

# **Parking Standards for New Development Projects**

## **Phase 1: Multi-family Residential**

### Right-Sizing the City's Parking Regulations

Planning Commission Public Hearing  
April 7, 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

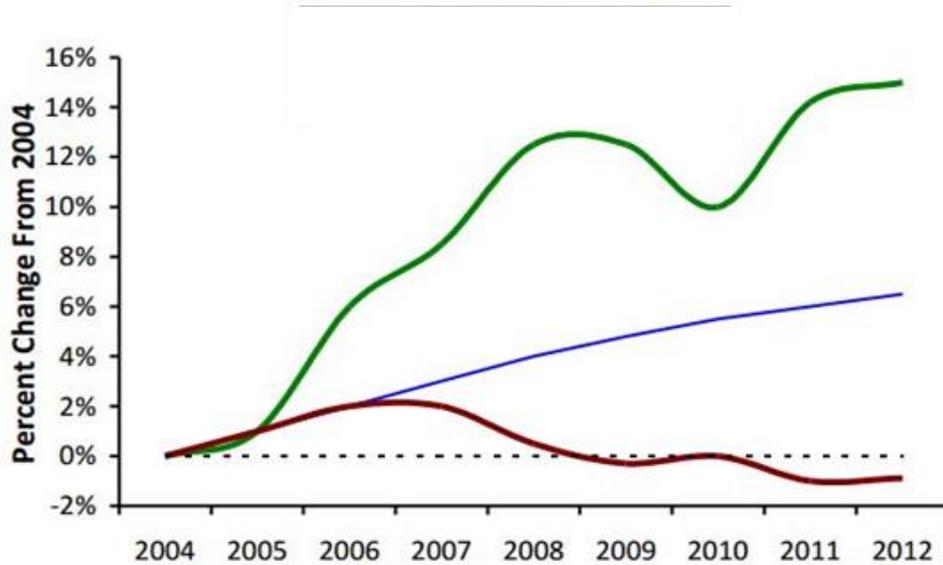
**Between 2004-2012**

**Transit Ridership** ↑ 14%

**US population** ↑ 6%

**Vehicle Miles** ↓ 1%

US Public Transit Ridership



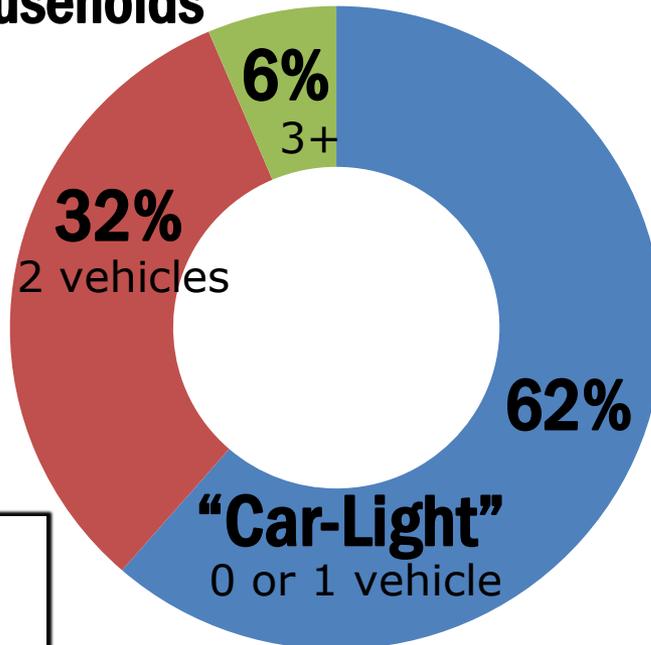
