



# **Parking Standards for New Development Projects Phase 1: Multifamily Residential**

## **Right-sizing the City's Parking Regulations**

Transportation Commission  
Work Session  
December 17, 2014



# WHY A PARKING STUDY NOW?

- Outdated Zoning Ordinance
- Changing demand
  - Increased transportation options
  - Changing demographics
  - City investment in transit, growth planned near transit
- Parking reduction requests
- Parking construction cost



# CURRENT STANDARDS AND POLICIES IN NEWER DOCUMENTS

## Existing Regulations in Zoning Ordinance

- 1 BR: 1.3 spaces/unit
- 2 BR: 1.75 spaces/unit
- 3 BR: 2.2 spaces/unit

## Small Area Plans w/Parking Standards

Eisenhower East: Within 1500' of Metro - Max 1.1/1000sf; More than 1500' from Metro - Max 1.3/1000sf

Braddock: Up to 2 BR - 1.0/unit; 3BR+ - 1.5/unit

Landmark: Pre-Transit 1.75/unit; Post-Transit 1.15/unit

N. Potomac Yard: 1.0/unit

Beauregard: Pre-Transit 1.75/unit, Post-Transit 1.3/unit

## Coordinated Development Districts (CDD)

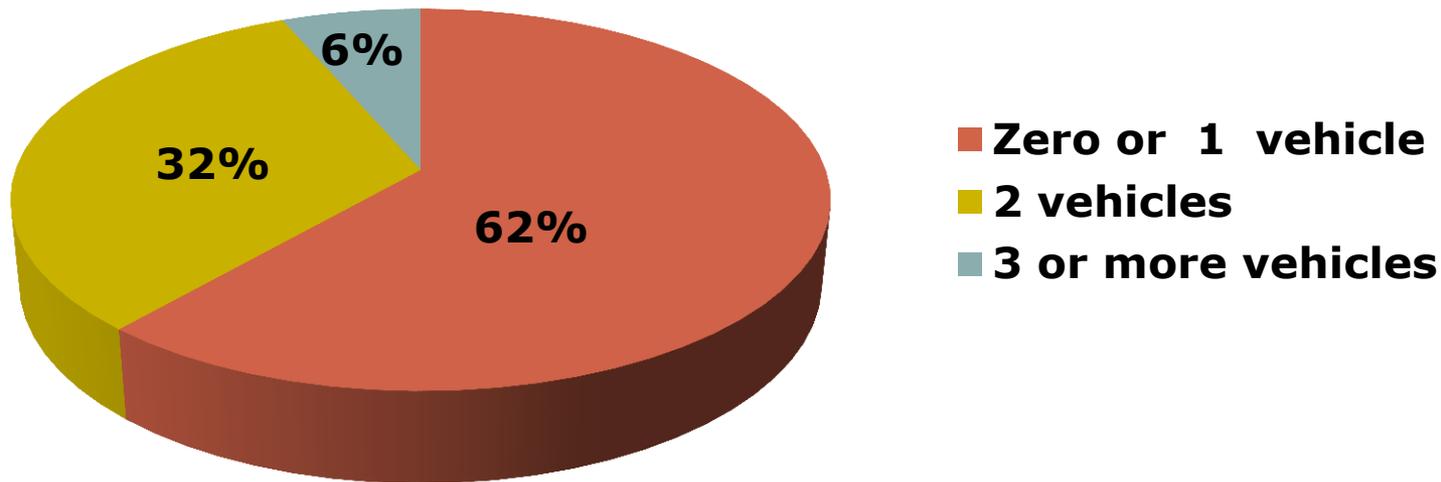
Many of the recent CDDs include parking standards based on location

