



DOCKET ITEM #4

Text Amendment #2015-0002 – Parking Standards for Multi-Family Residential Development

Issue: Public hearing and consideration of a request to amend Article II, “Definitions”, Section 2-100; Article VIII, “Off-Street Parking and Loading”, Sections 8-100, 8-200, and 8-400; Article IV, “Commercial, Office, and Industrial Zones, Section 4-1400; and Article VI, “Special and Overlay Zones”, Section 6-700 of the Zoning Ordinance to update the Parking Standards for Multi-family Residential Development consistent with recommendations resulting from a 2013-2015 study of the City’s Multi-family Residential Development Parking Standards.	Planning Commission Hearing:	April 7, 2015
	City Council Hearing:	April 18, 2015
Staff: Karl Moritz, Director, Planning and Zoning Yon Lambert, Director, Transportation and Environmental Services Joanna Anderson, Assistant City Attorney Helen McIlvaine, Acting Director, Office of Housing Sandra Marks, Deputy Director, Transportation and Environmental Services Carrie Beach, Division Chief, Planning and Zoning Carrie Sanders, Division Chief, Transportation and Environmental Services Eric Keeler, Division Chief, Office of Housing Brandi Collins, Urban Planner III, Planning and Zoning		

I. Issue

In 2014, the City Council directed staff to review and evaluate existing City parking standards in the Zoning Ordinance and to propose revised parking standards as appropriate. The first phase of the study is to evaluate multi-family residential parking, because of current and anticipated multi-family residential development pressure. The second phase of the project, to begin in October of 2016, is to evaluate parking standards for new retail, commercial, and office development.

The goal of this study is to “right-size” the City’s parking standards to reflect current City policy and practice and market demand. Parking standards in the City’s Zoning Ordinance were last comprehensively updated in the 1960’s. Since that time, opportunities for alternate modes of travel have increased, single-occupancy auto travel has decreased, and per household car ownership is declining. These trends result in declining demand for parking facilities, particularly in transit rich urban areas.

In recent years, to address out-of-date parking standards in the Zoning Ordinance, specific parking requirements have been included in Small Area Plans (Eisenhower East, Landmark/Van Dorn, Braddock Metro Neighborhood Plan, Potomac Yard, and Beauregard) and in recent Coordinated Development District (CDD) provisions. Also, many development applications have requested Special Use Permit (SUP) requests for parking reductions to reduce the development project’s parking ratio, with a majority of them being granted. Over the last five years, 15 SUP Parking Reduction requests were submitted for residential or mixed-use development projects, 14 of which were approved.

Extensive data collection and research conducted for this study indicate, on average, that more parking is provided at multi-family residential developments than is being used. The data show a direct relationship between lower parking utilization and these factors:

- Proximity to transit;
- Walkability of the neighborhood and proximity of neighborhood services;
- Income restricted affordable housing units; and
- Percentage of studio units in the development.

After analyzing local data, researching national best practices and trends, and consulting with developers and practitioners, City staff created a performance-based parking standard that responds to the factors that most impact parking demand. The proposed text amendment to the Zoning Ordinance, provided as Attachment 1, reflects staff’s recommendation, as endorsed by the Parking Standards for New Development Projects Task Force, Transportation Commission, and Environmental Policy Commission.

II. Background

Data Collection: Methodology and Analysis

The first step in the parking study was to collect and analyze data on parking utilization at existing multi-family developments in the City. This data collection commenced fall 2013.

Sixteen multi-family residential sites were selected to represent a range of projects, based on their proximity to a Metrorail station, building type, and geographic distribution. Staff conducted on-site (garage) parking counts, as well as on-street parking counts within a 0.25-mile radius, at each project site from 10pm to midnight on two separate weeknights¹. Staff counted all of the parked vehicles on-site, including cars parked in resident parking areas and cars parked in visitor parking areas.

To supplement on-site parking counts, staff collected data from other sources. This included information from the respective property management companies on the number of parking permits issued to residents and the fees for on-site parking (including Alexandria Redevelopment and Housing Authority and AHC, Inc.) Staff obtained car ownership figures, in aggregate, for each multi-family development from the Alexandria Finance Department. Staff documented the number of bedrooms in each development, the number of bus routes serving the development, and each project's walk score. Data collection spreadsheets are provided as Attachment 2.

The data was then analyzed to identify the factors that impact parking demand and utilization, and to what degree. Based on available primary and secondary data, staff found the greatest impacts on parking demand at the surveyed sites included proximity to a Metrorail station, walkability of the neighborhood, number of bus routes serving the development, and percentage of studio units in the development.

Developing the Draft Alternatives

The results of data collection and analysis soundly demonstrate that development projects within a 0.5-mile of a Metrorail station have lower parking utilizations than those beyond the 0.5 mile threshold. On average, developments closest to Metrorail stations had an average parking demand of 0.7 space/bedroom and 1.0 space/unit. Development projects located more than one mile from a Metrorail Station had an average parking demand of 0.9 space/bedroom and 1.3 space/unit. These figures include both resident and visitor parking during the two evenings that data was collected on-site.

To complement local data collection, staff conducted a literature review on parking standards locally, nationally, and internationally. Several jurisdictions use a performance-based approach for residential parking ratios codified in their Zoning Ordinance. For example, a jurisdiction will require a starting parking ratio and then allow reductions to that parking ratio based on a number of conditions (development being within a transit district, provision of carshare parking spaces or bicycle parking, carpool/vanpool programs, affordable housing, etc.). Staff determined that this approach would be an appropriate framework for the City's residential parking standards and developed a similar performance-based recommendation.

First, staff developed two different parking ratios: one ratio for projects within the 0.5 mile Metrorail walkshed and a different ratio for projects outside of the 0.5 mile Metrorail walkshed. These parking ratios were determined by adding 10% to the average observed parking utilization

¹ Staff conducted one evening site visit to affordable housing developments

for that geographic category. The 10% increase was included to provide for practical capacity – allowing room for some increase in demand. With the additional 10% increase over the average observed utilization, the proposed parking ratio for projects within the 0.5 mile Metrorail walkshed is 0.8 space/bedroom and the proposed parking ratio for projects outside of the 0.5 mile Metrorail walkshed is 1.0 space/bedroom. These are considered the “starting” parking ratios.

Next, staff identified the factors that had the greatest impact on parking demand and assigned a percentage credit to each. The credits can be applied as deductions to the starting parking ratios. After proximity to Metrorail station (which is included in the starting ratio), neighborhood walkability had the second greatest impact on parking demand. Thus, a “very high” neighborhood walkability score is assigned a 10% credit and a “high” walkability score is assigned a 5% credit. On average, the more bus routes available to the residents, the lower the parking demand. That factor is assigned a 5% credit. The percentage of studio units is also a driver of parking demand, as studio dwellers tend to be more likely to not own a car. That factor is assigned a 5% credit.

To test this approach, staff reverse engineered the parking ratios and applicable credits to ensure that the new parking standards would not have a negative impact on current utilization at the surveyed sites. Staff applied the parking ratios and applicable credits to each surveyed site to determine if it would result in a parking demand that closely aligned with actual parking utilization. The levels of credits were adjusted until the testing results were close to observations made in the field.

Alternatives Analysis

Staff developed and proposed two draft alternatives, the current recommendation and a “range” approach, with minimum and maximum parking ratios and the flexibility to select any parking ratio within those ranges.

The current recommendation was preferred over the range alternative by both the Task Force and staff, because: 1) final parking ratios will be determined by a set of known performance-based criteria that reflect the site’s characteristics and the factors that impact parking demand, 2) staff will work with developers to ensure that the credits are appropriately applied, 3) the credits can be applied on a voluntary basis, therefore, the developer has some flexibility to respond to market demand, and 4) greater transparency will be in place because the public will know the basis for each project’s parking ratio.

Public Engagement and Consultation

In January 2014, the City Council established an advisory Task Force to provide input on the process for evaluating and revising the City’s parking standards, and to communicate the efforts and outcomes of the study to the commissions, boards, and groups that they represent. Attachment 3 provides a list of Task Force members and schedule of meeting topics, as well as other public outreach conducted as part of the project.

The Task Force met six times over the course of April 2014 through March 2015. They also attended the City's kickoff meeting on *"Why Right-Sized Parking Matters: National and Regional Best Practices, Local Level Implementation, Impacts & Community Benefits"* featuring three experts on parking in local and national research, local public policy and implementation, and private development.

In March 2015, the Parking Task Force held its final two meetings to review refinements to the proposed recommendation. At the first of these meetings, the Task Force endorsed, in concept, the draft recommendation as well as implementation through a Zoning Ordinance text amendment. Members suggested minor revisions to the text amendment and requested a subsequent meeting to review the final proposal and *Guiding Document*. At the subsequent meeting, the Task Force formally endorsed the draft recommendation as a text amendment to the Zoning Ordinance, the proposed text amendment language as revised, and the Guiding Document as revised. There was universal agreement on the key aspects of the draft recommendation with the exception of some dissenting opinion on the parking maximum, and the fact that, as proposed, developers seeking to build more parking than allowed would be required to apply for an SUP Parking Modification request to City Council. These members stated that projects should be allowed to provide more parking than the established ratio if projects warrant. Other members argued that the parking maximum establishes important public policy, while still allowing some flexibility through the modification process.

As part of both data collection and in vetting the draft alternative recommendations, staff consulted with local jurisdictions (Arlington County, Montgomery County, and Washington, DC) and other parking managers and transportation planners. Staff wanted the final draft recommendation to reflect the industry's best practices and be responsive to on-the ground realities in Alexandria parking management. The consultation meetings were helpful in identifying potential challenges.

Staff also shared the draft alternative recommendations with NAIOP, the Commercial Real Estate Development Association. Members of NAIOP provided their perspective with financing on-site parking and balancing market demands with regulatory requirements. They expressed general support for both the draft recommendation and the proposed parking ratios, as well as a preference for implementation through a text amendment to the Zoning Ordinance.

Staff presented draft alternative recommendations to the Alexandria Federation of Civic Associations in fall 2014. Federation members provided feedback on the parking study as well as feedback on other citywide parking concerns not covered by this study. Federation members requested a change to the schedule to allow for a City Council Work Session in addition to the already planned work sessions with Transportation Commission and Planning Commission. Staff scheduled this work session. In addition, the Federation suggested that developers should be required to fund community benefits equivalent to the value of the parking spaces that they would have been required to build under the existing regulations. The topic of community benefits is addressed below.

In March, staff presented the study and draft recommendation to the Environmental Policy Commission (EPC). The EPC endorsed approval of the recommendation and adoption as a text amendment for the environmental benefits to the City resulting from less parking and fewer cars on Alexandria roads. Also in March, the Transportation Commission held a public hearing and endorsed approval of the draft parking recommendation as a text amendment to the Zoning Ordinance. They indicated support for the recommendation because it encourages the use of fewer vehicles on City roadways, improves clarity and transparency for the public and developers, reduces staff resources spent responding to frequent parking reduction request applications, provides ratios tailored for affordable housing, allows the market to provide some direction on parking ratios, is good City policy.

