Parking Standards for New Development Projects

Phase 1: Multi-family Residential

Right-sizing the City's Parking Regulations

Environmental Policy Commission
March 16, 2015

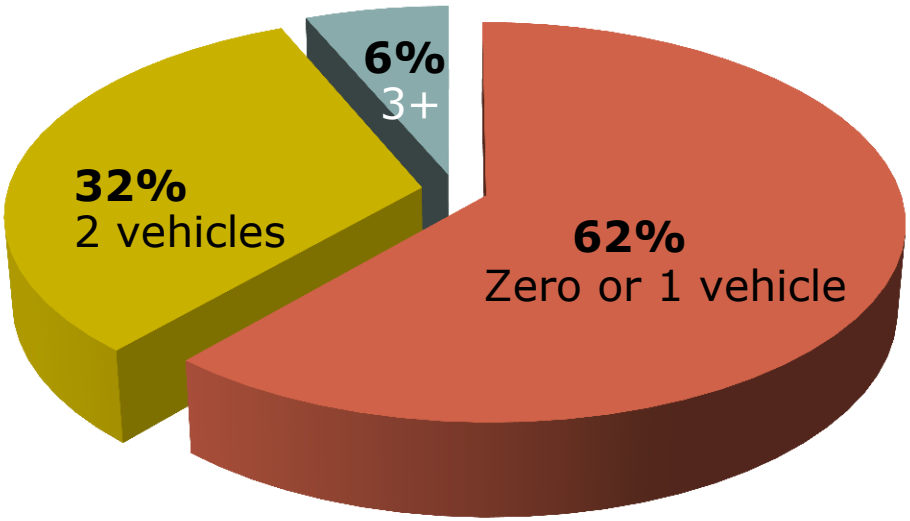
Why a Parking Study Now?

Goals:

- **Update zoning ordinance,** to be reflective of demographics, demand, and City policies, practices and plans
- **Increase transparency and clarity** of development process – fewer SUP requests
- **Efficient use of resources,** both city and environmental, standard process – less parking
- **Right-sized parking** to provide adequate parking on-site and not create spillover parking

Changing Demographics

62% of Alexandria Households are "Car-Light"



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

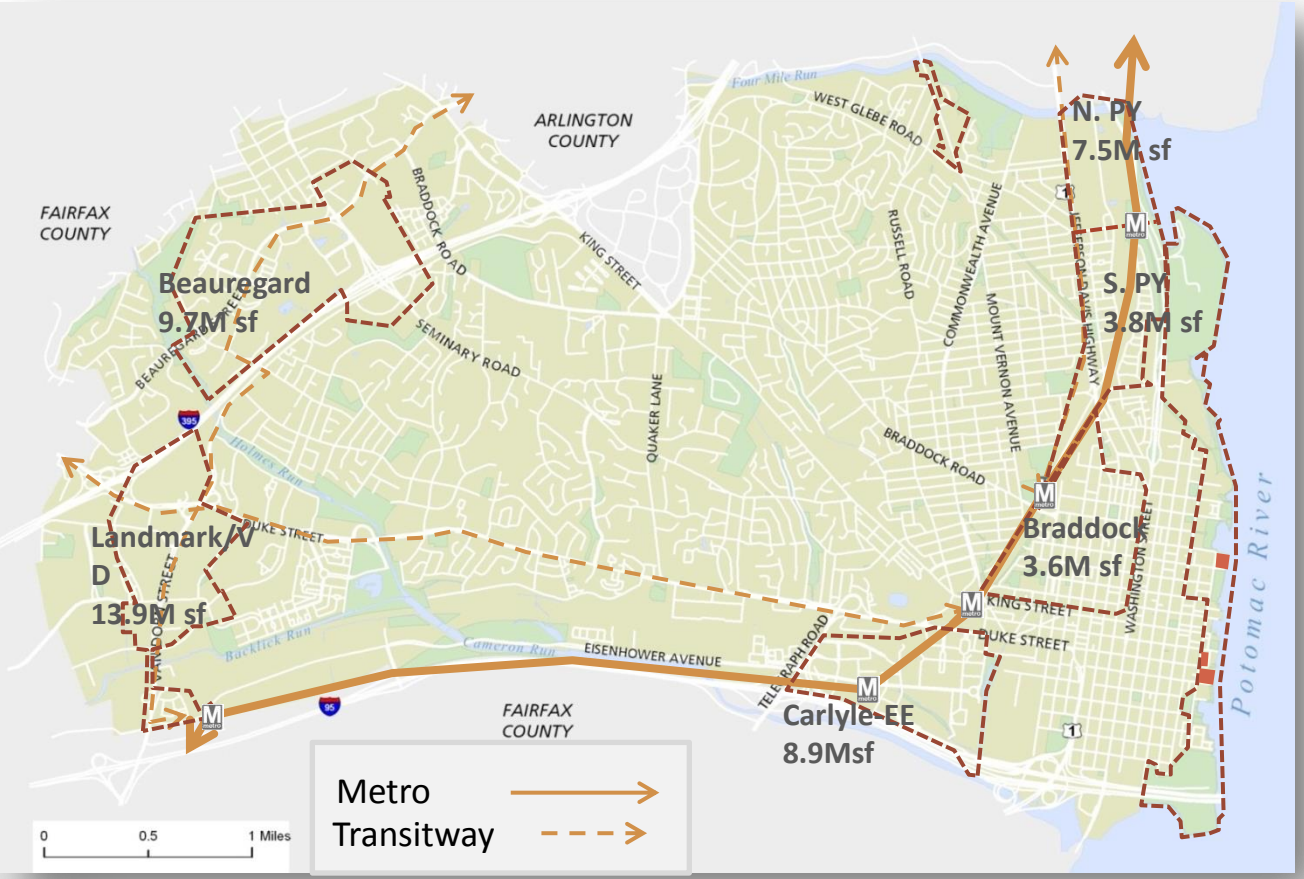
Source: US Census Bureau

Seniors: Locally, in Alexandria, 18% of senior households (65+) are carless, compared to 10% of households citywide, and 13% nationally

Millennials: Nationally, in 2010, 69% of US 19 year olds had a driver's license, compared to 87% in 1983.