# TRANSPORTATION OPTIONS



# VEHICLE OWNERSHIP LOWER IN URBAN LOCATIONS

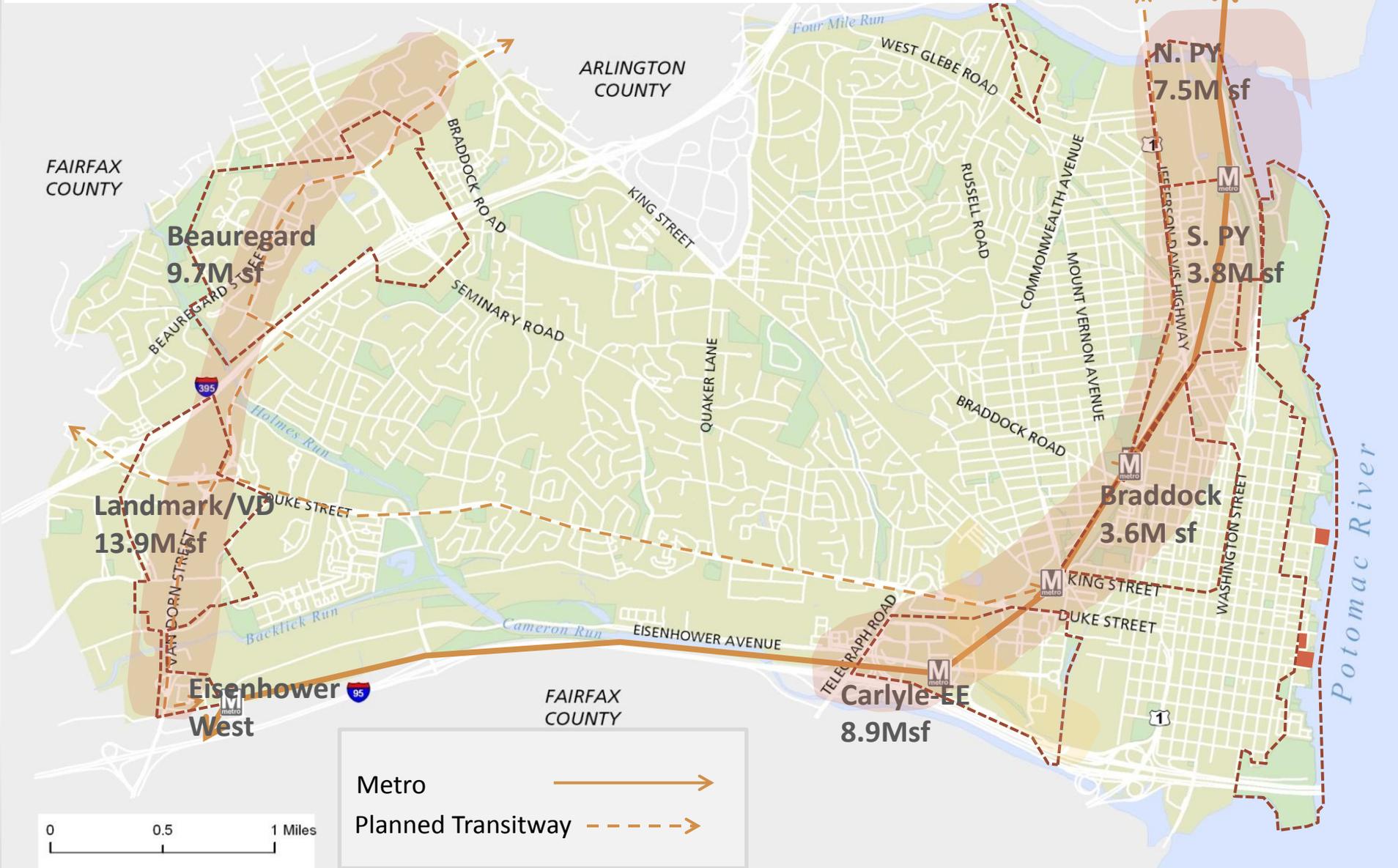
## 62% of Alexandria Households are "Car-Light"



- United States: 43%
- Washington, DC: 82%
- Arlington County: 63%
- Fairfax County: 25%

Source: US Census Bureau, ACS 2013

# INVESTMENT/GROWTH NEAR TRANSIT





# COSTS OF PARKING

- **Environmental:** Increased impervious surface; increased driving as a result of free parking, increased greenhouse gases
- **Opportunity Cost:** other community amenities such as open space, enhanced streetscape, public art, affordable housing, amenities for residents
- **Affordability:** Cost of parking construction passed through to future residents in housing cost

# WHAT FITS IN A PARKING SPACE?



**5 parking spaces = 1500 sq. ft. = 1 playspace**  
**15 parking spaces = 4500 sq. ft. = 1 pocket park**



# GOALS OF THE STUDY

- **Update zoning ordinance** to be reflective of City policies and practices, regional and national trends
- **Right-size parking** to provide adequate parking on-site and not create spillover parking in neighborhoods
- **Efficient use of resources**, both city and environmental resources
- **Increase transparency and clarity** of development process with consistent application of parking standards

# STUDY METHODOLOGY

- Data Collection
  - 17 sites (citywide 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
- Vetting & Consultation



# DATA ANALYSIS RESULTS: FACTORS AFFECTING PARKING DEMAND

- Factors with a direct impact on parking utilization
  - Proximity to Metro
  - Walkability of the neighborhood
  - Percentage of studio units
  - Number of bus routes serving the development
- Other factors
  - Proximity to neighborhood services
  - Car ownership
  - Fee for parking
  - Number of bedrooms in the development
  - On-street parking availability



