

Parking Standards for New Development Projects

TASK FORCE MEETING #2

May 14, 2014

Charles Houston Recreation Center



AGENDA

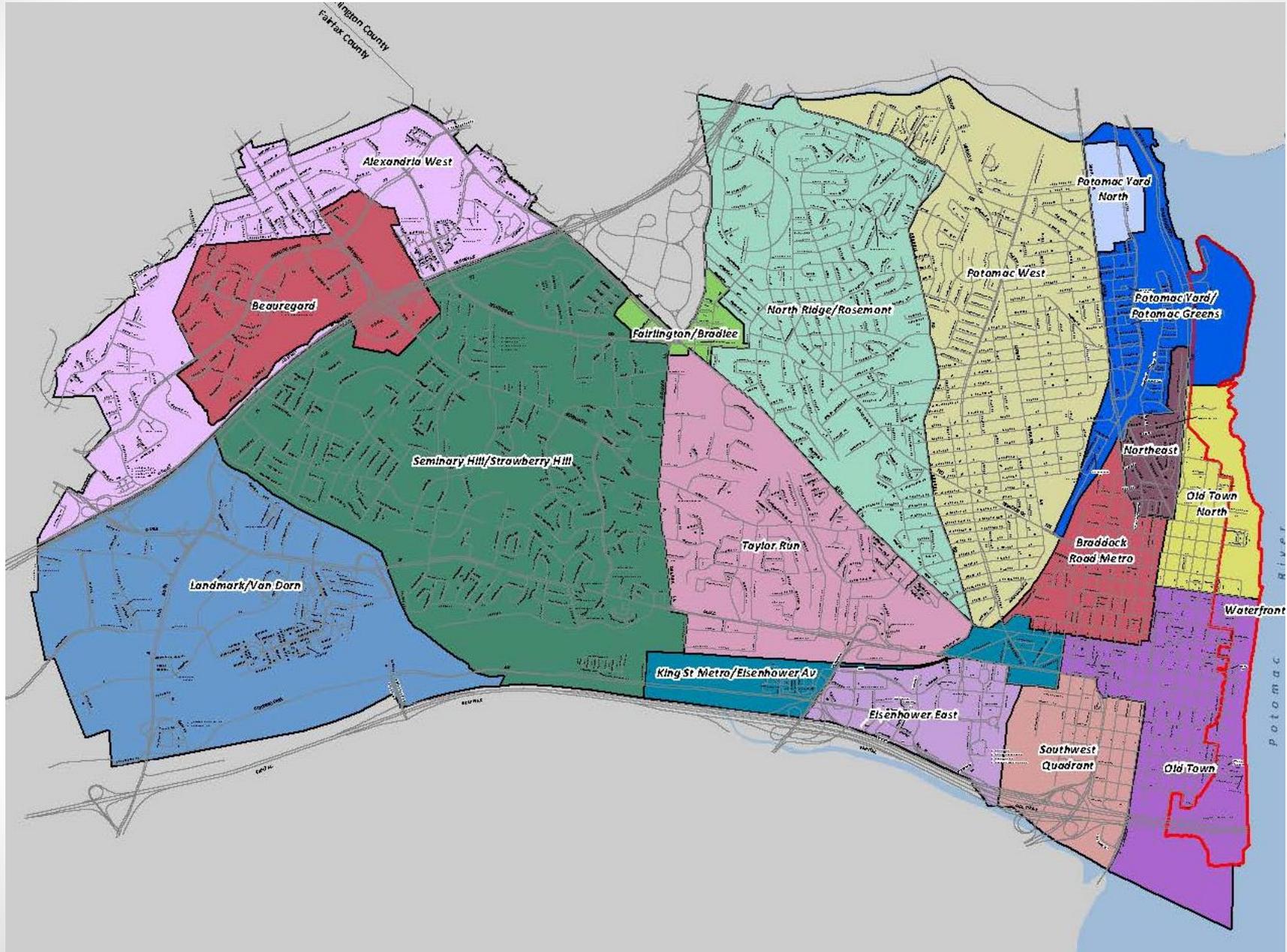
- Follow up items
- Residential Parking Data
 - Site Selection
 - Data Collection Process
 - Data Collection Results
 - Additional Data from Other sites
 - Affordable Housing Sites
- Task Force & Public Discussion
- Next Steps