Expanding Transportation Options

- Leverage transit investment
- Focus growth in transit corridors
- Less parking demand



What's in a Parking Space?

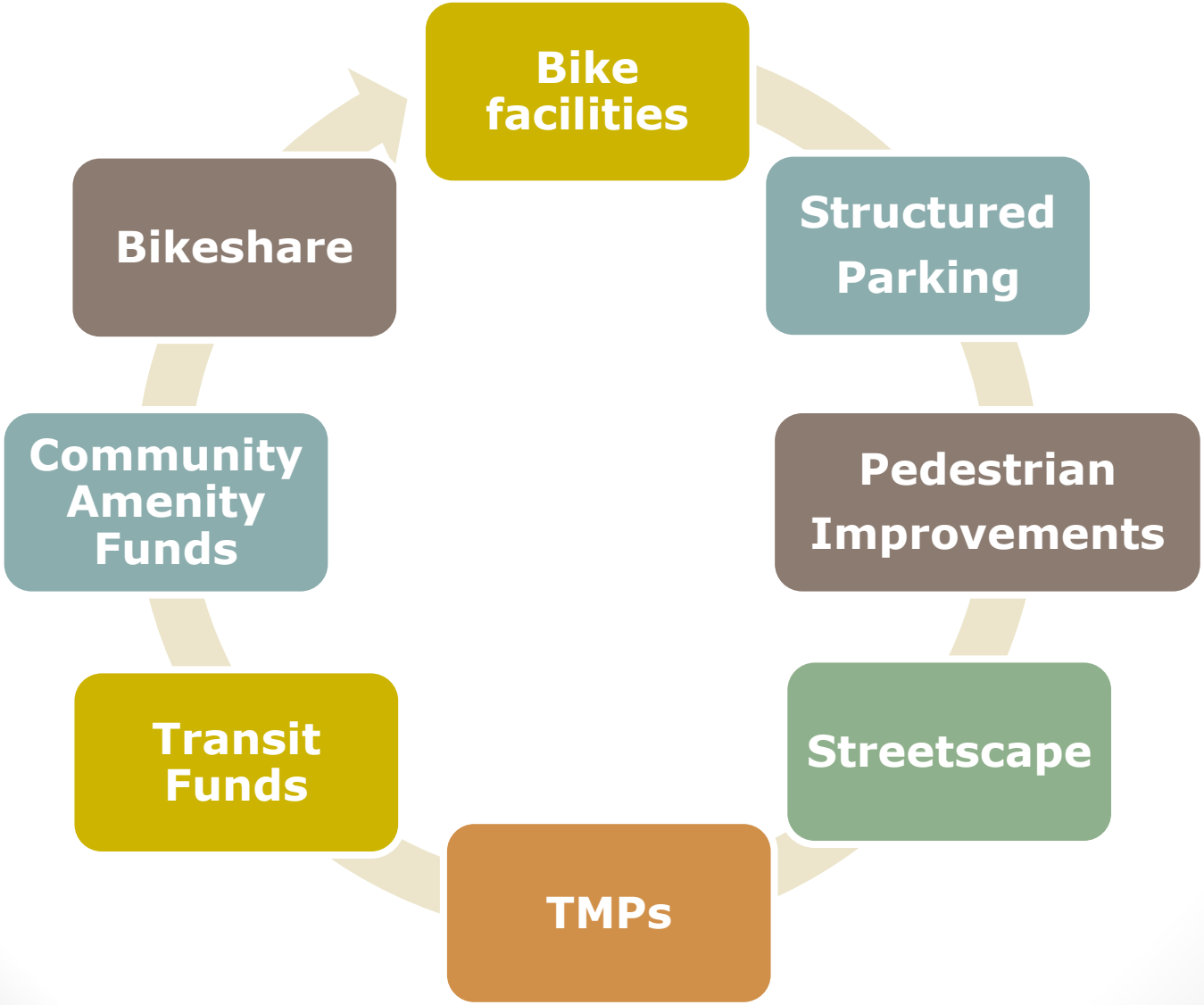
- 1 Parking Space = 300 sf
- Cost = Approx. $35-50,000/space underground
- Environmental Costs: impervious surface, greenhouse gases
- Affordability Impacts: impacts financing
- Opportunity Costs: other uses, amenities

Parking Lot to Park

Meridian at Braddock Station

- Underutilized parking at the Braddock Meridian project, inspired Paradigm to convert existing surface parking lot into open space with seating, fireplace, and grills
- April 2015 Public Hearing

Standard Community Benefits from Development Projects



Data Analysis

- Key factors impacting parking demand
  - Proximity to Metro and other transit
  - Walkability of neighborhood, proximity to amenities
  - Percentage of studio units
- 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
- Recommendation
  - Update parking standards to be responsive to site context and factors impacting demand