Source: APTA 2013





# Changing Demographics, Transportation Options, and Consumer Preferences

## Vehicle Ownership Alexandria Households



**“Car-Light”  
Households**  
Fairfax 25%  
US 43%  
Alexandria 62%  
Arlington 63%  
DC 82%

## 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.

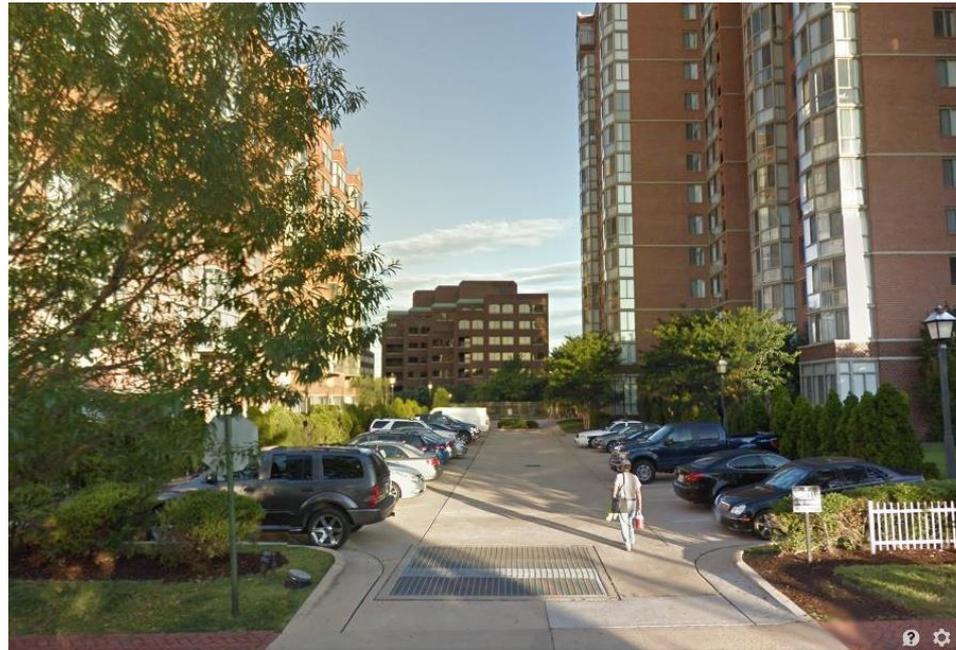
# Efficient Use of Land Resources



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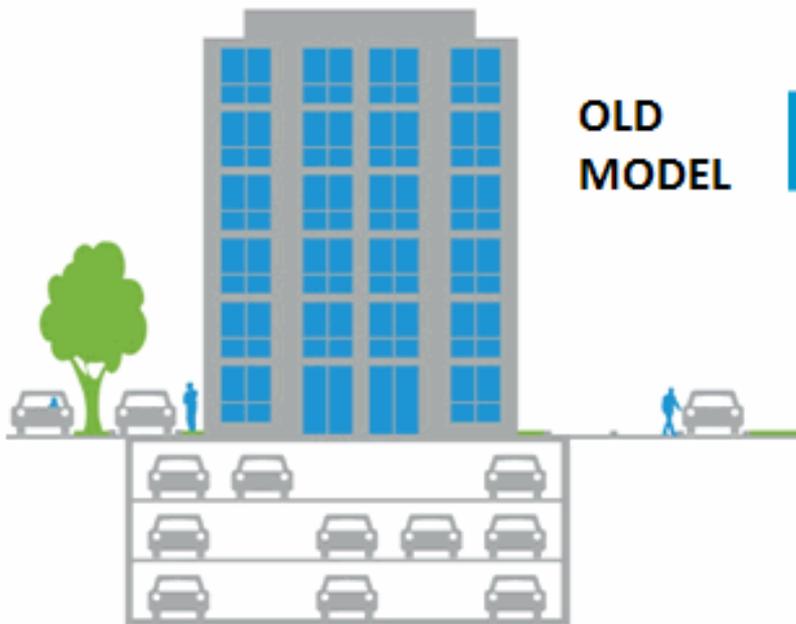


