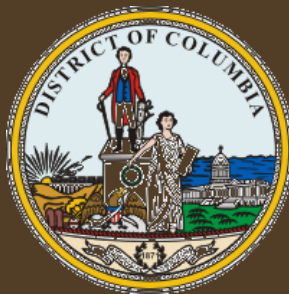




District of Columbia Zoning Requirements for Parking Study

Project Review



Project Overview

- Kickoff – May 2007
- Review of Existing Conditions: Zoning, Reports, Data
- Review of Best Practices
- Review of On-Street Management
- Recommendations – Review of findings for TAC workshop
- Today

Kickoff Highlights

Project Purpose – Updating the District's parking requirements.

– Outdated: From the 1950's

Approach

- Setting parking requirements is not a science.
- Parking policy choices depend on goals and values.



Policy Goals and Values Examples

- Trenton, NJ: **Economic development** – Encouraging development
- Seattle, WA: **Environmental issues** – Minimizing VMT, search traffic, and emissions
- Palo Alto, CA: **Quality of Life** – Minimize noise, maximize air quality
- West Oakland, CA: **Social Justice** – Ensure benefits accrue equitably
- *What does **Washington, DC** want to achieve?*

Why is Parking so Important?



*Aside from congestion pricing,
parking management is the only useful
tool for eliminating congestion*

Mayor's Parking Taskforce Report (2003)

- 200,000 vehicles enter DC during AM peak
- District resident vehicles – 215,000

Why is Parking so Important?



O Street - Georgetown



O Street and 7th, NW

Community Development

Why is Parking so Important?



Urban Design

Why is Parking so Important?

Economic Development



Source: Jan Gehl

85 persons/ minute

Why is Parking so Important?

Housing Costs



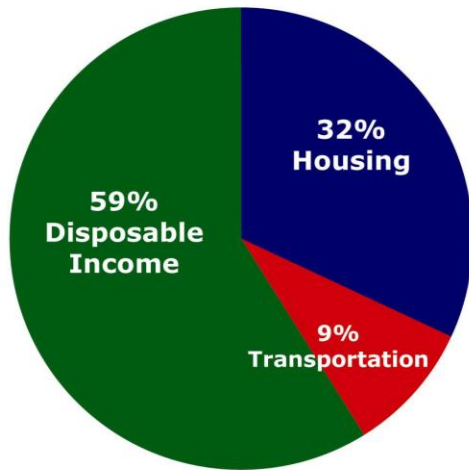
Each space adds 25% to unit cost, reduces unit volume by 25%

DC Zoning Requirements for Parking Study – DC Office of Planning and NelsonWygard

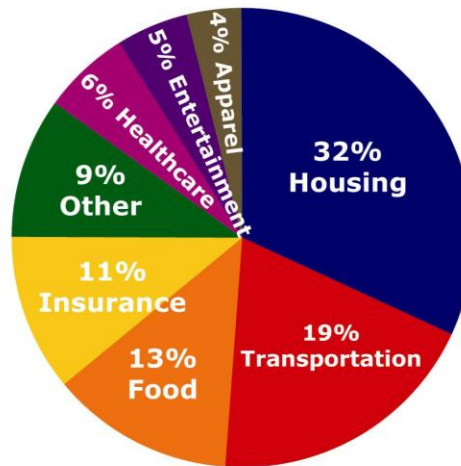
Why is Parking so Important?

