

Parking Standards for New Development Projects

Phase 1: Multi-family Residential

Right-sizing the City's Parking Regulations

City Council
January 27, 2015



Information for Discussion and Decision

- Results of the Parking Standards for New Development Projects Study
- Draft recommendations for parking standards for new multi-family residential development projects

Council Action Requested

- Feedback on draft parking recommendations



Why a Parking Study now?

- Outdated Zoning Ordinance – 1960's
- Parking reduction requests
- Changing demand
 - Demographics
 - Growth planned near transit, City investment
 - Expanding transportation options
- Parking construction cost

Parking Standards for New Development Task Force



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

The Task Force endorsed the staff recommended proposal at their last meeting (October 2014).



Outdated Zoning Ordinance

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: <1500' of Metro, Max 1.1/1000sf
>1500' fr. Metro, Max 1.3/1000sf

Braddock: 1.0/unit (3BR+ 1.5/unit)

N. PYard: 1.0/unit

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

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

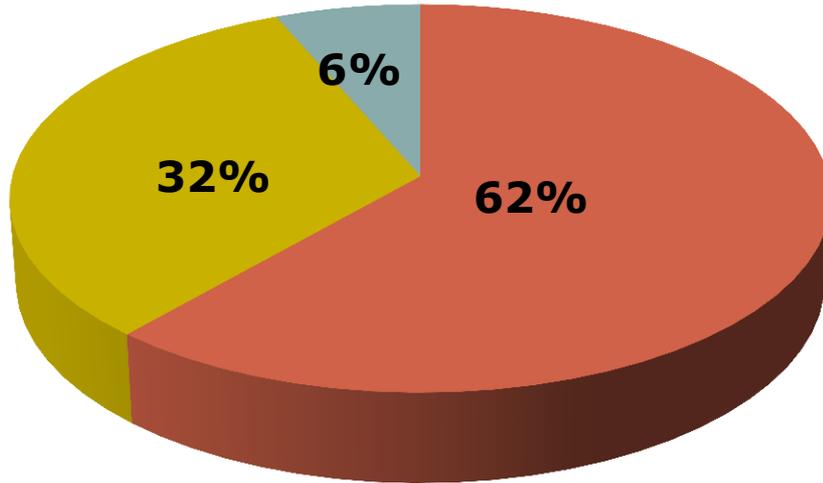
Coordinated Development Districts (CDD)

Many recent CDDs include parking standards

Changing Vehicle Ownership Demand

62% of Alexandria Households are "Car-Light"