The draft recommendation will be presented the Federation of Civic Associations and the Affordable Housing Advisory Committee on March 25 and April 6 respectively.

In December 2014 and January 2015, the Transportation Commission, Planning Commission, and City Council held work sessions on the Parking Study. Overall the feedback was positive, but during the worksessions and through other public engagement, a variety of concerns or questions were raised. These are summarized and addressed below.

Common Questions

Community Benefits and Legal Constraints

The topic of community benefits has been raised frequently in light of the proposed revisions to the parking standards. Many suggest that because the developer may construct less parking than before, these cost savings should be translated into a monetary contribution provided by the developer. There are a number of reasons why this is not possible. First, the City does not have the legal authority to require such a contribution when the code is changed to lower the regulations. The City's authority is limited to placing conditions on development in order to mitigate the direct impacts of the development. Any condition must have a nexus to the development's impact and be proportional to that impact. If a project requests and receives a parking modification, the City Council can require that the development mitigate any negative impacts to the transportation network and/or adjacent community. This will remain true under the new parking standards.

Further, the majority of residential and mixed-use projects already request and receive parking reductions. Over the last five years, 14 out of 15 residential/mixed-use development projects have requested and received parking reduction SUP approvals. The proposed update to the Zoning Ordinance brings the standards in line with the parking ratios that have been approved in these recent projects, so the difference between what is typically being approved today, and what will be allowed under the new regulations is minimal. Therefore, development projects already are parking at lower ratios, and any necessary mitigation of this impact is already considered in the total package of community benefits that are established as conditions of approval. Standard development conditions require a variety of transportation related benefits, including pedestrian and streetscape improvements, Transportation Management Plans, transit contributions,

structured parking, Capital Bikeshare station or contributions, and other pedestrian and bicycle facility improvements, among other benefits.

Council Review of Development Applications

Another concern that has been raised is the potential loss of City Council oversight of development applications and parking requirements. Over the last five years, City Council has approved 18 Development Site Plans (DSPs) and 78 Development Special Use Permits (DSUPs). Of the 78 DSUPs, only four were triggered by a request process for modifications to the parking standards. Under the new standards, these four requests, equivalent to 5% of the cases over the last five years, would most likely not need a parking reduction SUP. However, the City Council would continue to review the vast majority of development cases.

Requests to park below the minimum ratio (after applying all the applicable credits) or above the starting ratio, will require a parking modification SUP as spelled out in the proposed text amendment. In order to address concerns regarding potential loss of oversight, one of the originally proposed credits (5% Discretionary Credit) has been removed from the recommendation. This effectively raises the minimum ratio in the range. The Discretionary Credit was originally proposed in order to offer a flexible credit for projects that provide significant enhancements to the walkability of a neighborhood -such as a non-auto related infrastructure improvement or a mixed-use development - that contributes to reducing parking demand within the project. The credit was to be approved at the discretion of the Directors of TES and PZ. With the 5% discretionary credit now removed, if an applicant wishes to achieve a reduction beyond that which is allowed, a parking modification may be requested and the City Council can require that the development mitigate any negative impacts to the transportation network and/or adjacent community.

Visitor parking

At the work sessions, some asked whether the recommendation includes adequate visitor parking. The proposed starting ratios are inclusive of visitor parking, because the ratios were informed by data collection which included a count of all cars in the lot, whether visitors or residents. The City's current practice is that developers should provide 15% visitor parking, either on-site or on new streets created by the development. This is a policy but not a requirement. In addition to incorporating existing visitor parking, the starting parking ratios also incorporate a 10% allowance over and above existing utilization to allow for increase in demand.

On-Street Parking

A concern expressed by members of the Federation of Civic Associations is the potential for "spillover" parking onto neighborhood streets as a result of lower ratios in multi-family residential buildings. The proposed parking ratios were developed to avoid this negative impact. A sufficient buffer was built into the ratios over and above demand to ensure an adequate percentage of empty spaces within the parking garage. Some have suggested that residents of new development projects not be allowed to get on-street parking permit stickers. While this occurred with some previously approved developments in the City, the City no longer uses this practice with new development applications.

In addition, others have asked when Parking Districts and On-Street Permit Parking will be addressed. Neither of these is within the scope of this study. On-street permit parking in Old Town will be addressed through the Old Town Area Parking Study now underway. A study of the issue citywide is not on the Long Range Work Plan at this time.

Administrative Approvals for Shared Parking

At the work session, Council requested that staff investigate a process for allowing a streamlined modification to the parking requirements in approved DSUPs or SUPs to bring them into alignment with the new standards. For example, the Potomac Yard mixed-used residential/Fire Station development, now several years into occupancy, has significant excess parking. In order to lease the excess parking spaces to other projects that need more parking, the DSUP had to be amended through a full public hearing process, a time consuming effort that may create a disincentive for shared parking in other projects. The City has strictly limited opportunities for administrative amendments to conditions that are the result of public hearings, however Staff has begun discussions to investigate options for a more streamlined process, and will present Planning Commission and Council with a recommendation when a proposal is ready.

Parking Maximum

The recommendation as proposed establishes one ratio (0.8 per bedroom) for projects within the 0.5 mile Metro Walkshed and another ratio (1.0) for projects outside the 0.5 mile Metro Walkshed. In some cases, due to market factors such as housing product type, applicants may wish to provide more parking than the established ratio. In these cases, the project will have to apply for a parking modification SUP. Some members of the Task Force expressed concern with this approach, suggesting that projects should be able to provide as much parking as their project's market dictates. Others on the Task Force, and the majority of members on the Transportation Commission and Environmental Policy Commission, prefer having a maximum in place as it supports a public policy that is consistent with the City's Transportation Master Plan and Eco City Charter.

Clarity

The recommended approach is more complicated than the current approach, but this is necessary to achieve the goals of "right-sizing" the parking ratios and making them context sensitive to project locations and parking demand factors. To alleviate concern on this point, Staff has worked to improve the clarity of the proposed text amendment, and proposes greater detail and explanation in the draft *Guiding Document*, provided as Attachment 4, with guidance for applying the new ratios and credits, interpreting the walkshed maps, and using the walkability index.

III. Discussion of Proposed Text Changes

The proposed text changes to amend Article II, "Definitions", Section 2-100; Article VIII, "Off-Street Parking and Loading", Sections 8-100, 8-200, and 8-400; Article IV, "Commercial, Office, and Industrial Zones, Section 4-1400; and Article VI, "Special and Overlay Zones", Section 6-700 of the Zoning Ordinance will result in multi-family parking standards that are "right-sized" to reflect current City policy and practice, changing demographics, and market

demands. The new standards provide a framework for parking ratios to be lower, based on the development project's geographic context, proximity to transit, access to bus, and inclusion of studio units. The new standard also has provisions for parking that is tailored for affordable multi-family housing.

The proposed text changes include six sections of the Zoning Ordinance; however, two other sections are not proposed for revision. "Accessory multi-family uses" within the King Street Retail Zone (KR) and Commercial Downtown Zone (CD) are not subject to the new parking requirements because those dwelling units are accessory to commercial, retail, and office uses. The second phase of the parking study (to commence October 2016) will consider parking demand and utilization of commercial, office, and retail uses.

IV. Recommendation

Market-Rate Housing Parking Standards

The parking ratios for multi-family market-rate housing are categorized in two geographic areas - within the 0.50-mile walkshed of a Metrorail station and outside of the 0.50-mile walkshed of a Metrorail station. The ratios were determined by evaluating the current observed parking demand (during the data collection site visits) 10% buffer to allow for an increase in demand and for practical capacity, which is the level of utilization within a parking facility that ensures a percentage of spaces remain vacant to allow for turnover and so the parking lot is not perceived as full.

This initial parking ratio is a starting point, from which projects may apply allowable credits according to the development's proximity to transit, walkability, and percentage of studio units. The parking ratios and allowable deductions for market rate housing are shown in Table 1 and Table 2 below:

Table 1

Development Project Location	Parking Ratio
Project located within 0.5 mile of Metrorail Station walkshed	0.8 space/bedroom
Project located outside of 0.5 mile Metrorail Station walkshed	1.0 space/bedroom

Table 2

Allowable Credits on Parking Ratios	
Project outside 0.5 mile Metrorail Station walkshed but within 0.5 mile BRT stop walkshed	10%
Walkability Index score is between 90-100 OR Walkability Index score is between 80-89	10% -or- 5%
Four or more bus routes stop within .25 mile of development entrance	5%
Development project has 20% or more studio units	5%

Affordable Housing Parking Standards

For income-restricted affordable housing, parking demand tends to be driven by unit and not individual bedroom counts. The per-unit ratio is a better measure for car ownership and usage in affordable housing units since they are closely monitored and usually occupied by one household typically sharing resources, including cars, childcare, and other needs. Data collection and analysis supports this. Market-rate units, in this urban area, have far more occurrences of multiple heads of household sharing two- or three-bedroom units, leading to higher parking demand, which makes a per bedroom parking ratio more accurate for market rate units.

The proposed parking requirements for affordable housing are optional. Affordable housing developments can apply market-rate parking ratios instead, if desired. The recommendation includes a tiered set of per unit ratios based on the household area median income (AMI) that the housing unit serves. Area median income reflects the income level at which half of all families in the area earn more and half earn less. The 2015 AMI in the Washington, DC Metropolitan area is \$109,200 for a household of four. A four-person household at 60% AMI would have income at or below \$64,200, at 50% the household income would be at or below \$58,850, and at 30% the household income would be at or below \$32,100. The City would confirm compliance with the income levels as part of its ongoing monitoring of affordable units. Like the market-rate projects, the affordable unit's parking ratio can be lowered if the development project in which it is located meets certain criteria. The starting ratios and allowable credits are shown in Tables 3 and 4 below:

Table 3

Household Income Being Served	Parking Ratio
Housing Units Affordable at or below 60% AMI	0.75 space/unit
Housing Units Affordable at or below 50% AMI	0.65 space/unit
Housing Units Affordable at or below 30% AMI	0.50 space/unit

Table 4

Allowable Credits on the Parking Ratios	
Project located within 0.5 mile Metrorail Station walkshed OR the 0.5 mile BRT stop walkshed	10%
Walkability Index score is between 90-100 OR Walkability Index score is between 80-89	10% -or- 5%
Four or more bus routes stop within 0.25 mile of development project entrance	5%
Development project has 20% or more studio units	5%

Applying the Draft Recommendation

The new parking ratios for multi-family market-rate and affordable housing will be applied within the following framework:

- Applying the performance-based credits to the starting parking ratios is optional; however, it informs the appropriate ratio for the development project. The final parking

ratio for each project will reflect the needs of the project and its neighborhood; and, it will be approved by the Planning Commission and City Council with the development approval for the project.

- For market-rate units, development projects are not required to provide parking for the third and fourth bedrooms, but may do so if desired.
- Visitor parking is included in the starting parking ratios. It is recommended that developments set aside 5-10% of the parking for visitor parking.
- A project requesting a parking ratio higher than the starting ratio or lower than what is allowed by applying the performance-based credits will require a parking modification Special Use Permit with review and approval by the Planning Commission and City Council.
- To allow for possible physical constraints in the layout of a parking structure, each development is permitted to provide 5% more or 5% less parking than is required under this recommendation without a Special Use Permit.