# DATA ANALYSIS CONCLUSIONS

- Amount of provided parking generally exceeds the amount of parking utilized
- Residential projects close to Metro have a lower parking demand
- Parking demand can be more closely projected based on a per bedroom measure rather than a per unit measure

*Conclusion: Develop a location-based standard that responds to the key factors impacting parking demand*



# DRAFT RECOMMENDATION

## Base Ratios

Project Location	Base Parking Ratio
Within 0.5 mile Metro Station walkshed	0.8 space/bedroom
Outside of 0.5 mile Metro Station walkshed	1.0 space/bedroom

## Available Credits

### Market-Rate Housing Recommendation

#### Deductions on the Base Parking Ratio (If Eligible)

Within 0.5 mile walkshed of BRT Stop (only available to projects > 0.5 mile from Metro station)	10%
Four or more bus routes stop within 0.25 mile of development entrance	5%
Walkability Index between 80 - 90 <b>OR</b> more than 90	5% <b>OR</b> 10%
Available Discretionary Credit for future mixed-use development, infrastructure improvement, and capital improvement above what is required. (Credit is available for projects with Walkability Index < 80).	5%
Project has more than 20% studio units	5%

#### Notes:

1. Applying credits to the base parking ratio is optional, however it informs the appropriate ratio for the particular project. Walk Score™ is used to calculate walkability index.
2. Projects will not be required to provide parking for the 3<sup>rd</sup> and 4<sup>th</sup> bedrooms but can do so.
3. If a project requests a parking ratio higher than the base, it will require approval by Planning Commission and/or City Council.