Compared to: US - 43%
DC - 82%
Arlington - 63%
Fairfax - 25%

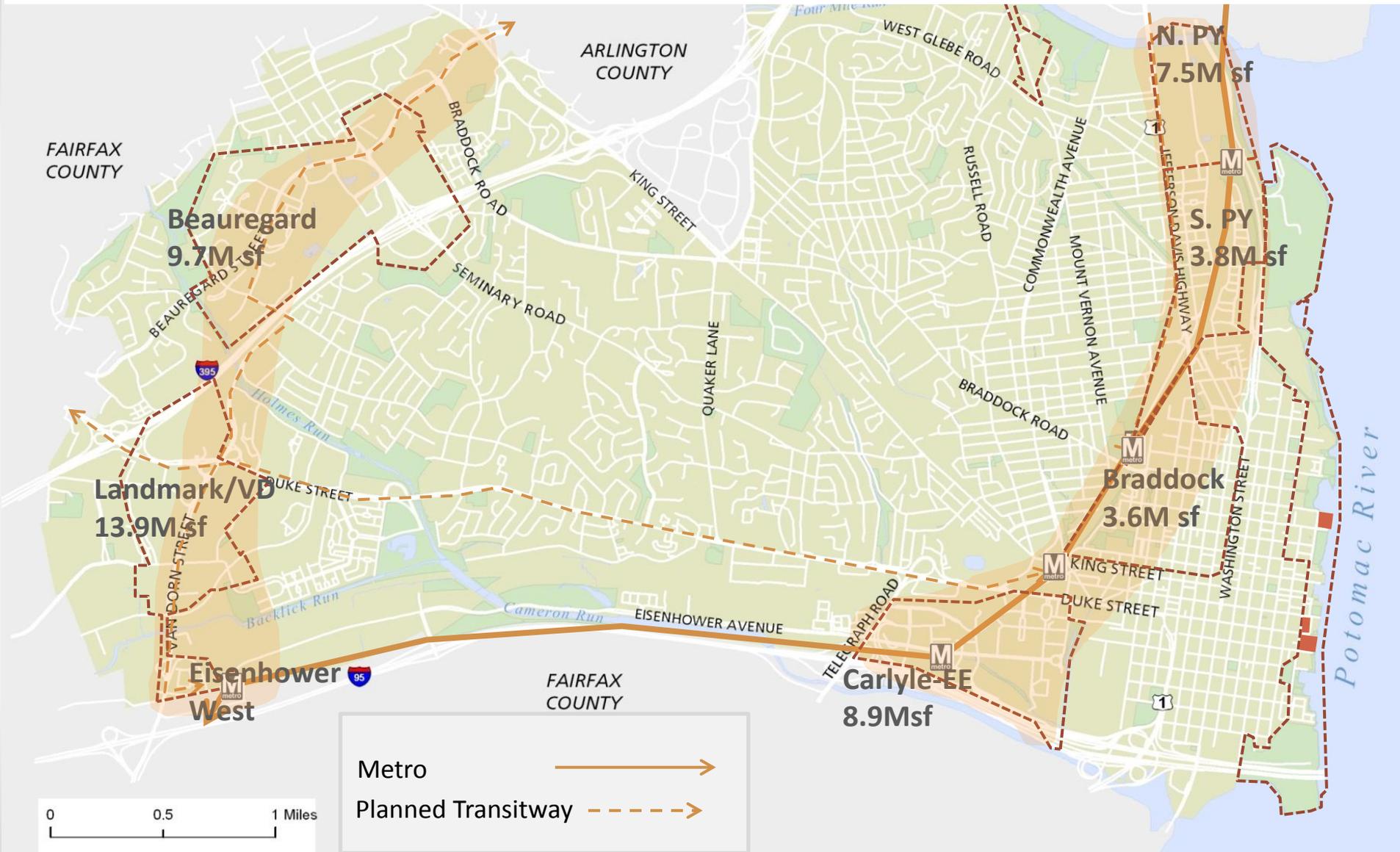


- Zero or 1 vehicle
- 2 vehicles
- 3 or more vehicles

Source: US Census Bureau

- *Seniors: In Alexandria, 18% of senior households (65+) are carless, compared to 10% of households citywide, and 13% nationally*
- *Millennials: In 2010, 69% of US 19 year olds had a driver's license, compared to 87% in 1983.*

Investment/Growth Near Transit



Expanded Transportation Options





Costs of Excess Parking

Environmental: Increased impervious surface and greenhouse gases

Opportunity Cost: Other community amenities

Affordability: Cost impacts the financing of affordable housing

What's in a Parking Space?