The final parking ratio should be calculated using the following equation:

$$\text{Final Parking Ratio} = (\text{Parking Ratio}) - (\text{Parking Ratio} \times (\text{Credit 1} + \text{Credit 2} + \text{Credit 3}))$$

Because this is a new approach for parking standards in the City, Staff has developed a *Guiding Document* that will provide guidance on implementation of the new parking standards for both market-rate and affordable multi-family residential development projects, including instructions on calculating parking ratios, explanation of the applicability and exclusions of the new standards, process for requesting modifications to the new standards, additional guidance on applying and interpreting the walkshed maps, and definitions of relevant terms. The *Guiding Document* is provided as Attachment #4.

Walkshed Maps

Studies have shown that residents who live within an acceptable walking distance of public transit will use transit, own fewer cars, and create less demand for parking facilities. Current research in transportation-oriented development, land use planning, and transit planning indicate that the acceptable walking distance from a commuter's home to transit facilities is approximately 0.5 mile for rail and 0.25 mile for bus. Research published by the Washington Metropolitan Transit Authority (WMATA) in 2014 demonstrates that 90% of its peak AM riders live within its 0.5 mile walkshed. The walkshed is defined as a true walking distance – where there are sidewalks and walking paths that create a walking route – and not an “as the crow flies” buffer.

To reflect this, and to avoid requiring unneeded parking near Metro Stations, where parking is especially challenging and expensive to build, credits on parking ratios are available for projects that are within true walking distance from a Metrorail station and Bus Rapid Transit (BRT) stop. WMATA published walkshed maps for each of its Metrorail stations to illustrate its 0.5

walkshed. Using WMATA's walkshed as a model, City staff used the City of Alexandria's GIS data to create Alexandria walkshed maps for Metrorail stations and BRT stops. These maps have been adjusted to fully include all blocks that were partially within the original 0.5-mile walkshed. So, for example, if a portion of a block was included in the 0.5-mile walkshed, staff manually adjusted the boundary to include the entire block. Therefore, the maps actually include a slightly larger walkshed area than 0.5 mile. The maps are located in the proposed text amendment (Attachment 1) and the draft *Guiding Document* (Attachment 4).

If a development project is not within the boundary of the maps and wishes to apply for these credits, the developer must demonstrate to the satisfaction of the Directors of the Departments of Planning and Zoning and Transportation and Environmental Services that the development project's main entrance is located within walking distance of a Metrorail station or BRT stop. The walking distance must be calculated using sidewalks and formalized walking paths.

The City will update the walkshed maps when new BRT stops and Metrorail 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 Development Special Use Permit (DSUP) application.

Measuring Neighborhood Walkability

Staff's data analysis showed a clear relationship between development projects' parking utilization and the walkability of the neighborhood in which developments are located. Staff initially used the web application Walk Score (walkscore.com), to determine the walkability of each development's neighborhood. Walk Score measures walkability by analyzing walk routes and neighborhood amenities from the perspective of pedestrians. The higher the walk score, the higher the level of walkability in that neighborhood. Staff observed that neighborhoods with access to a diversity of land uses, concentration of neighborhood amenities, smaller blocks, and a network of sidewalks and pedestrian paths displayed higher walkability scores. Projects with high walk scores in the data collection set, on average, displayed a lower parking utilization than those that had lower walk scores. In the draft recommendation, high walkability scores trigger optional credits that can be applied to the starting parking ratios.

Tying Alexandria's walkability index to Walk Score, a private company, is problematic in the long term, in that it could at any point restrict free public access or cease operations, and that their methodology is confidential and proprietary. For these reasons, staff developed a draft Alexandria-specific index informed by the *Surrounding Density & Diverse Uses Credit of the Location & Transportation* suite of the LEEDv4 Rating System. This performance-based approach assigns a walkability index score to a development project based on proximity to a diverse number of neighborhood services, civic and community facilities, retail, and community anchors. A chart identifying the qualifying Uses or Services Type and number of points each is granted can be found in the *Guiding Document* (Attachment #4). It will be updated by staff as conditions change. Staff will continue to test and refine the draft Alexandria Walkability Index. When final, it will be used in place of Walk Score.

Implementation Approach: Text Amendment

Staff recommends that the draft recommendation be approved as a text amendment to the Zoning Ordinance, replacing the existing parking requirements for multi-family housing citywide. The benefits of updating the Zoning Ordinance include 1) aligning the City's parking regulations with current City plans and practice, 2) increasing transparency about the City's parking requirements, adding certainty for the community and developers, 3) reducing the number of parking reduction SUP requests for multi-family housing, prioritizing City staff resources for other tasks, and 4) implementing a tool identified in the Housing Master Plan to maximize production of affordable housing.

Approving the new standards as a text amendment to the Zoning Ordinance is consistent with the objective of this study as originally outlined in the resolution establishing the Parking Task Force. However, in response to City Council's request to investigate options that might allow for increased mitigation contributions, staff investigated alternative implementation approaches. One option is that the draft recommendation be approved as a new City policy that would inform the parking ratios determined through the SUP process. As a policy, it could act as an interim pilot of the proposed recommendation to be tested until the commercial phase of the Parking Study is completed several years from now.

Staff has determined that while this is an acceptable alternative, it is not the preferred path, as it does not accomplish the original intent of the study nor provide the benefits of a text amendment. A new policy, even if in line with current City practice, retains an outdated Zoning Ordinance, promotes the requirement for developers to apply for parking reductions, would not promote an efficient use of staff resources, and would continue to contribute to the public confusion and lack of understanding about the City's parking requirements. Further, it could result in continued over-supply of parking in some transit-rich locations, running counter to the City's transportation and environmental policies.

The draft recommendation, if approved by the City Council, would retain the City Council's purview over further parking modifications (for developers to provide more or less parking than established in the proposed standards) through the Special Use Permit process. If a project requests and receives a parking modification, the City Council could require that the development mitigate any negative impacts to the transportation network and/or adjacent community.

Consistency with City Plans

The proposed revision of the City's multifamily residential parking standards implements recommendations found in multiple City Plans. Most of the City's recent Small Area Plans have established lower parking ratios in Metro proximate locations, including *Eisenhower East*, *Braddock Metro Neighborhood Plan*, *North Potomac Yard* and *Beauregard*. In addition, the recommendation aligns with *City Council Strategic Plan* Goals 1 and 3, which envision a "...City with quality development and redevelopment, a strong, diverse and growing local economy, as well as a multimodal transportation network that supports sustainable land use and

provides internal mobility and regional connectivity for Alexandrians.” The City’s *Transportation Master Plan* calls for “...transit-oriented development (TOD) and the principles of TOD ...including maximum parking ratios, unbundled parking infrastructure, ... and parking management strategies for development and redevelopment of properties proximate to Metrorail stations.” Alexandria’s *Eco-City Charter* envisions a city “Where we travel less and less by car and increasingly by mass transit, walking, and bicycling.” Finally, the *Housing Master Plan* recommends that the City “Establish a policy for the reduction of parking requirements in projects that meet minimum thresholds of affordable housing.”

- Attachments:
1. Proposed Zoning Text Changes
 2. Data Collection Spreadsheets
 3. Task Force Roster and Schedule of Public Meetings
 4. Guiding Document
 5. Letters of Support:
 - Transportation Commission
 - Parking Standards for New Development Projects Task Force

PROPOSED ZONING TEXT CHANGES

ARTICLE II. - DEFINITIONS

Sec. 2-100 - Definitions.

2-201.1 Walkability Index

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

2-182.05 Parking Ratio:

A measurement that indicates the relationship between the number of parking spaces and the specified indicator in a particular land use such as square footage, number of seats, units, bedrooms.

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 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.**

(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) Parking Ratio.

i. Metro Station Walkshed Area: Multifamily dwellings located on property within the Metro Half-Mile Walkshed as shown on the Map approved herewith titled "City of Alexandria Metro Station Walkshed Map" as the same may be amended from time to time to incorporate new Metro stations:

i. Shall provide eight tenths (.80) of parking space per bedroom, unless the applicant shows, to the satisfaction of the Director, that the Multifamily Dwelling complies with any of the following in which case the ratio shall be reduced by the percentage as shown:

- (A) Five percent (5%) if the Multifamily Dwelling is within a quarter ($\frac{1}{4}$) of a mile of four or more active bus routes;
- (B) Ten percent (10%) if the Multifamily Dwelling has a Walkability Index of 90-100 or five percent (5%) if the multifamily dwelling has a Walkability Index of 80-89; or
- (C) Five percent (5%) if the Multifamily Dwelling includes twenty percent (20%) or more studio units;

ii. Outside the Metro Station Walkshed Area: Multifamily dwellings located on property not within the Metro Half-Mile Walkshed:

i. Shall provide one (1.0) parking space per bedroom, unless the applicant shows, to the satisfaction of the Director, that the Multifamily Dwelling complies with any of the following in which case the ratio shall be reduced by the percentage as shown:

- (A) Ten percent (10%) if the Multifamily Dwelling is outside of the Metro $\frac{1}{2}$ Mile Walkshed but within the Bus Rapid Transit $\frac{1}{2}$ Mile Walkshed as shown on the Map approved herewith titled "City of Alexandria Bus Rapid Transit Walkshed Map" as the same may be amended from time to time to incorporate new operational Bus Rapid Transit Stops;
- (B) Five percent (5%) if the Multifamily Dwelling is within a quarter ($\frac{1}{4}$) of a mile of four or more active bus routes;
- (C) Ten percent (10%) if the Multifamily Dwelling has a Walkability Index of 90-100 or five percent (5%) if the multifamily dwelling has a Walkability Index of 80-89; or
- (D) Five percent (5%) if the Multifamily Dwelling includes twenty percent (20%) or more studio units.

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

- 1 a. Three quarters (.75) of a parking space per unit if the
2 affordable housing unit is income-restricted for
3 households earning at or below sixty percent (60%) of
4 Area Median Income for Washington-Arlington-
5 Alexandria, DC-VA-MD-WV;
6 b. Sixty five hundredths (.65) of a parking space per unit if
7 the affordable housing unit is income-restricted for
8 households earning at or below fifty percent (50%) of
9 Area Median Income for Washington-Arlington-
10 Alexandria, DC-VA-MD-WV; and
11 c. Five tenths (.50) of a parking space per unit if the
12 affordable housing unit is income-restricted for
13 households earning at or below thirty percent (30%) of
14 Area Median Income for Washington-Arlington-
15 Alexandria, DC-VA-MD-WV;
16 d. The above parking ratios may be reduced by the
17 following percentages if the applicant can show, to the
18 satisfaction of the Director, that the Multifamily
19 Dwelling in which the units are located complies with
20 any of the following:
21
22 (A) Ten percent (10%) if the Multifamily Dwelling is
23 within the Metro ½ Mile Walkshed or Bus Rapid
24 Transit ½ Mile Walkshed, as shown on the Maps
25 titled “City of Alexandria Metro Station Walkshed
26 Map” and “City of Alexandria Bus Rapid Transit
27 Walkshed Map”;
28 (B) Five percent (5%) if the Multifamily Dwelling is
29 within a quarter (¼) of a mile of four or more active
30 bus routes;
31 (C) Ten percent (10%) if the Multifamily Dwelling has a
32 Walkability Index score of 90 – 100 or five percent
33 (5%) if the Multifamily Dwelling has a Walkability
34 Index score of 80-89; or
35 (D) Five percent (5%) if the Multifamily Dwelling
36 includes twenty percent (20%) or more studio units.