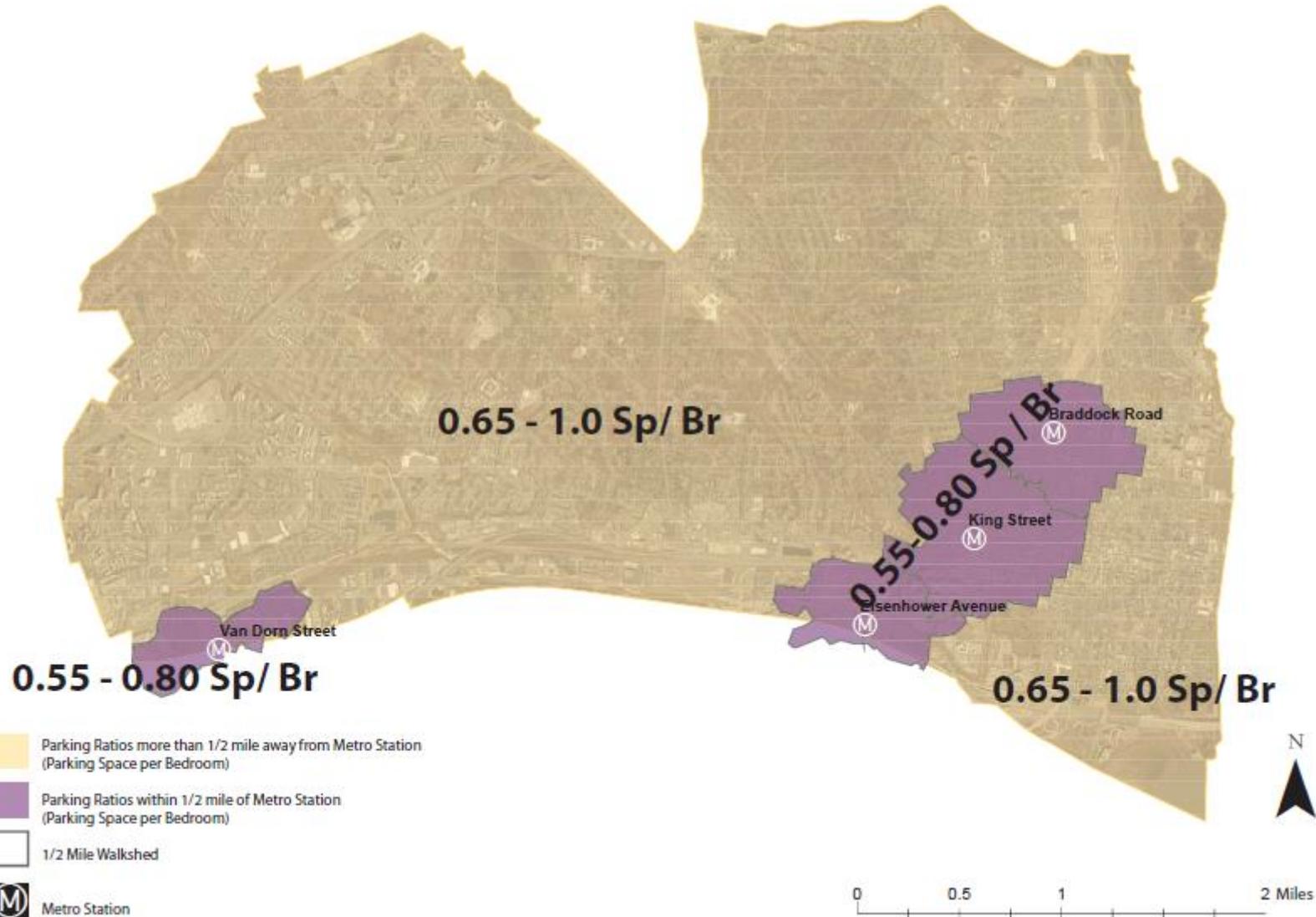
# APPLYING THE RECOMMENDATION



100 Unit Residential Development (50 1BD units, 50 2BD units)		Example 1 <i>Within 0.5 Mile of Metro Walkshed</i>	Example 2 <i>More than 0.5 Mile from Metro Walkshed</i>
<b>Base Parking Ratio</b>		<b>0.8 space/bedroom</b>	<b>1.0 space/bedroom</b>
<b>Deductions on the Base Parking Ratio (If Eligible)</b>			
Within 0.5 mile walkshed of BRT Stop (only available to projects > 0.5 mile from Metro station)	10%		x
Four or more bus routes stop within 0.25 mile of development entrance	5%		x
Walkability Index between 90 - 100	10%		
Walkability Index between 80 - 90	5%	x	
Project has more than 20% studio units	5%	x	
Available Discretionary Credit for future mixed-use development, infrastructure improvement, and capital improvement above what is required. (Credit is available for projects with Walkability Index < 80).	5%		x
<b>Total Credits/Deductions on base parking ratio</b>		<b>10%</b>	<b>20%</b>
<b>Final Parking Ratio</b>		<b>0.7</b>	<b>0.8</b>

	Zoning Ordinance Requirement (#)	Recommendation Requirement (#)
<b>Example 1</b> <i>Located Within 0.5 Mile of Metro Station</i>	153	105
<b>Example 2</b> <i>Located More than 0.5 Mile from Metro Station</i>	153	120

# DRAFT PARKING RATIOS LOCATION SPECIFIC





# DRAFT RECOMMENDATION: AFFORDABLE HOUSING

<b>Affordable Housing Recommendation</b>	
<b>Base Parking Ratio; 1.0 space per unit</b>	
<b>Deductions on the Base Parking Ratio (If Eligible)</b>	
Affordable Housing units at 60% AMI	25%
Affordable Housing units at 50% AMI	35%
Affordable Housing units at 30% AMI	50%
Within 0.5 mile walkshed of Metro or BRT Stop (only available to projects > 0.5 mile from Metro station)	10%
