

**Commercial Parking Standards
Task Force Recommendations
November 29, 2017**

Enhanced Transit Area Map

Create a map designating an “Enhanced Transit Area”. This area includes a ½ mile buffer from existing and future Metro Stations, Transitways (Metroway, West End Transit, and Corridor B), and the following additional areas:

1. West side of Mount Vernon Avenue – the ½ mile buffer ends at Mount Vernon Ave – for consistency, commercial properties on the west side were included
2. Old Town North – the planning area was included since the recent small area plan calls for enhanced transit throughout this area
3. South Washington Street – the three southernmost blocks north of the Beltway were included since this area is well served by transit

The map includes a note indicating the areas within the Corridor B buffer area can use the maximums for properties outside the Enhanced Transit area until a Locally Preferred Alternative is selected.

Minimum and Maximum Parking Requirements

Establish minimum and maximum parking requirements for each land use and a different minimum-maximum range depending on whether a site is within the Enhanced Transit Area or outside the Enhanced Transit Area. The zoning requirement would be satisfied if a use provided parking within the minimum-maximum range. Requests to provide less parking than the minimum or more parking than the maximum would be considered through a special use permit.

Parking Requirements by Land Use

As part of this Study, four distinct commercial land use categories were studied: Hotel, Office, Restaurant, and Retail. Specific requirements for each land use are:

HOTEL

Base Ratio	Min (spaces per room)	Max (spaces per room)
Within Enhanced Transit Area	0.2	0.4
Outside Enhanced Transit Area	0.25	0.7

- Retail/Other Commercial and Restaurant space within a hotel will be subject to the parking requirements for those uses and eligible for the parking requirement exemption.
- Hotels with more than 5,000 sf of meeting space within a hotel shall provide additional parking equal to or greater than the minimum retail requirement, up to the maximum retail requirement.

OFFICE

	Min (spaces per 1,000 sf)	Max (spaces per 1,000 sf)
Within Enhanced Transit Area	0.25	1.50
Outside Enhanced Transit Area	0.75	2.25

RESTAURANT

Base Ratio	Min (spaces per 1,000 sf)	Max (spaces per 1,000 sf)
Within Enhanced Transit Area	1.0	3.0
Outside Enhanced Transit Area	1.0	4.0

RETAIL AND OTHER COMMERCIAL*

Base Ratio	Min (spaces per 1,000 sf)	Max (spaces per 1,000 sf)
Within Enhanced Transit Area	0.25	3.0
Outside Enhanced Transit Area	0.75	4.0

*This requirement would apply to the following uses as defined in the Zoning Ordinance:

- Retail shopping establishment
- Convenience store
- Animal care facility
- Day care center
- Personal Service Establishment
- Light assembly , service and crafts
- Massage business
- Private Commercial Schools

The Non-Retail parking requirement will remain as is to cover existing “non-retail” uses not specifically included in the list above.

Parking Requirement Exemption:

Non-residential uses that have a parking requirement of 2 spaces or less shall be exempt from providing the spaces.

- The maximum parking requirement shall apply to any parking provided.
- The exemption would be applied to individual tenant spaces with a minimum parking requirement of 2 spaces or less.

Example applications:

- 2,000 sf of commercial space in a new multifamily building in the Enhanced Transit Area – exempt from minimum parking requirement for the commercial space because:
 - Restaurant requirement – 2 spaces
 - Retail/Other Commercial or Office requirement – 1 space
- 4,000 sf of commercial space in a new office building configured as two 2,000 sf spaces in the Enhanced Transit Area – exempt from minimum parking requirement for the commercial space because:
 - Restaurant requirement – 2 spaces per tenant space
 - Retail/Other Commercial requirement – 1 space per tenant space
- 4,000 sf of commercial space in a new hotel building in the Enhanced Transit Area – minimum parking requirement could apply because:
 - Restaurant requirement – 4 spaces if entire space is used for restaurant – not exempt
 - Retail/other commercial or office requirement – 1 space if entire space is used for retail or office – eligible for exemption
 - If any part of the exemption is applied, conditions restricting the use allowed in the space may be required (e.g. No more than 2,000 sf may be used as a restaurant)
- 2,000 sf existing retail building converting to a restaurant.
 - Eligible for an exemption since the minimum parking requirement is 2 spaces.

Parking Exemption for Existing Buildings

For new non-residential uses proposed in existing buildings that previously had a similar or more intense use, no additional parking beyond what is currently provided on site shall be required. More intense uses shall provide parking for the additional parking that is required by the change in use.