37
38
39 (b) Calculation of the Number of Bedrooms: For purposes of calculating the
40 required number of parking spaces for a Multifamily Dwelling, the
41 following shall apply:

- 42 iv. studio units shall be considered one bedroom;
43 v. one bedroom units shall be considered one bedroom;
44 vi. two bedroom units shall be considered two bedrooms;

- vii. any bedroom above the second bedroom in a unit may be included, but is not required to be included, in the total count; and
- viii. if the Multifamily Dwelling includes affordable units that are exercising the optional parking ratio for affordable housing pursuant to 8-200(A)(2)(a)(iii) herein, such units shall be removed from the count and calculated separately with the applicable ratios.

(c) Parking Requirement: the parking requirement for the Multifamily Dwelling shall be the number of bedrooms calculated pursuant to section (b) above multiplied by the parking ratio calculated pursuant to section (a) above, subject to the following:

- i. Parking Ratio Requirement adjustment: any parking requirement may be adjusted within five percent (5%) of the requirement if the Director determines that physical requirements of the building prevent compliance with the specific number of parking spaces required; and
- ii. The final ratio represents a minimum and a maximum requirement. Modification of the parking requirement may be requested with a special use permit pursuant to Sections 8-100(A)(4) and 8-100(A)(7).

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.

- (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.

(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.

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.

- 1
2 (2) Single-family, two-family, and row or townhouse ~~and multifamily dwellings~~
3 shall have one parking space per dwelling unit.
4
5 (3) Freestanding retail and service operations shall have one parking space for each
6 500 square feet of floor area.
7
8 (4) Freestanding restaurants shall have one parking space for each ten seats; except
9 that for carry-out restaurants there shall be no requirement.
10
11 (5) Automobile service stations shall have one parking space for each service bay;
12 except that for self-service operations, there shall be provided one parking space
13 for each employee.
14
15 (6) Hotels shall have 0.7 of a parking space for each guest room.
16
17 (7) Amusement enterprise shall have one parking space for each 200 square feet of
18 floor area.
19
20 (8) Hotel or office building projects with retail, restaurant or amusement enterprises
21 as ancillary uses. No parking shall be required for the first 10,000 square feet of
22 floor area for restaurants, for the first 10,000 square feet of floor area for retail
23 uses and for the first 1,000 square feet of floor area for amusement enterprises;
24 provided, that such uses occupy not more than 25 percent of the total floor area of
25 the mixed use building project. Parking for the excess floor area for such ancillary
26 uses above 25 percent shall be provided at one space for each 1,000 square feet of
27 floor area.
28
29

30 *****

31
32 **ARTICLE IV. - COMMERCIAL, OFFICE AND INDUSTRIAL ZONES**
33

34 *****

35
36 ***Sec. 4-1400 - NR/Neighborhood retail zone (Arlandria).***
37

38 *****

39
40 **4-1407 - Parking.**
41

42 The parking requirements of article XIII of the zoning ordinance and with an
43 administrative permit granted by the director of planning and zoning, the following
44 provisions shall apply as to off-street parking:
45

- (A) In order to maintain the existing supply of private off-street parking spaces, these spaces shall be retained and may be shared until such time as centralized parking facilities are constructed. Such shared arrangements shall be reviewed and approved by the director of planning and zoning;
- (B) Existing restaurants may add up to 20 outdoor dining seats with no additional off-street parking requirement;
- (C) When there is a change in use to a use which has the same or lesser parking requirement than the previous use, no additional parking shall be required. When there is a change in use which has a greater parking requirement than the previous use and is located within 500 feet of a public parking lot or facility and when the development proposal complies with the design and retail guidelines, no additional off-street parking is required subject to review and approval by the director of planning and zoning;
- (D) The on-site parking requirement for newly constructed buildings or additions to existing buildings of up to 5,000 square feet shall be 40 percent of the requirement in article VIII, provided the subject property is located within 500 feet walking distance of a public parking facility;
- (E) Newly constructed buildings, except for buildings to be occupied by live theater, with greater than 5,000 square feet or more than 500 feet from a public parking facility shall provide the off-street parking required by article VIII of the zoning ordinance;
- (F) Newly constructed residential apartment units shall ~~provide at least one on-site, off-street parking space per unit~~ shall comply with off-street parking required by article VIII of the zoning ordinance for multifamily buildings.

ARTICLE VI. - SPECIAL AND OVERLAY ZONES

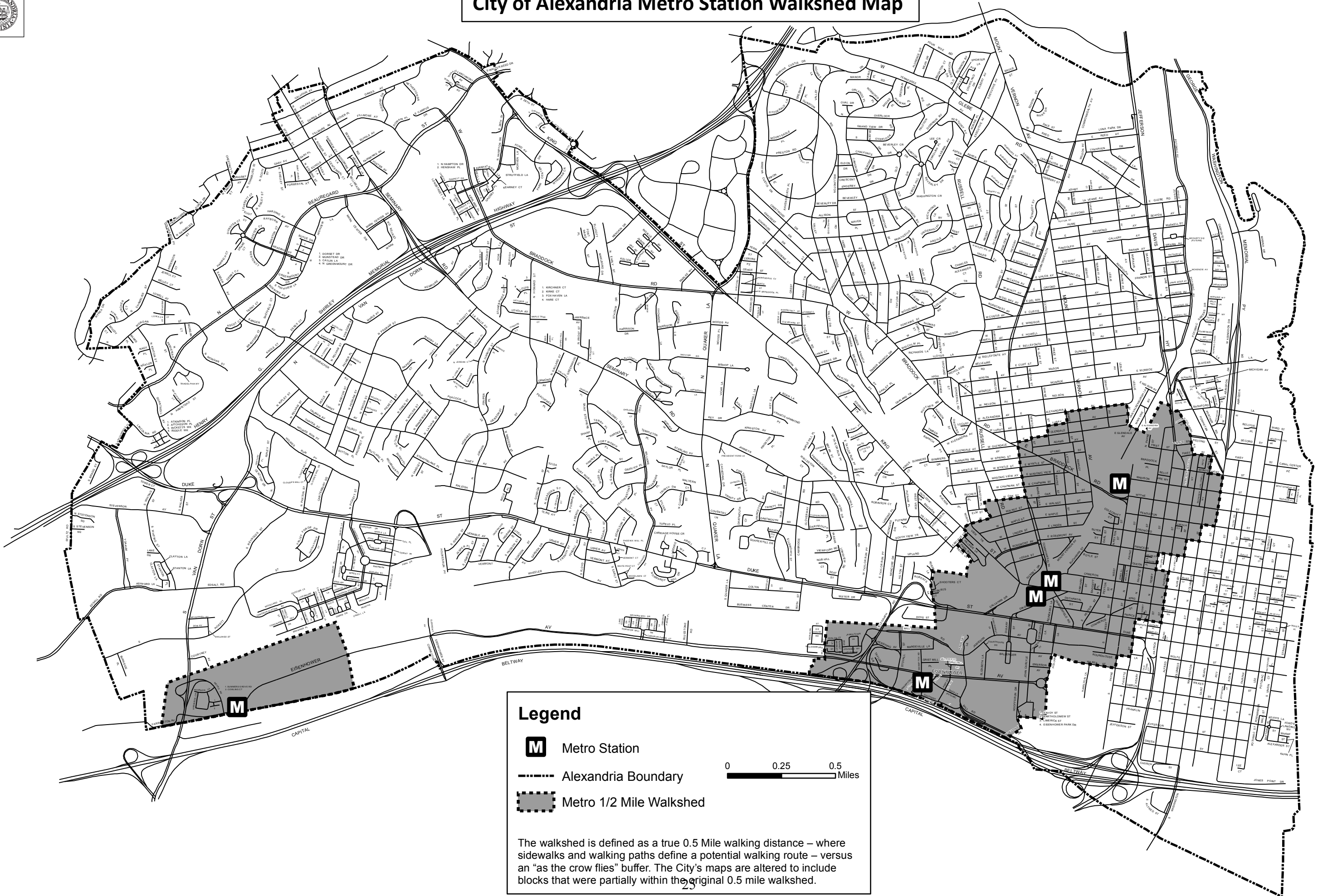
Sec. 6-700 - KR/King Street Urban Retail Zone

6-703 - Parking requirements for residential uses.

Notwithstanding any contrary provisions of this ordinance, for residential uses, other than multifamily dwellings, a minimum of one parking space is required for each dwelling unit.



