Monroe Avenue	Del Ray/Arlandria/ Potomac Yard	24	11,600	2.1	2.22	24	100%	**2.1**	80	91	1	AT10	10A, 10B, 10E	Yes	No	free	No	no	No

Notes:
1. In O6 and O7, office parking was not separate from retail parking, so the supply, land use, and occupancy represent the entire site.
2. In O15, inventory and occuapancy are for evertyhing except Xport Fitness
3. Surveys conducted on a weekday morning or afternoon

Hotel Site Parking Surveys

Site Details										Weekday Observation			Weekend Observation			Neighborhood Characteristics			Building/Use Characteristics				
ID	Site Name	Address	Geographic Area	Secondary Use Sharing Parking	Rooms	Restaurant On-Site	Meeting Space (sf)	Hotel Parking Supply	Provided Parking Ratio (Spaces/ Room)	Parking Occupancy	Parking Occupancy %	Observed Parking Ratio (Spaces/ Room)	Parking Occupancy	Parking Occupancy %	Observed Parking Ratio (Spaces/ Room)	WalkScore	BikeScore	Distance to Metro (miles)	Shuttle from National Airport	Parking Cost ($ per night)	Valet or Self Park	Public Parking	TMP
H4	Hilton Garden Inn	1620 Prince Street	Old Town/ OTN/ Braddock/ Carlyle		109	No	600	30	0.3	5	17%	**0.05**	23	77%	**0.2**	96	87	0.1	No	$34	Valet Only	No	Yes
H1	Morrison House	116 S Alfred Street	Old Town/ OTN/ Braddock/ Carlyle	Office	45	Yes, internal	2,000	50	1.1	38	76%	**0.8**	12	24%	**0.3**	98	88	0.6	No	$12 (daytime) $27 (overnight)	Valet Only	No	No
H6	Holiday Inn Carlyle	2460 Eisenhower Avenue	Old Town/ OTN/ Braddock/ Carlyle		207	No	3,300	181	0.9	54	30%	**0.3**	72	40%	**0.3**	49	76	0.2	No	free	Self Park	No	No
H10	Hilton Mark Center	5000 Seminary Road	West End		496	No	45,000	398	0.8	264	66%	**0.5**	202	51%	**0.4**	68	50	4	No	$24 (self) $30 (valet)	Valet & Self Park	Yes	No
H3	The Westin	400 Courthouse Square	Old Town/ OTN/ Braddock/ Carlyle	Residential	319	Yes, street-facing	20,000	153	0.5	70	46%	**0.2**	119	78%	**0.4**	81	84	0.5	No	$12 (daytime) $30 (overight)	Valet Only	No	Yes
H5	Hilton Old Town	1767 King Street	Old Town/ OTN/ Braddock/ Carlyle		333	Yes, street-facing	6,200	270	0.8	181	67%	**0.5**	146	54%	**0.4**	94	88	0.1	Yes	$35	Self Park	Yes	Yes
H7	Springhill Suites	2950 Eisenhower Avenue	Old Town/ OTN/ Braddock/ Carlyle		155	No	650	119	0.8	68	57%	**0.4**	57	48%	**0.4**	30	66	0.8	Yes	free	Self Park	No	Yes
H8	The Alexandrian	480 King Street	Old Town/ OTN/ Braddock/ Carlyle		241	Yes, street-facing	9,000	177	0.7	144	81%	**0.6**	154	87%	**0.6**	99	87	0.9	Yes	$16 (daytime) $32 (self) $38 (valet)	Valet & Self Park	Yes	No
H2	Sheraton	801 N St. Asaph Street	Old Town/ OTN/ Braddock/ Carlyle	Office	247	Yes, internal	6,700	450	1.8	284	63%	**1.1**	211	47%	**0.9**	88	88	0.6	Yes	$26	Self Park	Yes	No
H9	Courtyard Mariott Pentagon South	4641 Kenmore Avenue	West End		203	Yes, internal	2,100	305	1.5	223	73%	**1.1**	187	61%	**0.9**	54	59	3	Yes	$21	Self Park	No	No

Notes:
1. For H1 and H3, the hotel-specific parking supply and occupancy is listed.
2. For H2, the lot does not designate spaces so the total supply and occupancy is included. 148 monthly permits are issued (including 22 for overnight storage). 15 spaces are reserved for Enterprise
3. Public Parking includes hourly, daily, monthly, and storage parking available to users not associated with the building
4. Weekday survey occurred midday
5. Weekend survey occurred on a Saturday evening
6. Hotel occupancy averaged 87%

