

Parking Standards for New Development Projects

TASK FORCE MEETING #1
April 9, 2014
City Hall, Council Work Room



AGENDA

- Welcome and Introductions
- Discussion of March 31 Speakers Panel
- Goals of the Study, Role of the Task Force, Community Process
- Background on Parking in Alexandria
 - Demographic Trends
 - Existing Parking Standards
 - Existing Parking Policies
- Parking Study Approach
- Discussion



DISCUSSION

Reactions to the March 31 parking panel:

- Were there ideas that surprised you?
- Were there suggestions we should look at implementing in Alexandria?
- What is the relationship between parking and the quality of urban life?



WHY A PARKING STUDY NOW?

- ✓ Changing demand
 - ✓ Increased non-auto options
 - ✓ Carshare Program
 - ✓ Bikeshare program
 - ✓ More transit
 - ✓ Change in Demographics
 - ✓ More development near transit
- ✓ Parking is expensive to construct
- ✓ Outdated Zoning Ordinance



GOALS OF THE STUDY

- Update the parking requirements for new development projects
 - Phase 1 – Multi-Family Residential
 - Phase 2 – Commercial, Office, and Retail
- Consider the impacts of new development projects to residential on-street parking



ROLE OF THE TASK FORCE

Purpose: Provide input on future recommended revisions to the City's parking standards for new development projects

Tasks

- Review current parking requirements, existing conditions, data, trends, best practices/policies
- Provide input on proposed revisions
- Submit report to Directors of PZ & TES on recommendations.
- Support community engagement efforts



COMMUNITY PROCESS

- Mar. 31: Expert Speaker Panel
- April 9: Overview
- May 14: Data Collection Results, Analysis, Key Factors Impacting Demand
- June 11: Best Practices, Options, Alternatives
- July 16: Tentative Working Meeting*
- Sep 10: Initial Recommendations

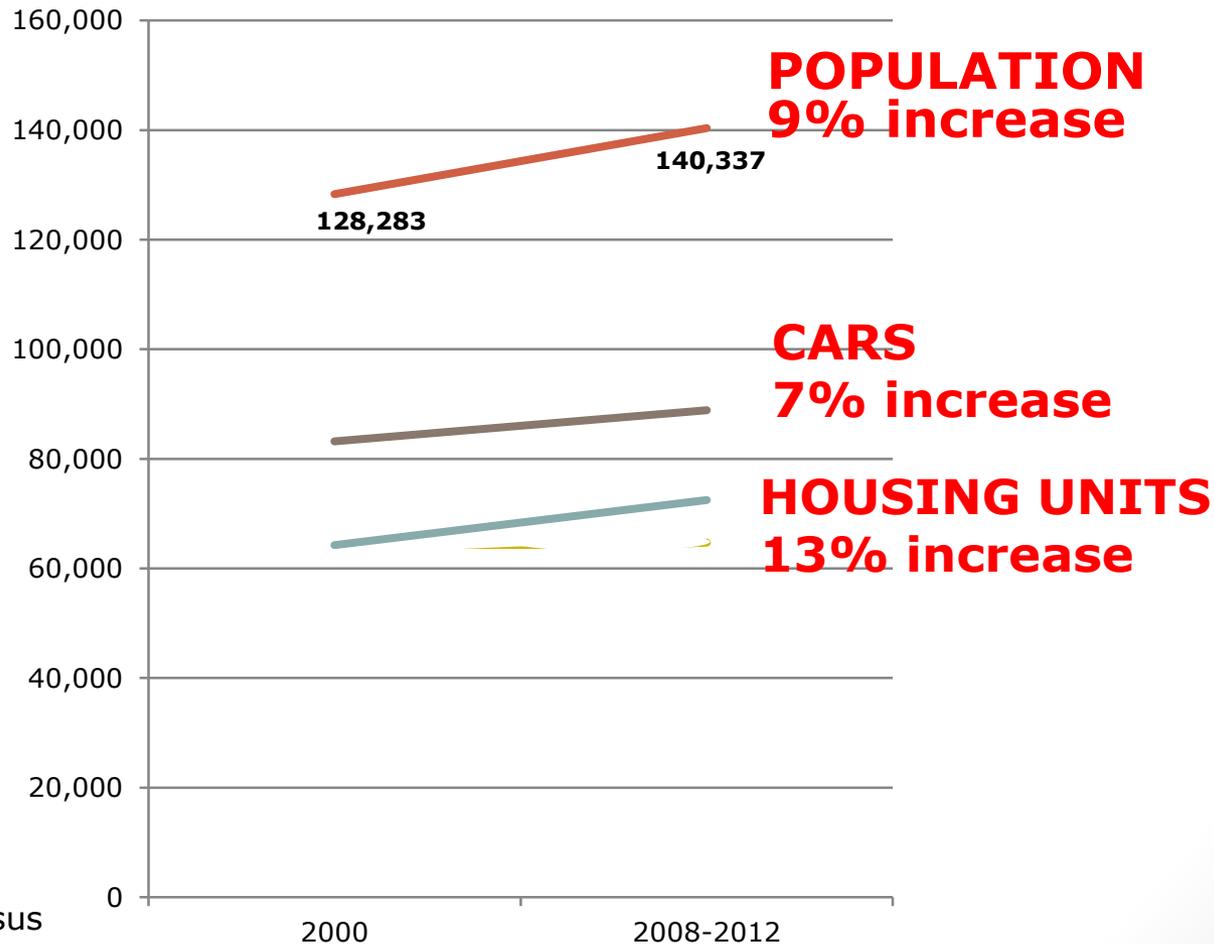
October 2014: Planning Commission and City Council Work Sessions

