Parking Standards for New Development Projects

Phase 1: Multi-family Residential

Right-Sizing the City's Parking Regulations

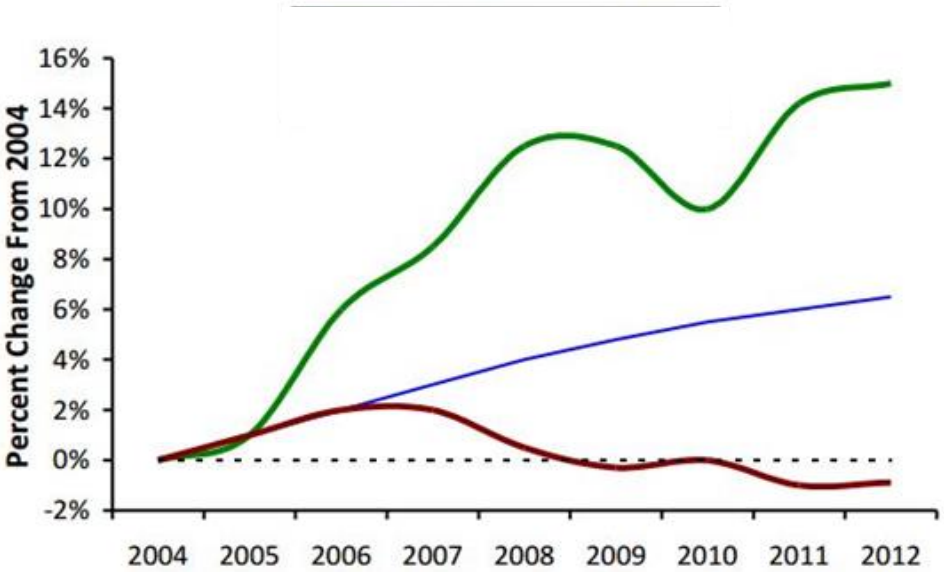
City Council Public Hearing
April 18, 2015

Why Right-Size Parking Standards Now?

- Declining demand
- Efficient use of land
- Maximize space for people over cars
- Parking is expensive
- Reduce impervious surfaces
- Neighboring jurisdictions are rightsizing
- Already addressing through SUPs
- Revising parking standards will not impact public benefits

Changing Demographics, Transportation Options, and Consumer Preferences

US Public Transit Ridership



Source: APTA 2013

Between 2004-2012

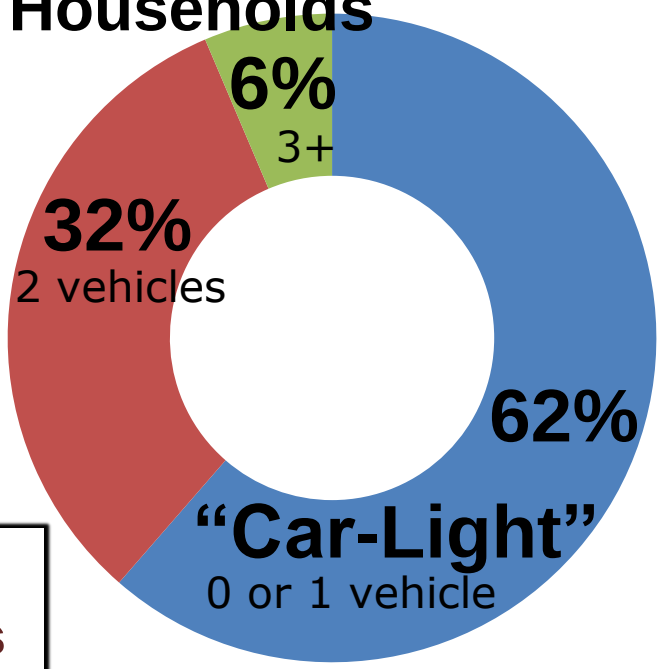
Transit Ridership 14%

US population 6%

Vehicle Miles 1%

Changing Demographics, Transportation Options, and Consumer Preferences

Vehicle Ownership
Alexandria Households



"Car-Light" Households
Fairfax 25%
US 43%
Alexandria 62%
Arlington 63%

Senior Households

In Alexandria, 18% have no car, compared to 10% citywide, and 13% nationally

Millennials

In 1983, 87% of US 19 year olds had a driver's license.
In 2010, 69% were driving.

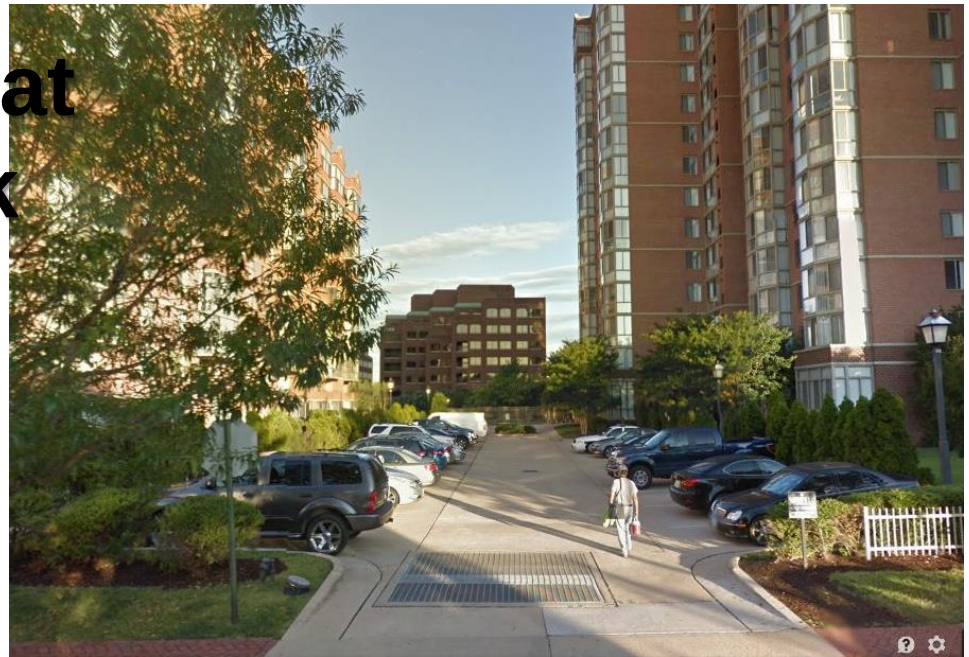
Source: US Census Bureau

Efficient Use of Land Resources

300 sq. ft.