Attachment 3

Restaurant/Retail/Shopping Center Surveys

Site Details								Parking Observation				Neighborhood Characteristics						Building/Use Characteristics				
ID	Site Name	Address	Geographic Area	Total Commercial Parking Supply	Commerical Land Use (SF)	Provided Parking Ratio (spaces/ 1,000 SF)	Zoning Parking Requirement (spaces/1,000 sf)	Commercial Parking Occupancy	Commercial Parking Occupancy %	Observed Parking Ratio (spaces/ 1000 SF)	Delta between Provided and Observed (spaces/1,000 sf)	WalkScore	BikeScore	Distance to Metro (miles)	Bus Routes (1/2 mile)	Capital BikeShare Station (1/4 mile)	Adjacent On-Street Parking	Date Built	Mixed Use Building	Shared Parking	Free Retail/ Restaurant Parking	TMP
Ret5	Walgreens - Del Ray	1517 Mount Vernone Avenue	Del Ray/Arlandria/ Potomac Yard	38	15,983	2.4	5.0	9	24%	0.6	1.8	87	91	0.7	Yes	Yes	Yes - time restricted	1935	No	No	Yes	No
Ret9	Crate and Barrel	1700 Prince Street	Old Town/ OTN/ Braddock/ Carlyle	32	17,010	1.9	2.0	10	31%	0.6	1.3	91	87	0.1	Yes	Yes	Yes - Metered	1968	No	No	Yes	No
Ret4	Giant/Notch 8	621 E. Glebe Road	Del Ray/Arlandria/ Potomac Yard	178	70,000	2.5	4.3	62	35%	0.9	1.6	76	90	1.4	Yes	Yes	Yes - Metered	2015	Yes	Separate Retail and Residential	Yes	Yes
Res1	Live Oak	1603 Commonwealth Avenue	Del Ray/Arlandria/ Potomac Yard	20	14,301	1.4		16	80%	1.1	0.3	77	91	1	Yes	Yes	Yes - time restricted	1953	No	Yes	yes	No
SC6	Fairlington Shopping center	1700 Fern Street	West End	55	46,294	1.2	4.8	52	95%	1.1	0.1	74	82	2.1	Yes	Yes	Yes - time restricted		No	No	Yes	No
Ret10	CVS - South Old Town	433 S. Washington Street	Old Town/ OTN/ Braddock/ Carlyle	24	8,500	2.8	4.5	10	42%	1.2	1.6	95	87	0.9	Yes	Yes	Yes - time restricted	1978	No	No	Yes	No
Res3	Bastille in The Asher	606 N. Fayette Street	Old Town/ OTN/ Braddock/ Carlyle	20	4,470	4.5		6	30%	1.3	3.2	92	90	0.3	Yes	Yes	Yes - time restricted	2012	Yes	Separate Retail and Residential	Yes	Yes
Ret15	Safeway (King Street)	3526 King Street	West End	215	66,000	3.3	5.2	91	42%	1.4	1.9	72	75	2.1	Yes	Yes	No	2014	No	Yes, with other retail	Yes	Yes
Ret3	Autozone (Arlandria)	3705 Mount Vernon Avenue	Del Ray/Arlandria/ Potomac Yard	47	14,326	3.3	5.0	20	43%	1.4	1.9	87	85	2.1	Yes	Yes	Yes - time restricted	1996	No	No	Yes	No
Ret2	Aldi and CVS (Del Ray)	425 E Monroe Avenue	Del Ray/Arlandria/ Potomac Yard	112	29,543	3.8	4.8	45	40%	1.5	2.3	80	91	0.9	Yes	Yes	Yes - unrestricted	1965	No	No	Yes	No
O5	Washington Square, Saul Holdings	625/675 N. Washington Street	Old Town/ OTN/ Braddock/ Carlyle	237	48,000	4.9	4.3	75	32%	1.6	3.3	94	89	0.7	Yes	Yes	Yes - time restricted	2000	Yes	Separate Office and Retail	yes	Yes
SC1	Arlandria - 4100 block	4118 Mt. Vernon Avenue	Del Ray/Arlandria/ Potomac Yard	89	20,610	4.3	4.8	34	38%	1.6	2.7	74	87	1.8	Yes	Yes	No	1953	No	No	Yes	No
SC2	Clayborne Shopping Center (if differentiated retail)	801 S. Washington Street	Old Town/ OTN/ Braddock/ Carlyle	111	49,000	2.3	4.3	78	70%	1.6	0.7	89	87	1.1	Yes	Yes	Yes - time restricted	2008	Yes	Separate Retail and Residential	Yes	Yes
Res2	Northside 10	10 E. Glebe Road	Del Ray/Arlandria/ Potomac Yard	37	12,283	3.0		21	57%	1.7	1.3	80	85	1.8	Yes	Yes	Yes - time restricted	1961	No	No	Yes	No
Ret11	Safeway (Old Town)	500 S. Royal Street	Old Town/ OTN/ Braddock/ Carlyle	54	12,000	4.5	4.5	20	37%	1.7	2.8	90	87	1.1	Yes	Yes	Yes - time restricted	1964	No	No	Yes	No
Ret12	7 Eleven	1667 N Quaker Lane	West End	14	4,052	3.5	5.2	7	50%	1.7	1.8	70	82	2.3	Yes	Yes	Yes - unrestricted	1962	No	Yes, with other retail	Yes	No
Ret6	Harris Teeter (North Old Town)	735 N. St. Asaph Street	Old Town/ OTN/ Braddock/ Carlyle	146	52,000	2.8	4.3	91	62%	1.8	1.0	90	89	0.5	Yes	Yes	Yes - time restricted	2013	Yes	Separate Retail and Residential	Yes	Yes
SC5	Alexandria Commons (Duke Street)	3233 Duke Street	West End	613	154,307	4.0	4.8	295	48%	1.9	2.1	72	61	1.4	Yes	No	No	1990	no	No	Yes	Yes
O4	Balduccis and John Marshall Bank	600 Franklin Street	Old Town/ OTN/ Braddock/ Carlyle	69	17,200	4.0	4.5	34	49%	2.0	2.0	90	87	1.1	Yes	Yes	Yes - time restricted	1989	Yes	Separate Office and Retail	Yes	No
SC7	Shoppes of Foxchase	4513-4641 Duke Street	West End	564	151,077	3.7	5.2	335	59%	2.2	1.5	75	73	2.2	Yes	Yes	No	1959	No	No	Yes	Yes
Ret1	Streets Market (Del Ray Tower)	3108 Mt. Vernon Avenue	Del Ray/Arlandria/ Potomac Yard	53	10,492	5.1	5.0	27	51%	2.6	2.5	87	79	1.8	Yes	Yes	Yes - time restricted	2013	Yes	Separate Retail and Residential	Yes	Yes
SC4	Yates Corner	515 Mount Vernon Avenue	Old Town/ OTN/ Braddock/ Carlyle	77	26,631	2.9	4.3	70	91%	2.6	0.3	71	90	0.3	Yes	Yes	Yes - time restricted	2013	Yes	Yes	Yes	No
SC8	Shops at Mark Center	1460 N. Beauregard Street	West End	333	69,986	4.8	5.2	189	57%	2.7	2.1	53	53	3.1	Yes	Yes	No	1963	No	No	Yes	No
Ret13	Advance Autopart/ABC store/Sherwin Williams	4349 Duke Street	West End	99	21,578	4.6	5.2	61	62%	2.8	1.8	69	69	2.3	Yes	Yes	No	1960	No	Yes, with other retail	Yes	No
SC9	Trade Center Shopping Center (Home Depot)	400 S. Pickett Street	West End	735	179,763	4.1	5.2	501	68%	2.8	1.3	77	70	1.3	Yes	No	No	1993	No	No	Yes	No
Ret14	CVS - West End	5101 Duke Street	West End	62	10,792	5.7	5.7	32	52%	3.0	2.7	79	77	2	Yes	Yes	Yes - unrestricted	1998	No	No	Yes	No
SC3	Potomac Greens Drive Shopping Center	1550 and 1551 Potomac Greens Drive	Old Town/ OTN/ Braddock/ Carlyle	58	15,000	3.9	4.5	46	79%	3.1	0.8	73	90	0.8	Yes	Yes	Yes - unrestricted	2005	No	No	Yes	Yes
Res8	Clyde's Mark Center	1700 N Beauregard Street	West End	78	14,980	5.2		48	62%	3.2	2.0	58	54	3.4	Yes	No	No	1980	Yes	Separate Retail and Office	Yes	No
Ret7	Whole Foods	1700 Duke Street	Old Town/ OTN/ Braddock/ Carlyle	244	43,342	5.6	4.3	138	57%	3.2	2.4	92	86	0.2	Yes	No	No	2006	Yes	Separate Retail and Residential	Yes	Yes
Res7	Modera Tempo (Portner Brewhouse, Jimmy John's, Smashburger, and Starbucks)	5770 Dow Avenue	West End	55	15,000	3.7		52	95%	3.5	0.2	74	68	0.9	Yes	No	Yes - unrestricted	2014	Yes	Separate Retail and Residential	Yes	Yes
Ret8	7 Eleven	800 Franklin Street	Old Town/ OTN/ Braddock/ Carlyle	12	2,838	4.2	4.8	10	83%	3.5	0.7	88	87	1	Yes	No	Yes	1964	No	No	Yes	No
Res4	Lost Dog, Sugar Shack at Belle Pre	800 N. Henry Street	Old Town/ OTN/ Braddock/ Carlyle	68	9,641	7.1		37	54%	3.8	3.3	87	90	0.2	Yes	Yes	Yes - time restricted	1987	Yes	Separate Retail and Residential	Yes	Yes
Res6	The Royal Restaurant	734 N. St. Asasph Street	Old Town/ OTN/ Braddock/ Carlyle	23	2,733	8.4		12	52%	4.4	4.0	93	89	0.5	Yes	No	Yes - time restricted	1987	No	No	Yes	No
Res10	McDonalds	3510 Duke Street	West End	30	4,203	7.1		20	67%	4.8	2.3	62	54	1.5	Yes	Yes	No	1960	No	No	Yes	No
Res5	McDonalds	1000 N. Henry Street	Old Town/ OTN/ Braddock/ Carlyle	45	3,510	12.8		19	42%	5.4	7.4	78	90	0.4	Yes	Yes	Yes - unrestricted	1970	No	No	Yes	No
Res9	Los Toltecas	4111 Duke Street	West End	40	3,108	12.9		36	90%	11.6	1.3	65	60	2.1	Yes	No	No	1969	No	No	Yes	No

