

PROPOSED ZONING TEXT CHANGES

ARTICLE II. - DEFINITIONS

Sec. 2-100 - Definitions.

2-201.1 Walkability Index

A tool used to measure the degree to which a person can travel on foot between places of work, live, and play. The tool considers the presence of neighborhood services, civic and community facilities, retail, and community anchors. Walkability indices also consider the presence of sidewalks and other physical infrastructure which contribute to a safe and pleasant pedestrian experience.

ARTICLE VIII. - OFF-STREET PARKING AND LOADING

Sec. 8-100 - Off-street parking required.

(A)

- (1) *General requirement.* No land shall be used or changed in use, no structure or building shall be constructed, and no existing structure or building shall be changed in use, significantly enlarged or significantly altered as those terms are defined in section 8-200(F)(4), unless the off-street parking required by this Article VIII is provided for the entire land, structure or building.
- (2) *Special requirement.* No existing building or structure shall be enlarged as that term is defined in section 8-200(F)(4) unless the off-street parking required by this Article VIII is provided for such enlargement.
- (3) *Statutory exception.* Land, buildings or structures actually in use or constructed as of January 27, 1987, and prior thereto are exempted from the requirements of this Article VIII to the extent provided in section 8-200(F).
- (4) *Reduction of requirement by special use permit.* A special use permit may be obtained pursuant to section 11-500, which authorizes the provision of less off-street parking than is otherwise required by this Article VIII, subject to the following:
 - (a) The special use permit applicant shall demonstrate that providing the required parking would be infeasible.

- (b) If the requested reduction exceeds five parking spaces, the special use permit applicant shall propose and have approved as a condition of the permit a parking management plan which shall include reasonable and effective measures, appropriate to the size, scale and location of the use, building or structure, which will mitigate the impacts of the proposed reduction in parking.
- (c) City council, upon consideration of the special use permit application, finds that the proposed reduction in parking will not have an adverse impact on the nearby neighborhood, and that the application otherwise complies with the standards for approval set forth in section 11-504
- (d) A special use permit may not reduce the number of off-street parking spaces otherwise required below the number of spaces which are provided at the time of the permit application, unless allowed by another provision of this ordinance or required by extraordinary circumstances.
- (5) Alternative reduction of requirement. Required parking may be reduced in conjunction with the provision of low and moderate income housing as provided in section 7-700, and required parking may be reduced or waived where alley or interior court access is infeasible, in the RM zone pursuant to section 3-1107 and in the Old and Historic Alexandria District, Parker-Gray District, Town of Potomac Historic District, Rosemont Historic District and for designated buildings over 100 years old, pursuant to section 8-200(C)(5).
- (6) Reduction of requirement by administrative special use permit. An administrative special use permit may be obtained pursuant to section 11-513, where sufficient parking to meet the requirement is available at all times the use is operational, despite the fact that the same parking spaces are used, dedicated or available for other uses at other times.

(7) Multifamily Building Requirement Modification. For multifamily buildings, a special use permit may be obtained pursuant this Section 11-500 and this section 8-100(A)(4) which authorizes the provision of less or more off-street parking than is otherwise required by this Article VIII.

(B) It shall be unlawful to diminish the off-street parking facility required for any structure or premises by this Article VIII, unless another such facility, meeting all the requirements, is substituted.

(C) Notwithstanding the requirements of this Article VIII, those projects subject to approval under section 11-700 regarding Transportation Management Special Use Permits shall be required to provide for parking and loading in compliance with that section and the approved special use permit.

Sec. 8-200 - General parking regulations.

(A) *Schedule of requirements.* The following number of parking spaces shall be provided for each use listed. In the case of any use not listed in this section 8-200(A), the requirements of the most similar listed use shall apply. The requirements of this section 8-200(A) may be reduced when special zoning allows parking reductions and the required approvals of the director and the director of transportation and environmental services have been obtained and the conditions of said approval are complied with.

(2) Multifamily dwellings.