Market-Rate Housing Recommendation

PROJECT LOCATION	PARKING RATIO
Within 0.5 mile Metro Station Walkshed	0.8 space/bedroom
Outside of 0.5 mile of Metro Station Walkshed	1 space/bedroom

Market-Rate Housing Possible Credits

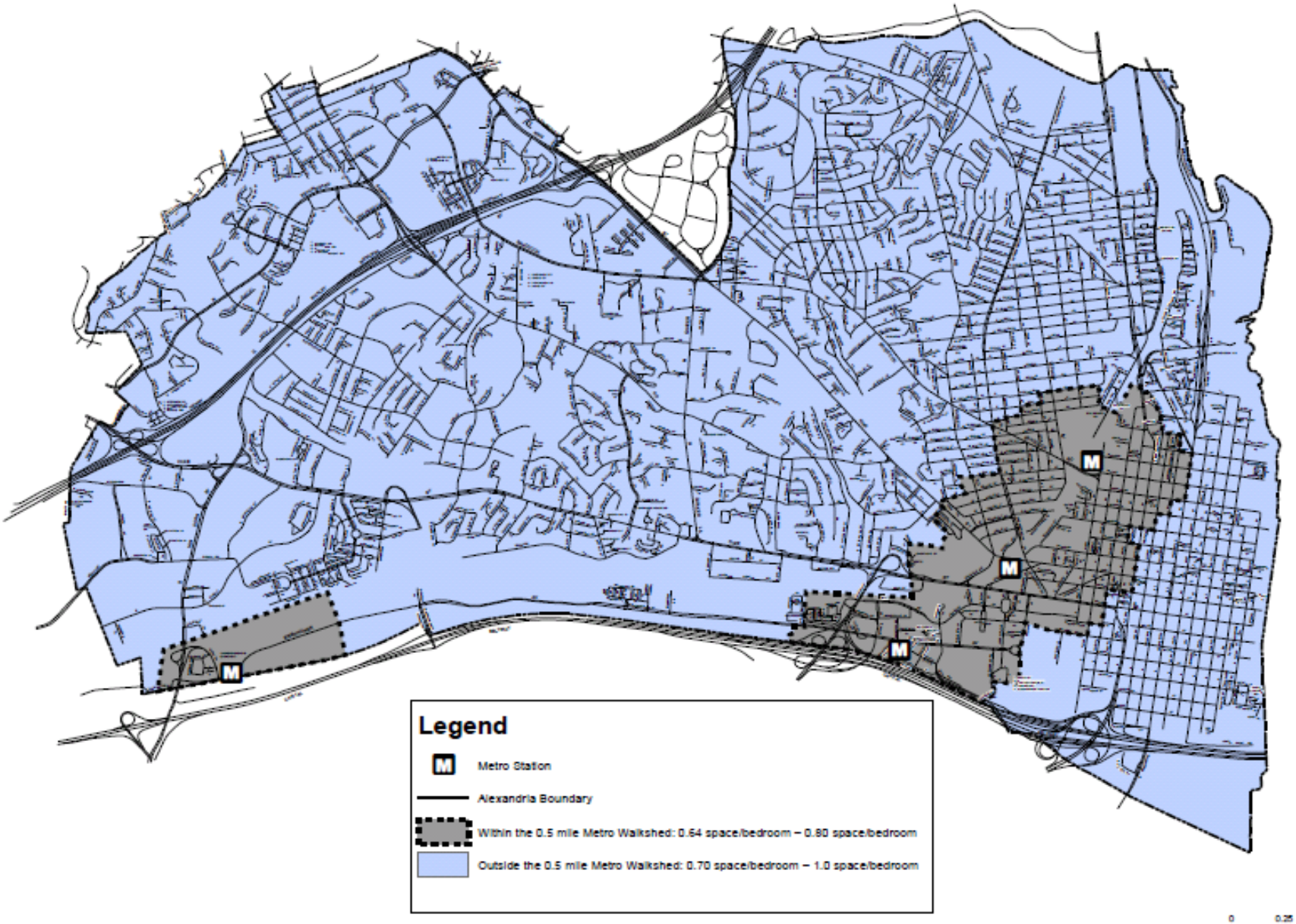
If a project meets the criteria below, the associated credit may be deducted from the parking ratio:

- Located within ½ mile of BRT Stop: 10%
- Located within ¼ mile of 4 + Bus Routes: 5%
- Walkability Index Score (Very High or High): 10% or 5%
- 20% + of the total units are Studios: 5%

Notes:

- Developments may request more or less parking via the Special Use Permit process
- BRT credits only available for projects outside the Metrorail Station Walkshed

Draft Market-Rate Multi-Family Housing Parking Ratios: Location Specific



Affordable Housing Recommendation

INCOME SERVED	PARKING RATIO
Units at 60% AMI	.75 space/unit
Units at 50% AMI	.65 space/unit
Units at 30% AMI	.50 space/unit