City of Alexandria Metro Station Walkshed Map

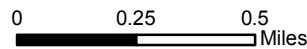


Legend

M Metro Station

----- Alexandria Boundary

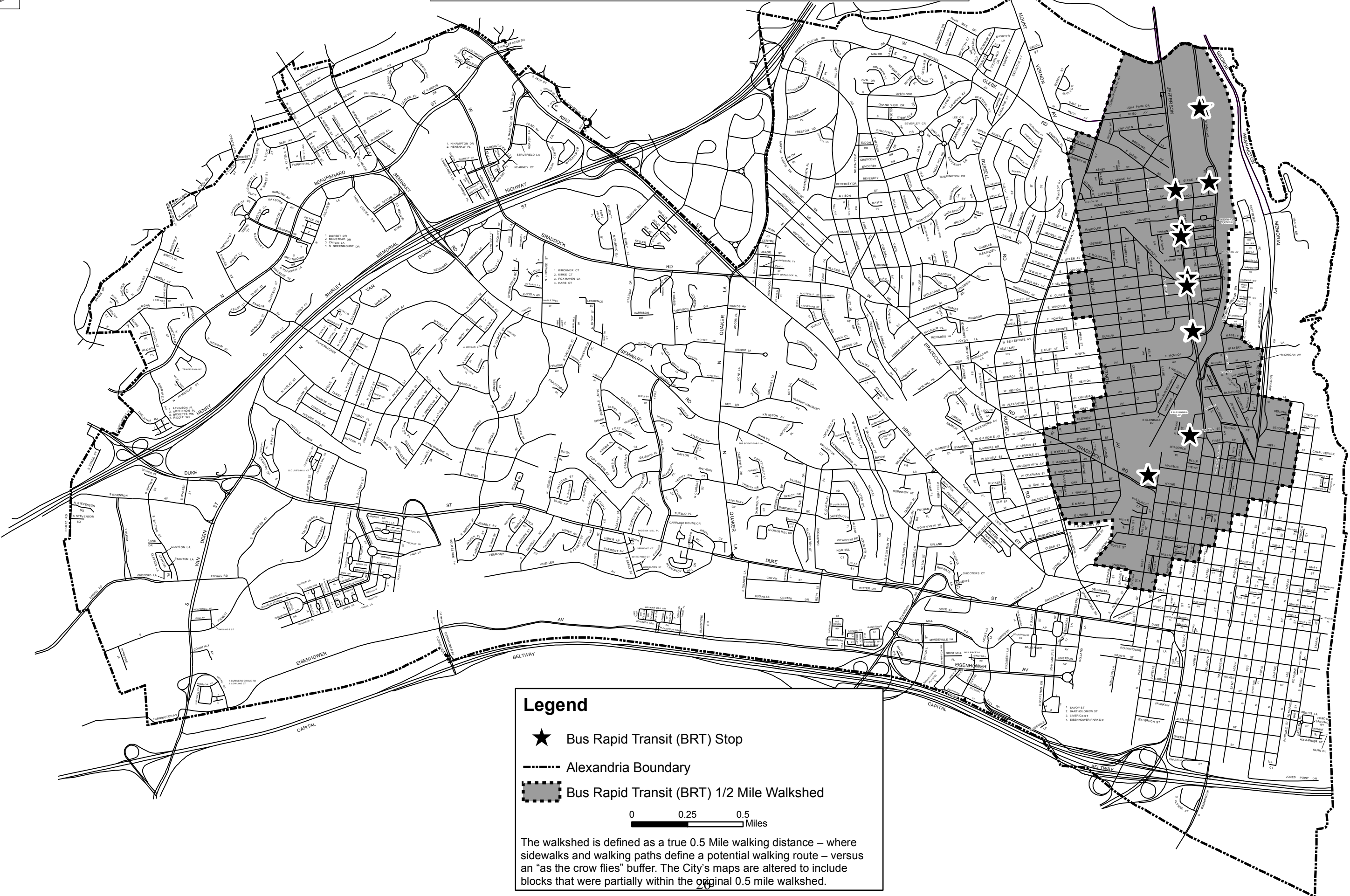
██████ Metro 1/2 Mile Walkshed



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.

Surveyed Sites: Market-Rate Multi-Family Housing

On-site parking counts were conducted at each site on two weekday evenings from 10pm – midnight

Property Name	Distance from Metro		# of Dwelling Units	Provided Parking Ratio	Average Per Unit Demand Based Parking Ratio	Car ownership	Average Per Bedroom Demand Ratio	Demand Based Ratio/Provided Ratio	Construction Year	RPP Dis. #	DSUP Conditions ⁽³⁾	Fee for On-site Parking		Average On-street Occupancy (%)	On-site TMP	# of Bus Routes Serving the Area	Walk Score ⁽⁴⁾	Bike Score
Site A1	0.1	<.25 mile	369	1.2	0.9	281	0.6	0.7	2007	-	No	Yes	\$75	74%	Yes	3	83	58
Site A2	0.2		206	1.2	1.0	60	0.7	0.8	2013	5	Yes	Yes	\$75	56%	Yes	6	86	65
Site A3	0.2		480	1.1	0.9	234	0.7	0.8	1992	5	Yes	Yes	\$75	54%	Yes	4	80	64
Site A4	0.2		315	1.7	1.2	281	0.8	0.7	2000	-	No	Yes	\$100	79%	Yes	1	82	56
Site A5	0.2		169	1.6	1.0	108	0.7	0.7	2008	5	Yes	Yes	N/A	55%	Yes	6	86	65
Average				1.4	1.0	193	0.7	0.7										
Site B1	0.4	Between .25 mile and 1 mile	403	1.2	0.8	265	0.6	0.7	2001	-	No	Yes	\$75	26%	Yes	3	92	61
Site B2	0.5		64	1.8	1.3	79	0.6	0.7	2007	5	Yes	N/A	N/A	59%	No	2	95	63
Site B3	0.5		58	2.0	1.8	88	0.7	0.9	2009	-	No	N/A	N/A	55%	No	4	94	62
Site B4	0.7		169	1.4	1.4	206	0.7	1.0	1974	-	No	N/A	N/A	N/A	No	3	71	47
Site B5	0.6		57	1.6	1.1	54	0.6	0.7	2011	3	Yes	N/A	N/A	52%	No	4	80	64
Average				1.6	1.3	138	0.7	0.8										
Site C1	1.5	> 1 mile	141	1.7	1.5	134	1.1	0.9	2009	-	No	Yes	\$50	60%	No	4	69	55
Site C2	1.5		104	1.3	1.1	104	0.6	0.8	2006	12	No	No	\$0	85%	No	4	83	26
Site C3	2		588	1.5	1.3	520	0.9	0.8	2002	-	No	Yes	\$50	71%	Yes	3	75	81
Site C4	2.1		350	1.2	1.1	383	0.9	1.0	1968	-	No	No	\$0	62%	No	4	62	42
Site C5	2.6		416	1.3	1.3	475	0.9	1.0	1946	-	No	No	\$0	90%	No	2	65	83
Site C6	3.1		547	1.2	1.4	665	0.9	1.2	1962	12	No	No	\$0	99%	No	7	69	47
Average				1.4	1.3	380	0.9	1.0										

Data was collected in November 2013

Data Collection Sites: Income-Restricted Affordable Multi-Family Housing

On-site parking counts were conducted at seven of the 9 sites on one weekday evening from 10pm – midnight.

Property Name	Distance from Metro or BRT	Number of units	number of passes issued	Observed Parking @ 10 PM	Car Ownership	Walk Score	# Bus Routes	Observed Parking Utilization (Per Unit)
Site D1	Within Metro or BRT Walkshed	64	NA	59	49	68	3	0.92
Site D2		62	NA	NA	NA	91	5	NA
Site D3		114	x	NA	60	82	2	0.53
Site D4		78	NA	NA	NA	76	3	NA
Site E1	Outside of Metro or BRT Walkshed	34	NA	7	24	77	3	0.21
Site E2		44	NA	27	87	77	3	0.61
Site E3		41	NA	27	42	77	1	0.66
Site E4		48	21	NA	41	53	3	0.44
Site E5		52	52	NA	77	95	4	1.00

Parking Standards for New Development Projects Task Force

Representation	Name
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Transportation Commission (1)	Kerry Donley
Traffic and Parking Board (1)	James Lewis
Former Old Town Area Parking Study (OTAPS) Work Group (1)	John Gosling
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At-Large Alexandria Residents (3) (with expertise in regional transportation or parking issues)	Andrea Hamre
	Danielle Fidler
	M. Catharine Puskar

Task Force Meetings

Meeting	Date
Expert Panel Event: “Why Right-Sized Parking Matters: National and Regional Best Practices, Local Level Implementation, Impacts & Community Benefits”	March 31, 2014
Parking Study Task Force Public Meeting #1: Parking Study Process, Background, Task Force, Alexandria existing parking policies, standards, and conditions, DSUP Parking Reductions	April 9, 2014
Parking Study Task Force Public Meeting #2: Share findings of data collection, initial discussion of key factors impacting parking demand	May 14, 2014
Parking Study Task Force Public Meeting #3: Best practices in local and national jurisdictions, initial recommendations	June 11, 2014
Parking Study Task Force Public Meeting #4: Discuss Alternative Initial Parking Recommendations	October 22, 2014
Parking Study Task Force Public Meeting #5: Discuss Parking Recommendations	March 12, 2015
Parking Study Task Force Public Meeting #6: Discuss Parking Recommendations	March 24, 2015

Parking Standards for Multi-Family Residential Development Projects

Guiding Document
DRAFT

March 2015



City of Alexandria
Department of Planning and Zoning
Department of Transportation and
Environmental Services

Parking Standards for Multi-Family Residential Development Projects

Guiding Document



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Overview

In 2013, the City of Alexandria initiated Phase 1 of a two-phase study to update its citywide parking standards codified in the Zoning Ordinance. Phase 1 focused on multi-family parking and is discussed in this *Guiding Document*. Phase 2 will commence in FY 2017 and will focus on commercial, office, and retail parking.

Since the parking standards were last updated in the 1960s, opportunities for alternate modes of travel in urban areas have increased and single-occupancy auto travel as well as per household car ownership have declined. These trends highlight the decrease in consumer demand for vehicles and, by extension, parking facilities. The goal of this study is to “right-size” the City’s parking standards to reflect City policies, changing demographics, and market trends.

Extensive data collection and research conducted for this study indicate that, on average, more parking is provided at multi-family residential developments than is being used. The data show a direct relationship between lower parking utilization and the following factors:

- proximity to transit;
- walkability of the neighborhood and proximity of neighborhood services;
- income restricted affordable housing units; and
- percentage of studio units in the development.

After analyzing local data, researching national best practices and trends, and consulting with developers and practitioners, City staff created a performance-based parking standard that responds to these factors that most impact parking demand.

The Parking Standards for Multi-Family Residential Development Guidelines is a user’s guide to understanding and applying the City’s new “right-sized” parking standards for new multi-family development projects. It includes:

- details of the new parking standards for both market-rate and affordable multi-family residential development projects;
- instructions on calculating parking ratios;
- explanation of the applicability and exclusions of the new standards;
- process for requesting modifications to the new standards;
- guidance on applying and interpreting the walkshed maps and walkability index;
- definitions of relevant terms;
- walkshed (i.e., walkable area) maps;
- walkability index scoring chart; and
- parking ratio and parking space requirement calculation chart

New Multi-Family Parking Standards

Parking Ratios and Allowable Credits

The new parking standards establish parking ratios with allowances for lower ratios when particular conditions are met. This parking ratio is a starting point, from which projects may apply allowable credits according to the development's proximity to transit, walkability index score, and percentage of studio units within the development project.

Table 1 shows the parking ratios for market-rate housing developments. Projects located within ½ mile walking distance of a Metro Station have a 0.8 per bedroom parking ratio. Projects outside of the ½ mile walking distance of a Metro Station have a 1.0 per bedroom parking ratio. Table 2 shows the allowable credits, or deductions, that can be applied to the parking ratios.

Table 1. Market-Rate Parking Ratios

Development Project Location	Parking Ratio
Project located within .5 mile of Metro Station walkshed	0.8 space/bedroom
Project located outside of .5 mile Metro Station walkshed	1.0 space/bedroom

Table 2. Market-Rate Allowable Credits (Voluntary)

Allowable Credits on Parking Ratios	
Project located outside 0.5 mile Metro Station walkshed but within 0.5 mile BRT stop walkshed	10%
Walkability Index score is between 90-100	10%
Walkability Index score is between 80-89	5%
Four or more bus routes stop within .25 mile of development entrance	5%
Development project has 20% or more studio units	5%

Income-restricted affordable housing units may apply parking ratios according to the household income that the units serve. Local data collected supports the direct correlation of lower parking demand and income-restricted housing units. Table 3 shows that income-restricted affordable units at or below 60% AMI have a 0.75 parking ratio per unit, units at or below 50% AMI have a 0.60 parking ratio per unit, and units at or below 30% AMI have a 0.50 parking ratio per unit. As with market-rate housing units, allowable credits, or deductions, can be applied to the parking ratios as shown in Table 4.