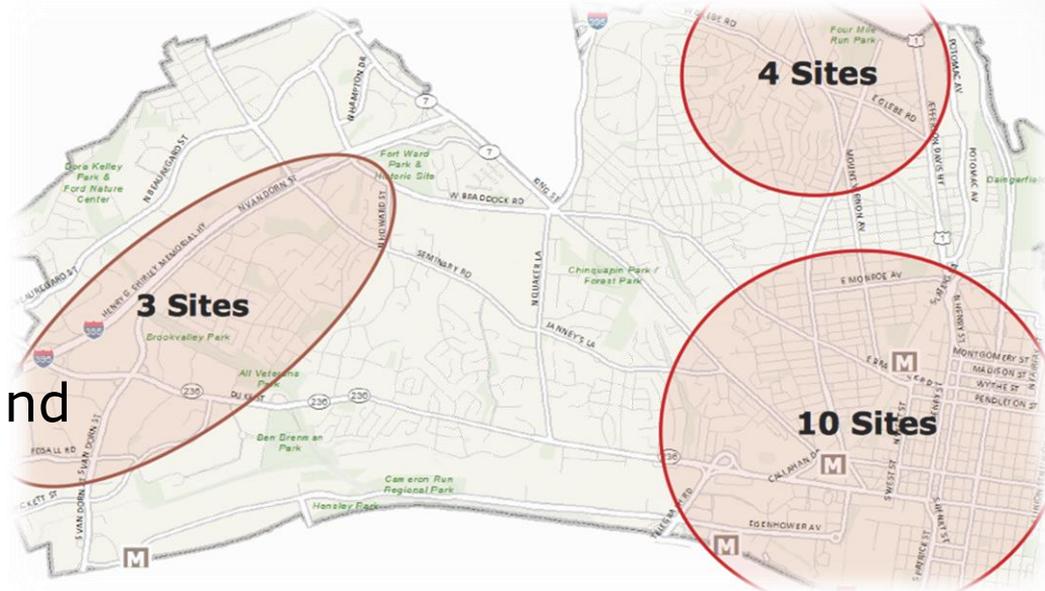


Goals of the Study

- **Updated zoning ordinance**, reflective of demographics, demand, and City policies, practices and plans
- **Increased transparency and clarity** of development process
- **Efficient use of resources**, both city and environmental
- **Right-sized parking** to provide adequate parking on-site and not create spillover parking

Study Methodology

- Data Collection
 - 17 citywide sites
- Analysis
 - Factors impacting demand
 - Local and national parking practices and trends
- Develop and Test Alternatives
- Consultation





Data Analysis Results: Factors Affecting Parking Demand

- Factors with strong impact on parking demand
 - Proximity to Metro
 - Walkability of the neighborhood
 - Percentage of studio units
 - Number of bus routes
- Other factors include
 - Proximity to neighborhood services
 - Fee for parking
 - Number of bedrooms

Data Analysis Findings

- Projects closer to Metro exhibited significantly lower parking demand
 - 74% utilization, versus 90% in other locations
 - Current zoning code would have resulted in even more empty spaces
- Parking demand correlated more to bedroom than to unit

Conclusion: Develop a standard that responds to site context and the key factors impacting parking demand



Draft Recommendation

New Base Parking Ratio dependent on proximity to Metro:

PROJECT LOCATION	BASE PARKING RATIO
Within 0.5 mile of Metro Station	0.8 space/bedroom
More than 0.5 mile of Metro Station	1.0 space/bedroom

To inform the appropriate final ratio, credits will be applied to the Base Ratio for the following:

- Within 1/2 mile of BRT Stop 10%
(Credit only available to projects that start at 1.0 base ratio, > 0.5 mile from Metro Station)
- Within 1/4 mile of 4+ Bus Routes 5%
- Walkability Index Very High or High 10% or 5%
- Discretionary Mixed-Use/Infrastructure 5%
- 20% or More Studio Units 5%

Separate recommendation for affordable housing proposes a tiered AMI-based parking ratio that applies same credits as above

Draft Recommendation



Compared to Existing Zoning

	Current Zoning (Ratio same citywide)	New Recommendation (Ratio varies based on proximity to transit)	
# of BR	Citywide	Within 0.5 mile of Metro	More than 0.5 mile from Metro
1BR Unit	1.3	0.60 - 0.8	0.65 - 1.0
2BR Unit	1.75	1.2 - 1.6	1.3 - 2.0
3BR Unit	2.2	1.8 - 2.4	1.95 - 3.0