FOLLOW UP ITEMS

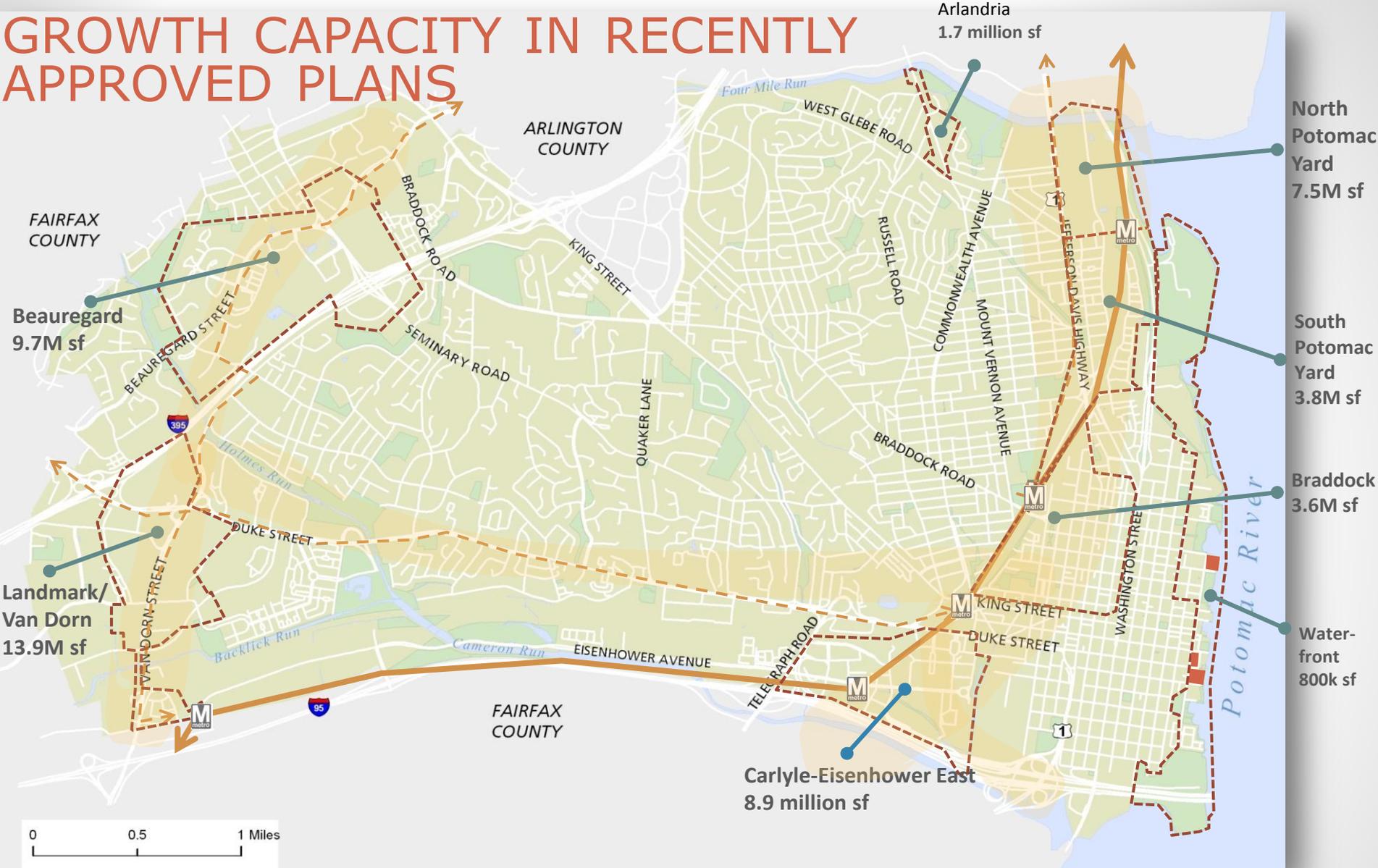
- Shared Parking
- Confidentiality of Data Collection Sites
- Small Area Plan Map
- Growth Pressures Map

SMALL AREA PLANS



PARKING STANDARDS FOR
NEW DEVELOPMENT PROJECTS-Meeting #2

GROWTH CAPACITY IN RECENTLY APPROVED PLANS



0 0.5 1 Miles

Metro 

Planned Transitway 

SITE SELECTION



- Multi-Family Residential Housing Type
- Proximity to Metro (.25 mile/1.0 mile/more than 1.0 mile)
- Geographic Distribution

DEFINITIONS

✓ **Provided Parking Ratio:**

of Parking spaces/ # of dwelling units

✓ **Demand Based Parking Ratio:**

of Occupied parking spaces/ # of dwelling units

✓ **Per Bedroom Based Parking Ratio:**

of Occupied parking spaces/ # of bedroom



DATA COLLECTED

- ✓ On-site overnight occupancy
- ✓ Car Ownership
- ✓ Parking passes issued to residents by Property Management
- ✓ Number of bedrooms
- ✓ Adjacent on-street parking utilization

DATA COLLECTED

- ✓ Walk Score
- ✓ Fee for on-site parking
- ✓ Incentives to use transit
- ✓ Transit accessibility
- ✓ Construction year



WALK SCORE

Walk Score®

Get Scores

Find Apartments

Favorites

Professional

Log

🔍 Type an address, neighborhood or city

Go

Walk Score
95

300 King Street

Walker's Paradise ?

Old Town Neighborhood, Alexandria

Nearby Apartments

📍 Nearby Homes

📍 Favo

Restaurants:

SUBWAY® Restaurants .04mi >

Coffee:

la Madeleine Country French05mi >

Bars:

Murphy's Grand Irish Pub .2mi >

Groceries:

Alexandria Fa

Parks:

Market Squar

Schools:

St Pauls Nurse

Shopping:

Lush

Entertainme

Carlyle House

Errands:

PNC Bank

Search Near

Where do y



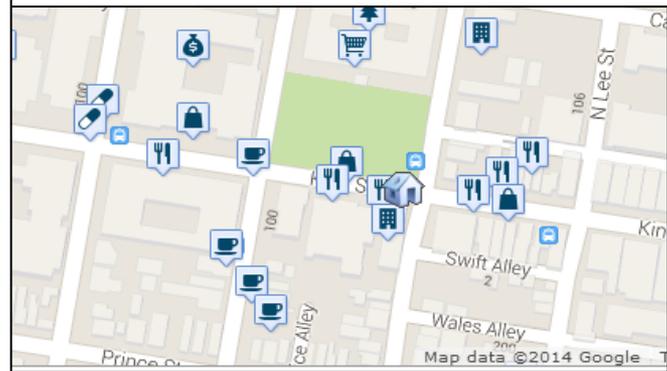
Walking the Walk

Washington D.C. Uses Walk Score as Urban Planning Metric

February 22nd, 2010 by [Matt Lerner](#)

Washington D.C. is emerging as a leader in the car-lite lifestyle. 12% of residents walk to work and 1 million people ride the train daily.