Table 3. Income-Restricted Affordable Housing Parking Ratios (Voluntary)

Household Income Being Served	Parking Ratio
Housing Units Affordable at or below 60% AMI	0.75 space/unit
Housing Units Affordable at or below 50% AMI	0.65 space/unit
Housing Units Affordable at or below 30% AMI	0.50 space/unit

Table 4. Income-Restricted Affordable Housing Allowable Credits (Voluntary)

Allowable Credits on Parking Ratios	
Project located within 0.5 mile Metro Station walkshed OR the 0.5 mile BRT stop walkshed	10%
Walkability Index score is between 90-100	10%
Walkability Index score is between 80-89	5%
Four or more bus routes stop within .25 mile of development project entrance	5%
Development project has 20% or more studio units	5%

It should be noted that the parking ratio for income-restricted affordable housing is established on a **per unit basis**, whereas the parking ratios for market-rate housing is established on a **per bedroom basis**. The per unit ratio is a better measure for car ownership and usage in affordable housing units since the units are closely monitored and usually occupied by one household typically sharing resources, including cars, childcare, and other needs. Data collection and analysis supports this. Market-rate units, in this urban area, have far more occurrences of multiple head of households sharing two- or three-bedroom units, leading to higher parking demand, which makes a per bedroom parking ratio more accurate in market-rate units.

How to Calculate the Number of Bedrooms

For market-rate projects, in order to calculate the required number of parking spaces, first the number of bedrooms must be determined. The definition of bedroom comes from the Building Code. For calculating the number of bedrooms, the following applies:

- Studio units shall be considered one bedroom;
- One bedroom units shall be considered one bedroom;
- Two bedroom units shall be considered two bedrooms;
- Any bedroom above the second bedroom in a unit *may* be included, but is not required to be included, in the total count; In other words, projects are not required to provide parking for the third and fourth bedrooms, but may do so if desired; and
- If the building includes affordable units that are exercising the optional parking ratio for affordable housing, such units shall be removed from the count and calculated separately on a per unit basis.

How to Calculate the Final Parking Ratio

The final parking ratio should be calculated using the following equation:

$$\text{Final Parking Ratio} = (\text{Parking Ratio}) - (\text{Parking Ratio} \times (\text{Credit 1} + \text{Credit 2} + \text{Credit 3}))$$

The framework for the new parking standards applies as follows:

- Applying the credits to the parking ratio is optional; however, it informs the appropriate ratio for the development project. The final parking ratio for each project will reflect the needs of the project and its neighborhood; and, it will be approved by the Planning Commission and City Council with the development approval for the project.
- Applying the “Income-Restricted Affordable Housing Parking Standards” is not compulsory but optional for those development projects that are eligible.
- The final ratio represents a minimum and a maximum requirement. Modification of the parking requirement may be requested with a special use permit.
- A project requesting a parking ratio higher than the parking ratio (maximum – no credits applied) or lower than the final parking ratio (minimum with applicable credits) will require a parking modification Special Use Permit with review and approval by the Planning Commission and City Council. If a project requests and receives a parking modification, the City Council could require that the development mitigate any negative impacts to the transportation network and/or adjacent community.

How to Calculate the Parking Requirement

The parking requirement (number of total spaces required) for market-rate housing is equal to the number of bedrooms (as defined above) multiplied by the final parking ratio (as defined above). The parking requirement (number of total spaces required) for affordable housing is equal to the number of units multiplied by the applicable final parking ratio (as defined in Tables 3 and 4). In addition:

- Visitor parking is included in the parking ratios. It is recommended that developments set aside 5-10% of the parking for visitor parking.
- To allow for possible physical constraints in the layout of a parking structure, each development is permitted to provide 5% more or 5% fewer parking spaces than required under this recommendation without a Special Use Permit.

Applicability of New Parking Standards Regulation with Existing City Regulations

Coordinated Development Districts

Generally, Coordinated Development District (CDD) zones that address parking requirements in their regulations are not affected by a change to the citywide regulations. CDD zones that do not address parking requirements in their regulations are subject to citywide parking regulations, including the new parking standards discussed in the Guidelines. If a property within a CDD zone already has its CDD Concept Plan and DSUP approval, any change to zoning regulations would only apply if a change is made to its existing zoning approvals through an amendment.

Existing Approvals

Site Plan and Development Special Use Permit (DSUP) applications that have been approved but not constructed must provide parking per the development conditions of their approval. If the developer wishes to apply the new multi-family parking standards, the approved development application must be amended and re-approved via the same process as its original approval process. For site plans amendments, the application will be reviewed and considered by the Planning Commission. For DSUP amendments, the application will be reviewed and considered by both the Planning Commission and City Council.

Parking Districts and other Zoning Districts

The six general parking districts within Alexandria are established in Section 8-200(18)(a) of the Zoning Ordinance (“Parking district 6 shall encompass the area located within a radius of 2,000 feet from any entrance to any Washington/Metropolitan Transit Authority rail station. The boundaries of this and parking districts 1 through 5 shall be shown on the map designated "City of Alexandria Parking District Boundaries," dated May 26, 1987, signed by the mayor, the clerk of the council, the chairman of the planning commission, which map is on file in the office of the planning commission and which is hereby made a part of this Article VIII.”). These parking districts are used in the regulation of retail, office, and some industrial uses; not residential. Therefore, the new multi-family parking regulation will not impact the provisions of these six parking districts.

The Zoning Ordinance also includes two specific parking districts that are overlays on the parking district map - the Central Business District and the King Street Transit Parking District. The Central Business District does not address residential parking requirements so is not affected by the new regulation. The King Street Transit Parking District does address residential parking requirements and includes a specific regulation for multi-family uses within the district (8-400(B)(2)). The new parking requirements apply to the multi-family uses within the King Street Transit Parking District and the relevant zoning section is amended.

Additionally, the new parking requirements apply to multi-family uses within the King Street Urban Retail Zone (KR) and the Neighborhood Retail Zone (Arlandria) (NR); the relevant zoning sections are amended.

However, “accessory multi-family uses” within the KR and Commercial Downtown Zone (CD) are not subject to the new parking requirements and will be considered during Phase 2 of this project when commercial, office, and retail uses are studied.

Small Area Plans

The City’s Small Area Plans together make up the Master Plan for the City, which is the policy document that guides the regulations adopted either through the Zoning Map (rezonings) or the Zoning Ordinance (Text Amendments). Many of the more recent Small Area Plans have addressed appropriate parking requirements for new development projects within the specific

Small Area Plan. The language included in a Small Area Plan about the appropriate parking requirements has often served as justification for reductions of the Zoning Ordinance parking requirements through the current Parking Reduction Special Use Permit (SUP) process.

The new multi-family parking regulation will amend the parking requirements for multi-family buildings citywide regardless of the parking ratio recommendation in a Small Area Plan. However, because zoning regulations cannot address every circumstance, the parking modification option through an SUP may be necessary to address unique circumstances in specific Small Area Plans.

Prior Existing Buildings and Structures

The new multi-family parking requirements will apply to an existing building if it has “changed in use, significantly enlarged or significantly altered” as those terms are defined by Section 8-200(F)(4) of the Zoning Ordinance. There are certain exceptions to this rule that apply to buildings built prior to 1987. Therefore, if an existing multi-family building changes use or undergoes renovation as defined, it will need to comply with the new parking regulation. If it has insufficient parking according to the new regulations, it will need to request a parking modification SUP. If the development project has more on-site parking than would be required under this new standard, the project’s parking approval is “grandfathered” and will not be required to remove any existing parking.

Modifications to the New Multi-family Parking Regulation

Zoning regulations, no matter how well written, cannot address every circumstance. Therefore, developers continue to have the ability to apply for a Special Use Permit (SUP) to modify a development project’s parking requirements. The existing parking reduction SUP regulations will be modified to allow for an SUP to supply more parking than would be allowed under the new regulations for multi-family buildings. The existing parking reduction SUP regulation already allows for modifications to provide less parking than is required.

Walkshed Maps

Purpose

Studies have shown that residents that live within an acceptable walking distance of public transit will use transit, own fewer cars, and create less demand for parking facilities. Current research in transportation-oriented development, land use planning, and transit planning indicate that the acceptable walking distance from a commuter’s home to transit facilities is approximately 0.5 mile for rail and 0.25 mile for bus. Research published by the Washington Metropolitan Transit Authority (WMATA) in 2014 demonstrates that 90% of its peak AM riders

live within its 0.5 mile walkshed. The walkshed is defined as a true walking distance – where there are sidewalks and walking paths that create a walking route – and not an “as the crow flies” buffer.

To reflect this, as well as to encourage residential development projects to locate proximate to transit, credits on parking ratios are available for projects that are within a true walking distance from a Metro station and Bus Rapid Transit (BRT) stop. WMATA published walkshed maps for each of its Metro stations to illustrate its 0.5 mile walkshed. Using WMATA’s walkshed as a model, City Staff used the City of Alexandria’s GIS data to create Alexandria walkshed maps for Metro stations and bus rapid transit stops. These maps have been adjusted to fully include all blocks that were partially within the original 0.5 mile walkshed. So, for example, if a portion of a block was included in the 0.5 mile walkshed, staff manually included the entire block. Therefore, the maps actually include a slightly larger walkshed area than 0.5 mile. The maps are located in this document and labeled as Appendix 1.

Application

The City’s “Metro ½ Mile Walkshed” and “Bus Rapid Transit ½ Mile Walkshed” are both identified in the “City of Alexandria Metro Station Walkshed Map” and the “City of Alexandria Bus Rapid Transit (BRT) Map”. Development projects that lie within those boundaries are automatically eligible for the relevant parking ratios and credits.

If a development project is not within the boundary of the maps and wishes to apply for these credits, the developer can demonstrate to the Directors of the Departments of Planning and Zoning and Transportation and Environmental Services that the development project’s main entrance is located within walking distance of a Metro station or BRT stop. The walking distance must be calculated using sidewalks and formalized walking paths.

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.

Walkability Index

The City of Alexandria Walkability Index was informed by the *Surrounding Density & Diverse Uses Credit of the Location & Transportation* suite of the LEEDv4 Rating System. It serves as a performance-based criterion to assign a Walkability Index Score to a development project based on a project’s proximity to a diverse number of neighborhood services, civic and community facilities, retail, and community anchors. A chart identifying the qualifying “Uses” or “Services” Types and number of points each is granted can be found in Appendix 2. It will be updated by staff as conditions change.

Application

- Applicants shall receive points for each Use or Service Type identified within a 0.25 or 0.50 mile walking distance of the project site's main building entrance. Some uses receive points for being located within 0.25 miles only. Others uses receive points for being located within 0.50 miles of the development project.