- An existing building is one that was constructed prior to *[date of adoption]* or built under a DSUP, DSP, building permit, or grading plan approved prior to *[date of adoption]*.
- An existing building that is enlarged through a site plan or special use permit after *[date of adoption]* is no longer considered an existing building and subject to the parking requirements.
- A similar or less intense use is one that has the same or lower minimum parking requirement (based on the new requirements). A more intense use is one that has a higher minimum parking requirement (based on the new requirements).
- The new parking requirements may be applied if desired by the use.
- The maximum parking requirements shall only apply to new parking that is constructed after *[date of adoption]*.
- A similar or less intense use would be based on the last use documented in the building prior to *[date of adoption]*.

Example applications:

- 10,000 sf building in the Enhanced Transit Area that was previously used as a furniture store (retail/other commercial) with no parking on-site
 - Under new requirements the store would have been required to provide a minimum 3 spaces
 - New retail/other commercial or office use in the building – same minimum parking requirement –no parking is required
 - New restaurant use in the building – higher minimum parking requirement (10 spaces) – new use would be required to provide minimum of 7 spaces (10 spaces - 3 spaces)
- 10,000 sf building in the Enhanced Transit Area that was previously used as a restaurant with 2 spaces on site
 - Under new requirements the restaurant would have been required to provide minimum of 10 spaces
 - New retail/other commercial or office in the building – lower minimum parking requirement than restaurant – new use would be required to provide 3 spaces, but the 2 spaces on-site satisfy the requirement
 - New restaurant in the building – same minimum parking requirement – new restaurant would be required to provide 10 spaces, but the 2 spaces on-site satisfy the requirement
- 3,000 sf tenant space in an existing shopping center that was previously used as retail
 - New retail/other commercial or office – no additional parking required
 - New restaurant – minimum of 3 spaces required

- 100,000 sf existing office building in the Enhanced Transit Area
 - Under new requirements the office building would have been required to provide minimum of 25 spaces or a maximum of 150 spaces
 - New retail/other commercial or office in a tenant space in the building - no additional parking required
 - New restaurant in a tenant space in the building - Subject to parking requirements for a restaurant use minus office parking requirement (based on new requirements); eligible for the exemption if requirement is 2 spaces or less.

- 4,000 sf building used as an auto body shop (non-retail use)
 - Since the parking requirement for this use is not proposed to be changed, the existing use would have been required to provide 10 spaces (minimum of 2.5 spaces per 1,000 sf).
 - New retail/other commercial or office in the building – no requirement since retail has a lower minimum requirement than non-retail (existing standard)
 - New restaurant in the building – no requirement since restaurant has a lower minimum requirement than non-retail (existing standard)

Shared Parking

Allow shared parking between uses on the same lot or within 1,000 feet (as measured by a straight line with no specific barriers such as active railroad tracks, Interstates, or waterways). This process would use a variation of the Urban Land Institute’s (ULI) shared parking model as a basis for determining the minimum requirement for the uses sharing the parking facility. Under this model, the parking requirement for each individual use proposed to share parking will be calculated and adjusted for each time period based on the table below. The highest parking requirement will be the minimum parking requirement for all uses sharing parking.

Time Period	Weekday Daytime	Weekday Evening	Weekend Daytime	Weekend Evening
Office	100%	5%	5%	5%
Hotel	80%	100%	80%	100%
Retail*	60%	90%	100%	70%
Restaurant	50%	80%	80%	100%
Residential	60%	100%	90%	100%

*For the purposes of shared parking only, this includes other uses not listed in the “retail” category including amusement enterprises, non-retail, medical or dental clinics, and theaters/ auditoriums/ assembly halls.

Example applications:

- A new restaurant is opening in an existing building that was previously retail but has no parking on-site. The restaurant is subject to the parking requirements. Using shared parking, the restaurant can satisfy the requirement with the parking provided at the office building across the street if the temporal demands for parking by each use do not conflict.
- A mixed use building with office and ground floor retail/restaurant applied the shared parking standards to satisfy the parking requirements for all uses within the building.

Identify previously approved and constructed development site plans that could share parking and process a group DSUP amendment to allow these buildings to apply the new parking requirements, including allowances for shared parking. This amendment would require a public hearing before Planning Commission and City Council to amend the identified DSUPs. Current property owners would have to authorize amendment of their DSUP.