## Meridian at Braddock Station



# Efficiency and Cost

## INEFFICIENT SUPPLY



OLD  
MODEL

## EFFICIENT SUPPLY

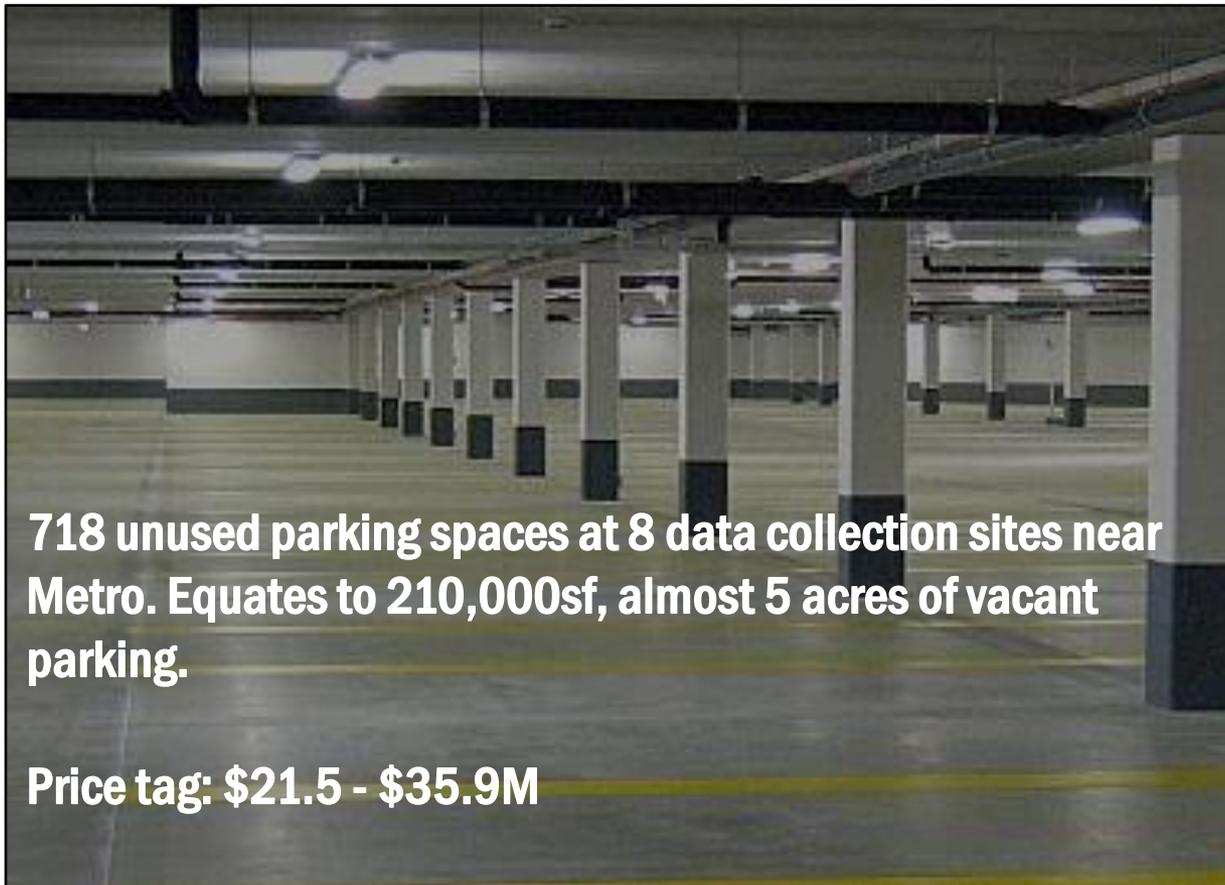


NEW  
MODEL



# Parking is Expensive

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



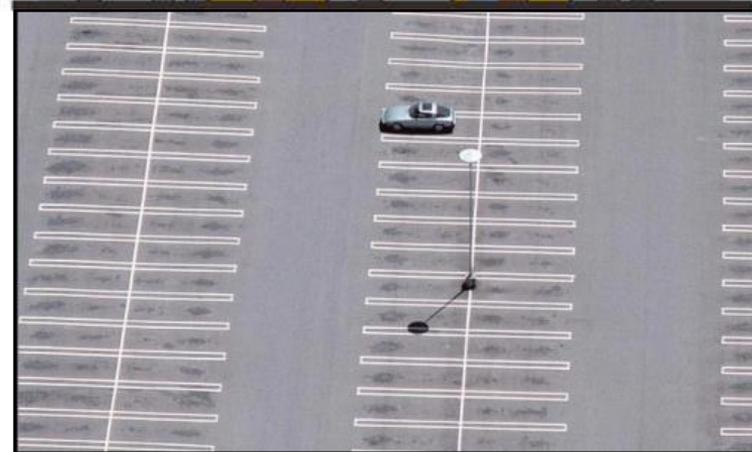
# Parking is Expensive

## Jackson Crossing (Under construction)

- 78-unit affordable housing development project



# Parking - Impervious Surfaces Impact Water and Air Quality



# Neighboring Jurisdictions are Right Sizing

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- 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