January 2015: Planning Commission and City Council Public Hearings



ALEXANDRIA DEMOGRAPHIC TRENDS

Total Population, Cars, Housing Units

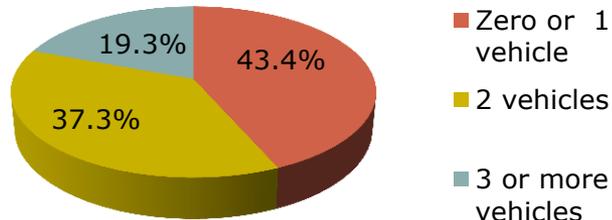


Source: US Census

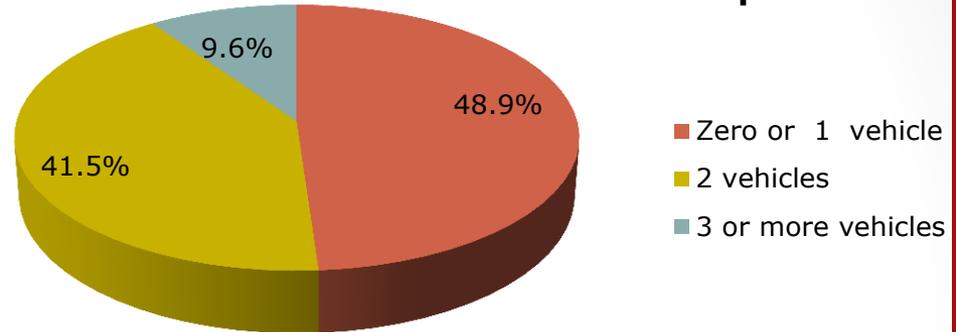


VEHICLE OWNERSHIP COMPARISON

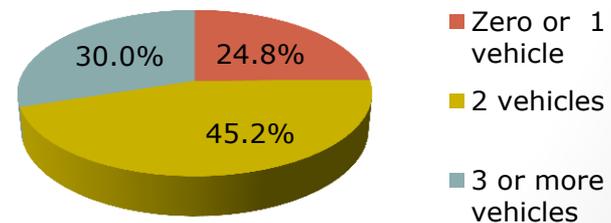
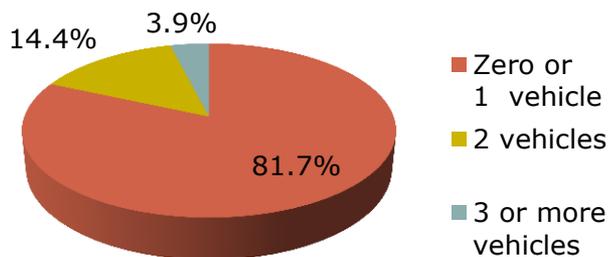
US Vehicle Ownership 2012



