

# **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 not required to provide parking for the 3<sup>rd</sup> and 4<sup>th</sup> 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 <b>OR</b> more than 90           | 5% <b>OR</b> 10% |
| Four or more bus routes serving the development                    | 5%               |
| Affordable Housing Units<br>(applied only to the affordable units) | 25%              |

- <sup>[1]</sup> Walk Score™ is used to calculate the walkability index
- <sup>[2]</sup> Bus routes must be located within 0.25 mile of the entrance of the development
- <sup>[3]</sup> Affordable housing parking ratio deductions would only apply to affordable units
- <sup>[4]</sup> 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                               |                  |
|--|------------------|
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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<br>0.25/affordable efficiency or microunit<br>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

| Deductions on the Base Parking Ratio                               |                  |
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# TESTING PROPOSED POLICY – COMPARISON

Z

|  | 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   |

<sup>11</sup> Braddock Metro Place, Potomac Yard Block H are under construction

<sup>12</sup> Harris Teeter is occupied but not fully leased

<sup>13</sup> Construction has not begun for Seminary Overlook

TS



# 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

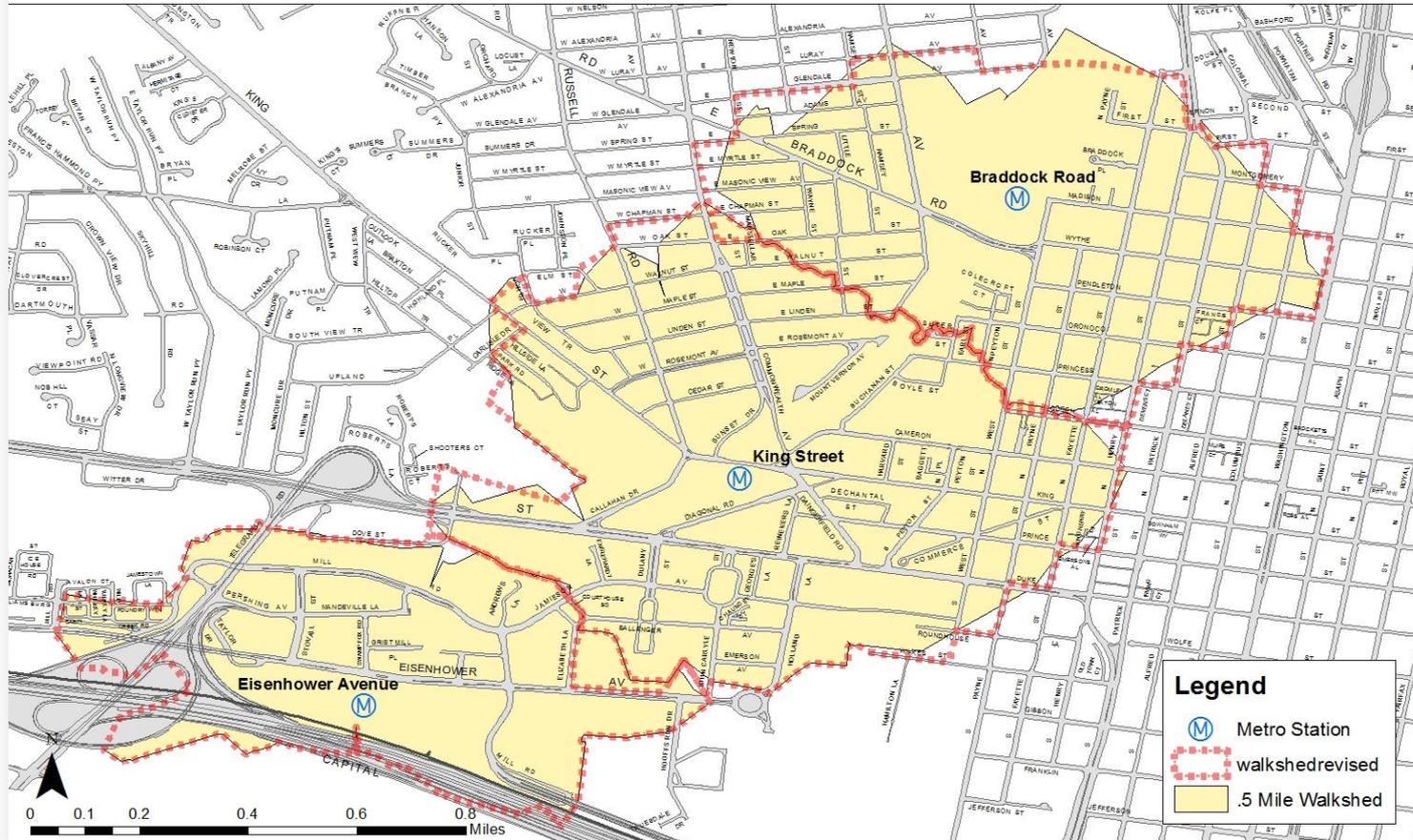
- ❑ Additional revisions and testing – Ongoing
- ❑ Task Force Input – November/December 2014
- ❑ City Council Two-on-Two Meetings – November/December 2014
- ❑ Transportation Commission and Planning Commission Work Sessions – November/December 2014
- ❑ Task Force Meeting #5 - January 14, 2015
- ❑ Transportation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