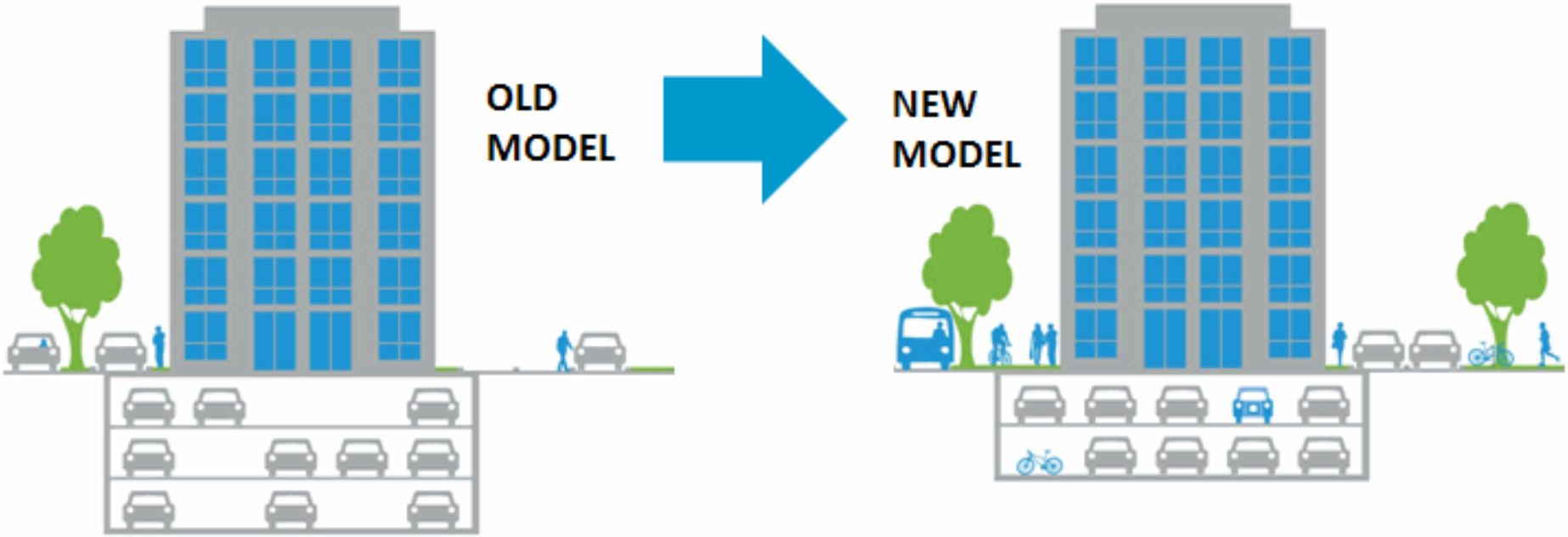
=

Meridian at Braddock Station

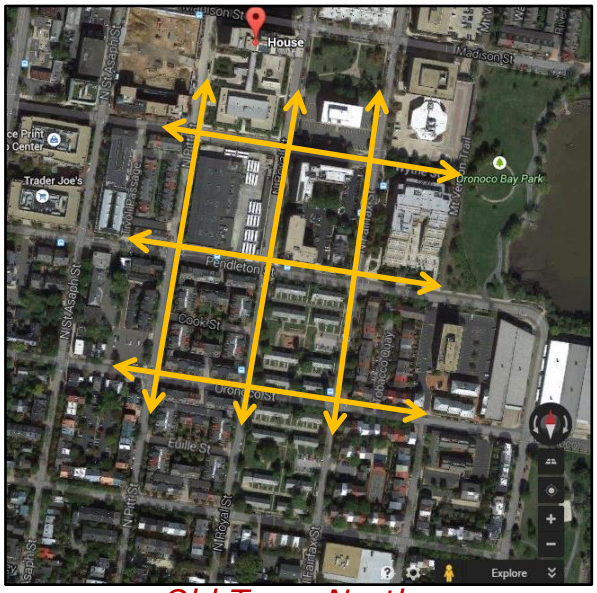


Efficiency and Cost

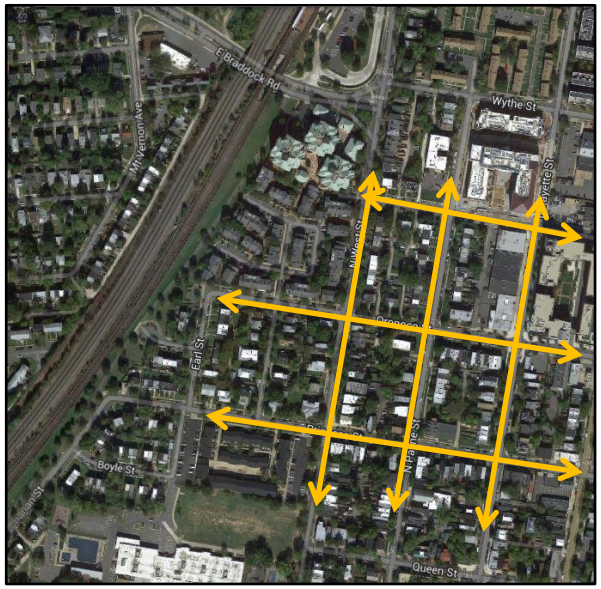
INEFFICIENT SUPPLY **EFFICIENT SUPPLY**



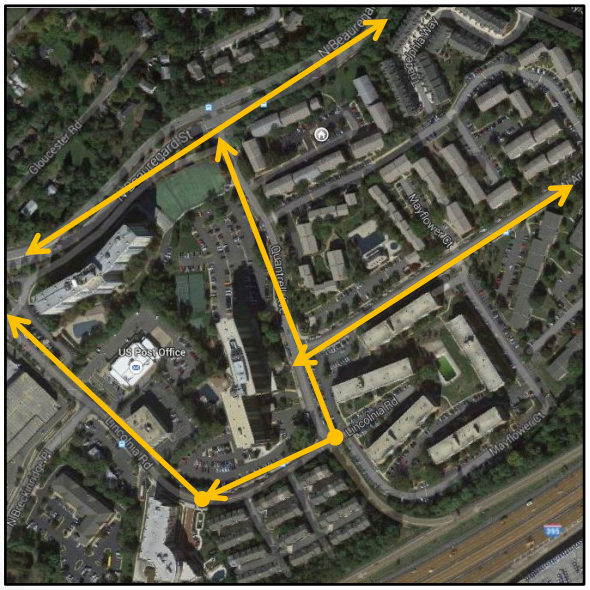
Parking Impacts Urban Design



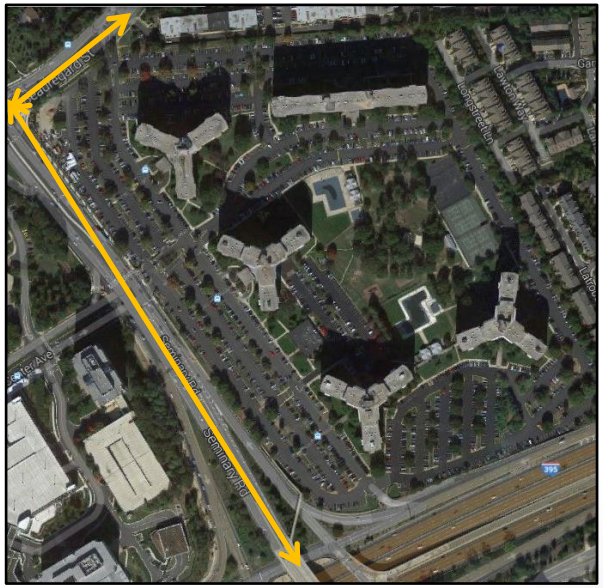
Old Town North



Braddock Metro Neighborhood



Alexandria West



Beauregard

Parking is Expensive

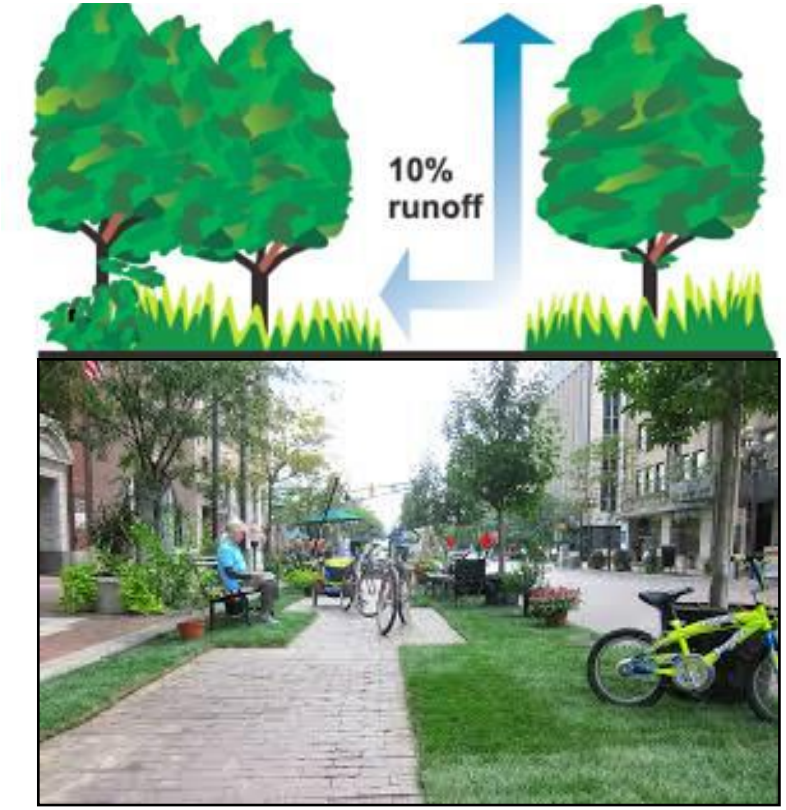
1 Underground Parking Space = $35,000-50,000 per space

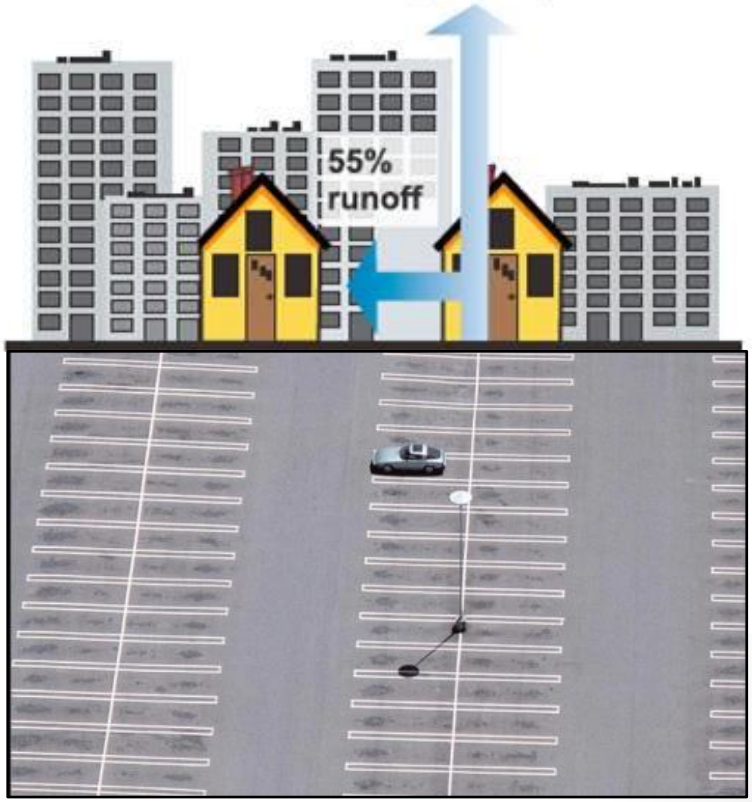
Parking is Expensive

Jackson Crossing (Under construction)

- 78-unit affordable housing development project

Parking - Impervious Surfaces Impact Water and Air Quality





Neighboring Jurisdictions are Right Sizing

- DC: Lower ratios in various zones; studying multi-family parking standards, developing "Parking Calculator" tool to account for demand factors similar to current Alexandria proposal

- Montgomery: New multi-family standards enacted 2015; lower ratios for projects within "Parking Lot Districts" and "Reduced Parking Areas" take factors into account

