

RIGHTSIZING PARKING REQUIREMENTS

City Council
Worksession
July 7, 2015

SCOPE & PURPOSE

PURPOSE

- City parking regulations were largely developed when suburban, auto-dependent development dominated
- Current regulations require more parking than in neighboring jurisdictions = competitive disadvantage, missed opportunity to use the land in another way
- Current regulations have some, but limited, flexibility

SCOPE OF PARKING STUDY

- Initial focus primarily on office and ground floor retail
 - ✓ Review current parking regulations, any previous studies
 - ✓ Compare Falls Church parking regulations with those of nearby jurisdictions
- Identify parking “best practices” to maximize use of existing inventory and facilitate reductions in parking, as well as those used in nearby jurisdictions

SCOPE OF PARKING STUDY

- Collect data on actual parking use
- Review process for evaluating requests to reduce parking below standard and examples of projects with approved reductions
- Interview/consult with staff, building owners, parking garage operators, others as necessary
- Prepare draft zoning language for consideration
- 6 – 9 month process

CONTEXT – FALLS CHURCH

2012 COUNCIL OF GOVERNMENTS HOUSEHOLD TRAVEL SURVEYS

- **Falls Church Area Characteristics**
 - **73% of households (HH) live in single-family houses**
 - **28% single person HH**
 - **35% 2+-workers/ 27% with children**
 - **2% no-car HH/ 15% 3+ vehicle HH**
 - **Served by Metro Bus, ART, Fairfax Connector, East and West Falls Church Metrorail Stations**

Source: 2012 COG Transportation Planning Board Survey of sub-areas within the National Capital Region, presented March 20, 2013

2012 COUNCIL OF GOVERNMENTS HOUSEHOLD TRAVEL SURVEYS

- **Falls Church Transportation Behavior**
 - **42% daily Single Occupant Vehicle (SOV) mode share is about the regional average**
 - **16% daily walk mode share is 1.8 times the regional average**
 - **7% daily transit mode share is about the regional average**
 - **1.7% daily bike mode share is more than 3 times the regional average**

Source: 2012 COG Transportation Planning Board Survey of sub-areas within the National Capital Region, presented March 20, 2013

PARKING REQUIREMENTS IN FALLS CHURCH

USE TYPE	PARKING RATIO
Business, General & Government Office Buildings	1/300 sq. ft. Gross Floor Area (GFA)
Professional Office Bldgs. & Mixed Professional Uses 50% or more of GFA	1/250 sq. ft. GFA
Retail	1/200 – 1/400 sq. ft. GFA
Multi-family housing (based on unit type)	1 space for efficiencies – 2 spaces for 2 or more bedroom units
Hotel	1/guest room plus 1 employee space/10 guest rooms

PARKING IN FALLS CHURCH

- Off-site Parking - any zoning district within 500 feet of a principal entrance to the structure to which it is accessory (shortest safe & unobstructed path for measurement)
- If done through contract agreement or lease, agreement filed with Zoning Administrator
- Burden on grantee of agreement to maintain and renew agreement. City will not enforce.

FALLS CHURCH – MIXED USE REDEVELOPMENT (MUR) SITES

- **Parking requirements – per Use Table OR shared parking OR reduced parking**
 - **Parking Reductions – Applicants can request from Planning Commission during site plan process. Verifiable data must be produced that supports the reduction.**
 - **Alternate modes – Reduction of up to 20% due to use of, or incentives for use of, modes of transportation other than**

FALLS CHURCH – MIXED USE REDEVELOPMENT (MUR) SITES

- Alternate Modes - carpooling, metro shuttles, contribution to city transit services. Verifiable data must be produced for these requests.
- Shared Parking – A function of the mix of uses and use table parking requirements by time of day (daytime, evening, night, weekend).
- Mixed-use property and mixed-use shared parking facility must be in same ownership. Recorded shared parking agreement is approved by Planning Commission.