# Additional Slides

# WALKSHED MAPS

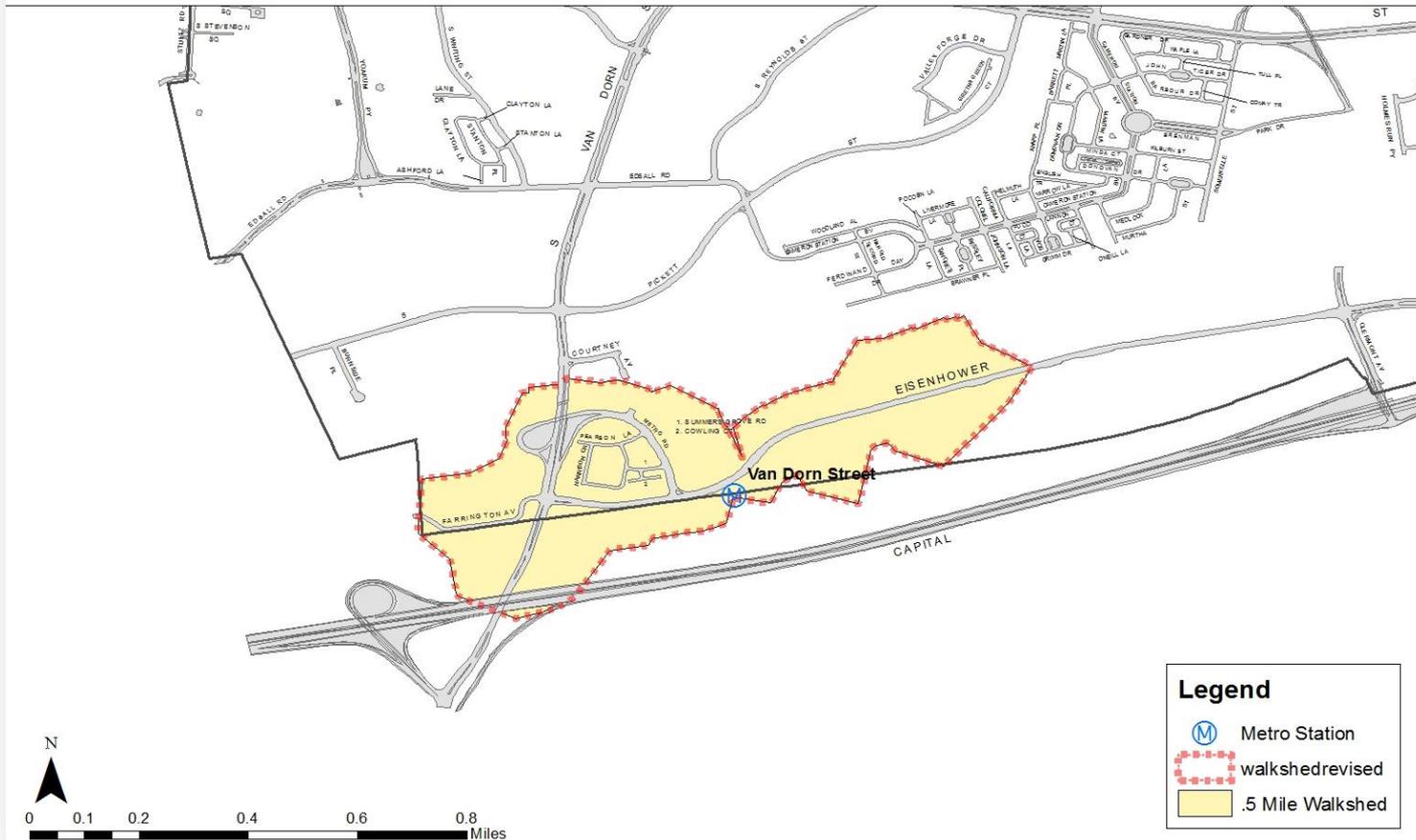
## 0.5 Mile Walkshed from Metro



**PARKING STANDARDS FOR  
NEW DEVELOPMENT PROJECTS**

# WALKSHED MAPS

## 0.5 Mile Walkshed from Metro



# 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



## PARKING STANDARDS FOR NEW DEVELOPMENT PROJECTS

| Property Name  | Existing Conditions |                             |                        |   |               |                                  |                   |                     |                         |                                 |          |        |       |       |             |                                  |                |            |    |
|----------------|---------------------|-----------------------------|------------------------|---|---------------|----------------------------------|-------------------|---------------------|-------------------------|---------------------------------|----------|--------|-------|-------|-------------|----------------------------------|----------------|------------|----|
|                | 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 | Average On-street Occupancy (%) | % 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 |
| <b>Average</b> |                     |                             | <b>1.4</b>             | <b>1.0</b>                                  | <b>193</b>    | <b>0.7</b>                       |                   |                     |                         |                                 |          |        |       |       |             |                                  |                |            |    |
| 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 |
| <b>Average</b> |                     |                             | <b>1.6</b>             | <b>1.3</b>                                  | <b>138</b>    | <b>0.7</b>                       |                   |                     |                         |                                 |          |        |       |       |             |                                  |                |            |    |
| 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 |
| <b>Average</b> |                     |                             | <b>1.4</b>             | <b>1.3</b>                                  | <b>380</b>    | <b>0.9</b>                       |                   |                     |                         |                                 |          |        |       |       |             |                                  |                |            |    |

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