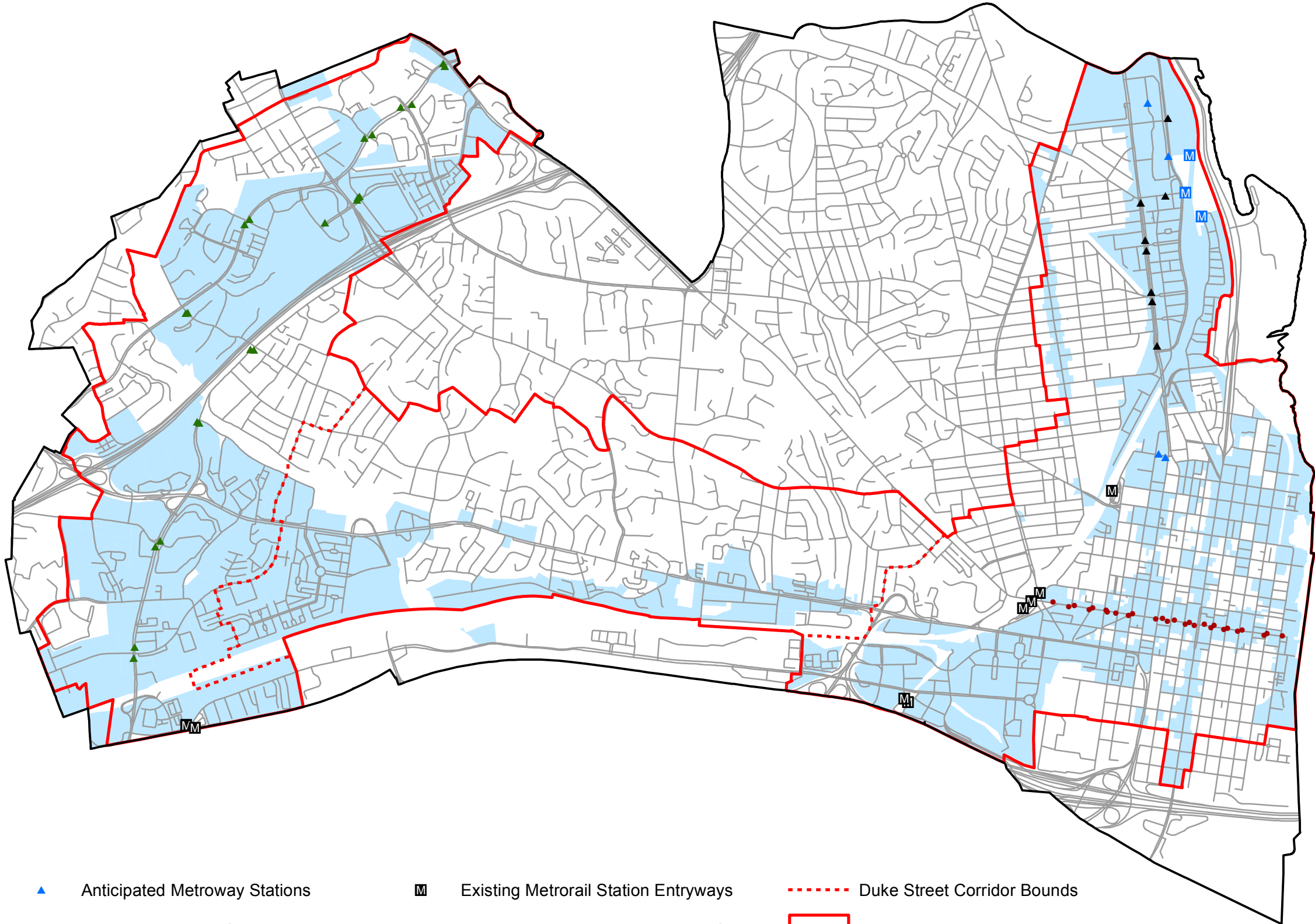
Example application:

- Amend the DSUP for the Saul Center to allow the building to use the new parking requirements, which would allow some of the parking to be shared.

Potential "Enhanced Transit Area" Map for Commercial Parking Requirements



The map depicts an aggregate 1/2 mile transit walkshed roughly mapped to existing city streets and parcels. The walkshed is based on existing and anticipated stations and entryways. The purpose of the map is to differentiate future parking requirements for commercial developments and tenants. Requirements generated by the map are not intended to apply to residentially zoned properties that fall within the walkshed area. The map does not imply that residentially zoned properties will be rezoned as commercial for redevelopment. The light blue areas depict properties that allow commercial uses, either by-right or through the approval of a special use permit. Until a Locally Preferred Alternative is selected for enhanced transit service along the Duke Street corridor, properties within the bounds indicated by the dashed lines may use the maximums developed for properties beyond the Enhanced Transit Area. The Enhanced Transit Area minimums will remain applicable.



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| ▲ Anticipated Metroway Stations | ■ Existing Metrorail Station Entryways | ----- Duke Street Corridor Bounds |
| ▲ Existing Metroway Stations | ▲ Anticipated West End Transitway Stations | □ Potential Enhanced Transit Area |
| ■ Anticipated Metrorail Station Entryways | • Existing King Street Trolley Stations | ■ Commercially Zoned Properties within Enhanced Transit Area Boundary |