Source: Nadine Fogarty, Strategic Economics

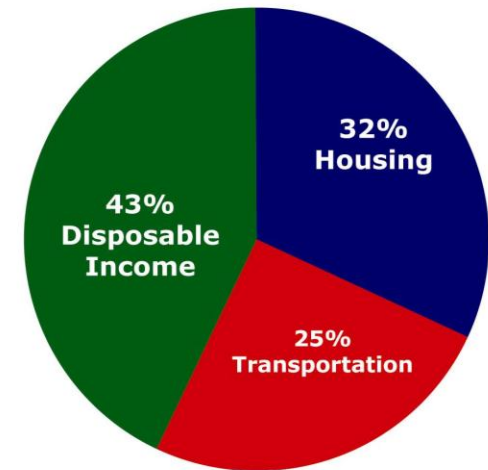
Transit-Oriented Development



Average American Family



Auto Dependent Exurbs

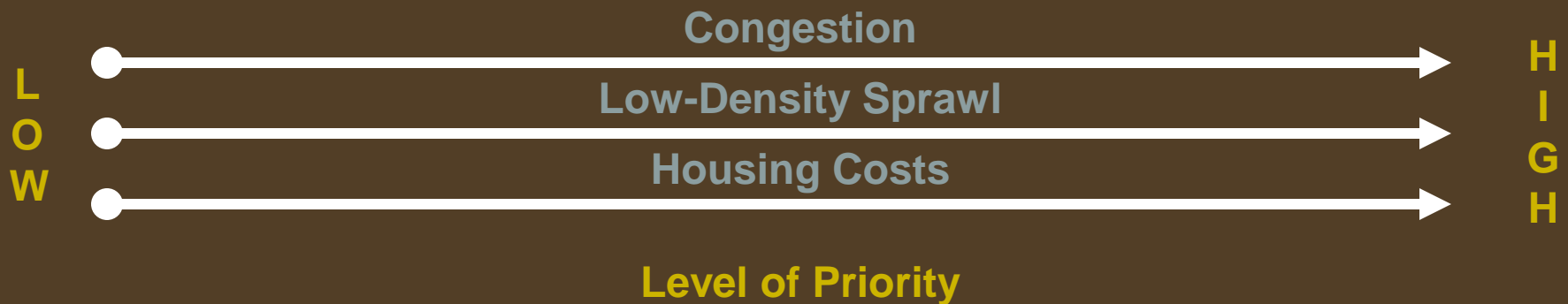


Source: Center for TOD Housing + Transportation Affordability Index, 2004 Bureau of Labor Statistics

Cost of Living

Approaches and Values

Standard Minimum Requirements	'Tailored' Minimum Requirements	No Minimum Requirements	Maximum Requirements
<ul style="list-style-type: none"> • Requirement > Average Demand • Hide all parking costs 	Adjust for: <ul style="list-style-type: none"> • Density • Transit • Mixed Use • On-street spaces 	<ul style="list-style-type: none"> • Market decides • Price Short-Term Curb Parking • RPP 	<ul style="list-style-type: none"> • Base caps on road capacity • Manage on-street parking • Un-bundle



When did Parking Requirements First Appear, and Why?

- 1923, Columbus, OH - 1 space / apartment
- 1939, Fresno, CA - First minimum requirement for non-residential use : hotels and hospitals.
- City of Pasadena's zoning code - The purpose of minimum requirements: "alleviate or prevent traffic congestion and shortages of curbside parking spaces."

A Very Narrow Focus

- Minimums prevent or reduce only **one type of congestion** within a **limited area** – search traffic on local streets
- Providing abundant, reserved, off-street parking by contrast **increases VMT on a regional scale.**

In 2000, congestion wasted an estimated 67.5 billion dollars, based on lost productivity and fuel consumption – Anthony Downs, Still Stuck in Traffic

Best Practices Highlights

Not alone: Cities questioning Minimum Requirements

Objective of Requirements – Protect Streets from Spillover Parking and Search Traffic

Negative Consequences:

- Higher Development/ Housing Costs,
- Increased Car Ownership/ Use,
- Counters Urban Design/ Smart Growth objectives,
- Undermines Support for Preferred Modes

Best Practices Highlights

Opportunities:

If spillover effects can be prevented by other means — **minimums become unnecessary**

If unnecessary, zoning can shift from reactive to proactive - addressing broader goals/ objectives.

Constraint:

How effective is on-street management?

Best Practices Highlights

Broad Directional Change: Reduced/ Tailored Minimums
*Most minimum requirements account for only two variables:
land use and the size of development.*

In reality, parking demand is affected by many more variables, such as:

- Geographic context –pedestrian environment, proximate uses, transit
- Demographics;
- Demand management programs;
- Unit Size;
- Rental vs. Owner-Occupied
- Transit Corridors/Downtowns

Best Practices Highlights

Reduced/ Tailored Minimums: Examples

Seattle, WA reduced minimums for:

- Affordable housing
- Senior and disabled-resident housing
- On-site car-share parking
- Mixed-use, dense neighborhoods
- Transportation Demand Management practices
- No minimums in downtown

Pasadena, CA reduced minimums in TODs and in its Central District.