[Harriet Tregoning](#) is the Director of the Office of Planning for Washington D.C. Last month at the Urban Planning Conference she gave the following presentation on how to use Walk Score as an urban planning metric.



Research Using Walk Score Data

- Christopher B. Leinberger. 2013. [The WalkUP Wake-Up Call: Atlanta](#). The George Washington University School of Business.
- Becker, Sofia, Scott Bernstein, Linda Young. 2013. [The New Real Estate Mantra: Location Near Public Transportation](#). The Center For Neighborhood Technology.
- Leinberger, Christopher B. 2012. [DC: The Walk UP Wake-Up Call. The George Washington University School of Business](#). The George Washington University School of Business
- Murray, Daniel. 2011. Active Transportation Networks and Obesity Rates. University of Colorado, Denver.
- Duncan, Dustin T., Jared Aldstadt, John Whalen, Steven J. Melly, and Steve L. Gortmaker. 2011. [Validation of Walk Score® for Estimating Neighborhood Walkability: An Analysis of Four US Metropolitan Areas](#). International Journal of Environmental Research and Public Health 8, No. 11.
- Rauterkus, Stephanie Y., Grant I. Thrall, and Eric Hangen, 2010. [Location Efficiency and Mortgage Default](#). Journal of Sustainable Real Estate (JOSRE), Volume 2, No. 1.
- El-Geneidy, Ahmed M., Manaugh, Kevin. 2010. [Validating walkability indices: How do different households respond to the walkability of their neighbourhood?](#) Transportation Research Board 90th Annual Meeting.
- Rogers, Shannon H., John M. Halstead, Kevin H. Gardner and Cynthia H. Carlson. 2010. [Examining Walkability and Social Capital as Indicators of Quality of Life at the Municipal and Neighborhood Scales](#). Applied Research Quality Life.



DATA COLLECTION

EXAMPLE

Number of existing on-site parking spaces/ Number of dwelling units

Number of occupied on-site parking spaces / Number of bedrooms

Property Name	Distance from Metro	# of Dwelling Units	Provided Parking Ratio	Average Demand Based Parking Ratio	Average Per Bedroom Demand Ratio	Construction Year	RPP Dis. #	DSUP Conditions ⁽³⁾	Fee for On-site Parking	Average On-street Occupancy (%)	% Studio	% 1 bd	% 2bd	% 3bd	On-site TMP	# of Bus Routes Serving the	Walk Score ⁽⁴⁾	
Site A1	0.1	369	1.2	0.9	0.6	2007	-	No	Yes	\$75	74%	22%	29%	49%	0%	Yes	2	83

Number of occupied on-site parking spaces / Number of dwelling units

DATA COLLECTION FINDINGS

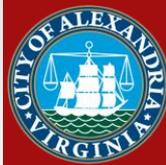


Property Name	Existing Conditions																		
	Distance from Metro	# of Dwelling Units	Provided Parking Ratio	Average Demand Based Parking Ratio	Average Per Bedroom Demand Ratio	Construction Year	RPP Dis. #	DSUP Conditions ⁽³⁾	Fee for On-site Parking	Average On-street Occupancy (%)	% Studio	%1 bd	% 2bd	% 3bd	On-site TMP	# of Bus Routes Serving the Area	Walk Score ⁽⁴⁾		
Site A1	0.1	<.25 mile	369	1.2	0.9	0.6	2007	-	No	Yes	\$75	74%	22%	29%	49%	0%	Yes	3	83
Site A2	0.2		206	1.2	1.0	0.7	2013	5	Yes	Yes	\$75	56%	11%	53%	36%	0%	Yes	6	86
Site A3	0.2		480	1.1	0.9	0.7	1992	5	Yes	Yes	\$75	54%	10%	58%	32%	0%	Yes	4	80
Site A4 ⁽⁵⁾	0.2		315	1.7	1.2	0.8	2000	-	No	Yes	\$100	79%	0%	51%	42%	7%	Yes	1	82
Site A5 ⁽¹⁾	0.2		169	1.6	1.0	0.7	2008	5	Yes	Yes	N/A	55%	0%	45%	54%	1%	Yes	6	86
Average			1.4	1.0	0.7														
Site B1	0.4	Between .25 mile and 1 mile	403	1.2	0.8	0.6	2001	-	No	Yes	\$75	26%	8%	61%	31%	0%	Yes	3	92
Site B2 ⁽¹⁾	0.5		64	1.8	1.3	0.6	2007	5	Yes	N/A	N/A	59%	0%	6%	94%	0%	No	2	95
Site B3 ⁽¹⁾⁽²⁾	0.5		58	2.0	1.8	1.2	2009	-	No	N/A	N/A	55%	0%	48%	52%	0%	No	4	94
Site B4 ⁽¹⁾	0.7		169	1.4	1.4	0.7	1974	-	No	N/A	N/A	N/A	0%	24%	57%	19%	No	3	71
Site B5 ⁽¹⁾⁽²⁾	0.6		57	1.6	1.1	0.6	2011	3	Yes	N/A	N/A	52%	0%	25%	75%	0%	No	4	80
Average			1.6	1.3	0.8														
Site C1	1.5	> 1 mile	141	1.7	1.5	1.1	2009	-	No	Yes	\$50	60%	0%	63%	37%	0%	No	4	69
Site C2	1.5		104	1.3	1.1	0.6	2006	12	No	No	\$0	85%	0%	29%	71%	0%	No	4	83
Site C3	2		588	1.5	1.3	0.9	2002	-	No	Yes	\$50	71%	0%	60%	40%	0%	Yes	3	75
Site C4	2.1		350	1.2	1.1	0.9	1968	-	No	No	\$0	62%	33%	36%	31%	0%	No	4	62
Site C5	2.6		416	1.3	1.3	0.9	1946	-	No	No	\$0	90%	0%	55%	45%	0%	No	2	65
Site C6	3.1		547	1.2	1.4	0.9	1962	12	No	No	\$0	99%	14%	42%	33%	10%	No	7	69
Average			1.4	1.3	0.9														

