PARKING STANDARDS FOR NEW DEVELOPMENT PROJECTS
TASK FORCE MEETING #4
Wednesday, October 22; 7PM
City Council Work Room, Alexandria City Hall, 301 King Street

Meeting Summary

Meeting summary is developed by City staff to provide a written record of principal items of discussion and comments from the public. They are not intended to be a verbatim transcription of the meeting.

Task Force Members
Nathan Macek, Chairperson
Kerry Donley, Transportation Commission Representative
James Lewis, Traffic and Parking Board
John Gosling, Former Old Town Area Parking Study Work Group
Cathy Puskar, At-Large Alexandria Resident
Michael Workosky, NAIOP, The Commercial Real Estate Development Association
Danielle Fidler, At-Large Alexandria Resident, *Absent*
Stewart Bartley, Mixed-Use Developer, *Absent*

City Staff
Sandra Marks, Deputy Director, T&ES
Carrie Beach, Division Chief, P&Z
Faye Dastgheib, Principal Parking Planner, T&ES
Brandi Collins, Urban Planner III, P&Z

Agenda

1. Welcome & Introductions
2. Initial Alternative Recommendations
3. Task Force Discussion
4. Public Comment
5. Next Steps

Welcome and Introductions
Nathan Macek welcomed the meeting attendees and called the meeting to order.

Initial Alternative Recommendations
Faye Dastgheib provided a presentation on goals of the study, background, data collection efforts and results, analysis, and the two alternative recommendations. The two alternative recommendations include a "performance-based" approach and a "range" approach.

Staff Preferred Alternative Recommendation
The staff preferred draft recommendation is a "performance-based", context-sensitive standard. It proposes a set of two base parking ratios – one base ratio is for new residential development

projects located within 0.5 mile of a metro station and one base ratio is for new residential development projects located more than 0.5 mile from a metro station.

The proposed base ratio for new residential development projects located within 0.5 mile of a metro station is 0.8 parking space/bedroom. The proposed base ratio is for new residential development projects located more than 0.5 mile from a metro station is 1.0 parking space/bedroom.

The base ratio can be reduced if a new residential development project meets certain credits, or criteria, including the following:

- More than 10% of the development's units are studio units: 5% credit
- Walkability index with a score between 80 – 90 or more than 90 points: 5% or 10% credit
- Four or more bus routes serving the development project (within .25 mile): 5% credit
- Affordable housing units (applied only to the affordable housing units): 25% credit

In this proposal, the parking ratio will be applied per bedroom; instead of per unit. During staff's analysis, it was determined that a per bedroom measure more accurately captured parking utilization and demand. Staff also recommended that developments would not be required to provide parking for units' 3rd and 4th bedrooms. This provision was included in an effort to not deter developers from building larger bedroom-sized units.

The proposed base parking ratios include visitor parking.

Staff Affordable Housing Recommendation
Staff proposed an affordable housing recommendation that include one approach for affordable housing units located within larger market-rate residential developments (set-aside units) and one approach for "traditional affordable housing" developments projects where 60% or more of the units are affordable to households earning 60% or less of area median income (as defined each year by the Department of Housing and Urban Development).

The proposed parking ratio for the set-aside units would follow the performance-based approach (described above) but the units would receive an additional 25% credit, or reduction, on the final parking ratio.

The proposed parking ratio for the traditional affordable housing development would be 0.75 parking space/unit.

Task Force Discussion
The Task Force was asked to provide comments on the following decision points:

- *Performance-Based Option v. Range Option*
- *Per Bedroom v. Per Unit*
- *Performance-Based Credits optional or required*
- *No parking requirement for the third and fourth bedrooms*
- *Affordable Housing Recommendation*

- *Codifying final recommendation*

During the discussion the **Task Force reached consensus** on the following**:**

- Performance-Based Option is the preference
- The per bedroom metric is preferred more than the per unit metric
- The performance-based credits should be voluntary
- The Task Force supported staff recommendation that developers would not be required to provide parking for the 3rd and 4th bedrooms but expressed some concern.
- Revise the affordable housing recommendation
- Performance-based credits should be codified in the Zoning Ordinance
- Access to Bus Rapid Transit (BRT) should not be considered the same as access to Metro in calculating parking ratios.