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

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

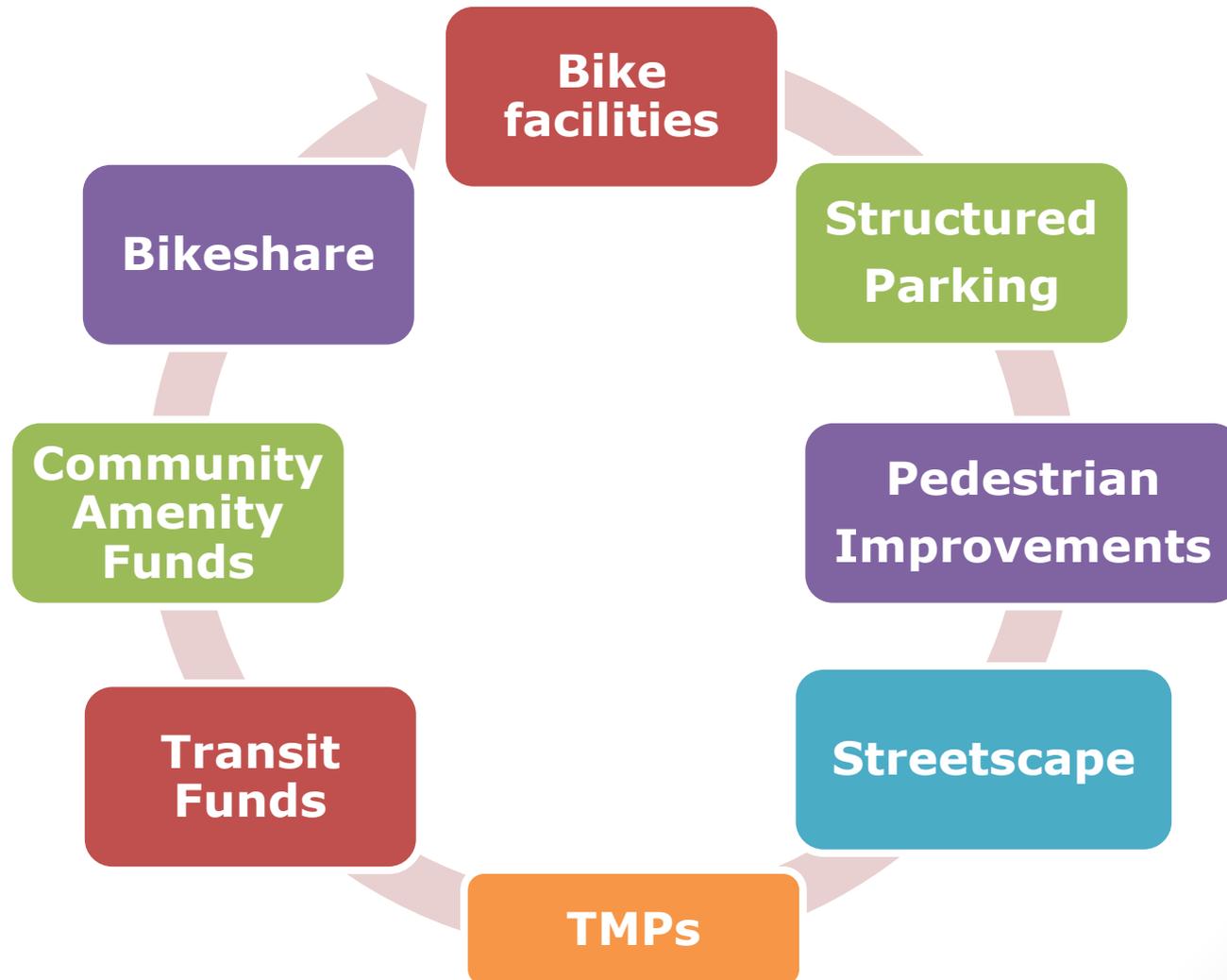


# City's Practice has been to Right-Size Parking

We have been solving the problem with SUPs.