Affordable Housing Possible Credits

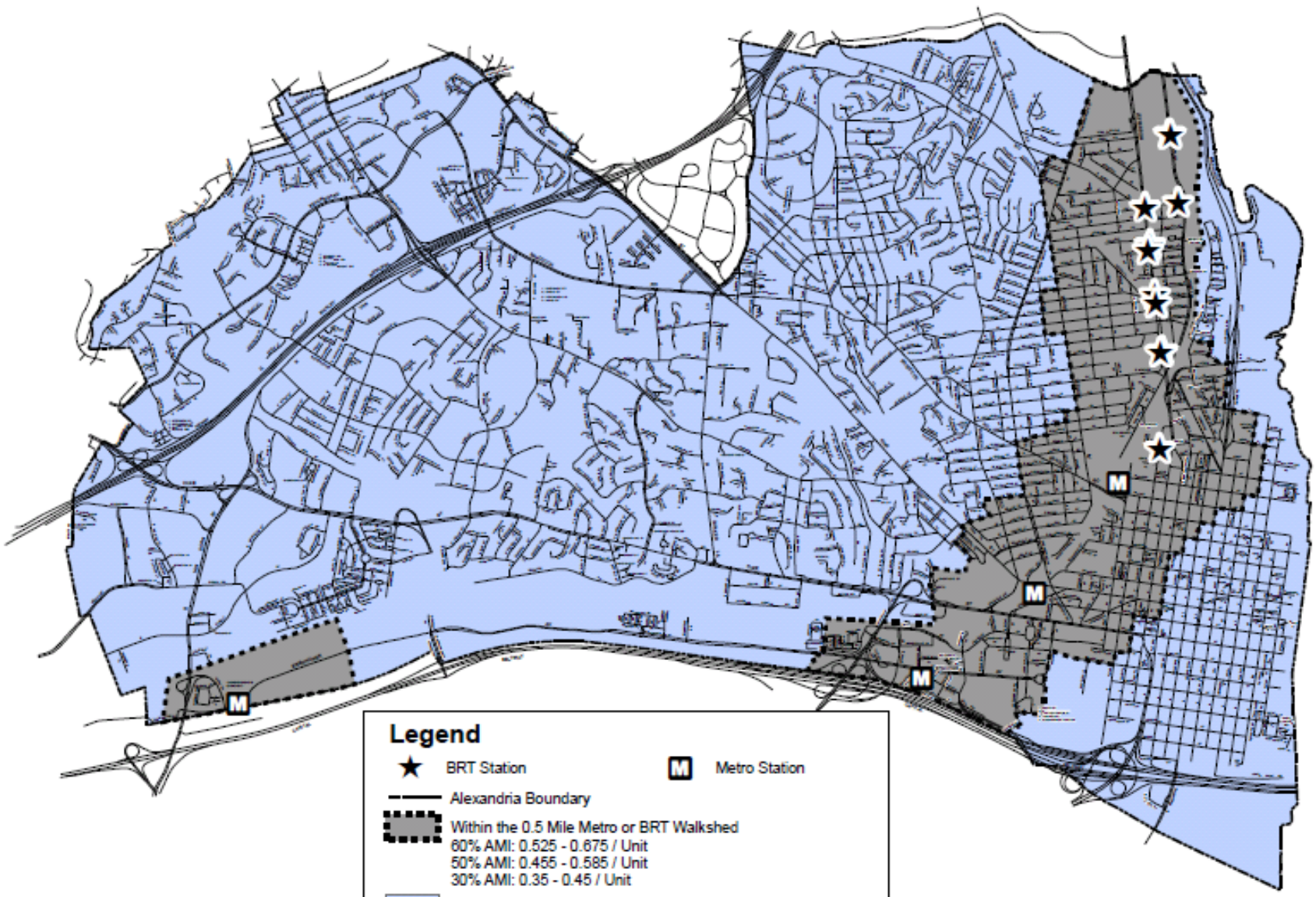
If a project meets the criteria below, the associated credit may be deducted from the parking ratio:

- Located within ½ mile of BRT Stop: 10%
- Located within ¼ mile of 4 + Bus Routes: 5%
- Walkability Index Score (Very High or High): 10% or 5%
- 20% + of the total units are Studios: 5%

Notes:

- Developments may request more or less parking via the Special Use Permit process

Draft Affordable Multi-Family Housing Parking Ratios: Location and Income Specific