Four or more bus routes stop within 0.25 mile of development entrance	5%
Walkability Index between 80 - 90 <b>OR</b> more than 90	5% <b>OR</b> 10%
Available Discretionary Credit for future mixed-use development, infrastructure improvement, and capital improvement above what is required. (Credit is available for projects with Walkability Index < 80).	5%
Project has more than 20% studio units	5%

<b>Lowest Ratio without credits</b>	<b>Lowest Ratio with all Credits</b>
<b>0.75</b>	<b>0.45</b>
<b>0.65</b>	<b>0.35</b>
<b>0.5</b>	<b>0.25*</b>

The lowest parking ratio permitted is 0.25/unit

# TESTING RECOMMENDATION - DATA COLLECTION SITES



Existing Condition				Recommendation Without Applying Credits		Recommendation With Applying Credits	
Zoning Ordinance Required Parking Spaces (#)	Approved DSUP Spaces (#)	Observed Utilization (#)	Difference btw Recommendation and Observed Utilization (#)	% Difference btw Recommendation and Observed Utilization (%)	Difference btw Recommendation and Observed Utilization (#)	% Difference btw Recommendation and Observed Utilization (%)	
<b>Within 0.5 Mile of Metro Station</b>							
Site A1	561	450	337	103	30%	48	14%
Site A2	301	256	206	19	9%	-9	-5%
Site A3	693	541	415	92	22%	29	7%
Site A4	490	532	386	-11	-3%	-34	-9%
Site A5	263	263	172	38	22%	12	7%
Site A6	580	496	339	83	25%	31	9%
Site A7	110	115	80	19	24%	7	9%
Site A8	117	115	102	-9	-9%	-27	-26%
<b>More than 0.5 Mile from Metro Station</b>							
Site B1	294	240	230	67	29%	67	29%
Site B2	93	94	63	37	59%	32	51%
Site B3	207	236	214	-21	-10%	-31	-14%
Site B4	168	137	114	64	56%	46	40%
Site B5	870	882	741	82	11%	0	0%
Site B6	504	411	398	61	15%	15	4%
Site B7	625	561	548	55	10%	55	10%
Site B8	837	643	772	5	1%	-33	-4%