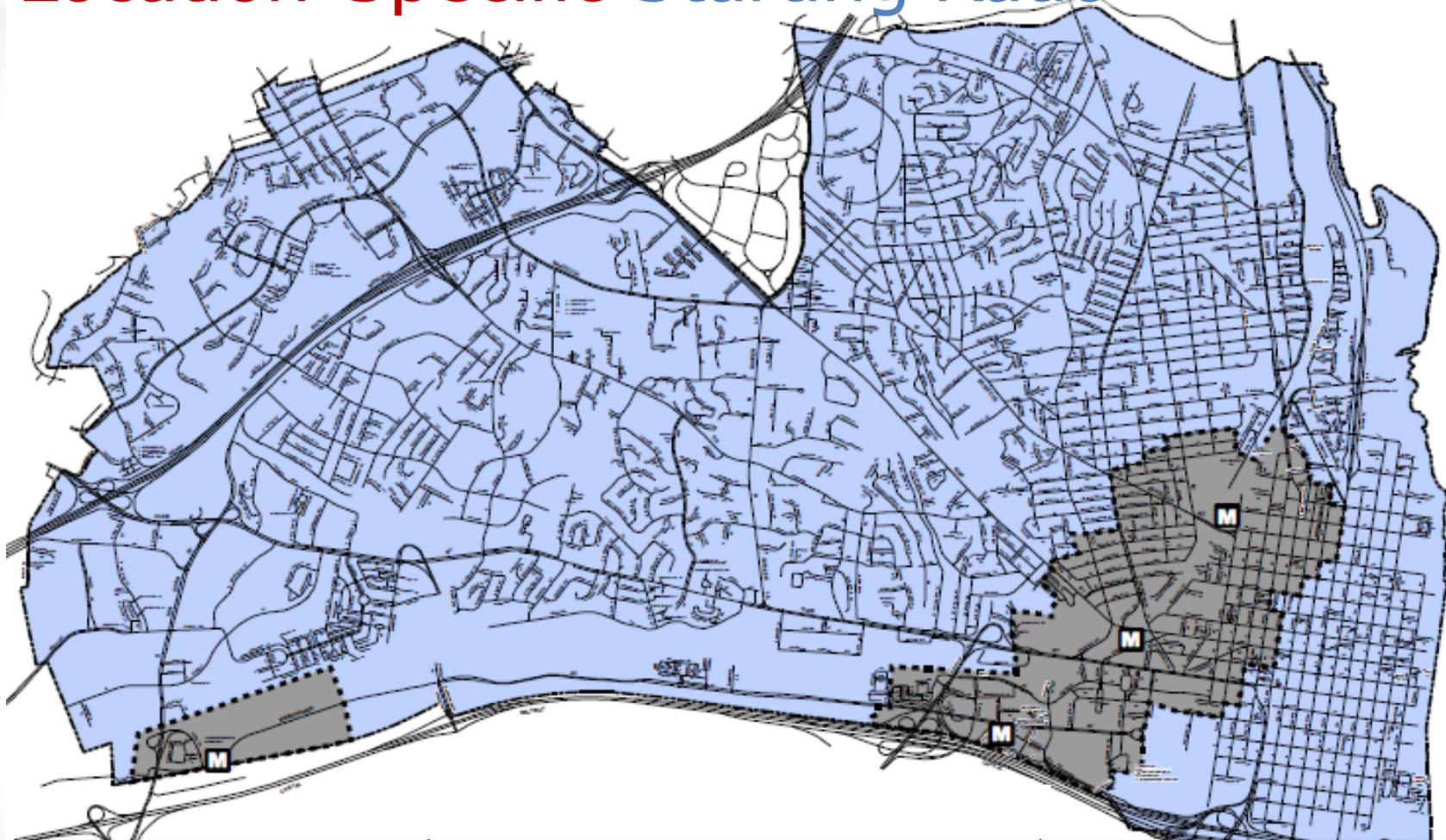
- From 2000 - 2010 City Council considered 49 DSUPs for Residential and Residential/Mixed-Use Projects
  - Of those, 16 projects or 33% of all DSUP applications requested Parking Reduction SUPs.
    - All requests were granted

