

Jackie Henderson

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4-18-15

From: PaulBickmore@gmail.com
Sent: Friday, April 17, 2015 6:29 PM
To: City Council; City Council Aides; Jackie Henderson; Call Click Connect; Gloria Sitton
Subject: Call.Click.Connect. #70651: Mayor, Vice Mayor, City Council Dear Mayor, Vice Mayor, and City Council

Dear *Call.Click.Connect.* User

A request was just created using *Call.Click.Connect.* The request ID is 70651.

Request Details:

- Name: Paul Bickmore
- Approximate Address: No Address Specified
- Phone Number: 2148837871
- Email: PaulBickmore@gmail.com
- Service Type: Mayor, Vice Mayor, City Council
- Request Description: Dear Mayor, Vice Mayor, and City Council,

Our parking standards need to change. In a growing city that is trying to make it easier to get around without a car, excessive free parking is a problem, and not an amenity. The suburban level of parking invites more cars into the dense urban area of Alexandria where they pollute, clog our streets and endanger people walking on foot. The parking requirements also make housing more expensive, thwarting the effects of the extra supply of the new development.

Now, I live down Fayette Street in Parker-Gray from many dense, mixed use developments. Many people in the neighborhood complain about the lack of street parking, though in the three years I've lived in my house, I've never walked more than a block to park my car (The main reason I even keep my car is that I don't have to pay for parking). When we have large events that fill our house to the brim with people, we don't have problems either as everyone knows that we're in an urban neighborhood with Metro and adjust accordingly.

The Task Force's recommendations are a good start at rectifying our self-imposed problem. They make things simpler. They are applied to any new mixed-use residential development, which is necessary as many small area plans were put in place years ago when car ownership hadn't declined as much as it has. But they are a modest beginning. The base rate is still .8 spaces, before credits and deductions, close to Metro stations. We're probably going to need another task force a few years from now given that car ownership is declining. We are definitely going to need another task force if we want to be serious about reducing pollution and providing affordable housing.

Therefore I'd like to see minimum parking requirements abolished entirely. To make this feasible, we need to make the areas surrounding new mixed-use developments 24-hour, 7 days a week resident-only parking districts. Divvy the permits out to property owners by their street frontage minus curb cuts and hydrants and give out a few temporary permits for guests. Or auction them off to the highest bidder.

Free parking is one the main causes of car dependence and all the problems that causes. At a minimum, support the changes tomorrow morning and set up a commission a few years from now to see if we can go even further.

Thank you,

Paul Bickmore
411 North Fayette Street
Alexandria, Virginia 22314

- Expected Response Date: Friday, April 24

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4-18-15

City Council Hearing April 18, 2015
(Text Amendment #2015-0002) Parking
Docket Item 14-3964

Remarks of Peter Kilcullen
464 South Union St.

1. These remarks concern the proposed amendments to the parking ordinances to LOWER the parking standard for multi-family units, from 2 spaces per UNIT to 1 space per BEDROOM

The proposed change has 3 FUNDAMENTAL flaws.

2. The **first flaw** is the concept that "one standard" fits all. Some areas of the City are more densely populated than others. In less dense areas, there is more available street parking. In other areas, such as Old Town, street parking is already at capacity. Any change in parking standards should reflect these differences (perhaps by having standards tailored to Parking Districts which are already defined).
3. The **second flaw** is the underlying standard of "walkability" to determine who may or may not own or use a car. This has been translated into proximity to a Metro Station. Even persons who may use Metro for weekday commuting to work, will have need of a car at other times. A car will be used to go to doctor offices, church, recreation outings to the beach or mountains, or to visit distant friends. Just because a person lives near certain "walkability" components, does not equate to not having to use a car. If it is raining, I am not going to carry my groceries in the rain from my neighborhood food store.
4. The **last flaw** is the assumption that only 1 person with a car will occupy a single bedroom. However, many apartment and condominium residents will have 2 adults occupying a single bedroom, most likely with each adult owning a car. The standard does not take this situation into account. It assumes the LOWEST possible parking use (1 adult with car in a bedroom), while ignoring that many bedrooms will have more than 1 occupant. In addition, the standard makes no provision for friends of the occupants to drive and visit. Tradesmen and cleaners also literally find themselves "out in the cold"

IN SUMMARY, proposed Text Amendment should be returned for further study and revision.

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4-18-15

City of Alexandria, Virginia

MEMORANDUM

DATE: APRIL 16, 2015
TO: MAYOR AND MEMBERS OF CITY COUNCIL
THROUGH: MARK B. JINKS, CITY MANAGER
FROM: KARL MORITZ, DIRECTOR, PLANNING & ZONING
SUBJECT: REVISED BEDROOM DEFINITION FOR PARKING TEXT AMENDMENT

As part of its approval of the proposed text amendment to revise the parking standards for multifamily residential development in the Zoning Ordinance, the Planning Commission requested clarification of the term "bedroom." In response, staff proposed inclusion of a new definition in *Section 2-100 Definitions* as follows:

2-121.05 Bedroom

A sleeping room as defined in the Virginia Uniform Statewide Building Code incorporated in the City of Alexandria Code by section 8-1-2 of the City Code.

In further consideration of Planning Commission's request, staff is proposing a revision to the definition which we believe more accurately reflects what the Planning Commission requested be included:

2-121.05 Bedroom

A ~~sleeping~~ room designated for sleeping that meets the standards for a sleeping room as defined in the Virginia Uniform Statewide Building Code incorporated in the City of Alexandria Code by section 8-1-2 of the City Code.

Consideration of the proposed text amendment before City Council incorporates this proposed revision.

In addition, staff proposes the language below for inclusion in the Guiding Document. The Guiding Document, included in your docket package for reference but not part of the text amendment, will provide guidance to staff, applicants, and the community in applying the proposed standards, if approved.

"In order to determine how many bedrooms are in a building for purposes of administering the parking requirements, staff reviews the layout of the building proposed by the applicant to ensure 1) that the standards necessary for a room to be used as a bedroom in the Virginia Uniform

Statewide Building code are met; and 2) the layout is a reasonable proposal for which rooms are to be used as bedrooms and which are to be used as a den or other type of room. Once the permits for the project are approved, only the rooms designated as bedrooms are allowed to be bedrooms. If any room not designated as a bedroom is used or advertised to be used as a bedroom after the issuance of a permit, this will constitute a violation of zoning and the appropriate enforcement actions will be taken.

For reference, the standards for a room to be used as a bedroom in the Virginia Uniform Statewide Building Code include, but are not limited to: a minimum of 70 square feet (404.4.1 Virginia Maintenance Code); a means of egress not through other bedrooms or bathrooms (1014.2 VUSBC) and with no openings directly from a parking garage (VUSBC 406.4.8); with appropriate emergency escape and rescue openings (Section 1029 VUSBC), smoke alarms (907.2.11.2 and 907.2.11.3 VUSBC), and temperature control (VUSBC 1204.1)."