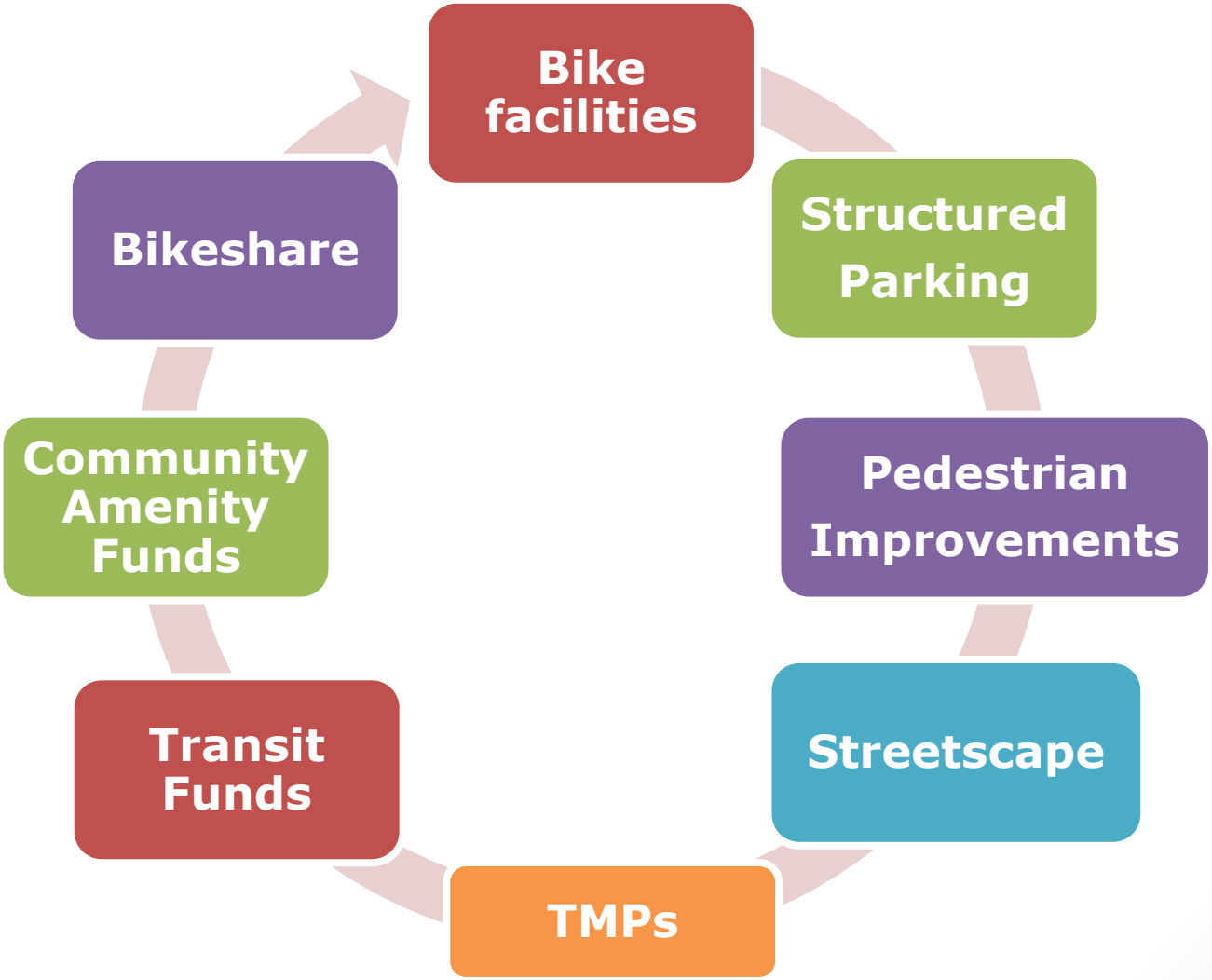
- Arlington: Currently studying multi-family parking standards; data collection underway

City's Practice has been to Right-Size Parking

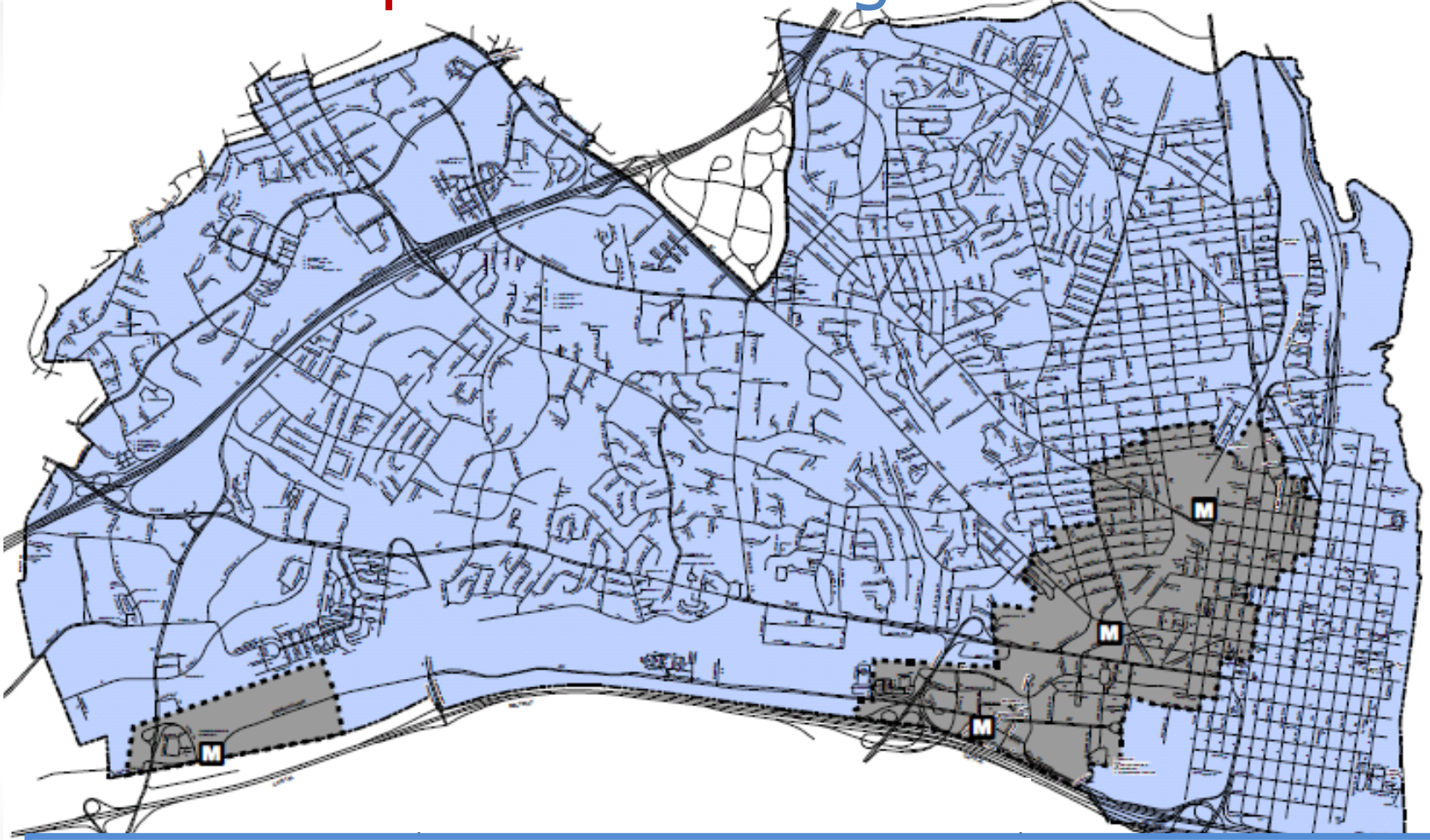
We have been solving the problem with SUPs.