Data was collected in November 2013

- 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 carownership 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



DATA FROM ADDITIONAL SOURCES

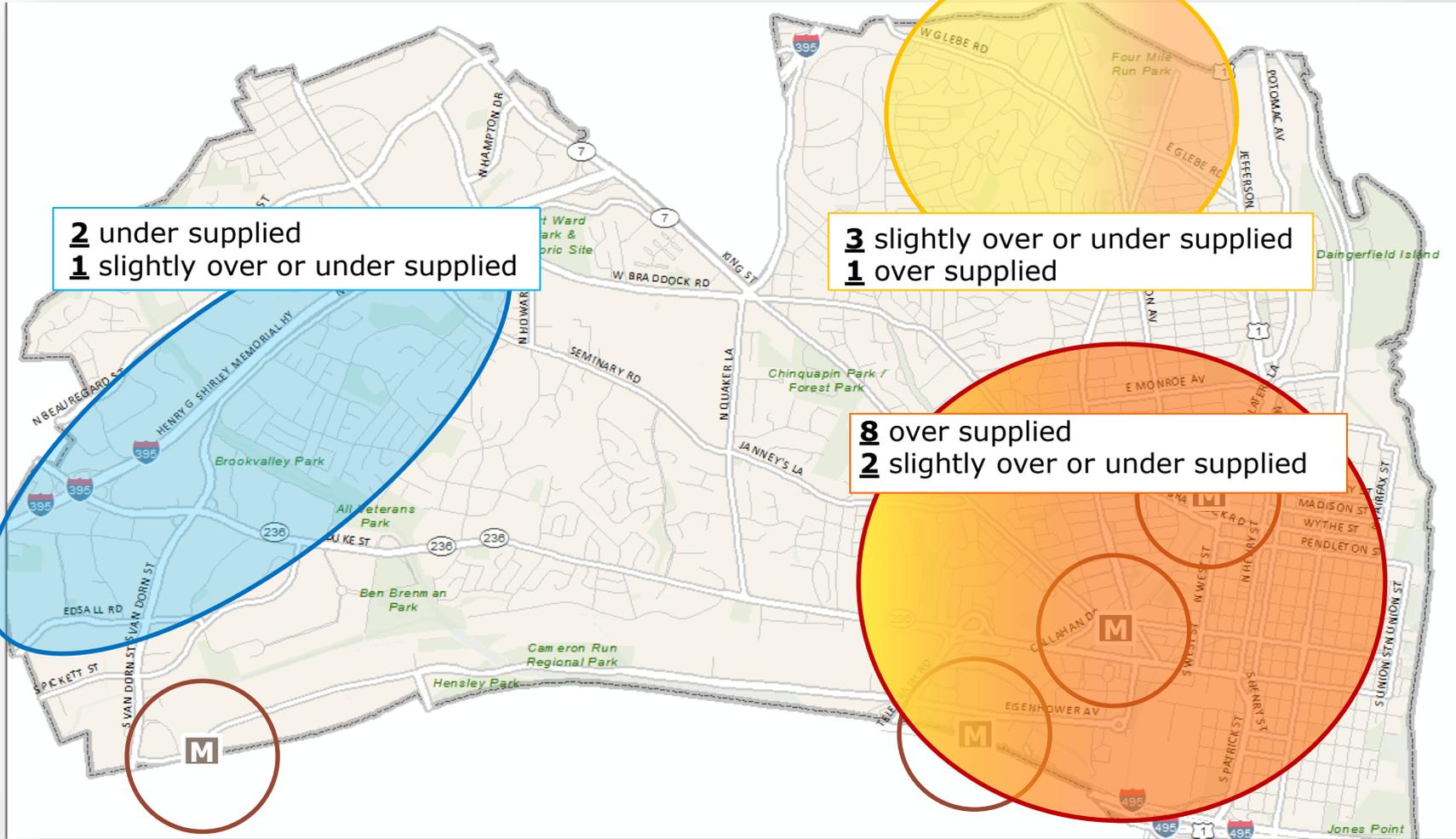
Property Name	Existing Conditions									
	Distance from Metro	# of Dwelling Units	Provided Parking Ratio	Demand Based Parking Ratio	Per Bedroom Demand Ratio	Fee for parking On-site	Onsite Parking Fee	# of Bus Routes Serving the Area	Walk Score ⁽³⁾	
Meridian at Ballston Commons (Arlington)	0.1	Less than .25 mile	435	1.0	1.0	0.6	Yes	\$100	15	91
Carlyle Place Apartments (Arlington)	0.2		326	1.1	1.1	0.6	Yes	\$75	2	78
Royalton (Alexandria)	0.2		116	1.3	1.0	0.6	Yes	\$0	9	92
Meridian at Courthouse (Arlington)	0.2		717	1.0	0.9	0.6	Yes	\$100	5	89
Meridian at Pentagon (Arlington)	0.2		533	1.1	0.9	N/A	Yes	\$100	5	71
Average			1.1	1.0	0.6					
Madison at Ballston Station (Arlington)	1.1	More than 1 mile	270	1.1	1.0	0.8	Yes	\$50	3	51
Site C7 (Alexandria) ⁽¹⁾	1.6		165	1.5	1.3	0.7	No	\$0	5	57
Site C8 (Alexandria) ⁽²⁾	2.2		400	1.4	2.5	0.8	No	\$0	1	34
Parkside (Alexandria) ⁽³⁾⁽⁴⁾	2.5		378	1.3	1.8	N/A	No	\$50	3	52
Average			1.3	1.6	0.8					