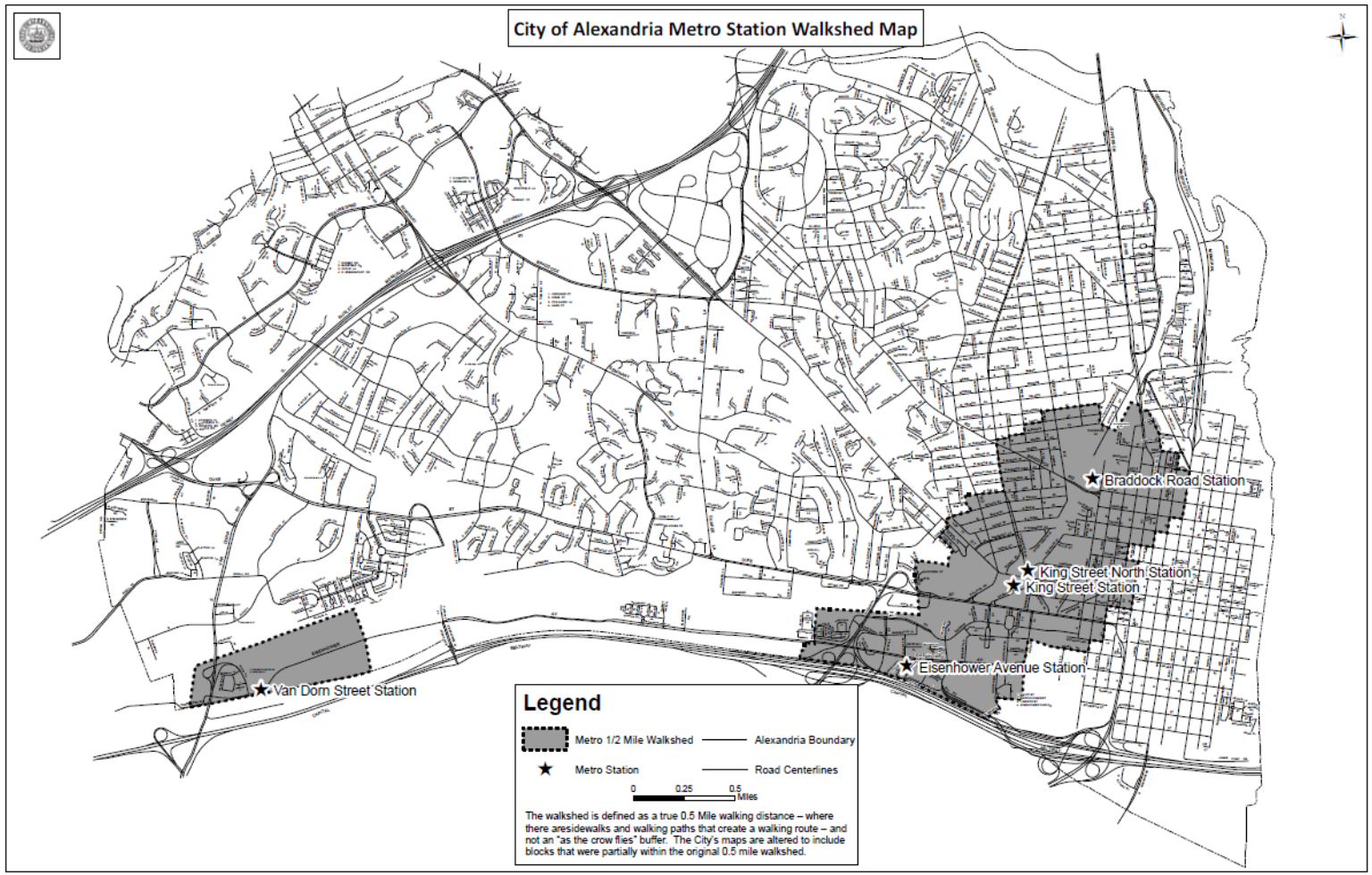
Next Steps

DATE	TASK/MEETING
March 18	Transportation Commission Public Hearing to consider Draft Parking Recommendations
April 7	Planning Commission to consider Draft Parking Recommendations
April 14, 18	City Council Legislative Session and Public Hearing to consider Draft Parking Recommendations