Requirements

- The project must feature at least one Use or Service from three of the five Categories (Food Retail, Community-Serving Retail, etc.). This requirement is in addition to the project building's primary use or any other qualifying use within the envisioned building program that is being counted for credit. Furthermore, a project may only earn up to the maximum number of points for each Category. For example, the Services Category offers a total of 33 points among the Uses/Services it lists; however, only 20 points maximum may be earned from this Category (See Appendix 2).
- A land use may only count as one Use or Service Type (e.g., a retail store may be counted only once even if it sells products in several categories).
- With the exception of restaurants and retail, only one Use or Service Type may be counted per project (e.g., a project may claim points for an elementary school or a middle school, but not both).
 - Up to two restaurants may be counted.
 - Several retail uses may be counted as long as they are different types of retail (e.g. a project may claim points for both a shoe store and a retail bakery but may not claim points separately for two shoe stores).
- 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. In cases where the use is known, the corresponding score that is on the Use Types and Categories chart will apply. In cases where the new use is not known, a maximum of 3 points will apply.
- Points are allocated per Use or Service Type and may only be counted once per project (e.g., per Appendix 2, a supermarket within 0.25 miles of the project receives 15 points; it does not receive 20 points).
- In addition to the main building entrance, walking distance may be measured from one other functional building entry that fronts a public street (not alley) and whose primary design is not an emergency exit or garage door.
- Contributing Uses or Service Types outside of the project building must be in existence at the time of the development application. Use or Service Types that are under construction and have an identified tenant that is a known driver of walkability may be considered on a case by case basis.
- 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.

Required Documentation

The applicant shall provide a scaled area plan or map showing the location of the project site, applicable building entrance(s), each identified contributing use, and the walking routes as well as distance to each identified use. Per the Walking Distance definition, qualifying uses are based on walking distance (i.e. walkshed) and not a radius.

Definitions

Affordable housing or Income-Restricted Affordable Housing: Rental or ownership housing units that are conditioned to be affordable for a household at a specific income level for a specified period of time.

Area Median Income: Median family income reflects the income level at which half of all families earn more and half earn less. Every year the U.S. Department of Housing and Urban Development (HUD) publishes, based on census data, household incomes and establishes area median incomes for cities, town, and metropolitan areas. The 2015 AMI in the Washington, DC Metropolitan area is \$109,200. In family-size adjusted figures, the actual median is associated with a family of four.

Coordinated Development District (CDD): A CDD is established for those areas which are of such size or are so situated as to have significant development related impacts on the city as a whole or a major portion thereof and in order to promote development consistent with the master plan. A site zoned CDD is intended for a mixture of uses to include office, residential, retail, hotel and other uses with appropriate open space and recreational amenities to serve the project users and residents of the city. A CDD zone is intended to encourage land assemblage and/or cooperation and joint planning where there are multiple owners in the CDD zoned area. A review process is established to ensure that such developments exhibit a proper integration of uses, the highest quality of urban and architectural design and harmony with the surrounding areas of the city.

Development Special Use Permit: Consists of a special use permit and a site plan for review before the Planning Commission and City Council. The use permit offers a process for considering and approving land uses, densities, open spaces, and/or heights that may differ from the underlying zone district. Conditions and standards may be imposed.

Dwelling: A building or portion thereof, which is designed or used exclusively for residential purposes.

Dwelling Unit: A group of one or more rooms designed for or intended for occupancy by a single-family. In determining whether a dwelling is a single-family dwelling, a two-family dwelling, a townhouse dwelling or a multifamily dwelling, consideration will be given to the separate use of or the provision made for cooking, heating and sanitary facilities whether installed or not; both the actual use to which the dwelling is being put and the potential use to which the dwelling might be put; and whether kitchen and bathroom facilities and bedrooms are so located as to provide privacy if occupied by an additional family.

Functional Building Entry: A building opening designed to be used by pedestrians and open during regular business hours. It does not include any door exclusively designated as an emergency exit, or a garage door not designed as a pedestrian entrance.

Multi-family Dwelling: A building or portion thereof containing three or more dwelling units, located on a single lot or parcel of ground; two over two or stacked townhouse style buildings are considered multi-family.

Off-Street Parking: Parking spaces that are not located in Public Right of Way.

On-Street Parking: Parking spaces located in the Public Right of Way

Occupancy Rate: Number of parking spaces used at a particular location and time.

Parking Demand: The amount of parking that would be used at a particular time, place, and price. Parking demand is affected by vehicle ownership, trip rates, mode split, duration (how long motorists park), geographic location (i.e., downtown, regional town center or suburban), the quality of travel alternatives, type of trip (work, shopping, recreational), and factors such as fuel and road pricing.

Parking Ratio: A measurement that indicates the relationship between the number of parking spaces and a land use (e.g. square footage, number of seats in a venue, units, bedrooms). This measurement gives directions to developers and planners to provide enough parking to meet the demand generated by a new development. Residential parking ratios are based on the number of dwelling units or number of bedrooms.

Right-Sized Parking: Parking standards which are based on locally credible and context sensitive data on parking demand. Right-sized parking is designed to support economic development, improve urban land use sustainability and encourage multi-modal transportation.

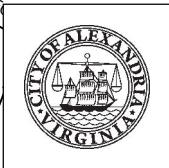
Small Area Plan: A visionary guidance document which establishes a long-term (20 to 30 years) vision and framework for future infrastructure, land uses, open space, affordable housing and is also intended as a guide for public and private investment.

Use or Service Type: A distinct, officially recognized business, nonprofit, civic, religious, governmental organization, or offices (commercial office use). It has a stationary postal address and is publicly available. It does not include automated facilities such as ATMs, vending machines, and touchscreens.

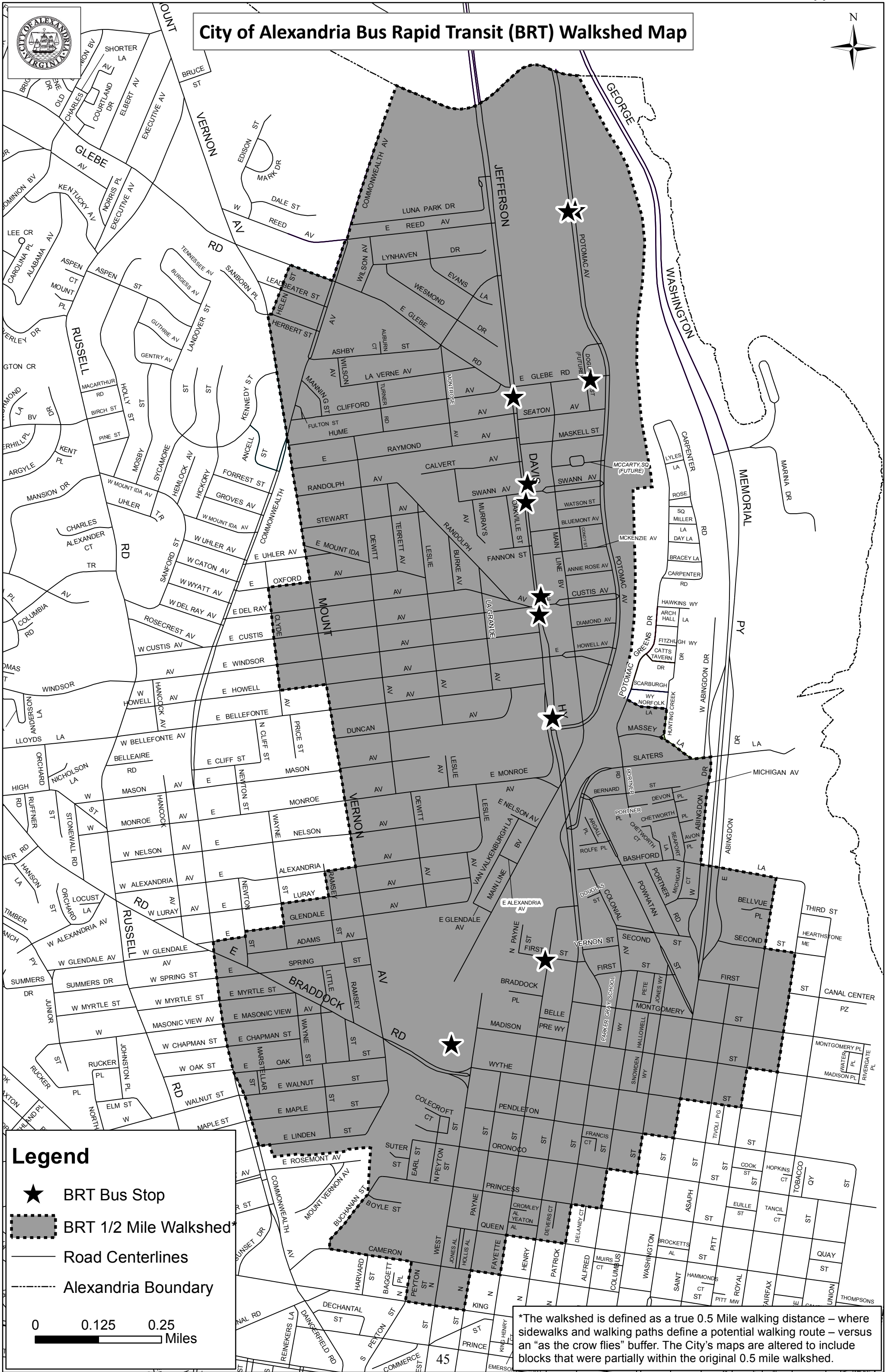
Walking Distance: The distance that a pedestrian must travel between origins and destinations without obstruction, in a safe and comfortable environment on a continuous network of sidewalks, all weather-surface footpaths, crosswalks, or equivalent pedestrian facilities. The walking distance must be drawn from an entrance that is accessible to all building users.

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

Walkshed: The area that a person can comfortably or conveniently cover on foot.