Data was collected in March 2013

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

- (1) Staff was not able to access the property to conduct occupancy counts. Counts were adjusted based on car ownership data provided by Finance Dep.
- (2) Demand based ratio is calculated based on car ownership data provided by Finance Department (996 vehicles).
- (3) Demand based ratio is based on the number of permits issued to residents by management (670 permits).
- (4) Parkside management charges \$50 for the second permit. The first permit is free

DIFFERENCE BETWEEN PROVIDED & DEMAND BASED PARKING RATIOS



- Over supplied by 0.1
- Over or under supplied by .09
- Under supplied by 0.1



SUMMARY

Distance to Metro	Average Provided Parking Ratio	Average demand based parking ratio per unit	Average demand based parking Ratio per bedroom
Developments that are within ¼ mile of Metro	1.4	1.0	0.7
Developments that are between ¼ mile and one mile from Metro	1.6	1.3	0.8
Developments that are more than a mile away from Metro	1.4	1.3	0.9

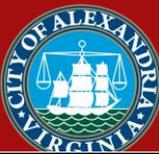


SUMMARY

Walk Score	Average Provided Parking Ratio	Average demand based parking ratio per unit	Average demand based parking Ratio per bedroom
Developments with a Walk Score of more than 90	1.7	1.3	0.8
Developments with a Walk Score of between 70 and 90	1.4	1.1	0.7
Developments with a Walk Score of less than 70	1.3	1.3	1.0

INITIAL OBSERVATIONS:

DISTANCE TO METRO



- On average, sites that are closer to Metro had a lower per dwelling unit demand ratio
- On average, sites that were closer to Metro had a lower per bedroom demand ratio

Property Name	Distance from Metro	# of Dwelling Units	Provided parking Ratio	Average Demand Based Parking	Average Per Bedroom	Construction Yr.	Fee for Parking On-site	RPP Dis. #	Onsite Parking Fee	Average On-street	
Site A1	0.1	.25 mile	369	1.2	0.9	0.6	2007	Yes	-	\$75	74%
Site A2	0.2		206	1.2	1.0	0.7	2013	Yes	5	\$75	56%
Site A3	0.2		480	1.1	0.9	0.7	1992	Yes	5	\$75	54%
Site A4 ⁽⁵⁾	0.2		315	1.7	1.2	0.8	2000	Yes	-	\$100	79%
Site A5 ⁽¹⁾	0.2		169	1.6	1.0	0.7	2008	Yes	5	N/A	55%
Average			1.4	1.0	0.7						
Site B1	0.4	Between .25 mile and 1 mile	403	1.2	0.8	0.6	2001	Yes	-	\$75	26%
Site B2 ⁽¹⁾	0.5		64	1.8	1.3	0.6	2007	N/A	5	N/A	59%
Site B3 ⁽¹⁾⁽²⁾	0.5		58	2.0	1.8	1.2	2009	N/A	-	N/A	55%
Site B4 ⁽¹⁾	0.7		169	1.4	1.4	0.7	1974	N/A	-	N/A	N/A
Site B5 ⁽¹⁾⁽²⁾	0.6		57	1.6	1.1	0.6	2011	N/A	3	N/A	52%
Average			1.6	1.3	0.8						
Site C1	1.5	> 1 mile	141	1.7	1.5	1.1	2009	Yes	-	\$50	60%
Site C2	1.5		104	1.3	1.1	0.6	2006	No	12	\$0	85%
Site C3	2		588	1.5	1.3	0.9	2002	Yes	-	\$50	71%
Site C4	2.1		350	1.2	1.1	0.9	1968	No	-	\$0	62%
Site C5	2.6		416	1.3	1.3	0.9	1946	No	-	\$0	90%
Site C6	3.1		547	1.2	1.4	0.9	1962	No	12	\$0	99%
Average			1.4	1.3	0.9						

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





INITIAL OBSERVATIONS: WALK SCORE

- Relationship between walk score and distance to metro
- Correlation between walk score and:
 - ✓ Demand Based Ratio
 - ✓ Demand based ratio

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

	Property Name	Existing Conditions					Walk Score ⁽⁴⁾
		Distance from Metro	# of Dwelling Units	Provided parking Ratio	Average Demand Based Parking	Average Per Bedroom Demand	
Walk Score	Site B2 ⁽¹⁾	0.5	64	1.8	1.3	0.6	95
	Site B3 ^{(1) (2)}	0.5	58	2.0	1.8	1.2	94
	Site B1	0.4	403	1.2	0.8	0.6	92
Average				1.7	1.3	0.8	
Walk Score btw 70 & 89	Site A2	0.2	206	1.2	1.0	0.7	86
	Site A5 ⁽¹⁾	0.2	169	1.6	1.0	0.7	86
	Site A1	0.1	369	1.2	0.9	0.6	83
	Site C2	1.5	104	1.3	1.1	0.6	83
	Site A4 ⁽⁵⁾	0.2	315	1.7	1.2	0.8	82
	Site A3	0.2	480	1.1	0.9	0.7	80
	Site B5 ⁽¹⁾⁽²⁾	0.6	57	1.6	1.1	0.6	80
	Site C3	2	588	1.5	1.3	0.9	75
	Site B4 ⁽¹⁾	0.7	169	1.4	1.4	0.7	71
Average				1.4	1.1	0.7	
Walk Score Less than 70	Site C1	1.5	141	1.7	1.5	1.1	69
	Site C6	3.1	547	1.2	1.4	0.9	69
	Site C5	2.6	416	1.3	1.3	0.9	65
	Site C4	2.1	350	1.2	1.1	0.9	62
Average				1.3	1.3	1.0	