- From 2000 - 2010 City Council considered 49 DSUPs for Residential and Residential/Mixed-Use Projects
  - Of those, 16 projects or 33% of all DSUP applications requested Parking Reduction SUPs.
    - All requests were granted

Revising Parking Standard Will Not Impact Public Benefits



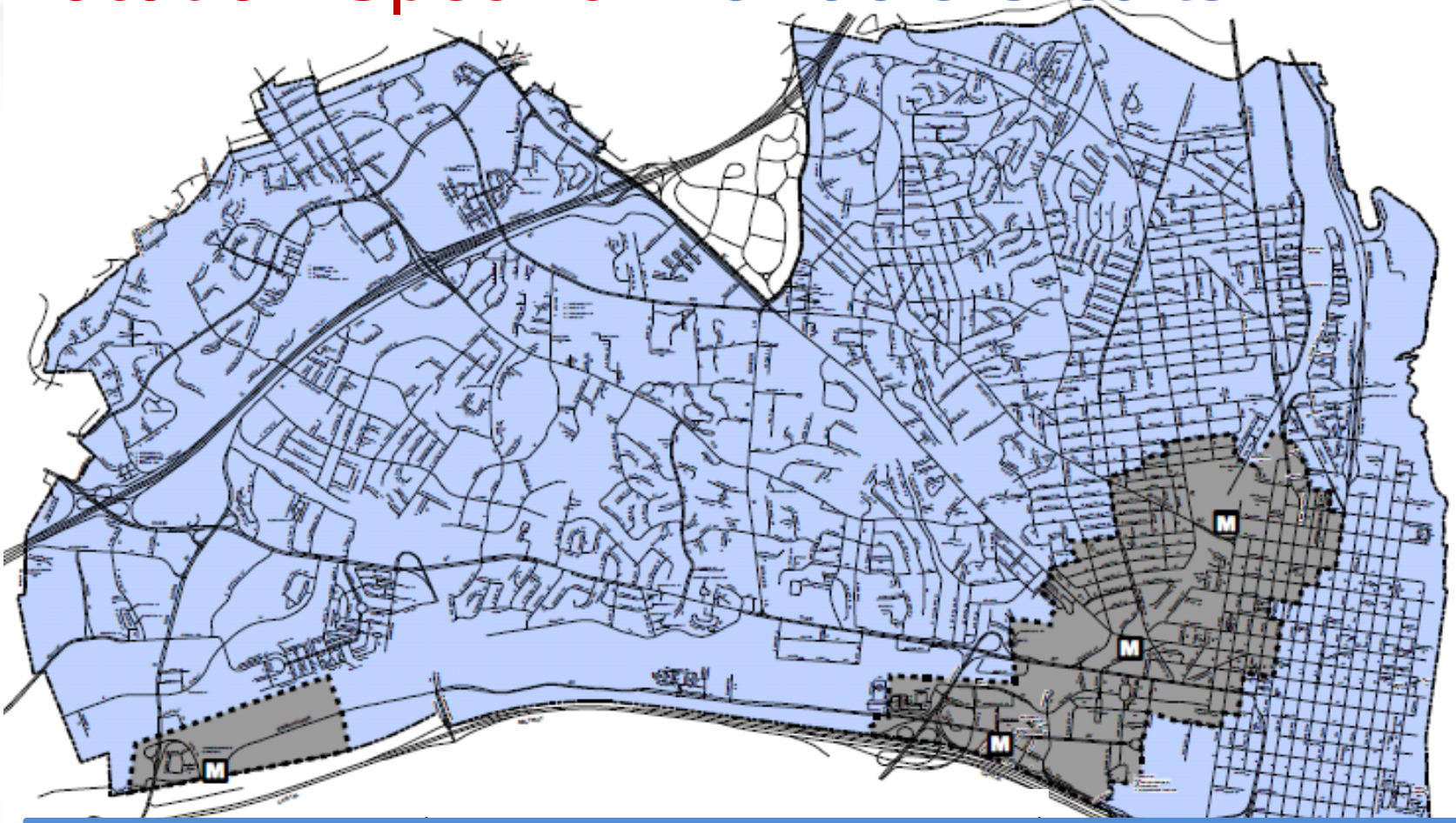
Draft Market Rate Housing Parking Ratio Location-Specific Starting Ratio



Within Metro Walkshed: 0.8 space per bedroom

Outside Metro Walkshed: 1.0 space per bedroom

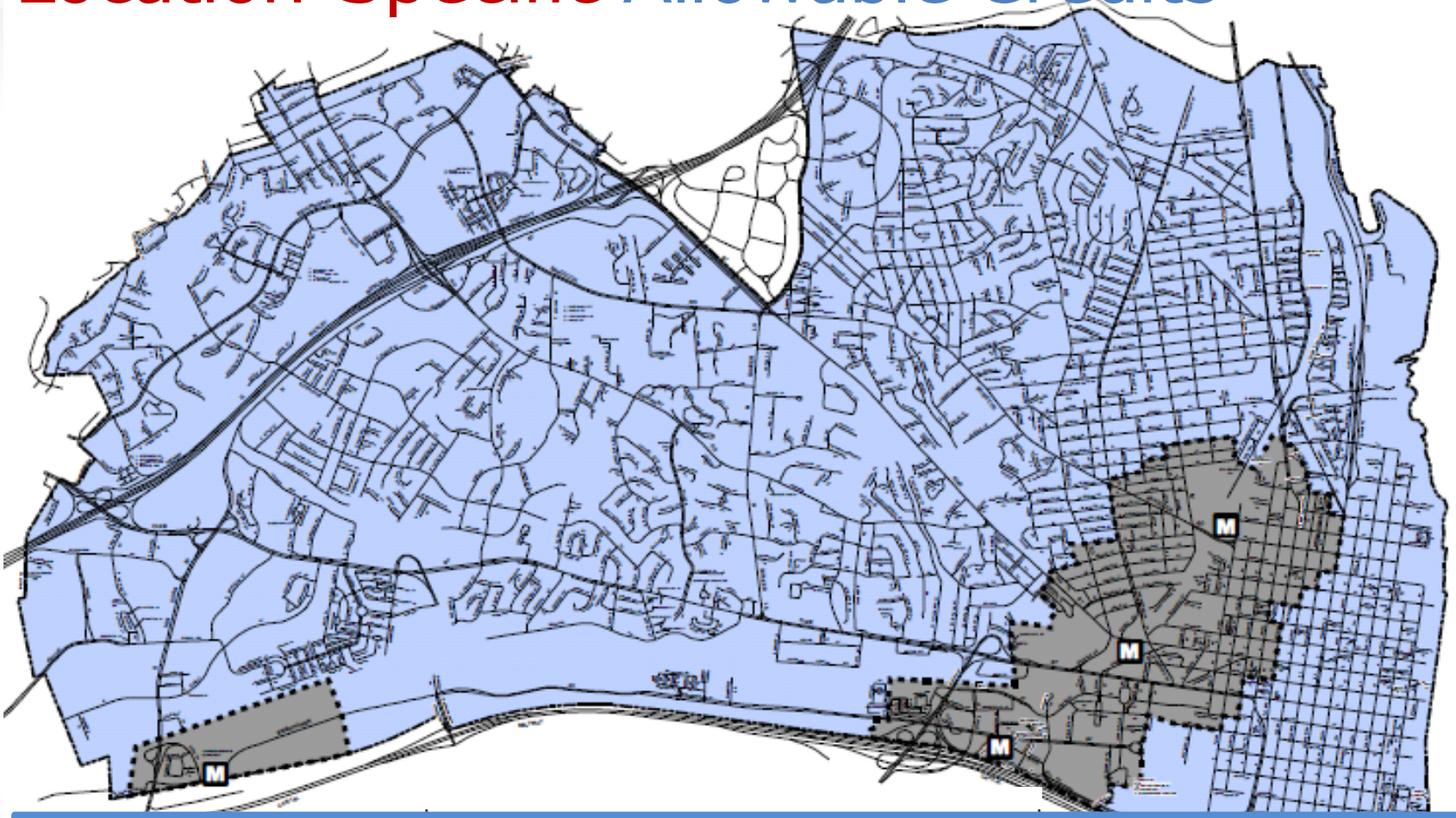
Draft Market Rate Housing Parking Ratio Location-Specific Allowable Credits