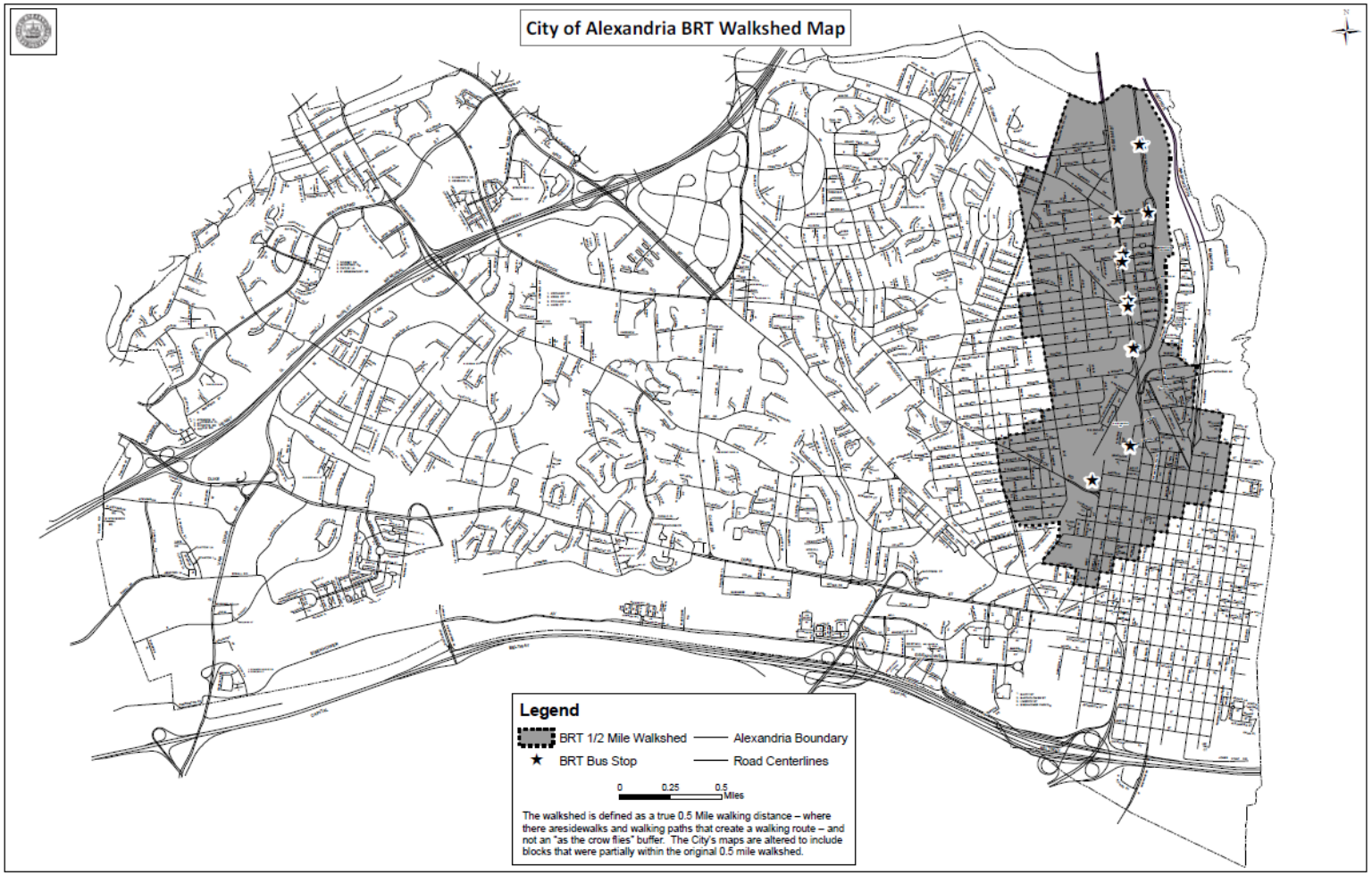
Background Slides

For additional information about the study, visit:
www.alexandriava.gov/parkingstudies
or contact Brandi Collins, Project Manager, P&Z, brandi.collins@alexandriava.gov

Metro Station Walkshed Map



BRT Stop Walkshed Map



Walkability Index

- **Performance-based criterion**; walkability drivers
- Measures pedestrian access to **diverse** land uses
- Utilizes **walking distance**
- Routes must feature adequate facilities
- **0.25 & 0.5 mile** thresholds
- **Walkscore** 100's Point System and **LEED**'s rigorous methodology

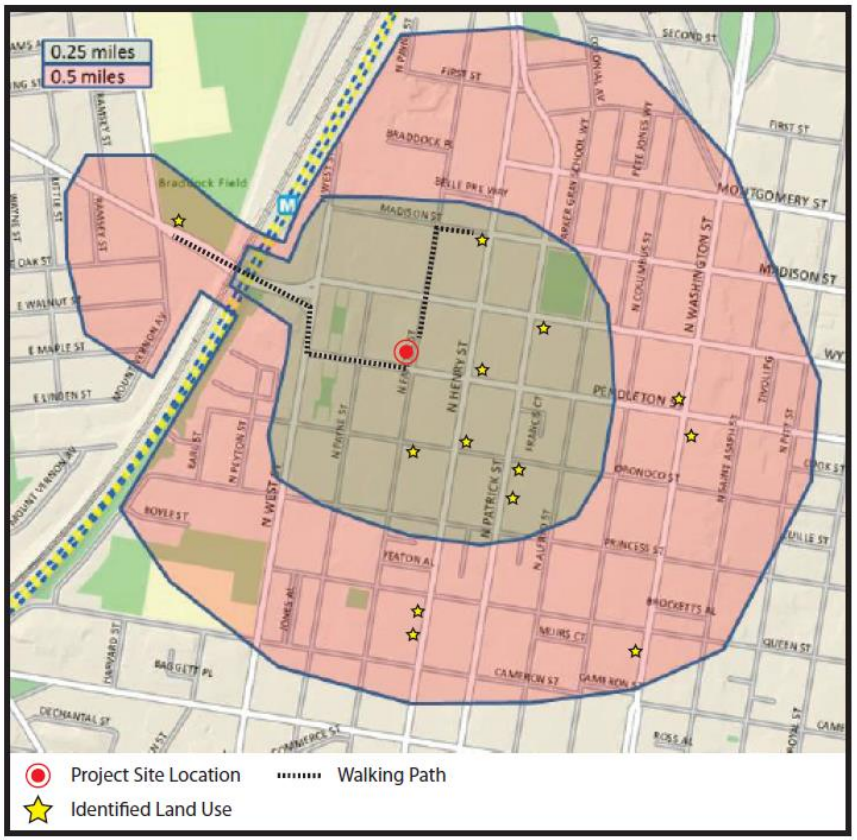
Table: Use Types & Categories

Category	Max. Points	Use or Service Type	0.25 mi. or less	0.25 - 0.5 mi.
Food Retail	15	Supermarket or grocery with produce section (min. 5,000 gross square footage)	15	5
Community-serving retail	20	Convenience Store	7	3
		Farmers Market (min. 9 months per year)	5	-
		Hardware store	5	-
		Pharmacy	10	5
		Other retail	3	-
Services	20	Bank (not ATM)	5	-
		Family entertainment venue (e.g. theater, sports)	5	-
		Gym, health club, exercise studio	5	-
		Hair care	3	-
		Laundry, dry cleaner	5	-
		Restaurant, café, diner (excluding those with only drive-thru only service)*	5	5
Civic and community facilities	35	Adult or senior care (licensed)	3	-
		Child care (licensed)	3	-
		Cultural arts facility (museum, performing arts)	5	-
		Education facility (e.g. K-12 school)	10	5
		Education facility (e.g. university, adult education center, vocational school, community college)	5	-
		Government office that serves public on-site	3	-
		Medical clinic or office that treats patients	3	-
		Place of worship	5	-
		Police or fire station	3	-
		Post office	5	-
		Public library	5	-
		Public park	10	5
		Social services center	3	-
Community anchor uses	10	Business office (100 or more FTE)	10	5

DRAFT

Walkability Index – Sample Map

- Shows multi-family building
- Identifies uses (schools, retail, office buildings, etc.)
- Illustrates walkshed or walking route
- Includes scale or distance measure
- Easily replicable
- Easily verifiable
- Google map, Yelp map, GIS, etc.