Office Site
Retail Site
Restaurant Site
Shopping Center

Notes:
1. RES4, RET1, SC2 share retail and visitor parking
2. RES1 - adjacent residential often uses this lot
3. Due to construction, RET6 survey data is from Old Town North Study conducted May 2016

Restaurant Sites Surveys

Site Details								Parking Observation					Neighborhood Characteristics					
ID	Site Name	Address	Geographic Area	Total Commercial Parking Supply	Seats - Indoor and Outdoor	Seats - Indoor	Provided Parking Ratio (total seats/ space)	Commercial Parking Occupancy	Commercial Parking Occupancy %	Observed Parking Ratio (spaces/ 1000 SF)	Observed Parking Ratio (total seats / space)	Delta between Provided and Observed (seats/space)	WalkScore	BikeScore	Distance to Metro (miles)	Bus Routes (1/2 mile)	Capital BikeShare Station (1/4 mile)	Adjacent On-Street Parking
Res3	Bastille in The Asher	606 N. Fayette Street	Old Town/ OTN/ Braddock/ Carlyle	20	152	100	7.6	6	30%	1.3	25	17.4	92	90	0.3	Yes	Yes	Yes - time restricted
Res8	Clyde's Mark Center	1700 N Beauregard Street	West End	78	422	330	5.4	48	62%	3.2	9	3.6	58	54	3.4	Yes	No	No
Res1	Live Oak	1603 Commonwealth Avenue	Del Ray/Arlandria/ Potomac Yard	20	120	80	6.0	16	80%	1.1	7.5	1.5	77	91	1	Yes	Yes	Yes - time restricted
Res7	Modera Tempo (Portner Brewhouse, Jimmy John's, Smashburger, and Starbucks)	5770 Dow Avenue	West End	55	346	273	6.3	52	95%	3.5	7	0.7	74	68	0.9	Yes	No	Yes - unrestricted
Res2	Northside 10	10 E. Glebe Road	Del Ray/Arlandria/ Potomac Yard	37	112	100	3.0	21	57%	1.7	5	2.0	80	85	1.8	Yes	Yes	Yes - time restricted
Res4	Lost Dog, Sugar Shack at Belle Pre	800 N. Henry Street	Old Town/ OTN/ Braddock/ Carlyle	68	170	130	2.5	37	54%	3.8	5	2.5	87	90	0.2	Yes	Yes	Yes - time restricted
Res6	The Royal Restaurant	734 N. St. Asasph Street	Old Town/ OTN/ Braddock/ Carlyle	23	61	61	2.7	12	52%	4.4	5	2.3	93	89	0.5	Yes	No	Yes - time restricted
Res10	McDonalds	3510 Duke Street	West End	30	92	92	3.1	20	67%	4.8	5	1.9	62	54	1.5	Yes	Yes	No
Res9	Los Toltecas	4111 Duke Street	West End	40	143	103	3.6	36	90%	11.6	4	0.4	65	60	2.1	Yes	No	No
Res5	McDonalds	1000 N. Henry Street	Old Town/ OTN/ Braddock/ Carlyle	45	60	60	1.3	19	42%	5.4	3	1.7	78	90	0.4	Yes	Yes	Yes - unrestricted

Attachment 4
Parking Standards for New Development Task Force
Members and Meeting Schedule

TASK FORCE MEMBERS

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

TASK FORCE MEETING SCHEDULE AND TOPICS

MEETING	DATE	MEETING TOPIC
#1	March 21, 2017	• Parking Study Background • Overview of Commercial Sites Survey and TF's role; • Other Jurisdictions and Best Management Practices
#2	April 18, 2017	• Discuss different requirement approaches • Discuss overarching policies/strategies to potentially include in recommendations
#3	May 16, 2017	• Data Collection findings and discussion of key factors impacting parking demand and trends • Start discussing options and potential recommendations for office and hotel
#4	June 20, 2017	• Continue discussing options and potential recommendations for office and hotel
#5	July 18, 2017	• Review Parking Map and potential office and hotel recommendations • Start discussing options and potential recommendations for restaurant and retail
#6	August 15, 2017	• Review potential restaurant and retail recommendations
#7	September 19, 2017	• Discuss shared parking approach • Discuss draft recommendations
#8	October 17, 2017	• Discuss draft recommendations
#9	November 29, 2017	• Finalize recommendations

Commercial Parking Standards
Task Force Recommendations
November 29, 2017

Enhanced Transit Area Map

Create a map designating an "Enhanced Transit Area". This area includes a ½ mile buffer from existing and future Metro Stations, Transitways (Metroway, West End Transit, and Corridor B), and the following additional areas:

1. West side of Mount Vernon Avenue – the ½ mile buffer ends at Mount Vernon Ave – for consistency, commercial properties on the west side were included
2. Old Town North – the planning area was included since the recent small area plan calls for enhanced transit throughout this area
3. South Washington Street – the three southernmost blocks north of the Beltway were included since this area is well served by transit

The map includes a note indicating the areas within the Corridor B buffer area can use the maximums for properties outside the Enhanced Transit area until a Locally Preferred Alternative is selected.

Minimum and Maximum Parking Requirements

Establish minimum and maximum parking requirements for each land use and a different minimum-maximum range depending on whether a site is within the Enhanced Transit Area or outside the Enhanced Transit Area. The zoning requirement would be satisfied if a use provided parking within the minimum-maximum range. Requests to provide less parking than the minimum or more parking than the maximum would be considered through a special use permit.

Parking Requirements by Land Use

As part of this Study, four distinct commercial land use categories were studied: Hotel, Office, Restaurant, and Retail. Specific requirements for each land use are:

HOTEL

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

- Retail/Other Commercial and Restaurant space within a hotel will be subject to the parking requirements for those uses and eligible for the parking requirement exemption.
- Hotels with more than 5,000 sf of meeting space within a hotel shall provide additional parking equal to or greater than the minimum retail requirement, up to the maximum retail requirement.