Within Metro Walkshed 0.8 space per bedroom
With applicable credits can go to .64 per bedroom

- 5% for bus routes
- 10% or 5% for walkability
- 5% for studios

Draft Market Rate Housing Parking Ratio Location-Specific Allowable Credits



Outside Metro Walkshed: 1.0 space per bedroom
With applicable credits, can go to .70 per bedroom

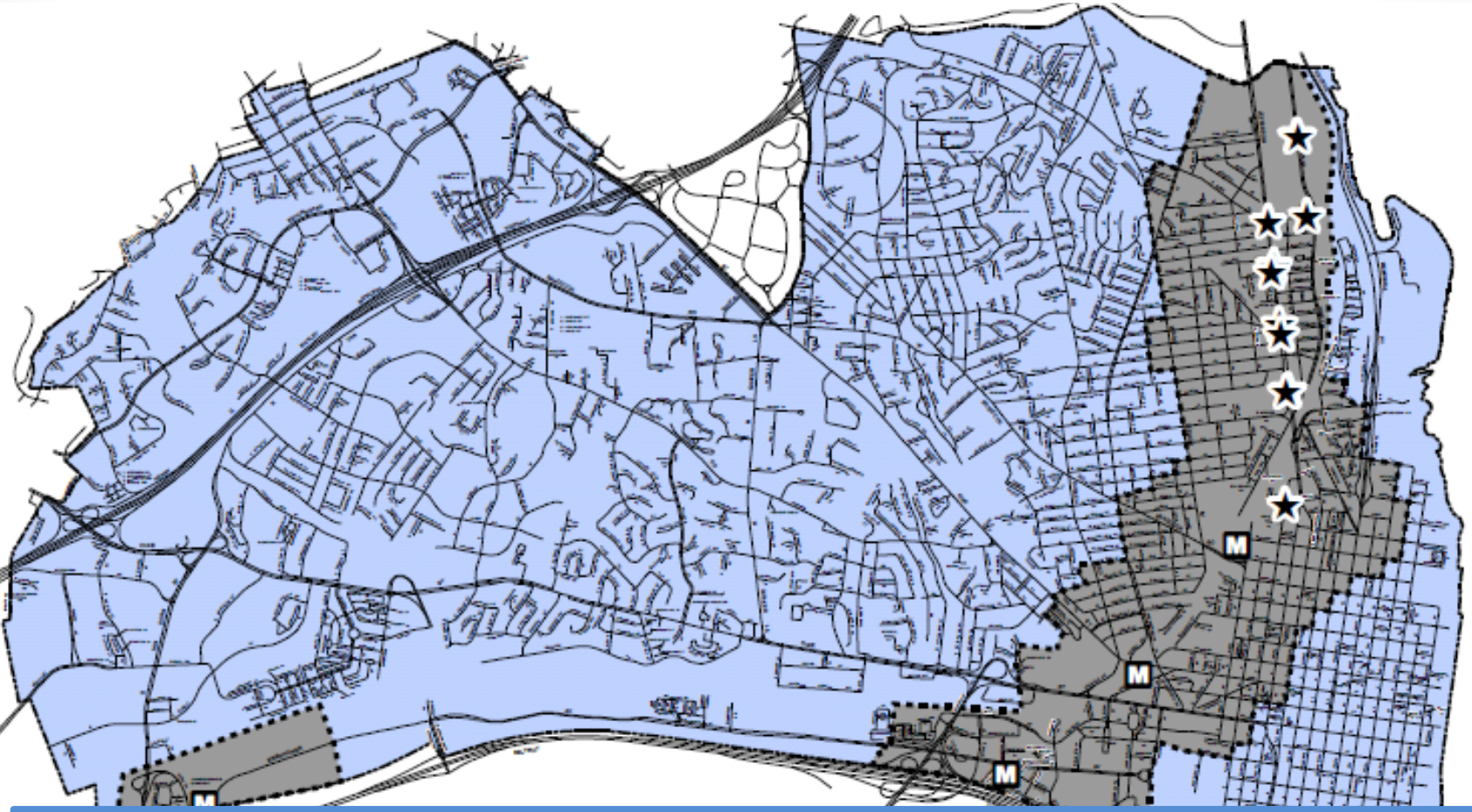
- 10% for BRT stop
- 5% for studios
- 10% or 5% for walkability
- 5% for bus routes

Draft Recommendation: Affordable Housing

Income-Restricted Units

INCOME SERVED	STARTING PARKING RATIO
Units at 60% Area Median Income	0.75 space/unit
Units at 50% Area Median Income	0.65 space/unit
Units at 30% Area Median Income	0.50 space/unit

Draft Affordable Housing Parking Ratio Location- & Income-Specific, Plus Credits



Within Metro/BRT Walkshed: .68-.45/unit based on AMI and applicable credits

Outside Metro/BRT Walkshed: .75-.40/unit based on AMI and applicable credits

Common Questions

- Comparison to current standards
- Per bedroom measurement - definition
- On-street parking
- Parking maximum
- Visitor parking
- Clarity

City Council Work Session Follow up

- Administrative Approvals for Shared Parking
- Council Review of Development Applications
- Applicability
- Community benefits

Implementation

Request: Explore options that maximize community benefits

Staff Recommendation:

Text amendment to the Zoning Ordinance

- *Aligns parking regulations with current City plans and practice*
- *Increases transparency about requirements, adding certainty for the community and developers*
- *Reduces # of parking reduction SUP requests for multi-family housing, prioritizing City staff resources for other tasks*
- *Continue to receive community benefits to mitigate impacts of development*

Alternative:

- *Interim pilot of proposed recommendation could be tested until commercial phase of the Parking Study is completed*
- *Challenges: Staff and Council continue to review parking reductions on a project by project basis, less transparency and ceertainty for public/developers; policy has less authority than regulation; outdated parking ratios remain in ZO*

Endorsements

Draft Recommendation, as a Text Amendment, is endorsed by:

- *Parking Standards for New Development Projects Task Force*
- *Environmental Policy Commission*
- *Transportation Commission*
- *Affordable Housing Advisory Committee*