Asher Apts.
(For Illustrative Purposes Only)

Guiding Document: User's Guide to Applying New Standards

Parking Standards for Multi-Family Residential Development Projects
Guiding Document

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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

Development Projects with Reduced Parking

Belle Pre (Occupied), 2008

- Zoning Ordinance Requirement: 1.5/unit
- Approved Parking Ratio: 1.05/unit
- Parking reduction consistent with Braddock Metro Neighborhood Plan
- Space on-site not used for parking is being used for community amenities (dog wash and bike repair shop)

Development Projects with Reduced Parking

Jackson Crossing (Under construction), 2013

- Zoning Ordinance Requirement:1.75/unit
- Approved Parking Ratio:1.0/unit
- 78-unit affordable housing development project
- Less required parking reduced construction cost and made the project more financially viable

Comparing Recommendation to ZO and Recent SUPs

	Current Zoning	Recent Parking Reduction Ratios*	Recent Parking Reduction Ratios*	New Recommendation (Ratio varies based on proximity to transit)	
# of BR	**Citywide**	**Within 0.5 Mile Metro Walkshed**	**Outside 0.5 Mile Metro Walkshed**	**Within 0.5 Mile Metro Walkshed**	**Outside 0.5 Mile Metro Walkshed**
1BR Unit	1.3	Average 0.9/Unit	Average 1.3/Unit	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

**Referenced Projects with Parking Reduction SUP Approvals: Belle Pre, The Bradley, Potomac Yard Landbay G, Block H; Hunting Terrace, The Kingsley, Calvert*

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
Deductions on Base Parking Ratio			
Within 0.5 mile of BRT Stop	10%		
4 or more bus routes stop w/in 0.25 mi.	5%		
Walkability Index 90 - 100	10%		
Walkability Index 80 - 89	5%	x	x
Project has 20% or more studios	5%	x	x
Available Discretionary Credit	5%		
Total Deductions on base ratio		10%	10%
Final Parking ratio		0.72	0.90
Zoning Ordinance Requirement (#)		148	148
New Recommendation Requirement (#)		101	126

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
Parking Ratio:		0.8 space/BD	1.0 space/BD
Voluntary Credits on Parking Ratio			
Within 0.5 mile of BRT Stop	10%		
4 + bus routes stop w/in 0.25 mi.	5%		
Walkability Index 90 - 100	10%		
Walkability Index 80 - 89	5%		
Project has 20% or more studios	5%		
Available Discretionary Credit	5%		
Total credits on ratio			
Final parking ratio		0.8	1.0
Zoning Ordinance Requirement (#)		148	148
New Recommendation Requirement (#)		112	140

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."*

Planning Commission & Transportation Commission Comments

- 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 modification requests (above/below)
- Determine whether cost savings can be translated into community benefits

City Council Comments

- Determine how developer cost savings can be translated into community benefits
- Concern regarding loss of City Council oversight of parking reductions
- Provide information on current developer contributions
- Ensure that visitor parking is sufficient
- Study on-street parking management
- Improve the design of garages

NAIOP Comments

- Present recommendations simply
- Remove the 5% discretionary credit but permit developers to apply for it via Special Use Permit process; and require a mitigation impact component
- Revise the affordable housing recommendation to make it more clear and consider removing optional credits

Response to Feedback

- Recommendations are presented more clearly
- Identified and provided a method for developers to seek parking modifications
- Confirmed that base ratios include a buffer for practical capacity and provide for visitor parking
- Visitor parking will be required to be identified in Parking Management Plan