OFFICE

	Min (spaces per 1,000 sf)	Max (spaces per 1,000 sf)
Within Enhanced Transit Area	0.25	1.50
Outside Enhanced Transit Area	0.75	2.25

RESTAURANT

Base Ratio	Min (spaces per 1,000 sf)	Max (spaces per 1,000 sf)
Within Enhanced Transit Area	1.0	3.0
Outside Enhanced Transit Area	1.0	4.0

RETAIL AND OTHER COMMERCIAL*

Base Ratio	Min (spaces per 1,000 sf)	Max (spaces per 1,000 sf)
Within Enhanced Transit Area	0.25	3.0
Outside Enhanced Transit Area	0.75	4.0

*This requirement would apply to the following uses as defined in the Zoning Ordinance:

- Retail shopping establishment
- Convenience store
- Animal care facility
- Day care center
- Personal Service Establishment
- Light assembly , service and crafts
- Massage business
- Private Commercial Schools

The Non-Retail parking requirement will remain as is to cover existing “non-retail” uses not specifically included in the list above.

Parking Requirement Exemption:

Non-residential uses that have a parking requirement of 2 spaces or less shall be exempt from providing the spaces.

- The maximum parking requirement shall apply to any parking provided.
- The exemption would be applied to individual tenant spaces with a minimum parking requirement of 2 spaces or less.

Example applications:

- 2,000 sf of commercial space in a new multifamily building in the Enhanced Transit Area – exempt from minimum parking requirement for the commercial space because:
    - Restaurant requirement – 2 spaces
    - Retail/Other Commercial or Office requirement – 1 space

- 4,000 sf of commercial space in a new office building configured as two 2,000 sf spaces in the Enhanced Transit Area – exempt from minimum parking requirement for the commercial space because:
    - Restaurant requirement – 2 spaces per tenant space
    - Retail/Other Commercial requirement – 1 space per tenant space

- 4,000 sf of commercial space in a new hotel building in the Enhanced Transit Area – minimum parking requirement could apply because:
    - Restaurant requirement – 4 spaces if entire space is used for restaurant – not exempt
    - Retail/other commercial or office requirement – 1 space if entire space is used for retail or office – eligible for exemption
    - If any part of the exemption is applied, conditions restricting the use allowed in the space may be required (e.g. No more than 2,000 sf may be used as a restaurant)

- 2,000 sf existing retail building converting to a restaurant.
    - Eligible for an exemption since the minimum parking requirement is 2 spaces.

Parking Exemption for Existing Buildings

For new non-residential uses proposed in existing buildings that previously had a similar or more intense use, no additional parking beyond what is currently provided on site shall be required. More intense uses shall provide parking for the additional parking that is required by the change in use.

- An existing building is one that was constructed prior to [*date of adoption*] or built under a DSUP, DSP, building permit, or grading plan approved prior to [*date of adoption*].
- An existing building that is enlarged through a site plan or special use permit after [*date of adoption*] is no longer considered an existing building and subject to the parking requirements.
- A similar or less intense use is one that has the same or lower minimum parking requirement (based on the new requirements). A more intense use is one that has a higher minimum parking requirement (based on the new requirements).
- The new parking requirements may be applied if desired by the use.
- The maximum parking requirements shall only apply to new parking that is constructed after [*date of adoption*].
- A similar or less intense use would be based on the last use documented in the building prior to [*date of adoption*].

<u>Example applications:</u>

- 10,000 sf building in the Enhanced Transit Area that was previously used as a furniture store (retail/other commercial) with no parking on-site
    - Under new requirements the store would have been required to provide a minimum 3 spaces
    - New retail/other commercial or office use in the building – same minimum parking requirement –no parking is required
    - New restaurant use in the building – higher minimum parking requirement (10 spaces) – new use would be required to provide minimum of 7 spaces (10 spaces - 3 spaces)

- 10,000 sf building in the Enhanced Transit Area that was previously used as a restaurant with 2 spaces on site
    - Under new requirements the restaurant would have been required to provide minimum of 10 spaces
    - New retail/other commercial or office in the building – lower minimum parking requirement than restaurant – new use would be required to provide 3 spaces, but the 2 spaces on-site satisfy the requirement
    - New restaurant in the building – same minimum parking requirement – new restaurant would be required to provide 10 spaces, but the 2 spaces on-site satisfy the requirement

- 3,000 sf tenant space in an existing shopping center that was previously used as retail
    - New retail/other commercial or office – no additional parking required
    - New restaurant – minimum of 3 spaces required

- 100,000 sf existing office building in the Enhanced Transit Area
    - Under new requirements the office building would have been required to provide minimum of 25 spaces or a maximum of 150 spaces
    - New retail/other commercial or office in a tenant space in the building - no additional parking required
    - New restaurant in a tenant space in the building - Subject to parking requirements for a restaurant use minus office parking requirement (based on new requirements); eligible for the exemption if requirement is 2 spaces or less.

- 4,000 sf building used as an auto body shop (non-retail use)
    - Since the parking requirement for this use is not proposed to be changed, the existing use would have been required to provide 10 spaces (minimum of 2.5 spaces per 1,000 sf).
    - New retail/other commercial or office in the building – no requirement since retail has a lower minimum requirement than non-retail (existing standard)
    - New restaurant in the building – no requirement since restaurant has a lower minimum requirement than non-retail (existing standard)

Shared Parking

Allow shared parking between uses on the same lot or within 1,000 feet (as measured by a straight line with no specific barriers such as active railroad tracks, Interstates, or waterways). This process would use a variation of the Urban Land Institute's (ULI) shared parking model as a basis for determining the minimum requirement for the uses sharing the parking facility. Under this model, the parking requirement for each individual use proposed to share parking will be calculated and adjusted for each time period based on the table below. The highest parking requirement will be the minimum parking requirement for all uses sharing parking.

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

*For the purposes of shared parking only, this includes other uses not listed in the "retail" category including amusement enterprises, non-retail, medical or dental clinics, and theaters/ auditoriums/ assembly halls.

Example applications:

- A new restaurant is opening in an existing building that was previously retail but has no parking on-site. The restaurant is subject to the parking requirements. Using shared parking, the restaurant can satisfy the requirement with the parking provided at the office building across the street if the temporal demands for parking by each use do not conflict.
- A mixed use building with office and ground floor retail/restaurant applied the shared parking standards to satisfy the parking requirements for all uses within the building.

Identify previously approved and constructed development site plans that could share parking and process a group DSUP amendment to allow these buildings to apply the new parking requirements, including allowances for shared parking. This amendment would require a public hearing before Planning Commission and City Council to amend the identified DSUPs. Current property owners would have to authorize amendment of their DSUP.