Background Slides

Parking Study Scope and Process Fall 2013 – Spring 2015

Data Collection & Analysis

Public Input

Work Sessions

Public Hearings

Draft Recommendations

Revised Draft Recommendations

- On-site parking counts
- Best Practices

- "Why Right-Sized Parking Matters"
- Task Force Public Meetings
- Federation
- NAIOP
- EPC
- AHAC

- Transportation Commission
- Planning Commission
- City Council

Consistency with City Plans

City Council Strategic Plan

- Goal 1: *Alexandria has quality development and redevelopment, support for local businesses and a strong, diverse and growing local economy*.
- Goal 3:*A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians.*

Transportation Master Plan

- *"The City will develop and implement comprehensive guidelines and requirements for transit-oriented development (TOD)that support the principles of TOD and include maximum parking ratios, unbundled parking infrastructure, and parking cash-out programs as parking management strategies for development/redevelopment of properties proximate to Metrorail stations."*

Housing Master Plan

- *"Establish a policy for the reduction of parking requirements in projects that meet minimum thresholds of affordable housing."*

Eco-City Charter

- *"Where our built environment preserves and maximizes open spaces, natural landscapes, historic resources, and recreational opportunities, while protecting and improving our natural environment and public health…Where we travel less and less by car and increasingly by mass transit, walking, and bicycling."*

Draft Recommendation: Market-Rate Housing **Compared to Current Zoning Ordinance**

	Current Zoning Ordinance	**Draft Recommendation**	
# of BR	**Citywide**	**Within 0.5 mile of Metro**	**More than 0.5 mile from Metro**
1BR Unit	1.3	0.64 - 0.8	0.70 - 1.0
2BR Unit	1.75	1.28 - 1.6	1.4 - 2.0
3BR Unit	2.2	1.92 - 2.4	2.1 - 3.0

Walkability Index

- **Performance-based index**
- Measures ped. access to **diverse** land uses
- Utilizes **walking distance, requires** adequate sidewalks
- **0.25 & 0.5 mile** thresholds
- **Hybrid of Walkscore's** point system and **LEED**'s rigorous methodology

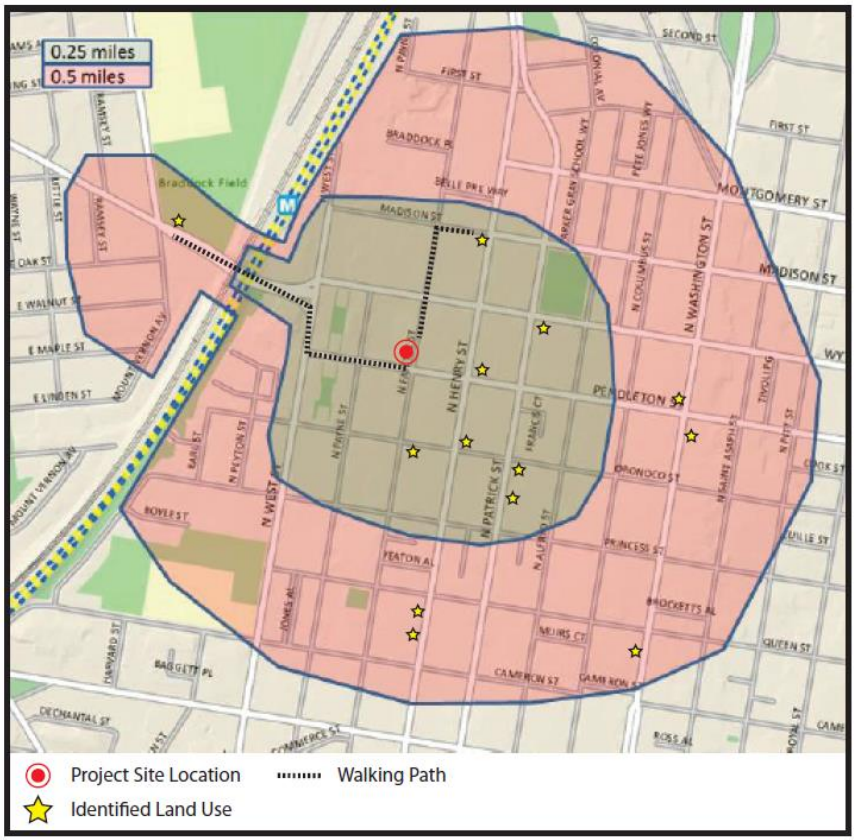
TABLE: USE TYPES & CATEGORIES

Category	Max. Points	Use or Service Type	0.25 mi. or less	0.25 - 0.5 mi.
Food Retail	15	Supermarket or grocery with produce section (min. 5,000 gross square footage)	15	5
Community-serving retail	20	Convenience Store	7	3
		Farmers Market (min. 9 months per year)	5	-
		Hardware store	5	-
		Pharmacy	10	5
		Other retail	3	-
Services	20	Bank (not ATM)	5	-
		Family entertainment venue (e.g. theater, sports)	5	-
		Gym, health club, exercise studio	5	-
		Hair care	3	-
		Laundry, dry cleaner	5	-
		Restaurant, café, diner (excluding those with only drive-thru only service)*	5	5
Civic and community facilities	35	Adult or senior care (licensed)	3	-
		Child care (licensed)	3	-
		Cultural arts facility (museum, performing arts)	5	-
		Education facility (e.g. K-12 school)	10	5
		Education facility (e.g. university, adult education center, vocational school, community college)	5	-
		Government office that serves public on-site	3	-
		Medical clinic or office that treats patients	3	-
		Place of worship	5	-
		Police or fire station	3	-
		Post office	5	-
		Public library	5	-
		Public park	10	5
		Social services center	3	-
Community anchor uses	10	Business office (100 or more FTE)	10	5

DRAFT

Draft Walkability Index: Sample Map

- Shows multi-family building
- Identifies uses (schools, retail, office buildings, etc.)
- Illustrates walkshed or walking route
- Includes scale or distance measure
- Easily replicable
- Easily verifiable
- Google map, Yelp map, GIS, etc.



Asher Apts.
(For Illustrative Purposes Only)

Guiding Document:
User's Guide to Applying New Standards

Parking Standards for Multi-Family Residential Development Projects
Guiding Document

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Local Jurisdiction Comparison

Jurisdiction	Multifamily Parking Ratio Requirements
Arlington	1.125/Unit for first 200 Units plus 1.0/Unit for each additional Unit; Many special exceptions in transit areas; 1.0/Unit Columbia Pike; .825/Affordable Housing (AH) Unit
DC	Varies from .25-1.0/Unit depending on zones; no separate AH ratio; revisions for significantly lower ratios currently in process
Montgomery	In parking districts, allow for ranges based on # of bedrooms: Efficiency .50-1.0/Unit; 1 BR .50-1.25/Unit; 2 BR.75-1.5/Unit; 3 BR 1.0-2.0/Unit
Alexandria (Proposed)	Less than ½ mile from Metro – base ratio .80/BR with potential credits and Minimum of .64/BR; More than ½ mile from Metro – base ratio 1.0/BR with potential credits and Minimum of .70/BR; AH base ratio - .75/Unit with potential credits and Minimum of .35/Unit.