Response to Feedback

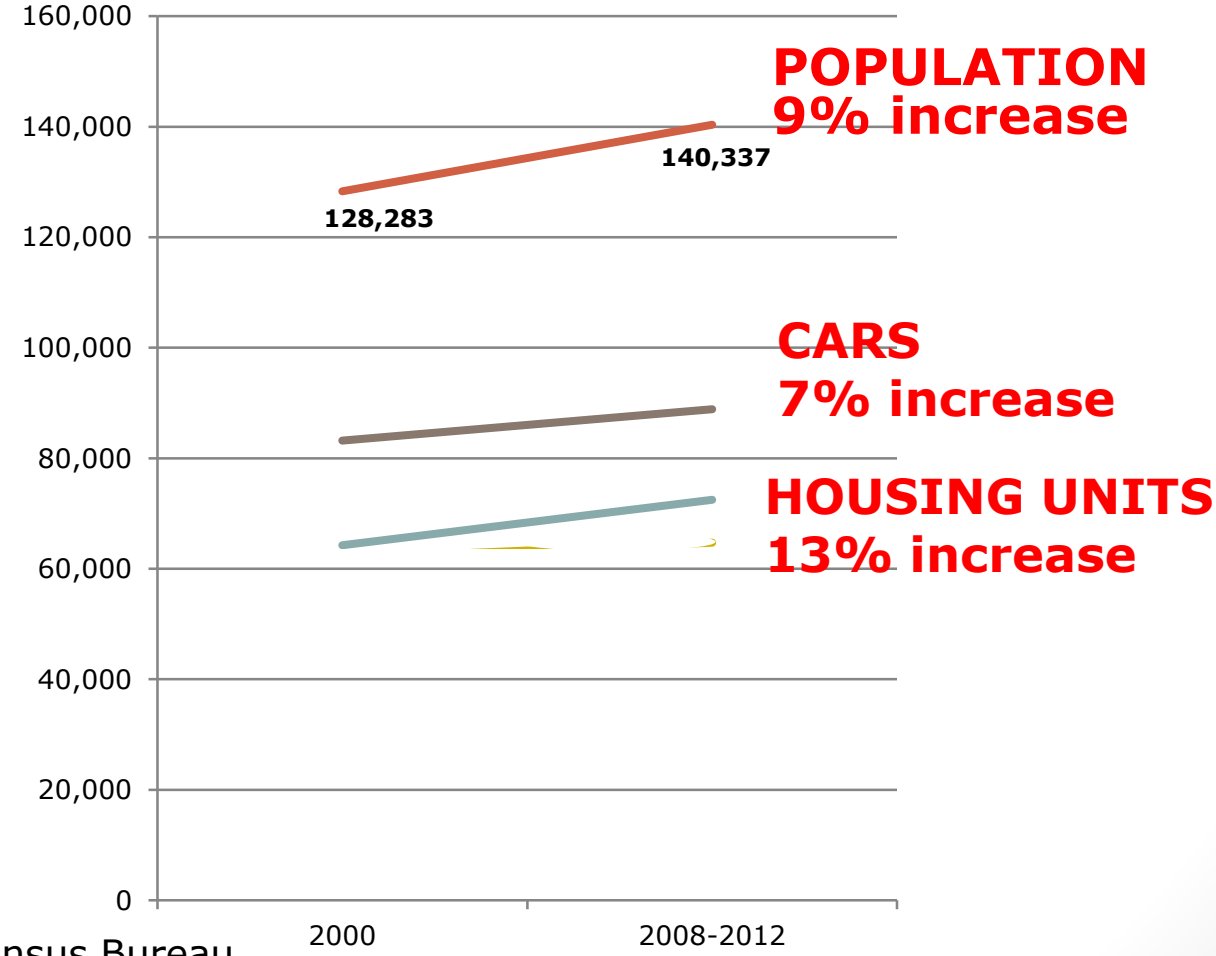
- Affordable Housing recommendation was simplified
- Considered how community benefits could be captured through this process
- Reviewed existing community benefits acquired through private development
- Provided a mechanism for mitigation to be required to address impacts of future parking modifications
  - Removed the 5% “discretionary” credit from the available deductions

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

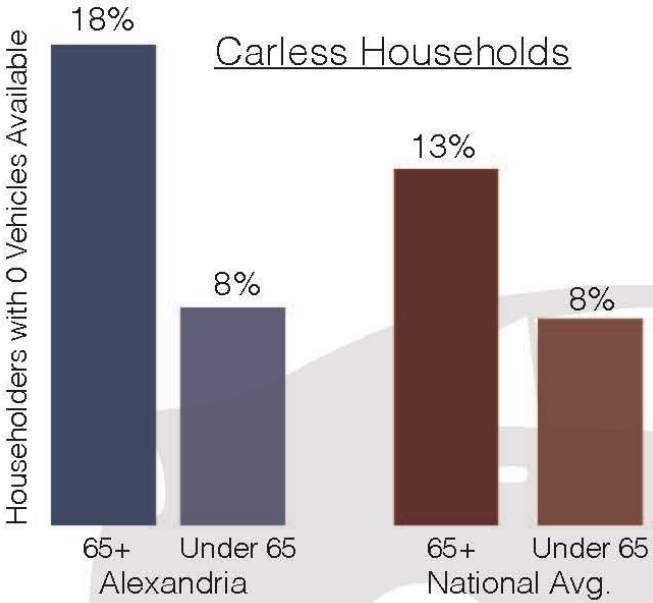


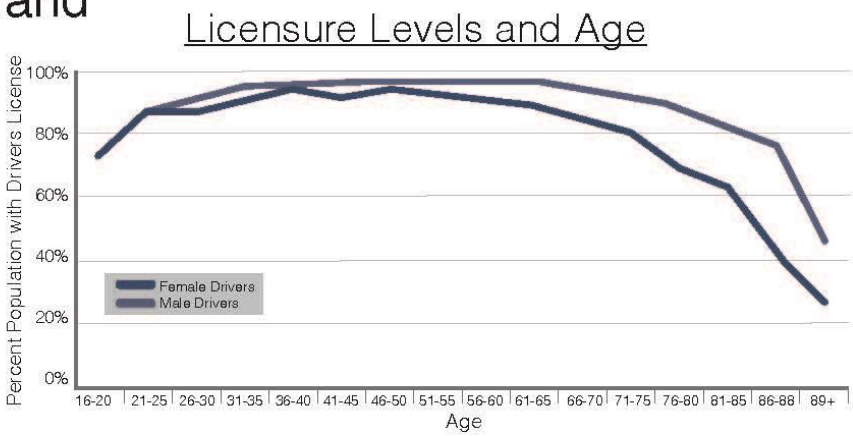
Source: US Census Bureau

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.





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/content/dam/aarp/livable-communities/documents-2014/Livability%20Fact%20Sheets/AARP-Livability-FactSheet-Parking-82514.pdf