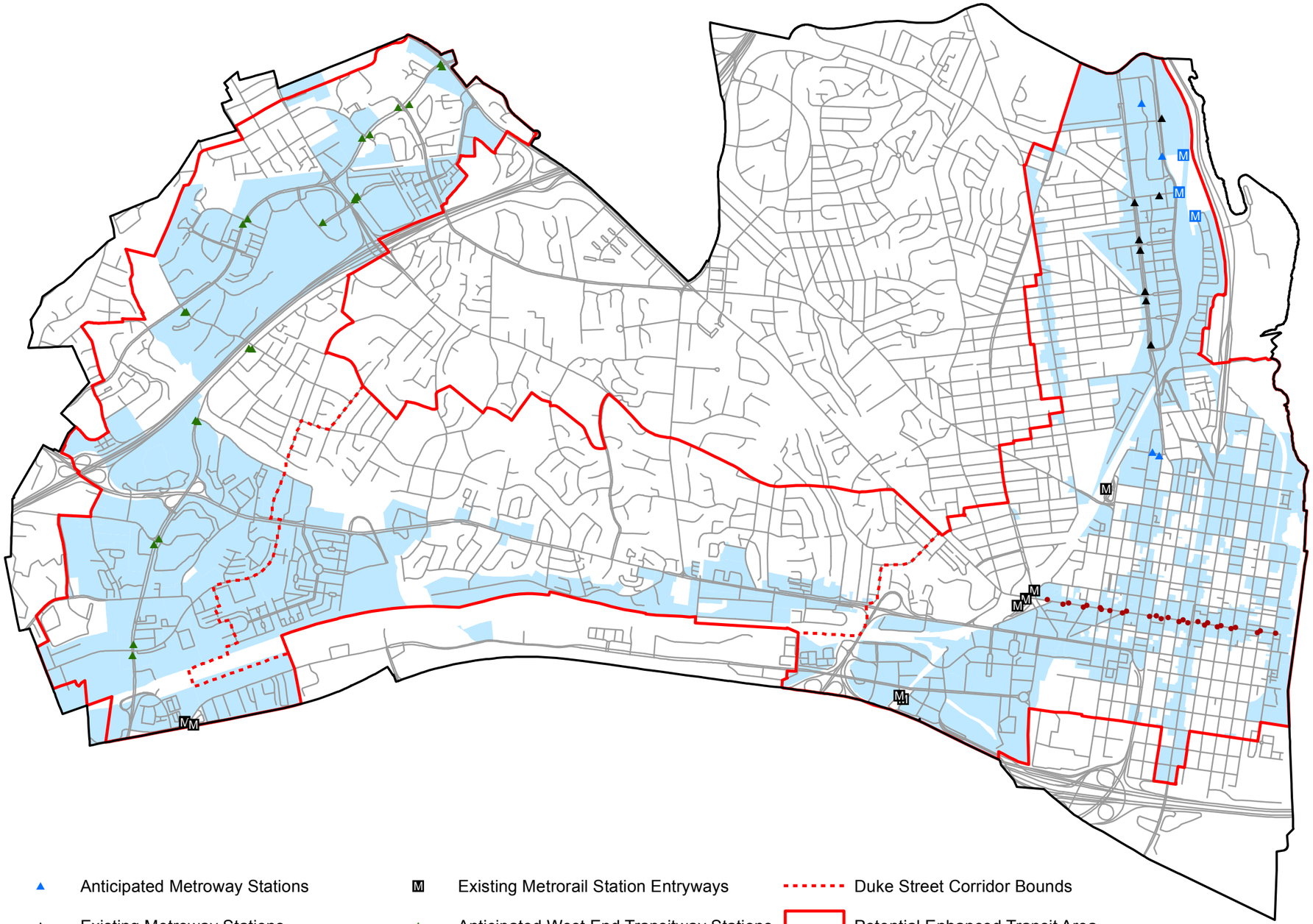
Example application:

- Amend the DSUP for the Saul Center to allow the building to use the new parking requirements, which would allow some of the parking to be shared.

Potential "Enhanced Transit Area" Map for Commercial Parking Requirements

NORTH

The map depicts an aggregate 1/2 mile transit walkshed roughly mapped to existing city streets and parcels. The walkshed is based on existing and anticipated stations and entryways. The purpose of the map is to differentiate future parking requirements for commercial developments and tenants. Requirements generated by the map are not intended to apply to residentially zoned properties that fall within the walkshed area. The map does not imply that residentially zoned properties will be rezoned as commercial for redevelopment. The light blue areas depict properties that allow commercial uses, either by-right or through the approval of a special use permit. Until a Locally Preferred Alternative is selected for enhanced transit service along the Duke Street corridor, properties within the bounds indicated by the dashed lines may use the maximums developed for properties beyond the Enhanced Transit Area. The Enhanced Transit Area minimums will remain applicable.



- Anticipated Metroway Stations
- Existing Metroway Stations
- Anticipated Metrorail Station Entryways
- Existing Metrorail Station Entryways
- Anticipated West End Transitway Stations
- Existing King Street Trolley Stations
- Duke Street Corridor Bounds
- Potential Enhanced Transit Area
- Commercially Zoned Properties within Enhanced Transit Area Boundary

Last Revised 11.30.17

Alexandria Transportation Commission
301 King Street
www.alexandriava.gov Alexandria, VA 22314 Phone: 703.746.4025

Honorable Mayor and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

December 11, 2017

Re: Endorsement of the Commercial Parking Standards Study Recommendations

Honorable Mayor Silberberg and Members of City Council,

At its December 6, 2017 meeting, the Transportation Commission held a public hearing to consider the proposed recommendations to update the City's commercial parking requirements. The Commission unanimously voted to endorse the proposed recommendations and fully supported advancing this project to the next step, which is consideration of a text amendment by the Planning Commission and City Council. The recommendations are aligned with and support the Alexandria Transportation Master Plan and the City's policy of promoting multi-modal transportation.

This study is the second phase in the City's efforts to update parking requirements that have not been comprehensively reviewed since the 1960s. Travel mode options, including Metro, DASH, and Capital Bikeshare, have increased in the last fifty years and use of these alternate modes of travel has steadily increased. In addition, the growing number of employers who support tele-working, expanded rideshare options such as Uber and Lyft, an increase in online shopping opportunities, and preferences for smaller, neighborhood serving retail and restaurants have all changed parking demand at many commercial sites.

The Commission is fully supportive of the proposed recommendations to update the City's commercial parking standards and staff appreciates the Council's consideration of the Commission's input in making the final discussion on the proposed text amendment.

Sincerely,

S.J. Klejst
Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
City Manager Mark Jinks
Yon Lambert, Director, T&ES
Matt Melkerson, Acting Deputy Director, T&ES

November 5, 2017

The Parking Standards for New Development Project Task Force
City Hall
301 King Street
Alexandria, VA 22314

Re: Updating the Commercial Parking Standards for New Development Projects

Dear Members of the Parking Standards for New Development Projects Task Force:

On behalf of the Environmental Policy Commission (EPC), I'm writing to share our comments on the draft recommendations for updating Alexandria's commercial parking standards for new development projects. I would like to thank Transportation and Environmental Services (T&ES) staff and the Task Force for providing the draft parking study report for discussion at our October 16th monthly meeting. We appreciate the opportunity to provide input to the Task Force in advance of finalizing its recommendations.