Available credits *(these account for the range above)*

Deductions on the Base Parking Ratio (If eligible)	
Within 0.5 mile of BRT Stop	10%
Four or more bus routes stop within 0.25 mile	5%
Walkability Index between 80 - 90 or 90 - 100	5% or 10%
Project has 20% or more studio units	5%
Available Discretionary Credit	5%

Separate recommendation for affordable housing proposes a tiered AMI-based parking ratio that applies same credits as above



Comparing Example Projects

100 Unit Residential Development (40 1BD, 20 studios, 40 2BD)	Example 1 Within 0.5 Mile of Metro	Example 2 More than 0.5 Mile of Metro
Base Parking Ratio:	0.8 space/BD	1.0 space/BD
<u>Deductions on Base Parking Ratio</u>		
Within 0.5 mile of BRT Stop 10%		
4 or more bus routes stop w/in .25 mi. 5%		
Walkability Index 90 - 100 10%		
Walkability Index 80 - 90 5%	x	x
Project has 20% or more studios 5%	x	x
Available Discretionary Credit 5%		
Total Deductions on base ratio	10%	10%
Final rarking ratio	0.72	0.90
Zoning Ordinance Requirement (#)		
	148	148
New Recommendation Requirement (#)		
	101	126

Draft Parking Ratios: Location Specific



Affordable Housing Draft Recommendation



New Base Parking Ratio

1.0 per unit, with deductions for affordable units as follows:

Units at 60% AMI	25%
Units at 50% AMI	35%
Units at 30% AMI	50%

As with market rate housing, to inform the appropriate final ratio, credits will be applied for the following:

- Within ½ mile of BRT Stop: 10%
(Credit only available to projects starting at 1.0 base ratio, > 0.5 mile from Metro Station)
- Within ¼ mile of 4+ Bus Routes: 5%
- Walkability Index Very High or High: 10% or 5%
- Discretionary Infrastructure Credit: 5%
- 20% or More Studios: 5%

The lowest parking ratio permitted is 0.25/unit

Feedback from PC and TC Work Sessions

- Supportive of overall proposal
- Provide clear language for distance measure and Walkshed map
- Ensure that base parking ratios include buffer for practical capacity
- Define process for future parking exception requests (above/below)
- Determine whether cost savings can be translated into community benefits



Next Steps

DATE	TASK
February 12	Task Force Meeting #5 to consider Draft Recommendations
February	Additional Public Outreach
February 18	Transportation Commission Public Hearing to consider Draft Parking Recommendations
March 3, 10, and 14	Planning Commission and City Council Public Hearings to consider Draft Parking Recommendations

Discussion



Background Slides

For additional information about the study, visit:
www.alexandriava.gov/parkingstudies

or contact Brandi Collins, Project Manager, P&Z, brandi.collins@alexandriava.gov

Draft Recommendation Detail



New Base Parking Ratio dependent on proximity to Metro

PROJECT LOCATION	BASE PARKING RATIO
Within 0.5 mile of Metro Station	0.8 space/bedroom
More than 0.5 mile of Metro Station	1.0 space/bedroom

To inform appropriate final ratio, credits are applied to Base Ratio

- Within ½ mile of BRT Stop 10%
- Within ¼ mile of 4+ Bus Routes: 5%
- Walkability Index Very High or High: 10% or 5%
- Discretionary Mixed-Use/Infrastructure 5%
- 20% or More Studio Units: 5%

Notes

1. Applying credits to base ratio is optional, however it informs the appropriate ratio for project.
2. Credit for BRT stop only available to projects > 0.5 mile from Metro Station)
3. Walk Score™ is used to calculate walkability index.
4. Projects not required to provide parking for the 3rd and 4th bedrooms but may do so.
5. Projects requesting a parking ratio higher than the base will require approval by PC and/or CC
6. For affordable housing ratios, a tiered AMI-based per unit ratio is proposed, with same credits as above