Observed data was adjusted per on-street occupancy counts: B4, B7

Observed data was adjusted per car ownership data plus visitor: A7, A8, B8

Observed data was adjusted per number of parking passes issued plus visitor: B3, B5, B6

Sites A4, A5, A8, B1, B8 have 3bedroom units; 2 space/unit cap was applied to those units



# NEXT STEPS

Date	Task	Group
<b>December 17</b>	Work Session: Consider Draft Parking Recommendations	<ul style="list-style-type: none"><li>• Transportation Commission</li></ul>
<b>January 6 and January 27, 2015</b>	Planning Commission & City Council Work Sessions: Consider Draft Parking Recommendations	<ul style="list-style-type: none"><li>• Planning Commission</li><li>• City Council</li></ul>
<b>February 2015</b>	<i>Task Force Meeting #5</i>	<ul style="list-style-type: none"><li>• Task Force Members &amp; Public</li></ul>
<b>February 2015</b>	Additional Public Outreach	<ul style="list-style-type: none"><li>• NAIOP</li><li>• Federation</li></ul>
<b>March 2015</b>	Public Hearings	<ul style="list-style-type: none"><li>• Transportation Commission</li><li>• Planning Commission</li><li>• City Council</li></ul>



# Background Slides

# 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

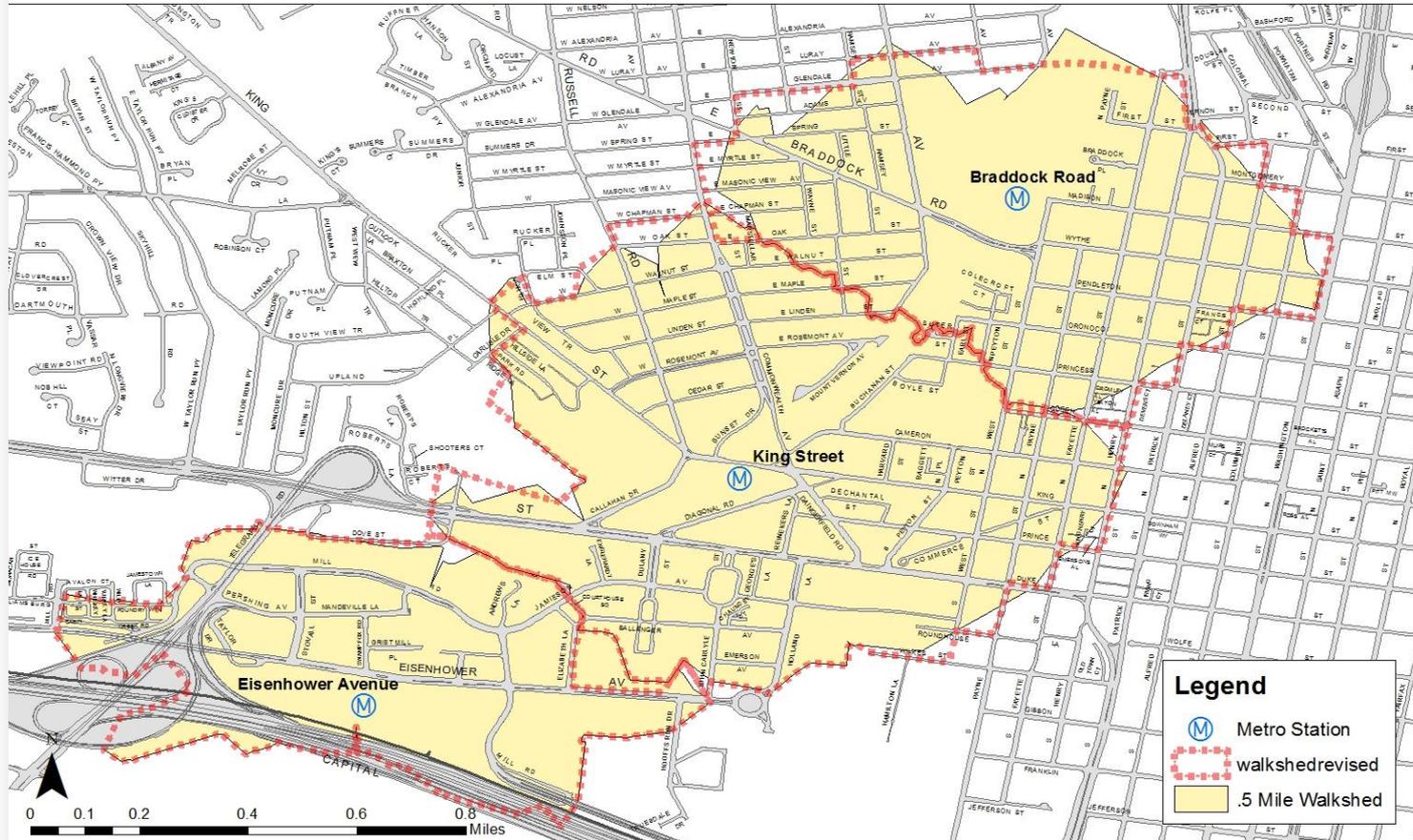
3) Development Special Use Permit (DSUP) conditions prohibiting residents from obtaining a Residential Parking Permit