The Task Force directed staff to consider the following:

- Before including the provision that a development not provide parking for the 3rd or 4th bedrooms, consider adding a requirement that would tie the provisin to a certain percentage of the total development. For example, only a certain percentage of 3 and 4-bedrooms in a development would be eligible.
- Remove Bus Rapid Transit from the lower base parking ratio category since it does not have the same level of impact as Metro. The Task Force recommended retaining a 20% credit for proximity to Metro, and reducing the credit for projects within 0.5 mile of BRT to 10%. They asked staff to work out the mechanics of the credits to ensure that projects in proximity to both BRT and Metro do not receive both credits.
- Reconsider the affordable housing recommendation to make it consistent with the market-rate housing recommendation by using a per bedroom metric instead of per unit. This will make it easier to understand and implement. Also, include text related to how long the units must be income-restricted.
- Consider either codifying unbundling (when residential projects charge separately for monthly garage fees rather than bundling with rental costs) or including it as a standard development condition.
- Identify when the BRT credit would apply (does the BRT have to be operational when the development project is complete or within a certain timeframe?).
- Revise walkshed maps to include language regarding how the catchment areas are accounted for at stations with multiple entrances and identify the station entrances on the maps.
- Map the housing units within 0.5 mile of metro that do not have on-site parking.
- Address how the new standards will or won't apply to existing Coordinated Development Districts (CDDs), Parking Districts, and approved but not constructed development projects.
- Consider in-lieu fees and a "catch all" credit.

During the discussion, the Task Force raised additional concerns:

- BRT on the West End will provide a dramatically different level of transit experience than BRT on the east end of the City. The BRT on the West End will be used more because there is less access to Metro than the east end of the City. Do not discount the impact of BRT.

- The base ratio is low for the projects within 0.5 mile of metro stations (0.8/bedroom). When tested against several of the data collection sites, the proposed parking ratio would result in the project being under-parked. This is not a good condition as it will result in spillover parking for some new projects.

Public Comment
Question: Does the proposed parking ratio include ADA spaces?
Response: Yes. That is a City Code requirement.

Question: Do new developments have to provide on-site loading zones?
Response: Yes. The Zoning Ordinance has requirements for loading zone parking and it is not included in this effort.

Question: What is the relationship between the King Street Parking District relationship and the new standards?
Response: Staff will discuss that with the City Attorney's Office and provide information to the Task Force and public.

Question: Question: Why is not an in-lieu fees option included with the alternatives?
Response: In-Lieu fees are generally used in commercial parking areas. Commercial parking will be discussed during Phase 2 of this effort so it is not an option in the recommendations generated by this phase.

Comment: Including visitor parking in the ratios will result in over-parking developments.

Comment: Visitor parking being inclusive of the ratio is a good thing. Trends will continue to result in less parking demand; especially for mixed-use projects. The residential portion of the new Harris Teeter/Kingsley residential development project is 1/3 leased and the current parking utilization (as demonstrated by permits issued) is 1 space per unit.

Next Steps
Staff will follow up on the Task Force requests and document their decisions.

The meeting was concluded by the chairperson, Nathan Macek.