Data was collected in November 2013

INITIAL OBSERVATIONS: ON-STREET OCCUPANCY



- No direct correlation between unbundled parking and on-street occupancy rate

Property Name	Distance from Metro	# of Dwelling Units	Provided parking Ratio	Average Demand Based Parking	Average Per Bedroom	Fee for Parking On-site	RPP Dis. #	Onsite Parking Fee	Average On-street	
Site A1	0.1	<.25 mile	369	1.2	0.9	0.6	Yes	-	\$75	74%
Site A2	0.2		206	1.2	1.0	0.7	Yes	5	\$75	56%
Site A3	0.2		480	1.1	0.9	0.7	Yes	5	\$75	54%
Site A4 ⁽⁵⁾	0.2		315	1.7	1.2	0.8	Yes	-	\$100	79%
Site A5 ⁽¹⁾	0.2		169	1.6	1.0	0.7	Yes	5	N/A	55%
Average			1.4	1.0	0.7					
Site B1	0.4	Between .25 mile and 1 mile	403	1.2	0.8	0.6	Yes	-	\$75	26%
Site B2 ⁽¹⁾	0.5		64	1.8	1.3	0.6	N/A	5	N/A	59%
Site B3 ⁽¹⁾⁽²⁾	0.5		58	2.0	1.8	1.2	N/A	-	N/A	55%
Site B4 ⁽¹⁾	0.7		169	1.4	1.4	0.7	N/A	-	N/A	N/A
Site B5 ⁽¹⁾⁽²⁾	0.6		57	1.6	1.1	0.6	N/A	3	N/A	52%
Average			1.6	1.3	0.8					
Site C1	1.5	> 1 mile	141	1.7	1.5	1.1	Yes	-	\$50	60%
Site C2	1.5		104	1.3	1.1	0.6	No	12	\$0	85%
Site C3	2		588	1.5	1.3	0.9	Yes	-	\$50	71%
Site C4	2.1		350	1.2	1.1	0.9	No	-	\$0	62%
Site C5	2.6		416	1.3	1.3	0.9	No	-	\$0	90%
Site C6	3.1		547	1.2	1.4	0.9	No	12	\$0	99%
Average			1.4	1.3	0.9					

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



INITIAL OBSERVATIONS: NUMBER OF BUS ROUTES SERVING THE AREA

- No direct correlation between number of bus routes serving the area and demand based ratio

Property Name	Distance from Metro	# of Dwelling Units	Provided parking Ratio	Average Demand based Parking Ratio	Average Demand Per Bedroom Ratio	# of Bus Routes Serving the Area
Site C6	3.1	547	1.2	1.4	0.9	7
Site A2	0.2	206	1.2	1.0	0.7	6
Site A5 ⁽¹⁾	0.2	169	1.6	1.0	0.7	6
Site A3	0.2	480	1.1	0.9	0.7	4
Site B3 ⁽¹⁾⁽²⁾	0.5	58	2.0	1.8	1.2	4
Site C2	1.5	104	1.3	1.1	0.6	4
Site B5 ⁽¹⁾⁽²⁾	0.6	57	1.6	1.1	0.6	4
Site C4	2.1	350	1.2	1.1	0.9	4
Site C1	1.5	141	1.7	1.5	1.1	4
Average			1.4	1.2	0.8	5
Site B1	0.4	403	1.2	0.8	0.6	3
Site A1	0.1	369	1.2	0.9	0.6	3
Site C3	2	588	1.5	1.3	0.9	3
Site B4 ⁽¹⁾	0.7	169	1.4	1.4	0.7	3
Site B2 ⁽¹⁾	0.5	64	1.8	1.3	0.6	2
Site C5	2.6	416	1.3	1.3	0.9	2
Average			1.4	1.2	0.7	3
Site A4 ⁽⁴⁾	0.2	315	1.7	1.2	0.8	1
Average			1.7	1.2	0.8	1.0