Comparison to Current Zoning

# of BR	Current Zoning (Ratio same citywide)	New Recommendation (Ratio varies based on proximity to transit)	
	Citywide	Within 0.5 mile of Metro	More than 0.5 mile from Metro
1BR Unit	1.3	0.60 - 0.8	0.65 - 1.0
2BR Unit	1.75	1.2 - 1.6	1.3 - 2.0
3BR Unit	2.2	1.8 - 2.4	1.95 - 3.0



City Plans Supported by New Ratio

City Council Strategic Plan

- Goal 1: *Alexandria has quality development and redevelopment, support for local businesses and a strong, diverse and growing local economy.*
- Goal 3: *A multimodal transportation network that supports sustainable land use and provides internal mobility and regional connectivity for Alexandrians.*

Transportation Master Plan

- *"The City will develop and implement comprehensive guidelines and requirements for transit-oriented development (TOD) that support the principles of TOD and include maximum parking ratios, unbundled parking infrastructure, and parking cash-out programs as parking management strategies for development/redevelopment of properties proximate to Metrorail stations."*

Housing Master Plan

- *"Establish a policy for the reduction of parking requirements in projects that meet minimum thresholds of affordable housing."*

Eco-City Charter

- *"Where our built environment preserves and maximizes open spaces, natural landscapes, historic resources, and recreational opportunities, while protecting and improving our natural environment and public health...Where we travel less and less by car and increasingly by mass transit, walking, and bicycling."*

Civic Engagement to Date



March 31, 2014: Expert Panel on Right-Sizing Parking

April 9, 2014: TF Public Meeting #1 - Study Overview

May 14, 2014: TF Public Meeting #2 - Data Collection Results,
Analysis, Key Factors Impacting Demand

June 11, 2014: TF Public Meeting #3 - Best Practices, Alternatives

October 7, 2014: NAIOP Meeting – Initial Recommendations

October 22, 2014: TF Public Meeting #4 – Initial Recommendations

October 29, 2014: Federation of Civic Associations – Initial
Recommendations

December 2, 2014: NAIOP Meeting – Draft Recommendations

December 17, 2014: Transportation Commission Work Session

January 6, 2015: Planning Commission Work Session

Local Jurisdiction Comparison



Jurisdiction	Multifamily Parking Ratio Requirements
Arlington	1.125/Unit for first 200 Units plus 1.0/Unit for each additional Unit; Many special exceptions in transit areas; 1.0/Unit Columbia Pike; .825/Affordable Housing (AH) Unit
DC	Varies from .25-1.0/Unit depending on zones; no separate AH ratio; revisions for significantly lower ratios currently in process
Montgomery	In parking districts, allow for ranges based on # of bedrooms: Efficiency .50-1.0/Unit; 1 BR .50-1.25/Unit; 2 BR.75-1.5/Unit; 3 BR 1.0-2.0/Unit
Alexandria (Proposed)	Less than ½ mile from Metro – base ratio .80/BR with potential credits and Minimum of .60/BR; More than ½ mile from Metro – base ratio 1.0/BR with potential credits and Minimum of .65/BR; AH base ratio - .75/Unit with potential credits and Minimum of .25/Unit.