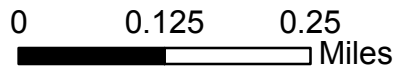


City of Alexandria Bus Rapid Transit (BRT) Walkshed Map

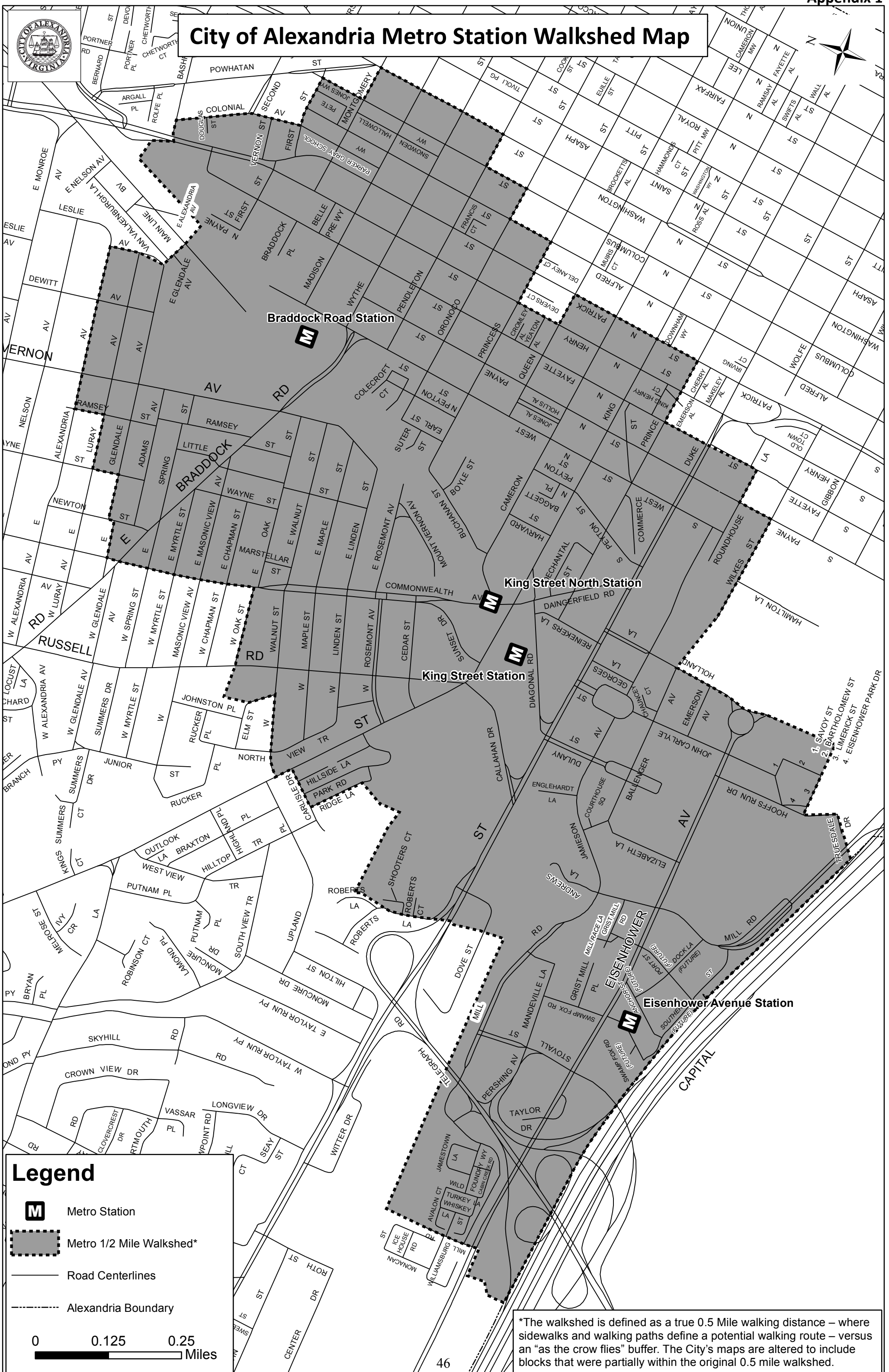


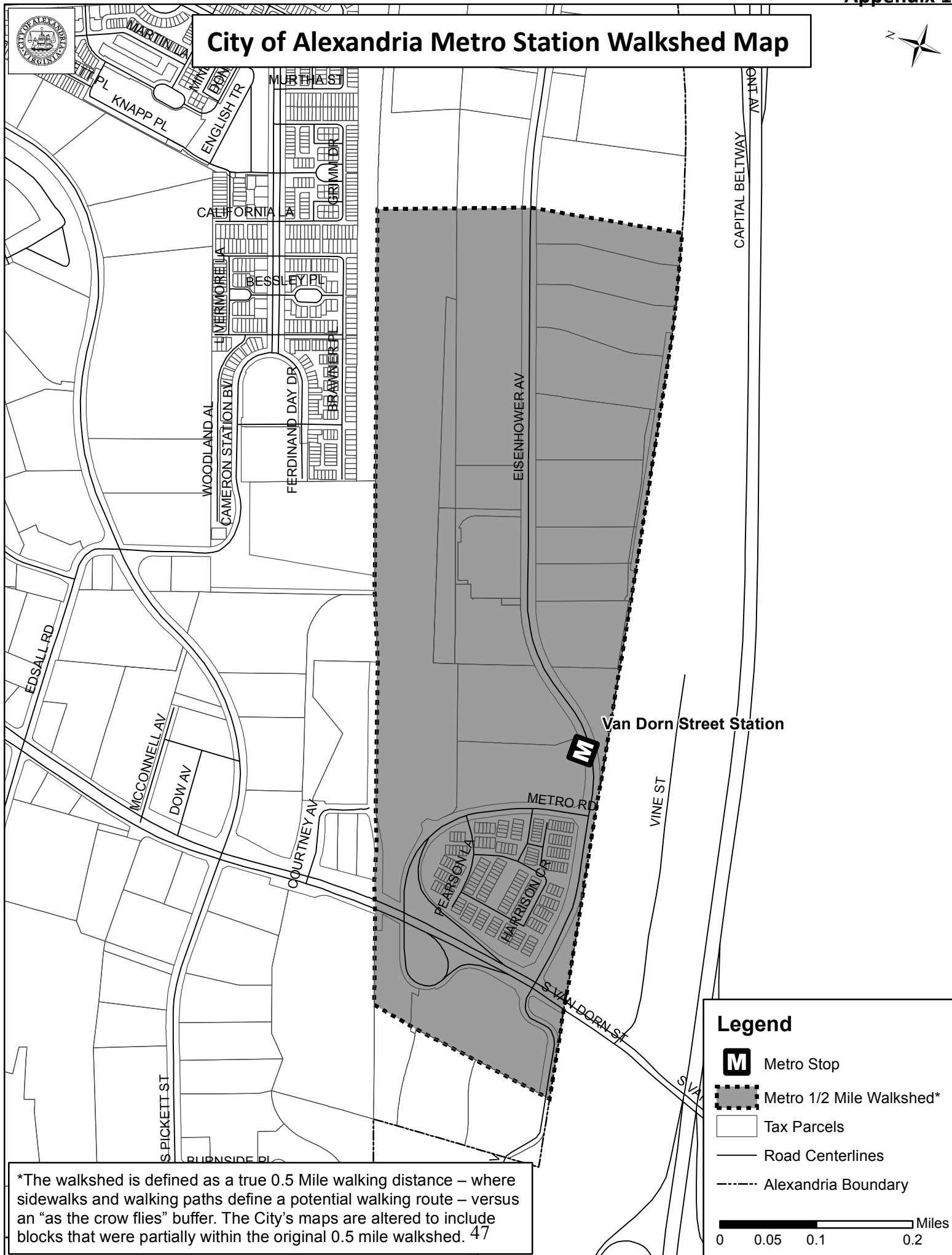
Legend

- ★ BRT Bus Stop
- BRT 1/2 Mile Walkshed*
- Road Centerlines
- - - Alexandria Boundary



*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.





Walkability Index Use Types & Categories Chart

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 ¹	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) ²	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

¹Multiple retail uses may be counted if they are of a different type²Up to two restaurants may be counted

Appendix 3. Chart and Examples of Calculating Final Parking Ratio and Parking Requirement

(In development, will be provided).

DRAFT



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

Mayor William D. Euille and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

March 23, 2015

Re: Parking standards for multi-family residential development text amendment

Dear Mayor Euille and Members of City Council:

At its March 18, 2015 meeting the Transportation Commission held a public hearing on the proposed parking standards for multi-family residential development.

The Commission endorses adoption of new parking standards via the proposed text amendment.

The City's current parking standards were adopted in the 1960s and do not reflect the multimodal transportation options or walkable urban amenities enjoyed by Alexandrians today. The proposed text amendment reduces the number of vehicles on City streets, encourages better efficiency of staff resources, and encourages "right-sized" parking based on the behaviors we are seeing in recent developments both locally and nationally. Furthermore, the proposed text amendment reduces overall development costs and reduces the need for developers to request special use permits (SUPs) for parking reductions. The policy encourages the development of affordable housing by requiring parking levels appropriate for affordable housing units and efficiency apartments. Finally, the proposed text amendment increases overall transparency to citizens and developers regarding parking requirements.

The Commission discussed alternative approaches for adopting new parking standards, including adoption as policy rather than a text amendment. However, the Commission believes that a zoning ordinance text amendment is the appropriate approach to institute these changes in order to provide clarity and to minimize ambiguity.

We appreciate your consideration of the Commission's input on the proposed text amendment for parking standards for multi-family residential developments.

Sincerely,

A handwritten signature in black ink, appearing to read "Nathan M. Macek". The signature is fluid and cursive, with the first name "Nathan" being more prominent.

Nathan M. Macek

Chair, Alexandria Transportation Commission

Attachment:

cc: Alexandria Transportation Commission
Yon Lambert, Director, T&ES
Karl Moritz, Director, P&Z



**PARKING STANDARDS FOR NEW DEVELOPMENT PROJECTS TASK FORCE
CITY OF ALEXANDRIA**

301 King Street
Alexandria, VA 22314

www.alexandriava.gov/parkingstudies

Mayor William D. Euille and Members of City Council
City Hall
301 King Street
Alexandria, VA 22314

March 27, 2015

Re: Parking Standards for Multi-Family Residential Development Text Amendment

Dear Mayor Euille and Members of City Council:

At the March 24, 2015 meeting of the Parking Standards for New Development Projects Task Force, its members **recommended approval of the draft recommendations** for new parking standards for multi-family housing, as described in the attached Draft Text Amendment.

In January 2014, the City Council established the Task Force to support the City's civic engagement efforts and provide input on proposed parking standards for new development projects.

The draft recommendation "right-sizes" the City's parking requirements. The current requirements found in the Zoning Ordinance have not been comprehensively updated since the 1960s and as a result the City is tasked with reviewing multiple individual requests from developers to reduce the parking requirements for new development projects. The vast majority of those requests are granted. This causes angst for members of the public because they perceive the process as uncertain and not transparent, and a lack of clarity for the development community. Updating the City's standards will provide clarity, transparency, and appropriate parking requirements.

The Task Force discussed whether the parking standards should provide both a minimum number of spaces to be provided, as well as a maximum. The Task Force ultimately supported standards that establish both a minimum and a maximum and require a special use permit for parking below the minimum and above the maximum, in order to optimize the amount of parking provided at multi-family residential developments. However, there was significant discussion of this issue and a minority of Task Force members believes the new standards should only establish a minimum to provide developers the flexibility to provide greater parking than the established maximum without requiring a special use permit.

This recommendation comes after more than a year of deliberative and collaborative work between the Task Force and City staff to evaluate the City's current parking requirements and practice, review local and national best practices in parking standards, consider demographic and industry trends, and review draft alternative recommendations. The recommended approach provides a framework for addressing the parking demand while being responsive to each development's specific proximity to transit, walkable amenities, and market demands. The Task Force recommendations also address the differing demands for parking by market-rate and affordable housing. The Task Force recommends that the new standard be codified as a text amendment to the Zoning Ordinance.

We appreciate the opportunity to participate in this process and contribute to "right-sizing" the City's parking requirements.

Sincerely,

A handwritten signature in black ink, appearing to read "Nathan M. Macek". The signature is fluid and cursive, with the first name "Nathan" being the most prominent.

Nathan M. Macek, Chair
Parking Standards for New Development Projects Task Force

Attachment: Draft Zoning Ordinance Text Amendment

Cc: Alexandria Planning Commission
Parking Standards for New Development Projects Task Force
Mark Jinks, Acting City Manager
Yon Lambert, Director, Department of Transportation and Environmental Services
Karl Moritz, Director, Department of Planning and Zoning