# Revising Parking Standard Will Not Impact Public Benefits



# Draft Market Rate Housing Parking Ratio

## Location-Specific Starting Ratio

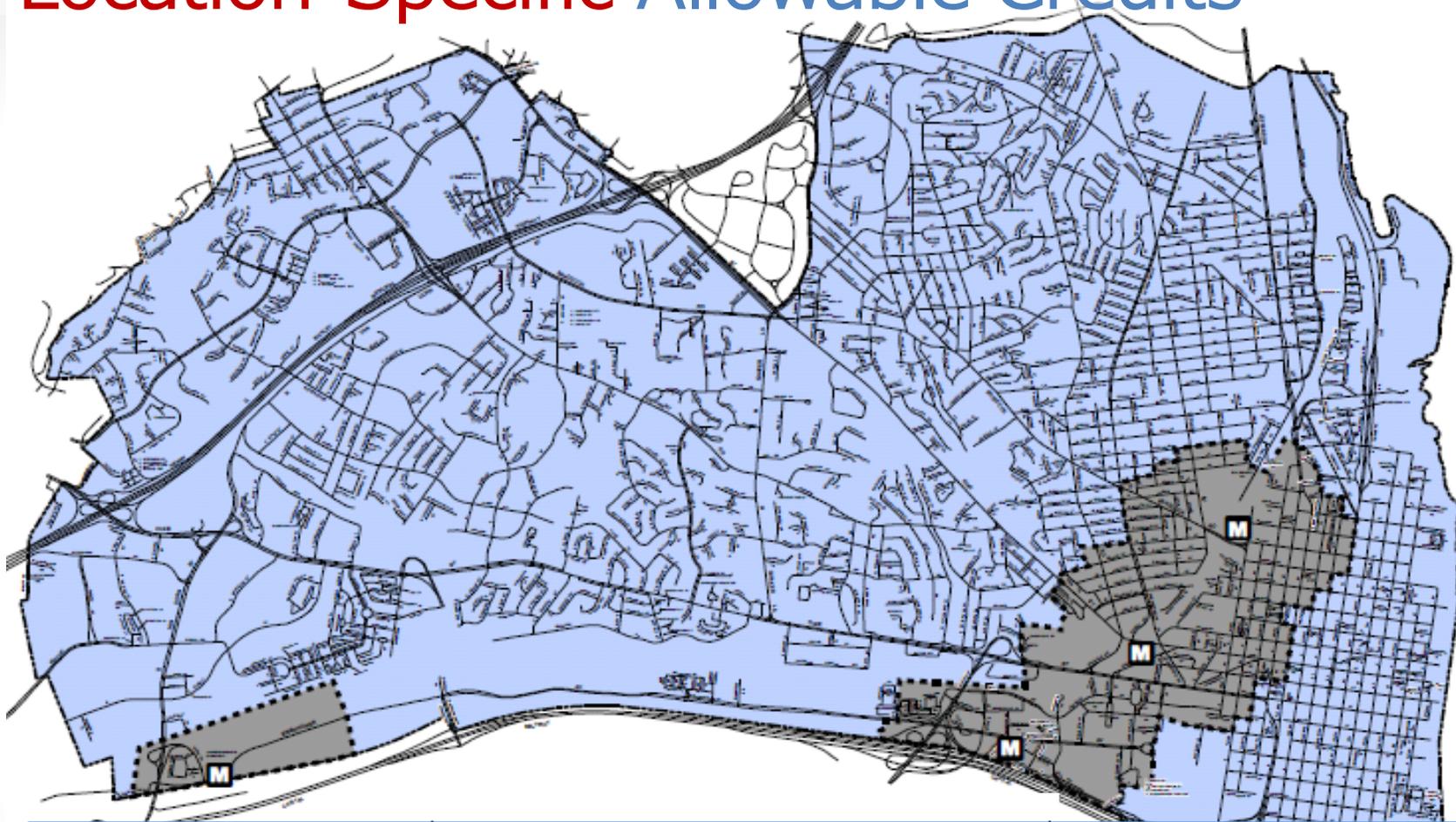