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

King County Parking Calculator

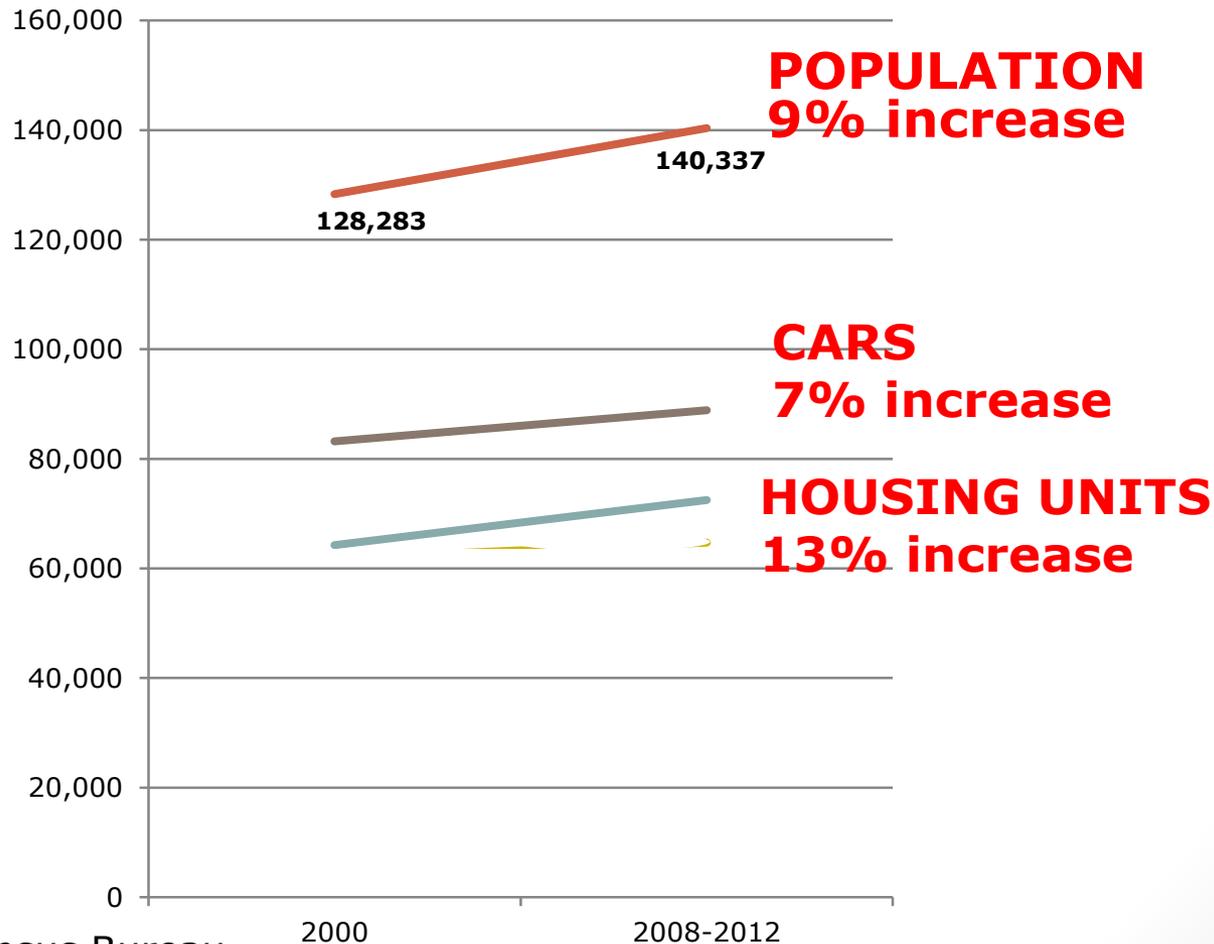


- Staff reviewed the King County Parking Calculator as one reference to draw lessons from when developing the City's new performance based recommendations
- King County Parking Calculator was developed as a part of the County Metro Transit's Right Size Parking Project
 - Funding Sources and Partners: Federal Highway Administration's Value Pricing Program, Center for Neighborhood Technology, Urban Land Institute, Northwest Chapter
- Parking Calculator is a statistical model to estimate parking use based on building and environmental characteristics
 - Dependent variable: demand-based parking ratios gathered from field data
 - Independent variables:
 - Average Rent, Units per Residential square feet, Percent of Units Designated Affordable, Average Occupied Bedroom Count, Parking Price as a Fraction of Rent, Gravity measure of Transit Service, Gravity measure of Intensity