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

# WALKSHED MAPS

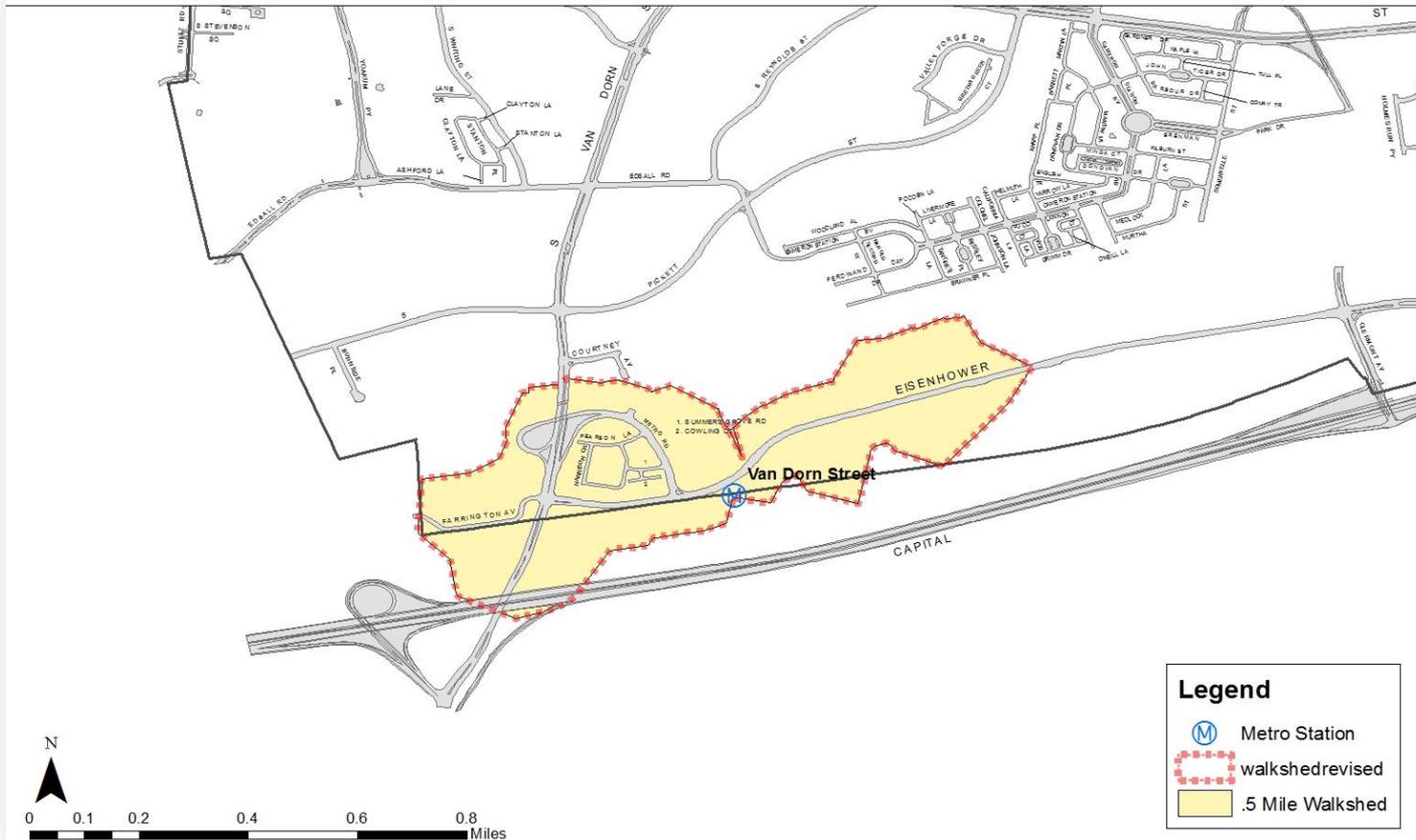
## 0.5 Mile Walkshed from Metro



PARKING STANDARDS FOR  
NEW DEVELOPMENT PROJECTS

# WALKSHED MAPS

## 0.5 Mile Walkshed from Metro





# DRAFT RECOMMENDATION COMPARED TO EXISTING ZONING

	Current Zoning Ordinance	Recommendation	Recommendation
	<i>Citywide</i>	<i>Within 0.5 Mile of Metro Station</i>	<i>More Than 0.5 Mile from Metro Station</i>
<b>1BR Unit</b>	1.3	0.55 - 0.8	0.65 - 1.0
<b>2BR Unit</b>	1.75	1.1 - 1.6	1.3 - 2.0
<b>3BR Unit</b>	2.2	1.65 - 2.4	1.95 - 3.0

- Lowest Ratio (if a development project qualifies for all credits)
- Highest Ratio (if a development project does not qualify for any credits)



# TESTING PROPOSED POLICY – COMPARISON

	Per Bedroom Approved Ratio	Observed Utilization Per Bedroom	Performance Based Per Bedroom Required Parking Ratio	Difference btw Performance-Based and Observed Ratio
<b>Less than .5 Mile from Metro</b>				
Site A1	0.82	0.61	0.70	0.09
Site A2	0.91	0.73	0.70	-0.03
Site A3	0.85	0.65	0.70	0.05
Site A4	1.08	0.79	0.75	-0.04
Site A5	0.99	0.65	0.70	0.05
Site B1	0.94	0.64	0.70	0.06
Site B2	0.93	0.64	0.70	0.06
Site B3	0.79	0.70	0.65	-0.05
<b>More than .5 Mile from Metro</b>				
Site B4	0.73	0.70	1.00	0.30
Site B5	0.94	0.63	0.95	0.32
Site C1	1.22	1.11	0.95	-0.16
Site C2	0.77	0.64	0.90	0.26
Site C3	1.07	0.90	1.00	0.10
Site C4	0.90	0.87	0.90	0.03
Site C5	0.96	0.91	1.00	0.09
Site C6	0.67	0.93	0.95	0.02

# TESTING PROPOSED POLICY: COMPARISON



	Multi-Family Development Project	Zoning Ordinance Required Parking Spaces (#)	Small Area Plan Required Parking Spaces (#)	Approved DSUP Spaces (#)	Recommendation # Parking Spaces (Per Bedroom)	Difference between Recommendation and Approved Parking Spaces (#)	Difference between Recommendation and Approved Parking Spaces (%)
Projects within 0.5 mile of Metro Station	Braddock Metro Place	225	165	151	142	-9	-6%
	Braddock Gateway Phase 1	308	270	243	230	-13	-5%
Project more than 0.5 mile of Metro Station	Harris Teeter/The Kingsley	244	N/A	228	191	-37	-16%

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



# 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
<b>Braddock Metro Small Area</b>			
<b>The Belle Pre</b>	1.05/du	1.3/1.75/2.2	✓
<b>The Asher</b>	1.05/du	1.3/1.75/2.2	✓
<b>Braddock Gateway</b>	0.9/du (+15% visitor)	1.3/1.75/2.2	✓
<b>Potomac Yard Small Area</b>			
<b>Landbay G</b>	1.3/du	1.3/1.75/2.2	X
<b>Landbay L</b>	1.24/du	1.3/1.75/2.2	✓
<b>Other Areas</b>			
<b>Harris Teeter</b>	1.3/du	1.3/1.75/2.2	✓
<b>The Calvert</b>	1.35/du	1.3/1.75/2.2	X