The EPC strongly supports the draft recommendations aimed at reducing or "right-sizing" commercial parking in new development projects based on the study of existing parking needs, as well as anticipated reductions in parking demand based on mass transit improvements anticipated along the Beauregard and Duke Street corridors.

EPC supports the Task Force recommendations to:

- simplify zoning map into two zones, designating lower minimum parking ratio requirements in areas with enhanced transit access (includes current anticipated transit systems),
- lower the minimum parking ratios,
- add maximum parking ratios,
- combine retail types into one retail category to the extent the new requirements can meet anticipated need and enable flexibility in changing types of retail uses in a space,
- exempt small businesses below a certain square footage from providing required parking, and
- develop a process to allow for shared parking between businesses.

These recommendations are more flexible and reduce obstacles for businesses inclined to reduce parking. Reduced parking is consistent with the City's environmental goals as outlined in the Environmental Action Plan (EAP), as part of a strategy to "create a holistic city transportation system that puts the health, mobility, and accessibility of "people first" by implementing development and transportation programs and projects consistent with the

following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles and private motor vehicles."

While the EPC supports the Task Force's draft recommendations, we have the following comments, questions, and proposed additions:

- **Three to Five Year Evaluation Cycle:** The EPC recommends that the final recommendations include a proposal for the parking standards to be reviewed every three to five years. The next update should not take another 50 years. Given rapid changes in mobility from the growing popularity of shared riding services to the emergence of self-driving cars, it is likely that parking standards will deserve more frequent reconsideration to ensure that they are properly attuned to local needs.

- **Regular Collection and Analysis of Parking Data**: To support the more regular re-evaluation of these parking standards, the EPC encourages the Task Force to request that Staff collect data annually to monitor how people are using parking to ensure that the policy is working as intended. Sensors and computer vision technology now make collecting such data much easier and cost effective. For example, the City should track regularly how many people are using shared-ride services and for what use cases. As more people use shared ride services, the need for parking may decrease over time. It is the EPC's observation that debates around parking are too often influenced by personal anecdotal evidence rather than empirical data. The City can help educate the public and right-size its parking requirements by more regularly collecting and reporting parking data.

- **Lower maximum ratios**. The EPC recommends that the Task Force consider further lowering the proposed maximums and, in the event there is a reasonable need for more parking, developers would be required to submit an exemption request. Given that the idea of a maximum is new for the City, it would seem logical to the EPC for it to be set low enough that some developers would be expected to seek an exemption. Having businesses justify the need for additional parking would be an opportunity for the City to negotiate development that ties the parking standards to environmental and transportation plans and policies. The exemption process would allow an opportunity to collect data about under what circumstances developers request to build more parking.

- **Lower minimum ratios**. While the EPC supports the proposed lower minimum ratios, we would be interested in understanding why the Task Force rejected lower or even the total elimination of the minimum parking requirement. Eliminating or lowering even further minimum ratios would support the growing adoption of alternative modes of transportation, and alleviate the administrative burden on staff and businesses by eliminating the need to apply for parking reduction exemptions.

- **Demand-related policie**s. The EPC was disappointed to learn that the Task Force was only asked to review parking ratios and not more comprehensively how to meet evolving parking needs in the City. The EPC would encourage the Task Force to highlight the limitation of its mandate and recommend that Staff pursue a follow-on effort that examines dynamic pricing and other policies to address demand rather than just focusing on supply through parking minimum and maximum ratios. Dynamic pricing would enable the City to match parking demand with current and anticipated parking supply.

Finally, the EPC believes that updating the City's parking standards should also be an opportunity to encourage alternate modes of transportation and advance the City's sustainability goals. The draft recommendations reflect the current state of transportation and parking in the City, but should contemplate more directly what kind of transportation and parking resources we want to have in the City in the future. This means not only reacting to the market, but putting in place policies to shape it. The EPC welcomes future collaboration with the City and Task Force to define what kind of parking and transportation options we want to have in the future.

Thank you for your consideration.

Jim Kapsis
Chair
Environmental Policy Commission

cc: Alexandria Environmental Policy Commission
Alexandria Transportation Commission
Yon Lambert, Director, T&ES
Katye North, Principal Planner, T&ES

PARKING STANDARDS FOR NEW DEVELOPMENT PROJECTS TASK FORCE
CITY OF ALEXANDRIA

301 King Street
Alexandria, VA 22314
www.alexandriava.gov/parkingstudies

Mayor Allison Silberberg and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

December 15, 2017

Re: Recommended Revisions to Commercial Parking Standards

Dear Mayor Silberberg and Members of City Council:

At the November 29, 2017 meeting of the Parking Standards for New Development Projects Task Force, its members **recommended approval of the draft recommendations** for new commercial parking standards, as described in the attached summary of Task Force Recommendations.

Alexandria's commercial parking requirements have not been comprehensively updated since the 1960s. Yet since that time, the City's urban form has changed dramatically, thanks in part to the introduction of new transit services and development of new commercial centers adjacent to Metro. Correspondingly, demand for parking has changed as Alexandrians have been afforded more transportation options. Today, our parking requirements for commercial uses are inconsistent with today's demand. This has resulted in many requests for parking reductions over the years, all of which have been approved but not without significant discussion and public concern about deviation from the official standard. Many of these requests have been made by small businesses, illustrating an avoidable hurdle to opening or expanding a business in the City, counter to the City's goals of supporting and promoting small businesses.

The draft recommendations are the result of nearly a year of analysis, review, and discussion by the Task Force and City staff during nine public meetings, a public open house, and update presentations to more than ten different stakeholder groups. The Task Force carefully reviewed parking and travel data for existing commercial sites in Alexandria and compared these results to the existing parking requirements. The Task Force also considered other background information including parking requirements in other jurisdictions, parking requirements for recently approved commercial developments (many with parking reductions), and the approved parking requirements within small area plans, as well as public comment during every meeting. Overall, these recommendations are rooted in the data that were collected and are consistent with existing City policies and plans, including the Strategic Plan, the Transportation Master Plan, and the Environmental Action Plan.

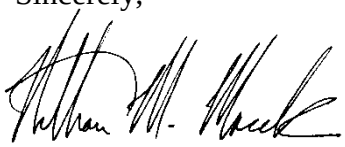
The Task Force encourages the City to monitor and evaluate the effects of the new parking requirements and make timely adjustments as warranted. This should include periodic data collection to validate parking trends. Another fifty years should not pass without a review of the parking requirements. Transportation is changing, perhaps more rapidly now than it has in the last few decades, and City policies should respond to meet those needs.

In addition to monitoring and evaluation of the results of implementation of these recommendations, the Task Force notes that parking requirements for several uses in the Zoning Ordinance have not been reviewed or updated since the 1960s, including but not limited to industrial uses, academic schools, and churches. The Task Force recommends that the City pursue a third phase to this effort: reviewing and as necessary updating the parking requirements for any remaining uses that have not been considered to-date.