Parking Standards for New Development Projects

Task Force Meeting

October 14, 2014

AGENDA

- Project Status: *Where we are today*
- Task Force Feedback
- Peer Review Feedback
- Revised Alternative Recommendations
- Staff Recommendation
- Discussion Items
  - Staff Discussion
- Task Force Discussion
- Public Input

Where We Are Today

- Task Force direction from June 11 Meeting
  - Draft a Parking Policy that responds to a new development's proximity to Metro stations, public transit, walkable neighborhood amenities, employment centers
  - The Draft Parking Policy should:
    - Be inclusive of visitor parking
    - Include parking standards for affordable housing and, potentially, ARHA-owned housing (*being studied*)
    - Consider specifying minimum and maximum parking requirements
    - Consider a parking ratio based on unit; not number of bedrooms (*staff will actually consider both in our internal deliberations*)
    - Consider a performance-based approach
    - Not include a Car Share requirement in the Zoning Ordinance
    - Examine impact of unbundling parking on on-street parking in RPP districts
  - Test the Proposed Policy

Where We Are Today

- Developed and Tested Alternative Recommendations
  - Alternative 1: Performance-Based Approach
  - Alternative 2: Range Approach
  - Affordable Housing Recommendation
    - Affordable Housing Developments
    - Set-Aside Units within Market-Rate Residential Developments

- Review Process
  - Internal Staff Meetings
  - Task Force Two-on-Two Meetings
  - Peer Review Meetings
  - Public Input

Task Force Feedback

- Alternatives
  - Performance-Based Option v. Range Option (5 v. 3)
  - "Per Unit" v. "Per Bedroom" measure (1 v. 7)
- Create additional credits (e.g. carshare, robust TMP, etc)
- Address Coordinated Development Districts' (CDDs) relationship to the new standards
- No "cap" on number of required parking spaces
- Proximity to BRT v. proximity to Metro
- Address on-street parking management
- Consider transit's capacity to absorb additional demand
- Administrative process for parking modifications

PEER REVIEW FEEDBACK

- Alternatives
  - Performance-Based Option v. Range Option (4 PB, 1 undecided)
  - "Per Unit" v. "Per Bedroom" measure (1 Per Unit, 2 Per BD, 2 undecided)
- Create additional credits
- Amend the "studio" credit
- Add option for "in lieu" fees
- Optional Performance-Based credits
- No "cap" on number of required parking spaces
- Other thoughts: Prefers maximums/Prefers very low minimums

Revisions to Alternatives

- Performance-Based Credits are optional
- "Cap" is removed
  - New Language: Developer is <u>not</u> required to provide parking for the 3rd and 4th bedrooms
- Studio credit's qualifying threshold has been lowered
- BRT credit remains the same (20%)
- Staff is developing a 5% "catch all" credit

Alternative 1
Performance-Based Ratios

Base Parking Ratios

Project Location	Per Bedroom Base Parking Ratio	Per Unit Base Parking Ratio
Within 0.5 mile of Metro Station or BRT Stop	0.8 space/ bedroom	1.1 space/unit
More than 0.5 mile of Metro Station or BRT Stop	1.0 space/ bedroom	1.4 space/unit

Performance-Based Criteria

Deductions on the Base Parking Ratio	
More than 10% of development's units are studio units	5%
Walkability Index between 80 - 90 **OR** more than 90	5% **OR** 10%
Four or more bus routes serving the development	5%
Affordable Housing Units (applied only to the affordable units)	25%

[1] Walk Score™ is used to calculate the walkability index
[2] Bus routes must be located within 0.25 mile of the entrance of the development
[3] Affordable housing parking ratio deductions would only apply to affordable units
[4] Distance from Metro/BRT is measured by true walking distance based on walkshed maps

Alternative 2
Parking Ratio Ranges

Parking Ratio Ranges

Project Location	Per Bedroom Parking Ratio Range	Per Unit Parking Ratio Range
Within 0.5 mile of Metro Station or BRT Stop	0.64 - 0.8 space/ bedroom	0.88 - 1.10 space/unit
More than 0.5 mile of Metro Station or BRT Stop	0.8 - 1.0 space/ bedroom	1.12 - 1.4 space/unit