# PARKING REDUCTION REQUESTS

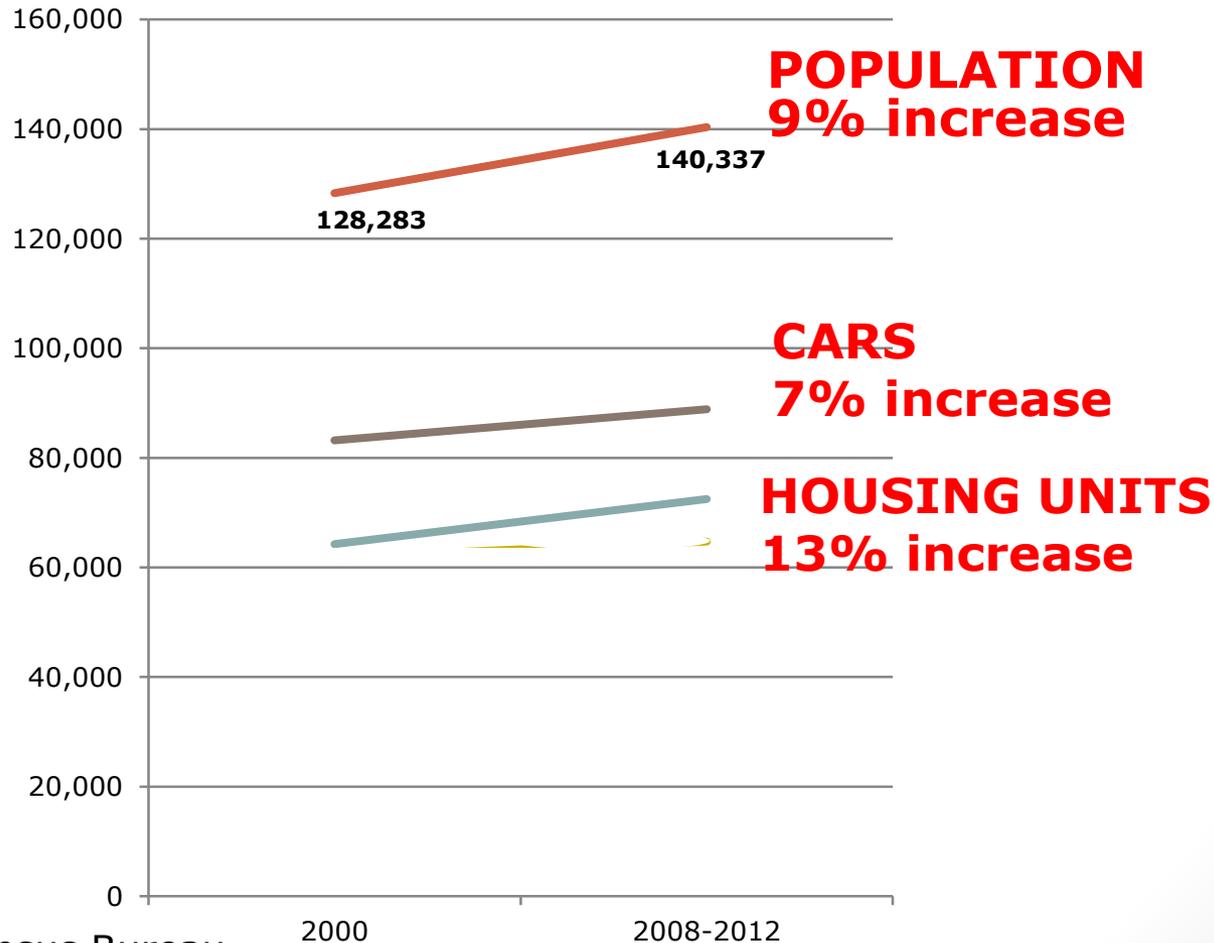
From 2011- 2013

- 66 total DSUP Applications
- Of these, 14 (21%) applied for parking reductions, which were approved by City Council
- This represents 25% of all residential DSUPs, and 27% of all mixed use residential DSUPs



# ALEXANDRIA DEMOGRAPHIC TRENDS

## Total Population, Cars, Housing Units



Source: US Census Bureau



# TASK FORCE MEMBERSHIP

REPRESENTATION	NAME
Planning Commission (1)	Nathan Macek
Transportation Commission (1)	Kerry Donley
Traffic and Parking Board (1)	James Lewis
Former Old Town Area Parking Study (OTAPS) Work Group (1)	Jon Gosling
NAIOP, the Commercial Real Estate Development Association (1)	Michael Workosky
Mixed-Use Developer with experience in Alexandria and other urban areas (1)	Stewart Bartley
At-Large Alexandria Residents (3) (with expertise in regional transportation or parking issues)	Andrea Hamre
	Danielle Fidler
	Cathy Puskar



# CIVIC ENGAGEMENT TO DATE

March 31: Expert Panel on Right-Sizing Parking

April 9: TF Public Mtg #1 - Study Overview

May 14: TF Public Mtg #2 - Data Collection Results,  
Analysis, Key Factors Impacting Demand

June 11: TF Public Mtg #3 - Best Practices, Options,  
Alternatives

October 22: TF Public Mtg #4 – Initial  
Recommendations

October 29: Federation of Civic Associations update