Within Metro Walkshed: 0.8 space per bedroom



Outside Metro Walkshed: 1.0 space per bedroom

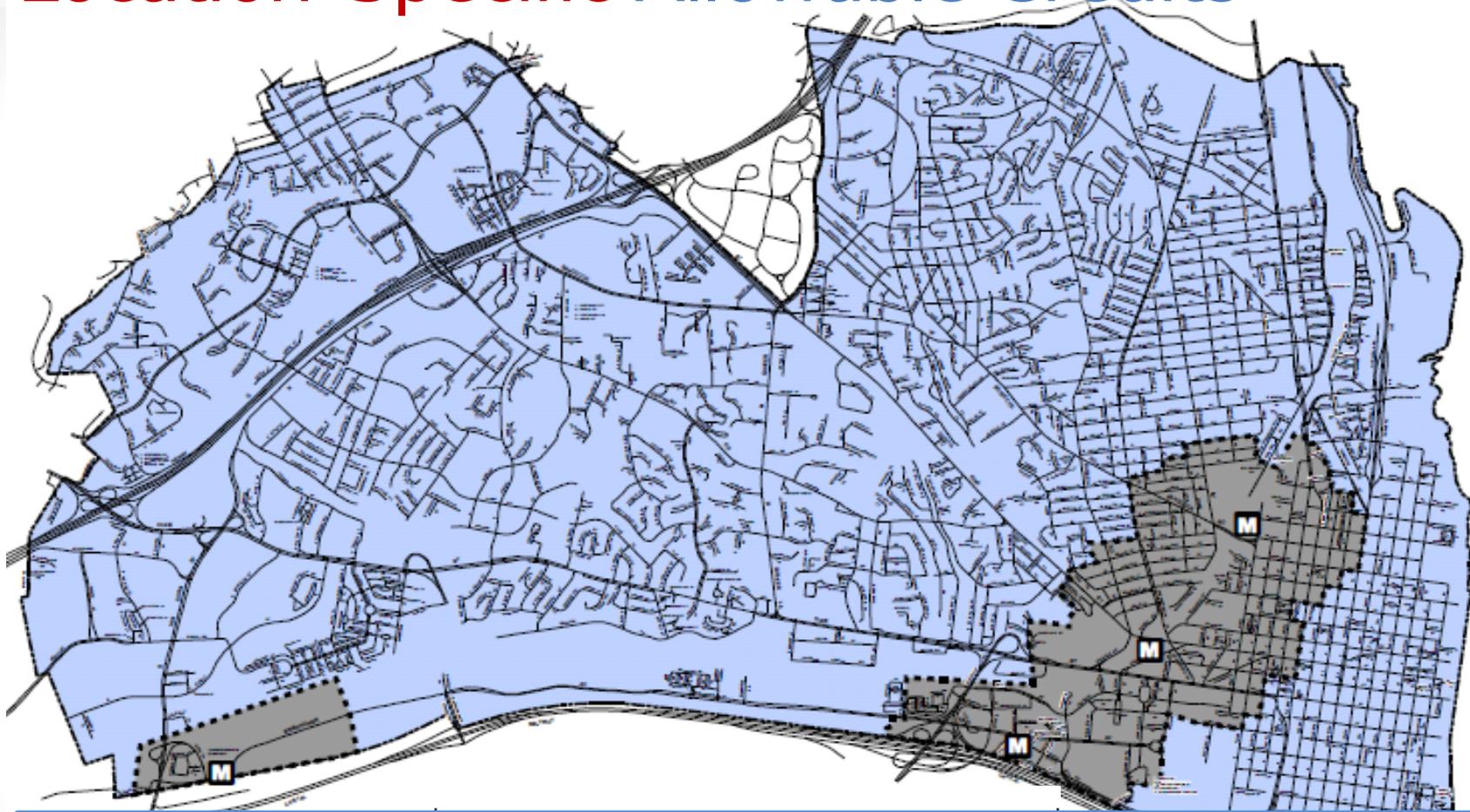
# Draft Market Rate Housing Parking Ratio Location-Specific Allowable Credits



