

**TASK FORCE FEEDBACK ON DRAFT TEXT AMENDMENT, DRAFT WALKABILITY INDEX, DRAFT WALKSHED MAPS**  
**Feedback provided during Task Force Meeting #5**

	<b>TASK FORCE FEEDBACK</b>	<b>STAFF RESPONSE/ACTION</b>	<b>NEW TEXT (If applicable)</b>
1.0	<b>Draft Text Amendment</b>		
1.1	Section 8-200(A)(2)(a)i, Section 8-200(2)(a) – Text should include “up to” in front of the text regarding the parking ratios for “each bedroom over two”	Staff revised the identified text and re-organized that section of the text amendment; text is now located in Section 8-200(A)(2)(c)vii	See revised Text Amendment
1.2	Remove the word “base” in front of “parking ratio”	Staff deleted the identified text.	N/A
1.3	Section 8-200(A)(2)(a)iii – Remove the word “lowered”	Staff deleted the identified text; text is now located in Section 8-200(A)(2)(a)iii	"Optional Parking Ratio Requirement for Affordable Housing: If a multifamily building includes income-restricted units, the parking ratio for such units may be as follows:"
1.4	Section 8-200(F)(1)(c) – Text is confusing because 1) it implies that the units covered in Section 8-200(A)(2)(a) cannot apply credits, 2) the use of the word “maximum” is incorrect because there is de facto maximum created by the draft recommendations, 3) this exempts units discussed in Section 7-700 but that ZO section may actually require more parking than the draft recommendation and is that the intention	Staff revised the identified text; text is now located in Section 8-200(F)(6)	"Notwithstanding the provisions of section 8-100 above and except as provided in section 8-200(F)(3), if any 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 Dwelling 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, however, any existing parking above the requirement may remain. 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."
1.5	Affordable housing exempt from draft recommendations per Section 8-200(F)(4)(a) may be offered lower parking ratios under the draft recommendations but would not be allowed to take advantage of those standards	The reference Zoning Section provides that affordable housing would not be <u>required</u> to apply new parking standards. However, those developments can request a parking modification the same as market-rate developments if it wishes to apply new standards.	N/A
1.6	Section 8-100(A)(7) – remove the word “less” because less is covered in Section 8-100(A)(4)	Staff deleted the identified text but added additional text	"Multifamily Dwelling Requirement Modification. In addition to the reductions allowed by this section, for multifamily dwellings, a special use permit may be obtained pursuant this Section 11-500 and this section 8-100(A)(4) which authorizes the provision of more off-street parking than is otherwise required by this Article VIII."
1.7	Section 6-703 requires one parking space per residential unit in the KR zone (same as the King Street Transit Parking District) – Should we change that as well? Note: the Task Force Member stated that the KR zone required “zero” parking for residential and did not want to change that.	Staff determined that the KR Zone requires one parking space per multi-family dwelling as well as the Neighborhood Retail (NR) Zone. Staff determined that those sections of the Zoning Ordinance will be amended to comply with the draft parking standards. Text revised in Guiding Document and Draft Text Amendment.	See the Text Amendment and Guiding Document
1.8	Revise definition of Walkability Index – replace “tool” to be more specific	Staff revised the identified text.	"A City of Alexandria scoring system 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."
2.0	<b>Draft Walkability Index</b>		
2.1	Walkability Index should allow proposed uses within mixed-use buildings to be counted towards the walkability index score.	The Walkability Index was informed by LEEDv4 which does not permit uses within proposed buildings to be counted. However, staff believes this is a good idea and has revised the index to reflect. Text in Guiding Document has been updated.	"Up to one Use or Service Type within the project building may be counted; provided that the Use or Service Type is accessible by and serves the public."
2.2	Create an "other" category in the Use Types and Categories Chart to allow new uses or those not considered by staff to be counted towards future walkability index scores (e.g. to account for a doggy daycare).	Staff believes that the land uses that have the highest impact on walkability are captured in the Use Types and Categories Chart. However, staff has inserted a provision that allows, at the discretion of the Director of PZ, a service or use may be counted 3 points towards the walkability index score; with some requirements. Text in Guiding Document has been updated.	"Services not listed in the Table are generally not eligible but may be considered on a case-by-case basis subject to the approval of Staff. Only one use not listed in the Table will be permitted per project, with a maximum value of 3 points; the use must be within a quarter mile of a qualifying building entrance. Supporting evidence must be provided demonstrating that the proposed use meets the definition of Use or Service Type and is a significant driver of walkability. Additionally, sites which are either not open to the public or do not offer services on-site (call centers or mobile-maid cleaning services are just two examples) will not be considered qualifying services."
2.3	Allow developers to “square off blocks” if they use a walkshed buffer to determine uses and service types to be counted.	Not permitted as blocks are not uniform in dimension and size throughout the City. The Eisenhower Avenue section of Alexandria is an example.	N/A
3.0	<b>Walkshed Maps</b>		
3.1	Determine when BRT Stop and Metro credits of PROPOSED BRT STOPS AND METRO STATIONS would be available for developments	The BRT credit will be available once a new BRT stop is operational. The Metro credit will be available when construction of the station has commenced. Text is in the Guiding Document	"The City will update the walkshed maps when new BRT stops and Metro Stations are operational or under construction. Applicants may request updates to the maps if new transportation-related infrastructure that positively impacts the walkshed is proposed as part of a DSUP application."