~~(a) One and three-tenths (1.30) spaces for each unit up to and including one bedroom unit.~~

~~(b) One and three-quarters (1.75) spaces for each two bedroom unit;~~

~~(c) Two and two-tenths (2.20) spaces for each three bedroom unit or larger.~~

(a) **Base Parking Ratio.**

i. **Metro Station Walkshed Area: Multifamily buildings located on property within the Metro ½ Mile Walkshed as shown on the Map approved herewith titled “City of Alexandria Metro Station Walkshed Map” shall provide eight tenths (.80) of space per bedroom for the first and second bedrooms and may provide eight tenths (.80) of a parking space for each bedroom over two;**

ii. **Outside the Metro Station Walkshed Area: Multifamily buildings located on property not within the Metro ½ Mile Walkshed shall provide one (1.0) space per bedroom for the first and second bedrooms and may provide one (1.0) space for each bedroom over two;**

iii. **Affordable Housing: If a multifamily building includes income-restricted units, the base parking ratio for such units may be lowered as follows:**

a. **Three quarters (.75) of a parking space per unit if the affordable housing unit is income-restricted for households earning no more than sixty percent (60%) of**

Area Median Income for Washington-Arlington-Alexandria, DC-VA-MD-WV;

- b. **Sixty five hundredths (.65) of a parking space per unit if the affordable housing unit is income-restricted for households earning no more than fifty percent (50%) of Area Median Income for Washington-Arlington-Alexandria, DC-VA-MD-WV; and**
 - c. **Five tenths (.50) of a parking space per unit if the affordable housing unit is income-restricted for households earning no more than thirty percent (30%) of Area Median Income for Washington-Arlington-Alexandria, DC-VA-MD-WV;**
 - iv. **Base parking ratio adjustment: any base parking ratio may be adjusted within five percent (5%) of the base ratio if the Director determines that physical requirements of the building prevent compliance with the specific ratio.**
- (b) **Credit on Base Requirement: the base parking ratio may be lowered by the following percentages if the applicant can show, to the satisfaction of the Director, that the multifamily building complies with the credit:**
- i. **Ten percent (10%) if the multifamily building is outside of the Metro ½ Mile Walkshed but within the Bus Rapid Transit ½ Mile Walkshed as shown on the Map approved herewith titled “City of Alexandria Bus Rapid Transit Walkshed Map” ;**
 - ii. **Five percent (5%) if the multifamily building is within a quarter (¼) of a mile of four or more active bus routes;**
 - iii. **Ten percent (10%) if the multifamily building has a Walkability Index of 90-100;**
 - iv. **Five percent (5%) if the multifamily building has a Walkability Index of 80-89;**
 - v. **Five percent (5%) if the multifamily building includes twenty percent (20%) or more studio units; and**
- (c) **Affordable Housing Credits on Base Requirement: the base parking ratio for income-restricted units may be lowered by the following percentages if the applicant can show, to the satisfaction of the Director,**

that the multifamily building the income-restricted unit is in complies with the credit:

- a. **Ten percent (10%) if the multifamily building is within the Metro ½ Mile Walkshed or Bus Rapid Transit ½ Mile Walkshed, as shown on the Maps titled “City of Alexandria Metro Station Walkshed Map” and “City of Alexandria Bus Rapid Transit Walkshed Map”;**
- b. **Five percent (5%) if the multifamily building is within a quarter (¼) of a mile of four or more active bus routes;**
- c. **Ten percent (10%) if the multifamily building has a Walkability Index score of 90 - 100;**
- d. **Five percent (5%) if the multifamily building has a Walkability Index score of 80-89; and**
- e. **Five percent (5%) if the multifamily building includes twenty percent (20%) or more studio units;**

8-200(F) *Prior existing buildings and structures.*

(1) Notwithstanding the provisions of section 8-100 and except as provided in section 8-200(F)(3) below, no off-street parking need be provided for land actually in use on June 25, 1963, for structures or buildings partially or fully constructed as of that date, or for structures or buildings for which a final site plan had been approved or a building permit had been applied for on that date, except as follows:

- (a) If any such land has been changed in use or any such structure or building has been changed in use, enlarged, significantly enlarged or significantly altered between June 23, 1963, and January 27, 1987, the parking requirements of this Article XIII shall apply only to such change in use, enlargement or alteration; and
- (b) If any such land has been changed in use or any such structure or building has been changed in use, enlarged, significantly enlarged or significantly altered after January 27, 1987, the parking requirements of this Article XIII shall apply to all the land and to the entire structure or building upon completion of the change in use, significant enlargement or significant alteration, and such requirements shall apply only to the enlargement of the structure or building upon its completion, unless, as of January 27, 1987, a construction or alteration permit has been applied for and reasonably soon thereafter construction activity has commenced and

continues to be diligently pursued, or unless a special use permit is obtained under section 7-700 or section 11-500 which authorizes the change in use, enlargement, significant enlargement or significant alteration with the provision of less off-street parking than is required.