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

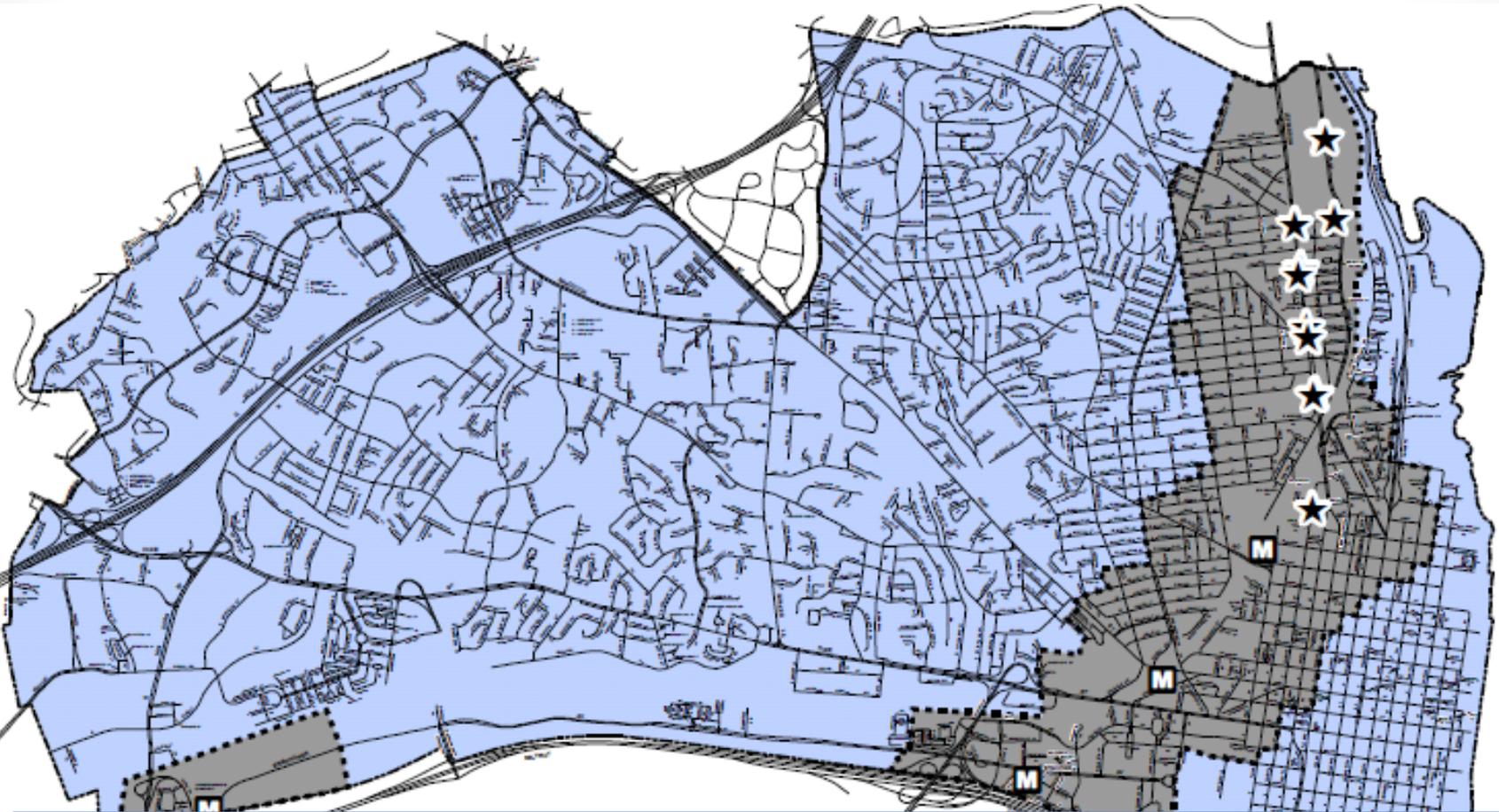


# Draft Recommendation: Affordable Housing

## *Income-Restricted Units*

<b>INCOME SERVED</b>	<b>STARTING PARKING RATIO</b>
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

# Proposed Approach Compared to Current Practice – and Clarifications

- Context sensitive
- Per bedroom measurement
- Proposed ratios took into account demand in garages *and* on-street
- Parking maximum
- Visitor parking
- Applicability



# Next Steps

**April 18**

**City Council Public Hearing to consider Draft Parking Recommendations**

*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*