Draft Recommendation: Market-Rate Housing

PROJECT LOCATION	STARTING PARKING RATIO
Within 0.5 mile Metro Station Walkshed	0.8 space/bedroom
Outside of 0.5 mile of Metro Station Walkshed	1.0 space/bedroom

Draft Recommendation: Market-Rate Housing

Optional Credits, or Deductions, on the Starting Ratios

- Located within ½ mile of BRT Stop: 10%

  Only if located outside of the ½ mile Metro Walkshed

- Located within ¼ mile of 4 or More Bus Routes: 5%
- Walkability Index Score Very High/High: 10% or 5%
- 20% or More of the Units are Studio Units: 5%

Draft Recommendation: Affordable Housing

Income-Restricted Units

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Data Collection Findings

			Existing Conditions																
Property Name	Distance from Metro		# of Dwelling Units	Provided Parking Ratio	Average Per Unit Demand Based Parking Ratio	Car ownership	Average Per Bedroom Demand Ratio	Construction Year	DSUP Conditions (3)	Fee for On-site Parking	Occupancy (%) Average On-street	% Studio	%1 bd	% 2bd	% 3bd	On-site TMP	# of Bus Routes Serving the Area	Walk Score (4)	Bike Score
Site A1	0.1	<.25 mile	369	1.2	0.9	281	0.6	2007	No	$75	74%	22%	29%	49%	0%	Yes	3	83	58
Site A2	0.2		206	1.2	1.0	60	0.7	2013	Yes	$75	56%	11%	53%	36%	0%	Yes	6	86	65
Site A3	0.2		480	1.1	0.9	234	0.7	1992	Yes	$75	54%	10%	58%	32%	0%	Yes	4	80	64
Site A4 (5)	0.2		315	1.7	1.2	281	0.8	2000	No	$100	79%	0%	51%	42%	7%	Yes	1	82	56
Site A5 (1)	0.2		169	1.6	1.0	108	0.7	2008	Yes	N/A	55%	0%	45%	54%	1%	Yes	6	86	65
Average				**1.4**	**1.0**	**193**	**0.7**												
Site B1	0.4	Between .25 mile and 1 mile	403	1.2	0.8	265	0.6	2001	No	$75	26%	8%	61%	31%	0%	Yes	3	92	61
Site B2 (1)	0.5		64	1.8	1.3	79	0.6	2007	Yes	N/A	59%	0%	6%	94%	0%	No	2	95	63
Site B3 (1) (2)	0.5		58	2.0	1.8	88	0.7	2009	No	N/A	55%	0%	0%	48%	52%	No	4	94	62
Site B4 (1)	0.7		169	1.4	1.4	206	0.7	1974	No	N/A	N/A	0%	24%	57%	19%	No	3	71	47
Site B5 (1)(2)	0.6		57	1.6	1.1	54	0.6	2011	Yes	N/A	52%	0%	25%	75%	0%	No	4	80	64
Average				**1.6**	**1.3**	**138**	**0.7**												
Site C1	1.5	> 1 mile	141	1.7	1.5	134	1.1	2009	No	$50	60%	0%	63%	37%	0%	No	4	69	55
Site C2	1.5		104	1.3	1.1	104	0.6	2006	No	$0	85%	0%	29%	71%	0%	No	4	83	26
Site C3	2		588	1.5	1.3	520	0.9	2002	No	$50	71%	0%	60%	40%	0%	Yes	3	75	81
Site C4	2.1		350	1.2	1.1	383	0.9	1968	No	$0	62%	33%	36%	31%	0%	No	4	62	42
Site C5	2.6		416	1.3	1.3	475	0.9	1946	No	$0	90%	0%	55%	45%	0%	No	2	65	83
Site C6	3.1		547	1.2	1.4	665	0.9	1962	No	$0	99%	14%	42%	33%	10%	No	7	69	47
Average				**1.4**	**1.3**	**380**	**0.9**												

Less than .25 mile away from Metro
Between .25 and 1 mile away from Metro
More than 1 mile away from Metro

1) Condo
2) Counts were adjusted based on carowenership data provided by Finance Department
3) Development Special Use Permit (DSUP) conditions prohibiting residents from obtaining a Residential Parking Permit
4) Source: http://www.walkscore.com
5) Parking fee is $100 per month for a reserved parking space. Residents can also pay $70 for a non-reserved space

Administrative Approvals Shared Parking

- Request: investigate streamlined modification to parking requirements in existing approvals
- Eg: Potomac Yard Fire Station
- Limited opportunities for administrative amendments to approved DSUPs, however staff is investigating options, and will present a recommendation when a proposal is ready

Council Purview

- Council will continue to review majority of development cases; few are parking reductions only
- One of the recommendation's originally proposed credits (5%) was removed to retain Council oversight beyond allowed range
- Requests to park below minimum ratio (after credits) or above starting ratio, will require a parking modification SUP
- With SUPs, Council can require mitigation of negative impacts to transportation network and community

Clarity

- New approach is more complex than current regulations
- Necessary to achieve goals of "right-sizing" the parking ratios and making them context sensitive to project locations and parking demand factors
- Draft *Guiding Document provides* greater detail and guidance for applying the new ratios and credits, interpreting the walkshed maps, and using the walkability index

Parking Maximum

- Proposal establishes one ratio (0.8 per bedroom) for projects within the 0.5 mile Metro Walkshed and another ratio (1.0) for projects outside the 0.5 mile Metro Walkshed.
- May utilize eligible credits to go as low as .64 and .70 respectively, without an SUP
- In some cases, applicants may wish to provide more parking than established ratio; will require parking modification SUP.
- General support for maximum (Parking TF, with some opposition, TC, EPC)

On-Street Parking

- Community concern about spillover parking onto neighborhood streets
- Proposed ratios were developed to avoid this impact, and include a buffer over and above demand to ensure adequate percentage of empty spaces within garages
- Some suggest that residents of new projects not be allowed on-street parking permit stickers. City no longer uses this practice with new development applications.
- Parking Districts and On-Street Permit Parking not within scope of this study, but will be addressed through Old Town Area Parking Study.

Visitor parking

- Proposed starting ratios are inclusive of visitor parking. Ratios were informed by data collection which included a count of all cars in the lot, whether visitors or residents. In addition to incorporating existing visitor parking, the starting parking ratios also incorporate a 10% buffer above existing utilization to allow for increase in demand.
- City's current practice (not a requirement) is that developers provide 15% visitor parking, either on-site or on new streets created by the development.
- Guiding document recommends that projects set aside 5-10% of their parking spaces for visitors.