Performance-based Criteria

Deductions on the Base Parking Ratio	
More than 10% of development's units are studio units	5%
Walkability Index between 80 - 90 **OR** more than 90	5% **OR** 10%
Four or more bus routes serving the development	5%
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Affordable Housing Parking Recommendation

AFFORDABLE HOUSING DEVELOPMENTS

Project Location	Per Unit Base Parking Ratio
Within 0.5 mile of Metro Station or BRT Stop	0.50/affordable unit 0.25/affordable efficiency or microunit 0.0/affordable efficiency or microunit restricted at 50% AMI or below
More than 0.5 mile of Metro Station or BRT Stop	0.75/affordable unit

SET-ASIDE UNITS

Multi-family Affordable Housing Development Type	Parking Ratio
Set Aside Units - Units that are restricted to households with an income up to 60% AMI (rental) or 120% of AMI (sales) or less	Complies with approach that is selected for the market-rate units; will receive an additional 25% deduction on each affordable unit or bedroom

Staff Preference

Alternative 1: Performance-Based Option
Base Parking Ratios

Project Location	Per Bedroom Base Parking Ratio
Within 0.5 mile of Metro Station or BRT Stop	0.8 space/ bedroom
More than 0.5 mile of Metro Station or BRT Stop	1.0 space/ bedroom

Performance-Based Criteria

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Testing Proposed Policy – Comparison

	Multi-Family Development Project	Zoning Ordinance Required Parking Spaces (#)	Small Area Plan Required Parking Spaces (#)	Aproved DSUP Spaces (#)	Performance-Based Option (Per Bedroom) Required Parking Spaces (#)	Performance-Based Option (Per Unit) Required Parking Spaces (#)
Projects within 0.5 mile of Metro Station or BRT Station	Braddock Metro Place	225	165	151	142	173
	Potomac Yard Landbay G, Block H	375	253	295	284	283
Project more than 0.5 mile of Metro Station or BRT Station	Harris Teeter/The Kingsley	244	*N/A*	228	191	221
	Seminary Overlook	1,068	1,260	1,209	963	958

[1] Braddock Metro Place, Potomac Yard Block H are under construction
[2] Harris Teeter is occupied but not fully leased
[3] Construction has not begun for Seminary Overlook