Alexandria Vehicle Ownership 2012



Fairfax County Vehicle Ownership 2012

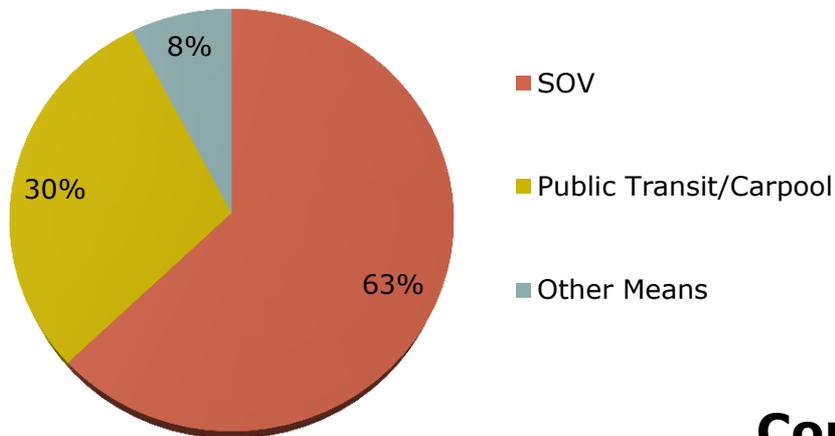


Source: US Census

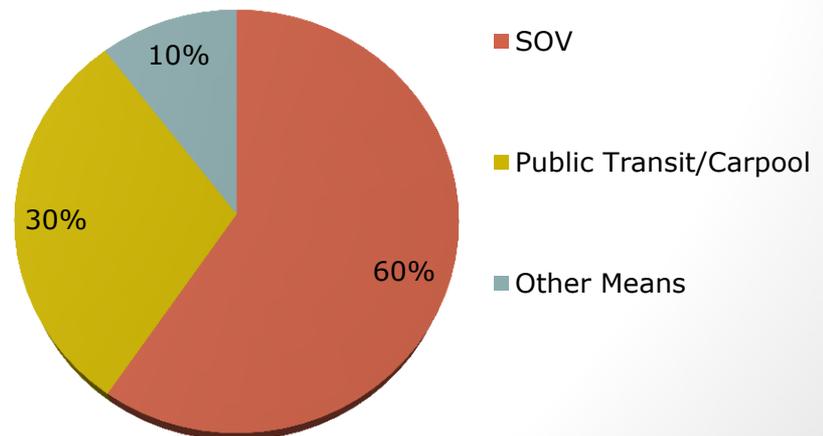


ALEXANDRIA COMMUTING TO WORK TRENDS

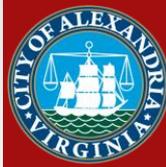
Commuting to Work 2000



Commuting to Work 2008-2012



Source: US Census



Parking Demand – Paradigm Properties

Summary of Parking Counts – Local DC Markets

PARKING STANDARDS FOR NEW DEVELOPMENT PROJECTS

	Properties	Distance from Metro (in feet)	# of Units	Approved # of Parking Spaces	# of Leased Spaces	Late Night Peak Counts	Approved Parking Ratio	Leased Spaces to Units Parking Ratio	Leased Spaces to Bedroom Parking Ratio	Monthly Parking Charge
Washington DC	Meridian at Gallery Place	600	462	313	153	-	.68 to 1	.33 to 1	.30 to 1	\$195/month
	Meridian at Mt. Vernon	1600	390	283	195	-	.72 to 1	.69 to 1	.39 to 1	\$195/month
Arlington VA	Meridian at Courthouse Commons	1500	717	736	594	-	1.03 to 1	.83 to 1	.63 to 1	\$100/month
	Meridian at Ballston Commons	500	435	450	361	-	1.03 to 1	.83 to 1	.59 to 1	\$100/month
	The Madison at Ballston Station	3000	270	297	277	-	1.10 to 1	1.03 to 1	.81 to 1	\$50/month
Alexandria VA	Meridian at Braddock Station	1000	480	528	410	387	1.10 to 1	.77 to 1	.65 to 1	\$75/month
	Meridian at Carlyle	1500	403	495	325	309	1.23 to 1	.81 to 1	.60 to 1	\$75/month
	Meridian at Eisenhower	500	369	403	390	360	1.09 to 1	1.06 to 1	.70 to 1	\$75/month
	Carlyle Place	1000	326	355	348	-	1.09 to 1	1.07 to 1	.62 to 1	\$75/month

Key Parking Demand Factors:

- Distance to the metro
- Unit mix/ number of total bedrooms
- Charge for parking provides order
- No assigned spaces
- For sale properties demand more parking
- DC versus Alexandria markets
- Number of roommates/unit
- Frictional vacancy
- Paying premium to live next to metro
- 70-80% household metro usage
- Demographic changes (student/55 year olds)
- Spill over parking
- Economic conditions impact cars/vacancy