Alexandria Demographic Trends

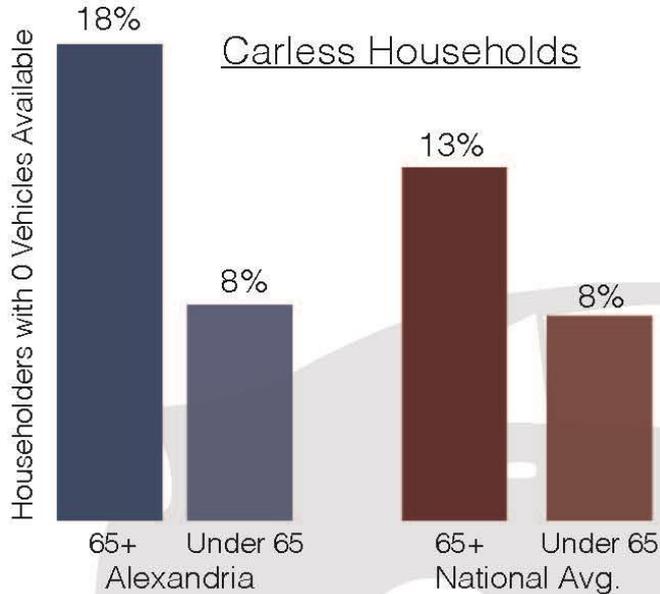
Total Population, Cars, Housing Units



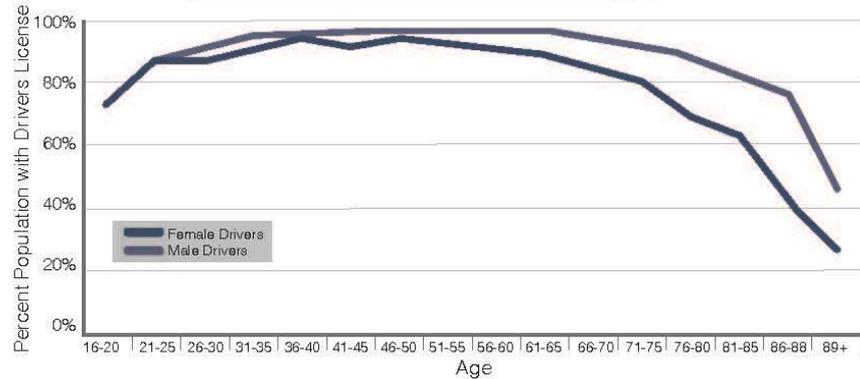
Source: US Census Bureau

Senior Citizens and Parking Demand in Alexandria, Virginia

As more of Alexandria's residents choose to age in place it will become crucial to evaluate this new population's impact on the demand for parking.



Licensure Levels and Age



Studies show that seniors drive at lower rates than the general population. They are more likely to live without access to a car, and are less likely to have a drivers license. This indicates that an aging population will reduce the need for parking in Alexandria.

The AARP recommends in their Livability Communities Fact Sheet on Parking that because excess parking imposes large monetary costs on citizens and the government that parking should be limited to create a more pedestrian friendly, and senior citizen friendly, environment.

“The cost of all parking spaces in the U.S. exceeds the value of all cars and may even exceed the value of all roads,” - AARP Livable Communities Fact Sheet

Citations and Studies

- Licensure graph adapted from 2013 National Report on Commuting Patterns and Trends http://traveltrends.transportation.org/Documents/B7_Vehicle%20and%20Transit%20Availability_CA07-4_web.pdf
- Zero Car Households data from 2013 ACS 5-Year Estimates http://factfinder.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ACS_13_5YR_B25045&prodType=table
- AARP Parking Fact Sheet <http://www.aarp.org/oorient/darr/aarp/livable-communities/documents-2014/Livability%20Fact%20Sheets/AARP-Livability-FactSheet-Parking-82514.pdf>