Task Force Discussion

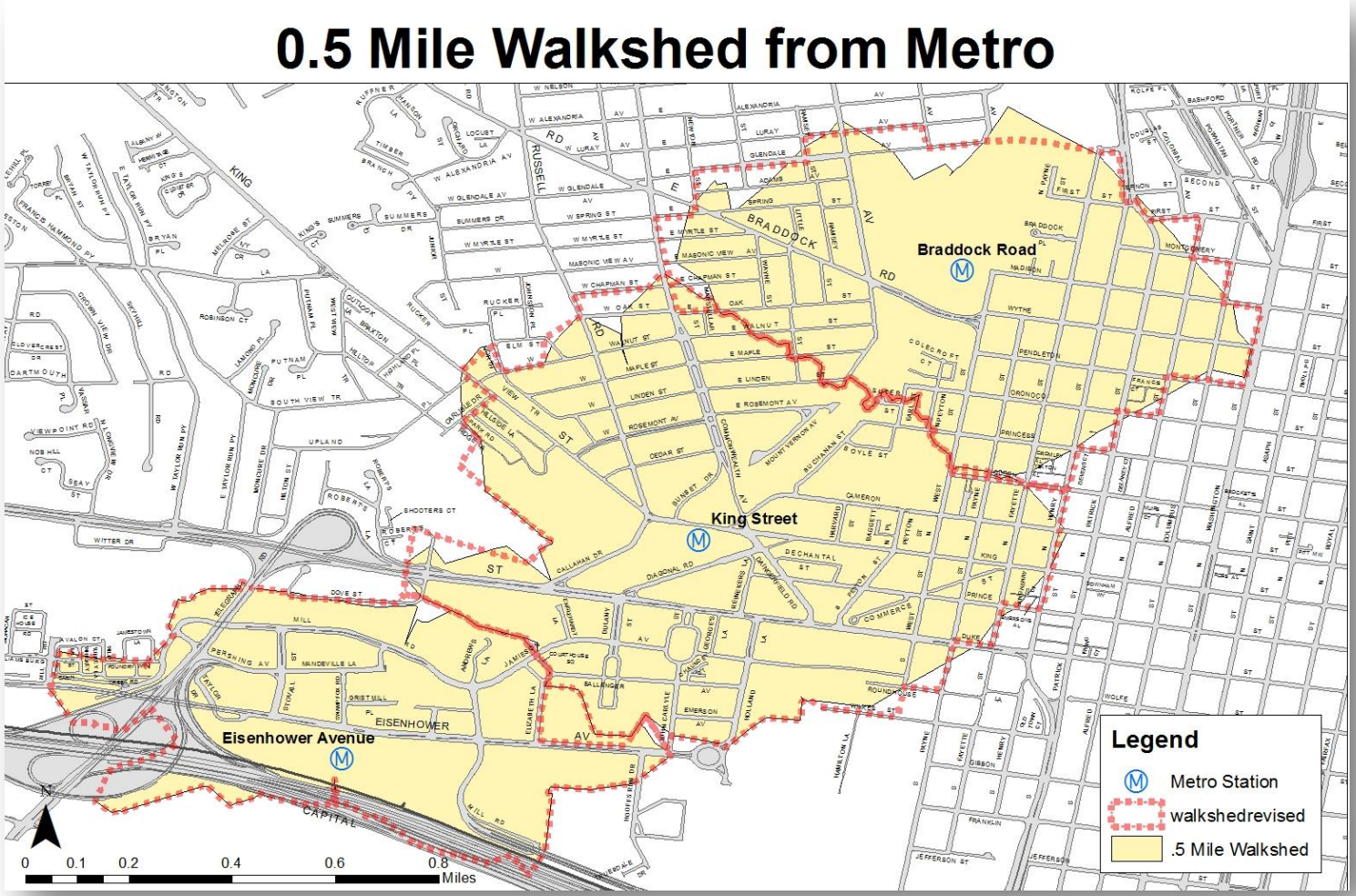
- *Performance-Based Option v. Range Option*
- *Per Bedroom v. Per Unit*
- *Performance-Based Credits optional or required*
- *No parking requirement for the third and fourth bedrooms*
- *Affordable Housing Recommendation*
- *Are there any modifications to the alternatives that have not been considered?*

NEXT STEPS

- ❑ Additional revisions and testing – Ongoing
- ❑ Task Force Input – November/December 2014
- ❑ City Council Two-on-Two Meetings – November/December 2014
- ❑ Transportation Commission and Planning Commission Work Sessions – November/December 2014
- ❑ Task Force Meeting #5 - January 14, 2015
- ❑ Transportation Commission, Planning Commission, and City Council Public Hearings – January/February 2015