APPLYING THE REGULATIONS

- **Tax Analyst Building – 400 South Maple Street**
 - **Building GFA – 101, 850 sq. ft.**
 - **Parking required per code – 376**
 - **Parking provided – 324**
 - **Approved parking ratio – 1/314 sq. ft. GFA**
 - **Approved parking reduction – 13%**

FALLS CHURCH TRANSPORTATION DEMAND MANAGEMENT (TDM) STUDY



**City of Falls Church:
Transit Oriented Design
Beyond the Quarter-Mile**

**MWCOG Transportation-
Land Use Connections
Program**

**Regional Peer Exchange
Network**

June 20, 2014

**Shana R. Johnson, AICP Senior
Transportation Planner
Foursquare ITP**

FALLS CHURCH TDM STUDY

- In 2014 Foursquare Integrated Transportation Planning conducted the study “Transit-Oriented Design Beyond the Quarter Mile”, sponsored by COG Transportation-Land Use Connections Program
- Purpose - “Develop a Transportation Demand Management (TDM) program that allows the City to capitalize on its proximity to existing or proposed transportation facilities and to serve the City’s Washington Street commercial Corridor.”

FALLS CHURCH TDM STUDY

- **Goal – increase use of transportation alternatives to driving alone**
 - **2030 target – Mode share of 50% non-single occupant vehicle (SOV) for City residents**
 - **Mode share of 40% non-SOV for City workers**
- **TDM program strategies include support, promotion and information; alternative commute services; financial incentives**

FALLS CHURCH TDM STUDY RECOMMENDATIONS

- 1. Parking Study to assess current parking use and needs in the commercial core and strategies to protect residential areas**
- 2. Refine, formalize a TDM for site plans policy**
- 3. Implement an employer services program with the assistance of a partner jurisdiction**
- 4. Seek grant funding to develop Falls Church-specific transit information, marketing materials, or have a contractor develop and implement a TDM marketing campaign**

FALLS CHURCH – FUTURE DEVELOPMENT

- **Proposed projects like 400 North Washington combine parking reductions (1/455 sq. ft.) and on-site management techniques.**
 - **Garage management on-site during business hours.**
 - **100 tandem spaces for overflow**
 - **Bicycle storage, lockers**
 - **Transit schedule monitor updated in real time**
 - **Dedicated carpool and vanpool spaces**

PARKING REQUIREMENTS & PRACTICES IN NEARBY JURISDICTIONS

ARLINGTON METRO CORRIDOR PARKING

USE TYPE	PARKING RATIO
By-right office	Varies by floor - 1/250 sq . ft. GFA 1 st floor – 1/300 sq. ft. GFA floors 2-5
By-right retail	1/250 sq. ft. GFA
Special Exception*** office	1/580 sq. ft. GFA
Special Exception ***retail	Reduced or no parking depending on distance from Metro
Special Exception Hotel***	.7 spaces/guest room
Special Exception Multi-family***	1.125 spaces up to 200 units, 1/unit >200
***TDM + developer-constructed infrastructure + site monitoring	

COMMERCIAL PARKING WORKING GROUP

POLICY RECOMMENDATIONS

LOCATION	OFFICE PARKING RATIO
Rosslyn – Ballston Corridor	1/630 sq. ft. GFA
East Falls Church	1/580 sq. ft. GFA (<i>no change</i>)
Pentagon City	1/975 sq. ft. GFA
Sites eligible for C-O Rosslyn, C-O Crystal City zoning (10.0 FAR, 300+ ft. height)	1/1000 sq. ft. GFA
Shirlington	1/346 sq. ft. GFA

PARKING IN TYSONS

- **2009 Office Parking Ratio – 1 space/385 sq. ft. GFA (2.6 spaces/1,000 sq. ft. GFA)**
- **Modified parking requirements in Tysons (only) as part of the overall transportation strategy for the Tysons Plan**
- **Transportation Demand Management (TDM) requirements:**
 - **implementation plan**
 - **monitoring**
 - **commitments to address TDM failures**

PARKING IN TYSONS

- **Ratios based on distance from Metro**
- **No parking minimums within $\frac{1}{2}$ mile of Metro Station; 1st 5,000 sq. ft. of retail not counted**
- **Office maximum ratios - 1 space/455 sq. ft. GFA (2.2/1,000 sq. ft.) at a $\frac{1}{2}$ mile from Metro to 1 space/1,000 sq. ft. GFA (1/1,000 sq. ft.) at $\frac{1}{8}$ mile.**
- **Non-TOD office - minimum parking ratio of 1 space/500 sq. ft. GFA, maximum parking ratio of 1 space/417 sq. ft. GFA (2.4/1,000 sq. ft.)**