Data was collected in November 2013

DATA COLLECTION FINDINGS: FREQUENCY OF SERVICE



Property Name	Distance from Metro	# of Dwelling Units	Based Parking Ratio	Average Demand Based Parking Ratio	Average Per Bedroom Demand Ratio	# of Bus Routes Serving the Area	Frequency of Service (weekend)	Last bus	Frequency of Service (After 7 PM)	Walk Score (a)
Site C6	3.1	547	1.2	1.4	0.9	7	At1 (60), AT 2(60), At 5(30 before 6, 60 after 6) METROBUS 28A(30), 8W(NO SERVICE), 8Z(NO SERVICE), 25B(50)	At1 (9 PM), AT 2(9 PM), At 5(10 PM) METROBUS 28A(12:40AM), 8W(8:24PM), 8Z(8PM), 25B(8:15PM)	AT1 (60), AT 2(60), AT 5(40) METROBUS 28A(30), 8W(60), 8Z(45), 25B(60)	69
Site A2	0.2	206	1.2	1.0	0.7	6	AT 2(60), AT3 (60), AT4 (60), AT 5(30 before 6, 60 after 6)/METROBUS 10A(60), 10B(60)	AT 2(9 PM), AT3 (10 PM),AT4 (10 PM) AT 5(10 PM) METROBUS 10A(12:35AM) 10B(1AM)	AT 2(60), AT3 (50, AT4 (50), AT 5(40) METROBUS 10A(60), 10B(60)	86
Site A5 ⁽¹⁾	0.2	169	1.6	1.0	0.7	6	AT 2(60), AT3 (60), AT4 (60), AT 5(30 before 6, 60 after 6) METROBUS 10A(60), 10B(60)	AT 2(9 PM), AT3 (10 PM),AT4 (10 PM) AT 5(10 PM) METROBUS 10A(12:35AM) 10B(1AM)	AT 2(60), AT3 (50), AT4 (50), AT 5(40) METROBUS 10A(60), 10B(60)	86
Site A3	0.2	480	1.1	0.9	0.7	4	AT 2(60), AT4 (60), AT 5(30 before 6, 60 after 6)/METROBUS 9E/10S(NO SERVICE)	AT 2(9 PM), AT3 (10 PM),AT4 (10 PM) AT 5(10 PM) METROBUS 9E/10S (7:50AM)	AT 2(60), AT3 (50, AT4 (50), AT 5(40) METROBUS 9E/10S(NO SERVICE)	80
Site B3 ⁽¹⁾⁽²⁾	0.5	58	2.0	1.8	1.2	4	AT2(60), AT5(30 before 6, 60 after 6), AT 7(No Service), AT 8 (60)	AT 7(8:40 PM), AT8 (11:30 PM)	AT 7(30), AT8 (30, 60 after 8 PM)	94
Site C2	1.5	104	1.3	1.1	0.6	4	AT1 (60), AT 8 (60) METROBUS 21A(NO SERVICE), 21D(NO SERVICE)	AT1 (9 PM), AT8 (11:30 PM) METROBUS 21A(7:20PM), 21D(6:05PM)	AT1 (60), AT8 (30, 60 after 8 PM) METROBUS 21A(20), 21D(NO SERVICE)	83
Site B5 ⁽¹⁾⁽²⁾	0.6	57	1.6	1.1	0.6	4	AT 2(60), AT 5(30 before 6, 60 after 6), METROBUS (9A, 11Y)	AT 2(9 PM), AT 5(10 PM), METROBUS 9A(1:37AM), 11Y(6:15PM)	AT 2(60) , AT 5(40), METROBUS 9A(30), 11Y(NO SERVICE)	80
Site C4	2.1	350	1.2	1.1	0.9	4	AT10 (30) METROBUS 10A(60), 10B(60), 10E(NO SERVICE)	AT10 (10PM) METROBUS 10A(12:35AM) 10B(1AM), 10E(8:20AM)	AT10 (35) METROBUS 10A(60), 10B(60), 10E(NO SERVICE)	62
Site C1	1.5	141	1.7	1.5	1.1	4	AT10 (30) METROBUS 10A(60), 10B(60), 10E(NO SERVICE)	AT10 (10PM) METROBUS 10A(12:35AM) 10B(1AM), 10E(8:20AM)	AT10 (35) METROBUS 10A(60), 10B(60), 10E(NO SERVICE)	69
Average			1.4	1.2	0.8	5				
Site B1	0.4	403	1.2	0.8	0.6	3	AT 7 (No Service), AT 8 (60) REX(30)	AT 7(8:40 PM), AT8 (11:30 PM) REX(10:15PM)	AT 7(30), AT8 (30, 60 after 8 PM) REX(30)	92
Site A1	0.1	369	1.2	0.9	0.6	3	AT1 (60), AT 7(No Service), REX (30)	AT1 (9 PM), AT 7(8 PM) REX(10:15PM)	AT1 (60), AT 7(30) REX(30)	83
Site C3	2	588	1.5	1.3	0.9	3	AT10 (30) METROBUS 9A(30), 9E/10S(NO SERVICE)	AT10 (10PM) METROBUS 9A(1:37AM), 9E/10S (7:50AM)	AT10 (35) METROBUS 9A(30), 9E/10S(NO SERVICE)	75
Site B4 ⁽¹⁾	0.7	169	1.4	1.4	0.7	3	AT 8 (60) METROBUS 29K(60), 29N(60)	AT8 (11:30 PM) METROBUS 29K(9:40PM), 29N(10:10PM)	AT8 (30, 60 after 8 PM) METROBUS 29K(60), 29N(60)	71
Site B2 ⁽¹⁾	0.5	64	1.8	1.3	0.6	2	AT 2 (60), AT 5(30 before 6, 60 after 6)	AT 2(9 PM), AT 5(10 PM)	AT 2(60), AT 5(40)	95
Site C5	2.6	416	1.3	1.3	0.9	2	AT3 (60), AT4 (60)	AT3 (10 PM),AT4 (10 PM)	AT3 (50), AT4 (50)	65
Average			1.4	1.2	0.7	3				
Site A4 ⁽⁴⁾	0.2	315	1.7	1.2	0.8	1	AT 7 (No Service) REX(30)	AT 7(8:40 PM) REX(10:15PM)	AT 7(30) REX(30)	82
Average			1.7	1.2	0.8	1.0				



DISCUSSION

- What conclusions can we begin to draw from the data?