(c) If any such land has been changed in use to a multifamily residential use or any structure or building has been changed in use to a multifamily residential use, or a multifamily residential building has been enlarged, significantly enlarged or significantly altered after _____, 2015, the parking requirements of this Article XIII shall apply to all the land and to the entire structure or building upon completion of the change in use, significant enlargement or significant alteration, except that the parking ratio required by Section 8-200(A)(2)(a) shall be considered a minimum number of parking spaces required and no maximum number of parking spaces shall be applied. This section shall not apply if a construction or alteration permit has been applied for and reasonably soon thereafter construction activity has commenced and continues to be diligently pursued as of _____, 2015, or if a special use permit is obtained under section 7-700 or section 11-500 which authorizes the change in use, enlargement, significant enlargement or significant alteration with the provision of less off-street parking than is required.

- (2) Notwithstanding the provisions of section 8-100 above and except as provided in section 8-200(F)(3) below, any change in use in land which had been placed in use between June 23, 1963, and January 27, 1987, and any change in use, enlargement, significant enlargement or significant alteration of a structure or building which had been constructed between those dates shall be governed by the provisions of sections 8-200(F)(1)(a) and (b).
- (3) The provisions of this section 8-200(F) shall not apply to the enlargement, significant enlargement or significant alteration of single-family, two-family or row or townhouse dwellings.
- (4) For purposes of this section 8-200(F), the following definitions shall apply:
 - (a) "Significantly altered" and "significant alteration" shall mean the reconstruction, remodeling or rehabilitation of, or other physical changes to, a structure or building, or a portion thereof, over any two-year period, whether or not involving any supporting members of the structure or building and whether altering interior or exterior components of the structure or building, which involves expenditures amounting to 33 1/3 percent or more of the market value of the structure or building, or portion thereof, at the time of the application for an alteration permit. The cost of the remodeling or rehabilitation of units that serve households at or below 60 percent Area Median

Income (AMI) for 30 years or more shall be exempt from the calculation of expenditures pursuant to this section.

(b) "Enlarged" and "enlargement" shall mean an addition to a structure or building which increases its floor area by less than 20 percent. In the case of uses whose parking requirements are determined by a factor other than floor area (e.g., dwelling units, seats, patient beds), these terms shall mean any action which increases this factor by less than 20 percent, whether or not accompanied by an increase in floor area.

(c) "Significantly enlarged" and "significant enlargement" shall mean an addition, or additions over any two-year period, to a structure or building which increases its floor area by 20 percent or more. In the case of uses whose parking requirements are determined by a factor other than floor area, these terms shall mean any action, or actions over the two-year period, which increases this factor by 20 percent or more, whether or not accompanied by an increase in floor area.

(5) No single-family, two-family or townhouse dwelling shall be deemed a noncomplying use or structure because it failed to provide two required parking spaces on June 24, 1992, if the dwelling did provide one required parking space on that date.

Sec. 8-400 - King Street Transit Parking District.

(3) Requirements. Within the King Street transit parking district, the following regulations shall apply to off-street parking:

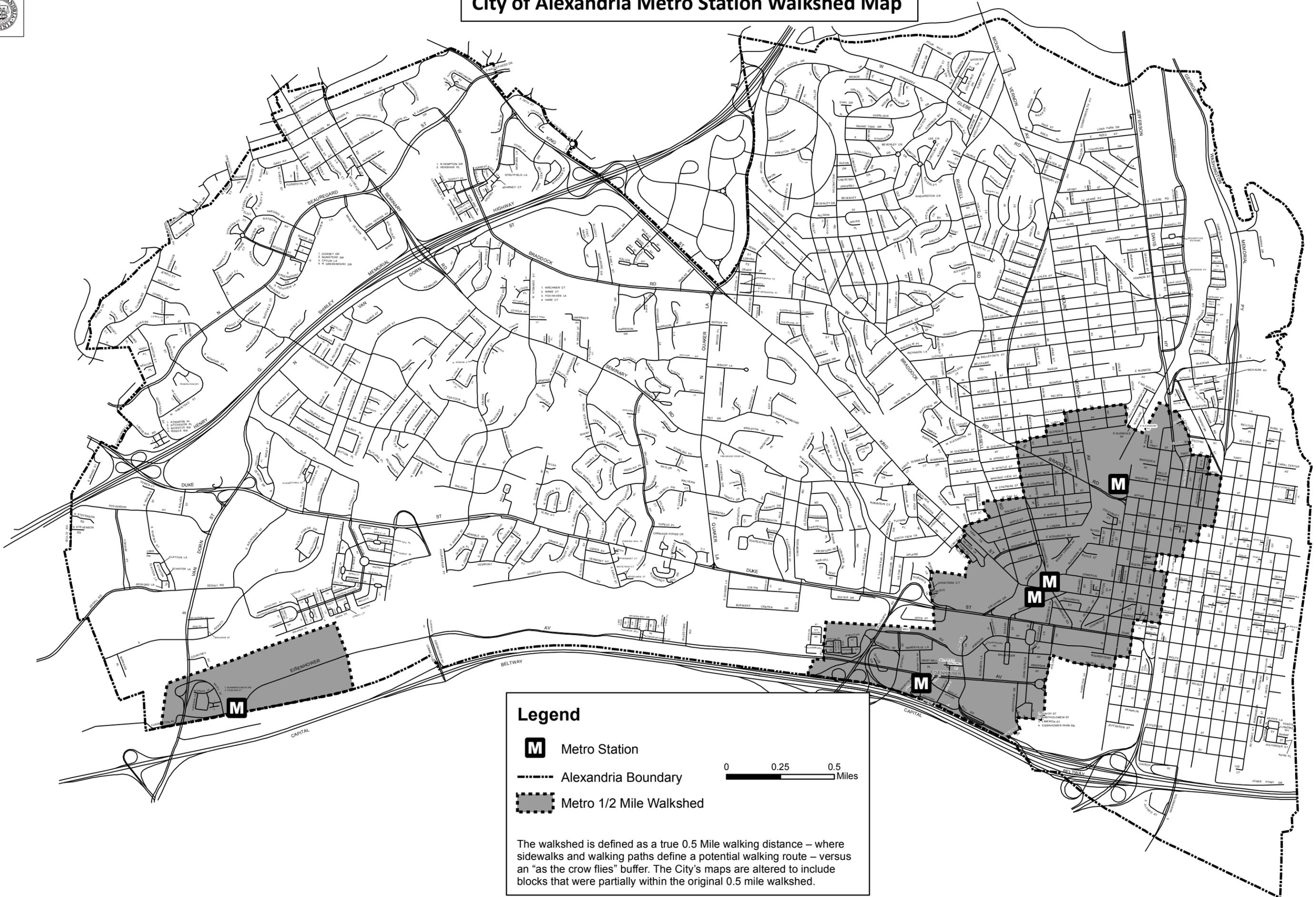
(1) Office buildings, including commercial, government and professional, shall have one parking space for each 530 square feet of floor area; provided, however, that the required parking may be reduced to not less than one parking space for each 665 square feet of floor area when the applicant, at the time of site plan approval, demonstrates through a parking study to the planning commission, or to the city council on appeal, which appeal may be filed within the time and in the manner prescribed by section 11-409(C), except that any aggrieved party may appeal, that the off-street parking provided is adequate for the site, and that there will be no unreasonable adverse effect on the surrounding residential neighborhoods.

(2) Single-family, two-family, and row or townhouse ~~and multifamily dwellings~~ shall have one parking space per dwelling unit.

- (3) Freestanding retail and service operations shall have one parking space for each 500 square feet of floor area.
- (4) Freestanding restaurants shall have one parking space for each ten seats; except that for carry-out restaurants there shall be no requirement.
- (5) Automobile service stations shall have one parking space for each service bay; except that for self-service operations, there shall be provided one parking space for each employee.
- (6) Hotels shall have 0.7 of a parking space for each guest room.
- (7) Amusement enterprise shall have one parking space for each 200 square feet of floor area.
- (8) Hotel or office building projects with retail, restaurant or amusement enterprises as ancillary uses. No parking shall be required for the first 10,000 square feet of floor area for restaurants, for the first 10,000 square feet of floor area for retail uses and for the first 1,000 square feet of floor area for amusement enterprises; provided, that such uses occupy not more than 25 percent of the total floor area of the mixed use building project. Parking for the excess floor area for such ancillary uses above 25 percent shall be provided at one space for each 1,000 square feet of floor area.