Finally, we acknowledge that off-street parking policies must be considered within the context of on-street parking patterns. We encourage continued vigilance to ensure that the City's on- and off-street parking policies are harmonized and supportive of land use patterns envisioned in our long-range plans.

We appreciate the opportunity to participate in this important process and contribute to modernize the City's parking requirements.

Sincerely,



Nathan M. Macek, Chair
Parking Standards for New Development Projects Task Force

Attachment: Task Force Recommendations

cc: Alexandria Planning Commission
Parking Standards for New Development Projects Task Force
Mark Jinks, City Manager
Yon Lambert, Director, Department of Transportation and Environmental Services
Karl Moritz, Director, Department of Planning and Zoning

Commercial Parking Standards
Task Force Recommendations
November 29, 2017

Enhanced Transit Area Map

Create a map designating an "Enhanced Transit Area". This area includes a ½ mile buffer from existing and future Metro Stations, Transitways (Metroway, West End Transit, and Corridor B), and the following additional areas:

1. West side of Mount Vernon Avenue – the ½ mile buffer ends at Mount Vernon Ave – for consistency, commercial properties on the west side were included
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3. South Washington Street – the three southernmost blocks north of the Beltway were included since this area is well served by transit

The map includes a note indicating the areas within the Corridor B buffer area can use the maximums for properties outside the Enhanced Transit area until a Locally Preferred Alternative is selected.

Minimum and Maximum Parking Requirements

Establish minimum and maximum parking requirements for each land use and a different minimum-maximum range depending on whether a site is within the Enhanced Transit Area or outside the Enhanced Transit Area. The zoning requirement would be satisfied if a use provided parking within the minimum-maximum range. Requests to provide less parking than the minimum or more parking than the maximum would be considered through a special use permit.

Parking Requirements by Land Use

As part of this Study, four distinct commercial land use categories were studied: Hotel, Office, Restaurant, and Retail. Specific requirements for each land use are:

HOTEL

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

- Retail/Other Commercial and Restaurant space within a hotel will be subject to the parking requirements for those uses and eligible for the parking requirement exemption.
- Hotels with more than 5,000 sf of meeting space within a hotel shall provide additional parking equal to or greater than the minimum retail requirement, up to the maximum retail requirement.

OFFICE

	Min (spaces per 1,000 sf)	Max (spaces per 1,000 sf)
Within Enhanced Transit Area	0.25	1.50
Outside Enhanced Transit Area	0.75	2.25

RESTAURANT

Base Ratio	Min (spaces per 1,000 sf)	Max (spaces per 1,000 sf)
Within Enhanced Transit Area	1.0	3.0
Outside Enhanced Transit Area	1.0	4.0

RETAIL AND OTHER COMMERCIAL*

Base Ratio	Min (spaces per 1,000 sf)	Max (spaces per 1,000 sf)
Within Enhanced Transit Area	0.25	3.0
Outside Enhanced Transit Area	0.75	4.0

*This requirement would apply to the following uses as defined in the Zoning Ordinance:

- Retail shopping establishment
- Convenience store
- Animal care facility
- Day care center
- Personal Service Establishment
- Light assembly , service and crafts
- Massage business
- Private Commercial Schools

The Non-Retail parking requirement will remain as is to cover existing “non-retail” uses not specifically included in the list above.

Parking Requirement Exemption:

Non-residential uses that have a parking requirement of 2 spaces or less shall be exempt from providing the spaces.

- The maximum parking requirement shall apply to any parking provided.
- The exemption would be applied to individual tenant spaces with a minimum parking requirement of 2 spaces or less.

Example applications:

- 2,000 sf of commercial space in a new multifamily building in the Enhanced Transit Area – exempt from minimum parking requirement for the commercial space because:
    - Restaurant requirement – 2 spaces
    - Retail/Other Commercial or Office requirement – 1 space

- 4,000 sf of commercial space in a new office building configured as two 2,000 sf spaces in the Enhanced Transit Area – exempt from minimum parking requirement for the commercial space because:
    - Restaurant requirement – 2 spaces per tenant space
    - Retail/Other Commercial requirement – 1 space per tenant space

- 4,000 sf of commercial space in a new hotel building in the Enhanced Transit Area – minimum parking requirement could apply because:
    - Restaurant requirement – 4 spaces if entire space is used for restaurant – not exempt
    - Retail/other commercial or office requirement – 1 space if entire space is used for retail or office – eligible for exemption
    - If any part of the exemption is applied, conditions restricting the use allowed in the space may be required (e.g. No more than 2,000 sf may be used as a restaurant)

- 2,000 sf existing retail building converting to a restaurant.
    - Eligible for an exemption since the minimum parking requirement is 2 spaces.

Parking Exemption for Existing Buildings

For new non-residential uses proposed in existing buildings that previously had a similar or more intense use, no additional parking beyond what is currently provided on site shall be required. More intense uses shall provide parking for the additional parking that is required by the change in use.

- An existing building is one that was constructed prior to [*date of adoption*] or built under a DSUP, DSP, building permit, or grading plan approved prior to [*date of adoption*].
- An existing building that is enlarged through a site plan or special use permit after [*date of adoption*] is no longer considered an existing building and subject to the parking requirements.
- A similar or less intense use is one that has the same or lower minimum parking requirement (based on the new requirements). A more intense use is one that has a higher minimum parking requirement (based on the new requirements).
- The new parking requirements may be applied if desired by the use.
- The maximum parking requirements shall only apply to new parking that is constructed after [*date of adoption*].
- A similar or less intense use would be based on the last use documented in the building prior to [*date of adoption*].

<u>Example applications:</u>

- 10,000 sf building in the Enhanced Transit Area that was previously used as a furniture store (retail/other commercial) with no parking on-site
    - Under new requirements the store would have been required to provide a minimum 3 spaces
    - New retail/other commercial or office use in the building – same minimum parking requirement –no parking is required
    - New restaurant use in the building – higher minimum parking requirement (10 spaces) – new use would be required to provide minimum of 7 spaces (10 spaces - 3 spaces)

- 10,000 sf building in the Enhanced Transit Area that was previously used as a restaurant with 2 spaces on site
    - Under new requirements the restaurant would have been required to provide minimum of 10 spaces
    - New retail/other commercial or office in the building – lower minimum parking requirement than restaurant – new use would be required to provide 3 spaces, but the 2 spaces on-site satisfy the requirement
    - New restaurant in the building – same minimum parking requirement – new restaurant would be required to provide 10 spaces, but the 2 spaces on-site satisfy the requirement

- 3,000 sf tenant space in an existing shopping center that was previously used as retail
    - New retail/other commercial or office – no additional parking required
    - New restaurant – minimum of 3 spaces required

- 100,000 sf existing office building in the Enhanced Transit Area
    - Under new requirements the office building would have been required to provide minimum of 25 spaces or a maximum of 150 spaces
    - New retail/other commercial or office in a tenant space in the building - no additional parking required
    - New restaurant in a tenant space in the building - Subject to parking requirements for a restaurant use minus office parking requirement (based on new requirements); eligible for the exemption if requirement is 2 spaces or less.