AFFORDABLE HOUSING PROJECTS

	Property Name	Distance from metro	Affordability Rate	# of dwelling units	Provided parking ratio	Average Demand Based Parking	# of bus routes serving the area	Walk Score ⁽³⁾
Affordable Housing Projects in Alexandria ⁽¹⁾	Arbelo	0.9	All @ 60% AMI	34	0.8	0.4	1	72
	Lacy court	0.9	All @ 60% AMI	44	0.8	0.9	2	68
	The Station at Potomac Yard	1.4	44 units @ 60% AMI, 20 units @ 80% AMI	64	1.0	0.8	2	65
	Longview terrace	1.4	All @ 60% AMI	41	0.9	1.0	1	82
	Parcview	1.9	120 units @ 60%, 29 units at market rate	120	1.0	0.5	3	68
	Elbert ave	2.4	23 units @ 60%, 5 units at 50%	28	0.6	1.0	4	62
	Beverly park	2.4	All units @ 60% AMI	33	0.9	0.8	5	66
Average					0.9	0.7		
AHC Properties in Arlington & Fairfax ⁽²⁾	AVT			77	1.1	1.1		
	Berkeley			137	1.1	0.8		
	Carousel Court			90	1.4	1.4		
	CVW			70	1.1	0.8		
	Frederick			108	1.7	1.0		
	Gates of Ballston			464	1.1	1.0		
	Harvey Hall			115	1.0	0.9		
	HBII, III & Hach			198	1.5	0.8		
	The Jordan			90	0.9	0.6		
	Key Blvd			41	0.7	0.4		
	Key Gardens			22	1.1	0.9		
	Macedonia			36	1.1	0.9		
	Shelton			94	1.1	0.7		
	Summer Hill			9	1.8	1.7		
	Virginia Gardens			76	1.2	1.2		
Taylor Square			44	1.0	0.7			
Westover			153	0.5	0.5			
Woodbury Park			364	0.7	0.7			
Average					1.0	0.8		

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



NEXT STEPS

- Task Force Meeting: June 11th
 - Topic: Local and nationwide best practices
- Advance Reading Materials

DATA COLLECTED FROM FINDINGS (SORTED BY WALK SCORE)



PARKING STANDARDS FOR NEW DEVELOPMENT PROJECTS-Meeting #2

Walk Score	Property Name	Existing Conditions																
		Distance from Metro	# of Dwelling Units	Provided parking Ratio	Average Demand Based Parking	Bedroom Demand	Average Per Bedroom Demand	Construction yr.	Fee for Parking On-site	RPP Dis. #	Onsite Parking Fee	Average On-street Occupancy (%)	DSUP Conditions ⁽³⁾	% Studio	% 1 bd	% 2bd	% 3bd	On-site TMP
Walk Score	Site B2 ⁽¹⁾	0.5	64	1.8	1.3	0.6	2007	N/A	5	N/A	59%	Yes	0%	6%	94%	0%	No	95
	Site B3 ⁽¹⁾⁽²⁾	0.5	58	2.0	1.8	1.2	2009	N/A	-	N/A	55%	No	0%	48%	52%	0%	No	94
	Site B1	0.4	403	1.2	0.8	0.6	2001	Yes	-	\$75	26%	No	8%	61%	31%	0%	Yes	92
Average				1.7	1.3	0.8												
Walk Score btw 70 & 89	Site A2	0.2	206	1.2	1.0	0.7	2013	Yes	5	\$75	56%	Yes	11%	53%	36%	0%	Yes	86
	Site A5 ⁽¹⁾	0.2	169	1.6	1.0	0.7	2008	Yes	5	N/A	55%	Yes	0%	45%	54%	1%	Yes	86
	Site A1	0.1	369	1.2	0.9	0.6	2007	Yes	-	\$75	74%	No	22%	29%	49%	0%	Yes	83
	Site C2	1.5	104	1.3	1.1	0.6	2006	No	12	\$0	85%	No	0%	29%	71%	0%	No	83
	Site A4 ⁽⁵⁾	0.2	315	1.7	1.2	0.8	2000	Yes	-	\$100	79%	No	0%	51%	42%	7%	Yes	82
	Site A3	0.2	480	1.1	0.9	0.7	1992	Yes	5	\$75	54%	Yes	10%	58%	32%	0%	Yes	80
	Site B5 ⁽¹⁾⁽²⁾	0.6	57	1.6	1.1	0.6	2011	N/A	3	N/A	52%	Yes	0%	25%	75%	0%	No	80
	Site C3	2	588	1.5	1.3	0.9	2002	Yes	-	\$50	71%	No	0%	60%	40%	0%	Yes	75
	Site B4 ⁽¹⁾	0.7	169	1.4	1.4	0.7	1974	N/A	-	N/A	N/A	No	0%	24%	57%	19%	No	71
Average				1.4	1.1	0.7												
Walk Score Less than 70	Site C1	1.5	141	1.7	1.5	1.1	2009	Yes	-	\$50	60%	No	0%	63%	37%	0%	No	69
	Site C6	3.1	547	1.2	1.4	0.9	1962	No	12	\$0	99%	No	14%	42%	33%	10%	No	69
	Site C5	2.6	416	1.3	1.3	0.9	1946	No	-	\$0	90%	No	0%	55%	45%	0%	No	65
	Site C4	2.1	350	1.2	1.1	0.9	1968	No	-	\$0	62%	No	33%	36%	31%	0%	No	62
Average				1.3	1.3	1.0												

Data was collected in November 2013

1) Condo

2) Counts were adjusted based on carownership 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

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