City of Alexandria Metro Station Walkshed Map



Legend

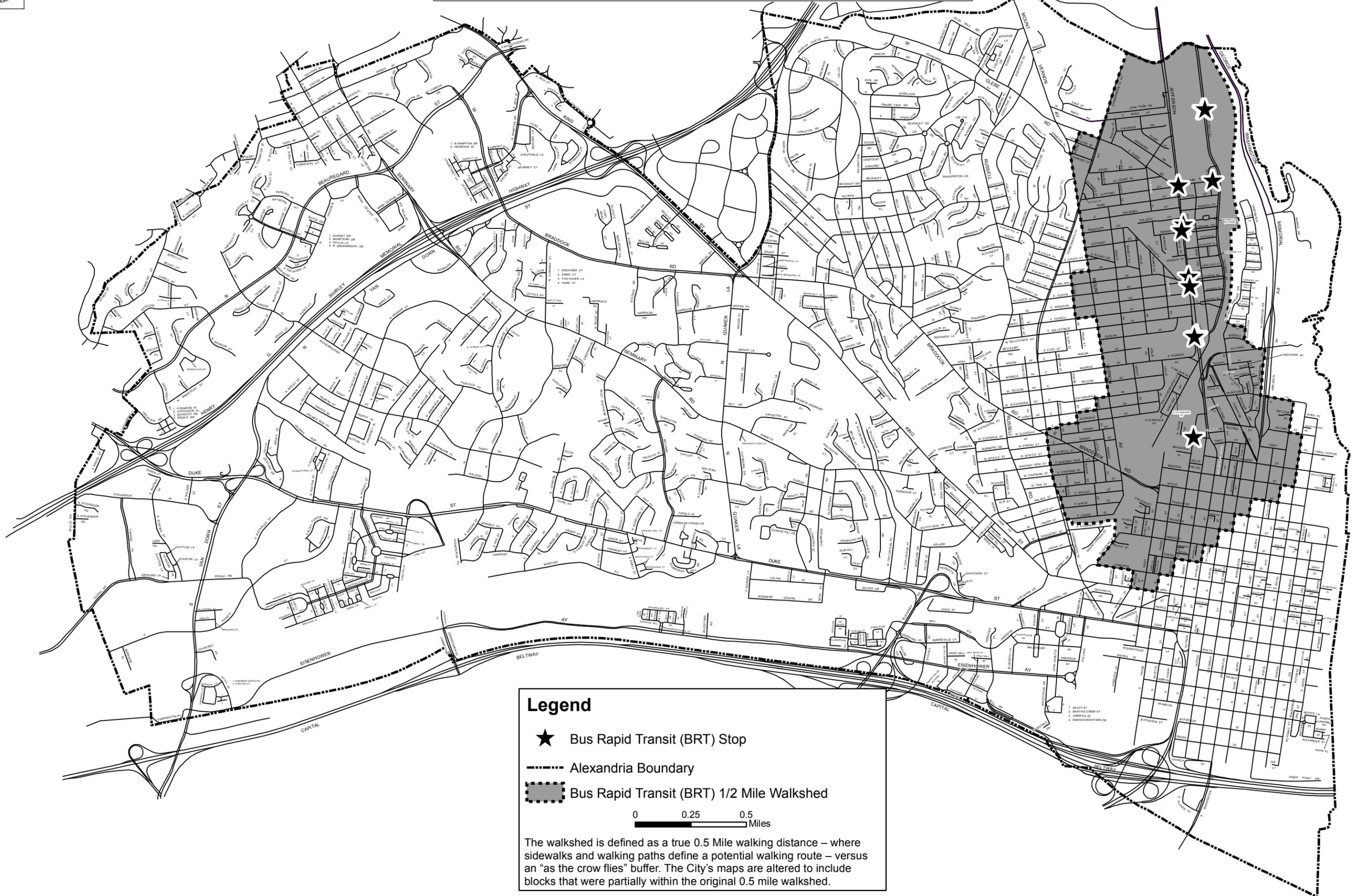
-  Metro Station
-  Alexandria Boundary
-  Metro 1/2 Mile Walkshed

0 0.25 0.5 Miles

The walkshed is defined as a true 0.5 Mile walking distance – where sidewalks and walking paths define a potential walking route – versus an “as the crow flies” buffer. The City’s maps are altered to include blocks that were partially within the original 0.5 mile walkshed.



City of Alexandria Bus Rapid Transit (BRT) Walkshed Map



Legend

- ★ Bus Rapid Transit (BRT) Stop
- Alexandria Boundary
- Bus Rapid Transit (BRT) 1/2 Mile Walkshed

0 0.25 0.5
Miles

The walkshed is defined as a true 0.5 Mile walking distance – where sidewalks and walking paths define a potential walking route – versus an “as the crow flies” buffer. The City’s maps are altered to include blocks that were partially within the original 0.5 mile walkshed.