- 4,000 sf building used as an auto body shop (non-retail use)
    - Since the parking requirement for this use is not proposed to be changed, the existing use would have been required to provide 10 spaces (minimum of 2.5 spaces per 1,000 sf).
    - New retail/other commercial or office in the building – no requirement since retail has a lower minimum requirement than non-retail (existing standard)
    - New restaurant in the building – no requirement since restaurant has a lower minimum requirement than non-retail (existing standard)

Shared Parking

Allow shared parking between uses on the same lot or within 1,000 feet (as measured by a straight line with no specific barriers such as active railroad tracks, Interstates, or waterways). This process would use a variation of the Urban Land Institute's (ULI) shared parking model as a basis for determining the minimum requirement for the uses sharing the parking facility. Under this model, the parking requirement for each individual use proposed to share parking will be calculated and adjusted for each time period based on the table below. The highest parking requirement will be the minimum parking requirement for all uses sharing parking.

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

*For the purposes of shared parking only, this includes other uses not listed in the "retail" category including amusement enterprises, non-retail, medical or dental clinics, and theaters/ auditoriums/ assembly halls.

Example applications:

- A new restaurant is opening in an existing building that was previously retail but has no parking on-site. The restaurant is subject to the parking requirements. Using shared parking, the restaurant can satisfy the requirement with the parking provided at the office building across the street if the temporal demands for parking by each use do not conflict.
- A mixed use building with office and ground floor retail/restaurant applied the shared parking standards to satisfy the parking requirements for all uses within the building.

Identify previously approved and constructed development site plans that could share parking and process a group DSUP amendment to allow these buildings to apply the new parking requirements, including allowances for shared parking. This amendment would require a public hearing before Planning Commission and City Council to amend the identified DSUPs. Current property owners would have to authorize amendment of their DSUP.

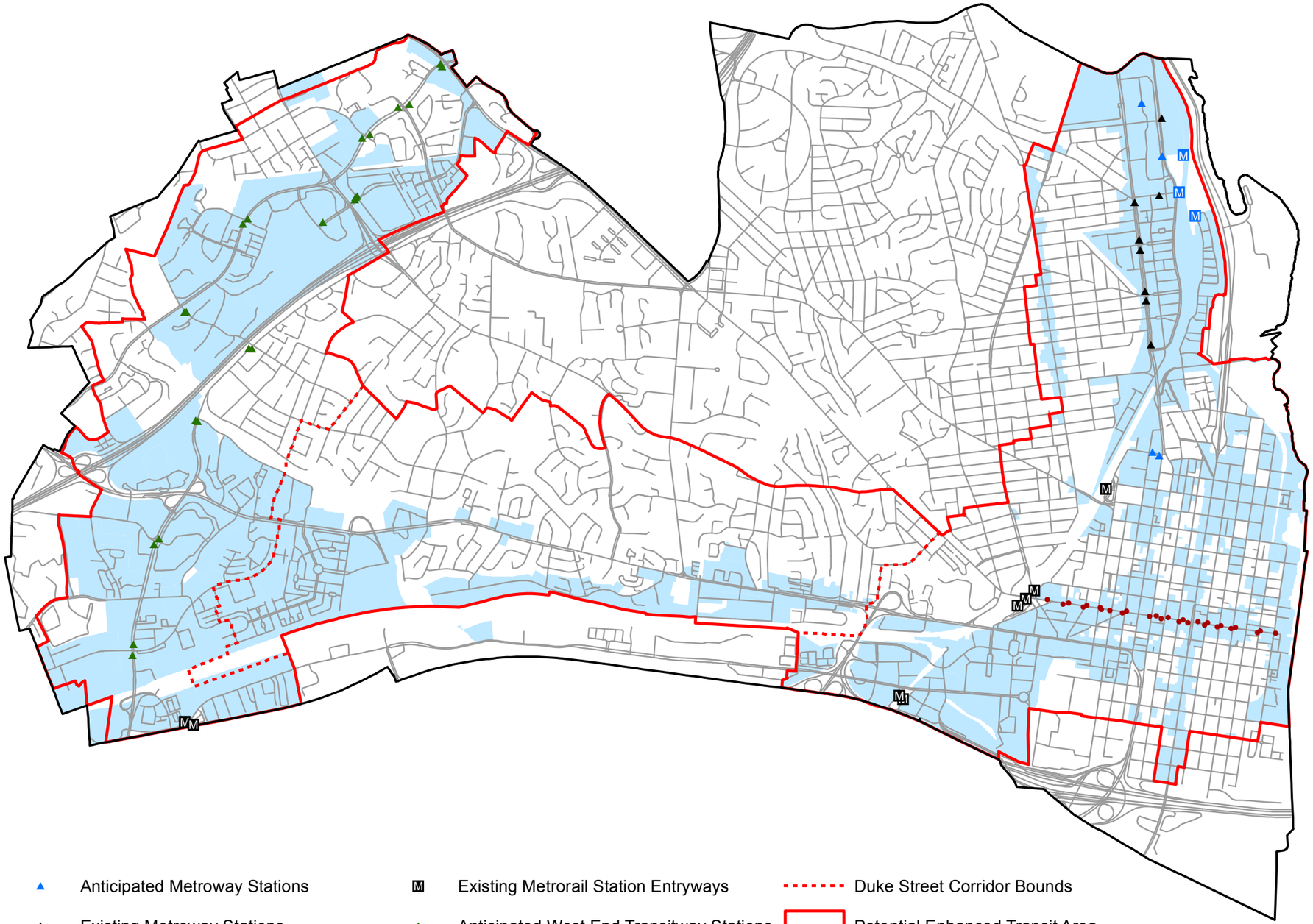
Example application:

- Amend the DSUP for the Saul Center to allow the building to use the new parking requirements, which would allow some of the parking to be shared.

Potential "Enhanced Transit Area" Map for Commercial Parking Requirements

NORTH

The map depicts an aggregate 1/2 mile transit walkshed roughly mapped to existing city streets and parcels. The walkshed is based on existing and anticipated stations and entryways. The purpose of the map is to differentiate future parking requirements for commercial developments and tenants. Requirements generated by the map are not intended to apply to residentially zoned properties that fall within the walkshed area. The map does not imply that residentially zoned properties will be rezoned as commercial for redevelopment. The light blue areas depict properties that allow commercial uses, either by-right or through the approval of a special use permit. Until a Locally Preferred Alternative is selected for enhanced transit service along the Duke Street corridor, properties within the bounds indicated by the dashed lines may use the maximums developed for properties beyond the Enhanced Transit Area. The Enhanced Transit Area minimums will remain applicable.



- Anticipated Metroway Stations
- Existing Metroway Stations
- Anticipated Metrorail Station Entryways
- Existing Metrorail Station Entryways
- Anticipated West End Transitway Stations
- Existing King Street Trolley Stations
- Duke Street Corridor Bounds
- Potential Enhanced Transit Area
- Commercially Zoned Properties within Enhanced Transit Area Boundary

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