Source: Paradigm, Clarke Ewart

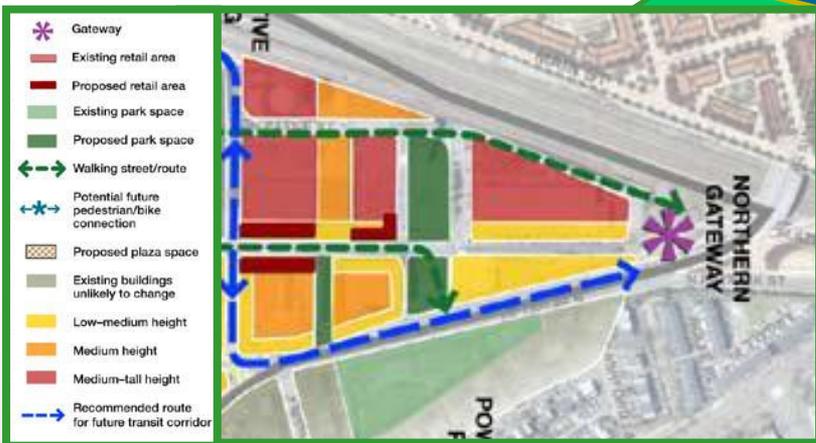
PARKING STANDARDS APPLIED IN THE DEVELOPMENT PROCESS



PARKING STANDARDS FOR
NEW DEVELOPMENT PROJECTS



Height Open Space



SUP/T

ONING

II Area Plan



EXISTING PARKING STANDARDS

Zoning Ordinance

- ✓ 1 Bedroom : 1.3 spaces per dwelling unit
- ✓ 2 Bedroom : 1.75 spaces per dwelling unit
- ✓ 3 Bedroom : 2.2 spaces per dwelling unit
- ✓ Single Family detached, two-family and row or townhouse dwellings: 2.0 spaces per dwelling unit



EXISTING PARKING STANDARDS

Small Area Plans

- ✓ Eisenhower East Plan
 - Within 1500' of metro: **Max 1.1/1000sf**
 - More than 1500': **Max 1.3/1000sf**
- ✓ Braddock Small Area Plan
 - 1.0/unit** (up to 2 bdrm)
 - 1.5/unit** 3 bdrm up + 15% visitor parking
- ✓ Landmark/Van Dorn Corridor Plan:
 - Pre-Transit - **1.75/unit**
 - Post-Transit - **1.15/unit** (includes 15% visitor)
- ✓ North Potomac Yard Small Area Plan: **1.0/unit**
- ✓ Beauregard Small Area Plan
 - Pre-Transit - **1.75/unit**, Post- Transit - **1.3/unit**



PARKING REDUCTION REQUESTS

Applicants can request a "Special Use Permit for a parking reduction" as part of the DSUP process

Examples of recent Parking Reduction SUPs:

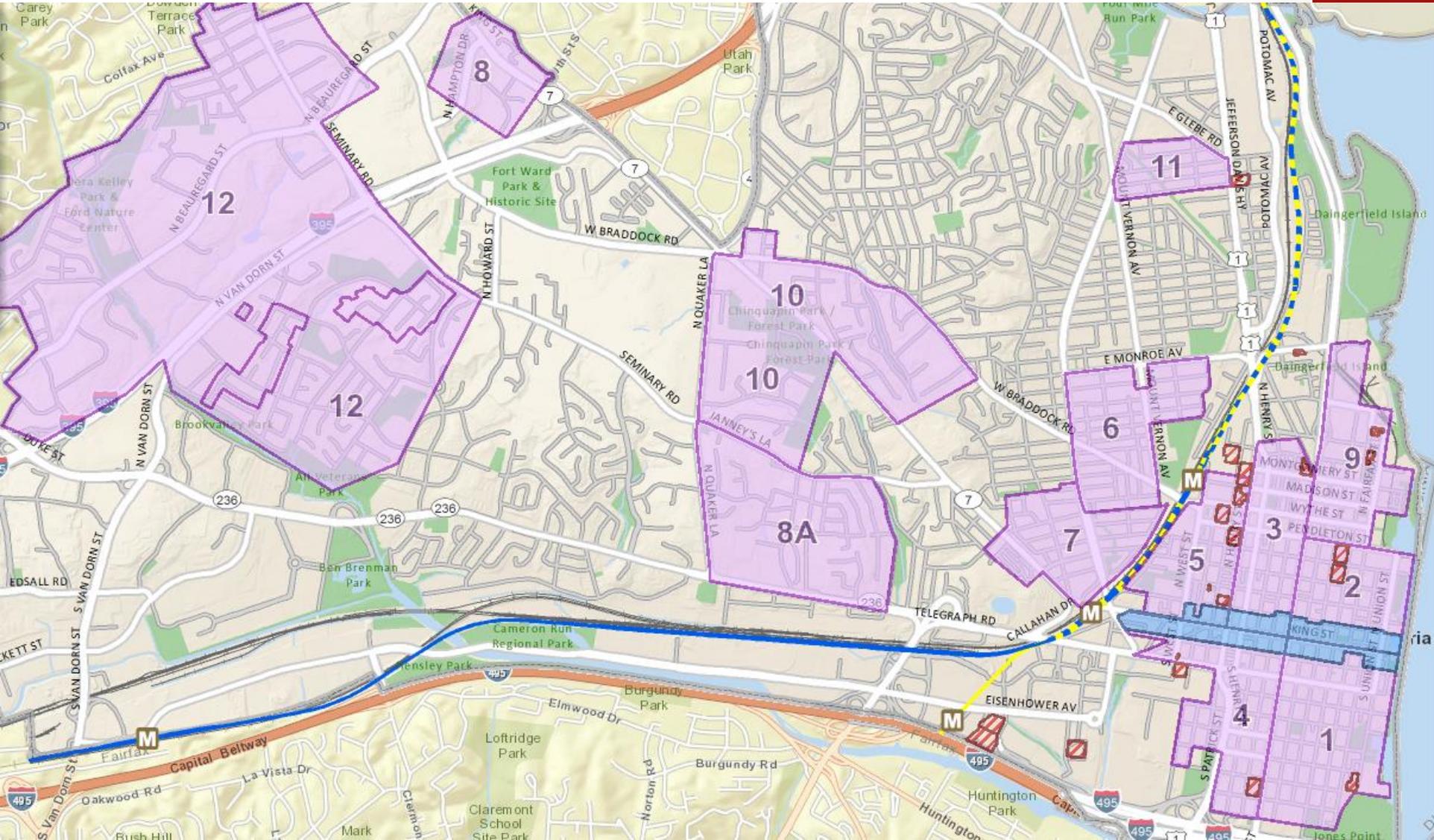
Development Project	Reduced Parking Ratio Approved	Zoning Ordinance	< 1 Mile from Metro
Braddock Metro Small Area			
The Belle Pre	1.05/du	1.3/1.75/2.2	✓
The Asher	1.05/du	1.3/1.75/2.2	✓
Braddock Gateway	0.9/du (+15% visitor)	1.3/1.75/2.2	✓
Potomac Yard Small Area			
Landbay G	1.3/du	1.3/1.75/2.2	X
Landbay L	1.24/du	1.3/1.75/2.2	✓
Other Areas			
Harris Teeter	1.3/du	1.3/1.75/2.2	✓
The Calvert	1.35/du	1.3/1.75/2.2	X



EXISTING PARKING POLICIES & PRACTICES

- Development Conditions
- Residential Parking Permit Program
 - ✓ Daytime
 - ✓ BRAC
 - ✓ Overnight
- Parking for Carshare vehicles
- Parking Meter Zones

RESIDENTIAL PARKING PERMIT PROGRAMS





TYPICAL PARKING-RELATED DEVELOPMENT CONDITIONS

- Carpool/vanpool spaces
- Transportation Management Plan (TMP)
- Transit/Bikeshare contributions
- DSUP Restrictions on Residential Parking Permit (RPP)
- Dedicated spaces for Carshare
- Unbundling garage parking cost from rent

PARKING STUDY APPROACH

- Existing Conditions, Data Collection & Analysis
 - ✓ Site selection criteria
 - ✓ Overnight parking utilization survey
 - ✓ Comparison between provided parking ratios to what has been observed onsite
- Factors Affecting Demand
- National and local case studies
- Recommendations



FACTORS AFFECTING PARKING DEMAND

- Distance from Metro
- Walkability of the neighborhood
- Proximity to neighborhood services
- Car ownership rates
- Number of bus routes serving the area
- Fee for parking
- Number of bedrooms
- On-street parking availability



QUESTIONS/DISCUSSION



NEXT STEPS

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