MANAGING PARKING DEMAND IN TYSONS

- **New regulations encourage use of new demand management techniques to reduce auto use and better manage parking**
 - **Shared parking and use of excess parking**
 - **Parking across property lines (district approach)**
 - **Parking management entity**
 - **Parking management agreements, ie. for pricing**

MANAGING PARKING DEMAND IN TYSONS

- **Unbundling parking from leases**
- **Smart Parking technology**
- **Preferred parking for carpools, vanpools, car sharing services**
- **Reductions from ratios can be approved by Board of Supervisors**

PARKING IN ALEXANDRIA

- Alexandria parking study looking at multi-family residential; office review will begin in 2017
- Small Area Plans support ± 1 space per unit with conditions:
 - Unbundling garage parking cost from rent
 - Carpool/Vanpool/Carshare spaces
 - Transportation Management Plan (TMP)
 - Transit/Bikeshare contributions
 - Restrictions on Residential Parking Permit

PARKING IN ALEXANDRIA

USE TYPE	PARKING RATIO
Office requirements – 6 districts	Range from 1/450 sq. ft. GFA – 1/600 * sq. ft. GFA
Clinics, medical or dental	1/200 sq. ft. GFA
Nonretail uses i.e. personal services, equipment and repair businesses	1/400 sq. ft. GFA
Ground floor retail	1/200 sq. ft. GFA – 1.2/210 sq. ft. GFA
Multi-family units	1.3/1 bedroom – 2.2 spaces/3 bedroom
* Limited to a single district and sites within 2,000 ft. of Metro entrance	

IMPLICATIONS OF REQUIREMENTS

CONSTRUCTION COSTS FOR PARKING

- **\$22,000 per parking space in above ground garage with an architectural treatment**
- **\$28,000 per parking space in garage with both above ground and single level below ground**
- **\$45,000 per parking space for several levels of underground parking**
- **Site conditions such as rock, underground utilities, high water table all affect cost**

TAX ANALYSTS BUILDING PARKING RATIO COMPARISON

- Falls Church ratio – 1/314 sq. ft.
- East Falls Church ratio - 1/580 sq. ft. = 176 parking spaces
- Tysons ratio – 1/455 sq. ft. = 224 spaces
- Alexandria ratio – 1/455 sq. ft. = 224 spaces

- Cost of additional parking at \$22,500 per space = \$2.25 - \$3.33 million

FACTORS TO CONSIDER

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- Falls Church parking ratio of 1/300 sq. ft., even with the potential for reductions, is considerably higher than office parking requirements in nearby jurisdictions (1/455, 1/580). Reducing the ratio should be considered
- Many factors drive parking demand:
 - Space per employee reduced - est. 190 sq. ft. per 2011 GSA report
 - Telework and hoteling
 - Alternative work schedules – 4-10, 9-80

FACTORS TO CONSIDER

- **External Factors drive demand, too**
 - **Personal travel constraints, external influences, and mode-related characteristics**
 - **Existence / availability of mode**
 - **Travel cost**
 - **Travel time**

Source: “Arlington Worker Mode Split and Mode Choice Influence Factors”, LDA Associates, February 2013

FACTORS TO CONSIDER

- **Secondary Factors (can be highly subjective):**
 - **Safety**
 - **Convenience (easy to use)**
 - **Flexibility (spontaneous, adaptable)**
 - **Reliability (consistent travel time every day)**
 - **Comfort (physical comfort, relaxed, enjoyable)**
 - **Familiarity (psychological comfort)**

Source: “Arlington Worker Mode Split and Mode Choice Influence Factors”, LDA Associates, February 2013

TRANSPORTATION DEMAND MANAGEMENT (TDM) TECHNIQUES

- TDM measures can allow further reductions--but only work where parking is not over-supplied
 - Transit and vanpool subsidies
 - Pre-tax deduction of transit and vanpool fares
 - Telework program
 - Carpool and vanpool matching service
 - Shower and locker facilities for bicyclists and walkers
 - Bike share station

TRANSPORTATION DEMAND MANAGEMENT (TDM) TECHNIQUES

- **Secure and weatherproof bicycle parking**
- **Carpool and vanpool preferential parking**
- **On-site car sharing vehicle(s)**
- **Employee shuttle**
- **Guaranteed Ride Home Program**
- **Commuter information center**
- **Employee Transportation Coordinator (ETC)**
- **Flexible or alternative work hours**
- **TDM education programs directed at the public and employers**

QUESTIONS?