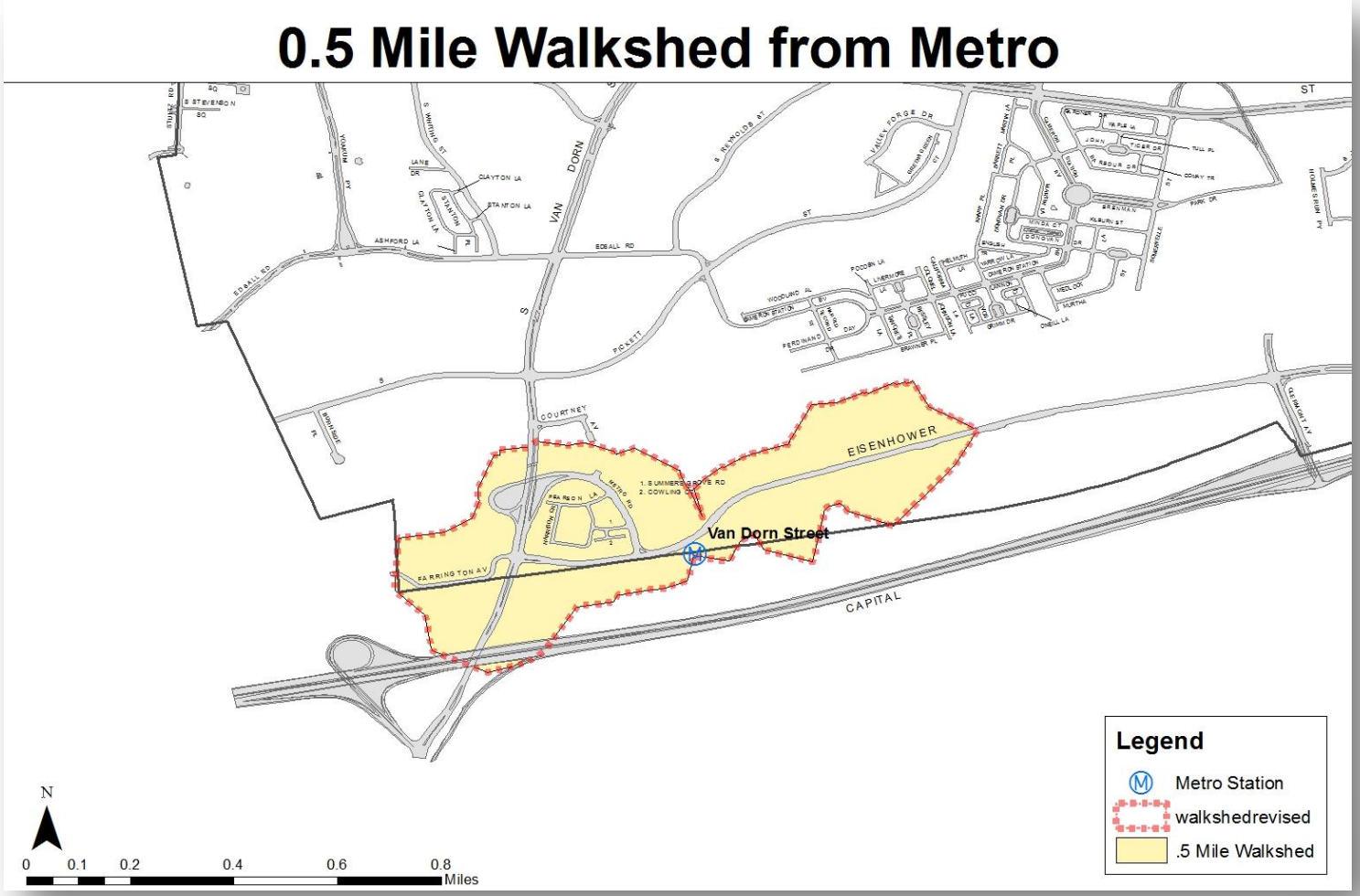
Additional Slides

WALKSHED MAPS



PARKING STANDARDS FOR NEW DEVELOPMENT PROJECTS

WALKSHED MAPS



PARKING STANDARDS FOR NEW DEVELOPMENT PROJECTS

METHODOLOGY

- Data Collection
  - 17 sites (geographic distribution)
  - 2 evening visits
  - On-street counts
  - Car ownership data
  - Parking pass/permit issued
- Analysis
  - Factors impacting demand
  - Local and national parking practices and trends
- Develop Alternatives
- Testing

Background & Approach
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

Small Area Plans

- ✓ Eisenhower East Plan
- ✓ Braddock Small Area Plan
- ✓ Landmark/Van Dorn Corridor Plan
- ✓ North Potomac Yard Small Area Plan
- ✓ Beauregard Small Area Plan

Coordinated Development Districts (CDD)

Data Collection Findings

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
	Existing Conditions																		
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