Best Practices Highlights

Broad Directional Change: Eliminate Minimums

- Avoid the “guessing game”
- More effective than “tailoring” in avoiding over-parking developments
- Even when tailoring is effective it can make regulations even more labyrinthine

Many cities deciding developers do a better job projecting demand than zoning codes ever could - projections made on a project-, site-, and context-specific basis represent a much finer estimating process than setting zoning ratios.

Best Practices Highlights

Eliminating Minimums: Downtown Examples

Commercial Uses: San Francisco, Philadelphia, Portland, San Diego, Seattle, Boston, Los Angeles, Milwaukee

Residential: San Francisco, Philadelphia, Portland, San Diego, Seattle, Los Angeles, Milwaukee

Best Practices Highlights

Broad Directional Change: Setting Maximums

Actively promote alternatives to driving

Typically accompanies desire to:

- Restrict VMT and local traffic generated by new development
- Promote alternative modes
- Maximize land area for preferable uses
- Preserve open space / limit storm water runoff

Best Practices Highlights

Broad Directional Change: Setting Maximums

Maximums can alleviate traffic congestion and reduce auto use through a four-step process:

- Set low enough that if parking is free - a shortage.
- Parking provided for a price that re-captures, and reveals, its costs.
- Employers and providers must provide attractive subsidies for alternatives to maintain accessibility.
- Travel choices brought into balance, toward public transit, cycling and walking.

Best Practices Highlights

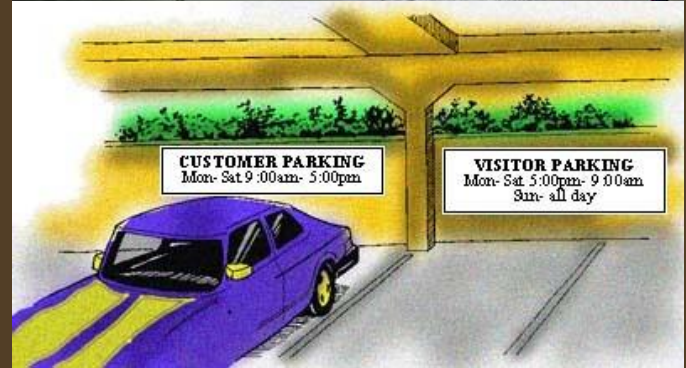
Setting Maximums: Examples

- Portland: In large parts of the city, the minimums have been wholly converted to maximums. In other parts, minimums remain but are accompanied by maximums.
- Parking maximums are in force in all or a portion of many other cities across the United States, including: San Francisco, Seattle, Cambridge Pittsburgh, and San Antonio
- United Kingdom: All uses, everywhere

Best Practices Highlights

Beyond Ratios:

- Shared Parking
- In-Lieu Fees
- Car-Share Parking
- Bike Parking
- TDM Programs
- Un-Bundling





On-Street Management Review



Effective management, by reducing spillover risk, is key to framing zoning options. Two key areas:

- Commercial
- Residential

On-Street Management Review

Management of Commercially-Oriented spaces:



- 16,500 meter-controlled on-street spaces
- Meter rates capped at \$1 per hour.
- 1- and 2-hour time limits

On-Street Management Review



Recent and Proposed Changes:

- Multi-Space Meter pilot program
- Upcoming Ward 6 Pilot: Demand-responsive, availability-focused pricing

On-Street Management Review

Management of Residentially- Oriented spaces:

Residential Permit Parking Program

- Followed Metrorail opening, 1976
- Focused on preventing transit-oriented spillover
- Success in this area
- Other constraints: volume of permit-demand, non-commute-oriented demand generators



On-Street Management Review

Recent and Proposed Changes:



- More flexible hours to respond to non-commute demand – implemented
- Capping permits @ 3/ household – not approved
- Zone-based implementation, neighborhood-based zones (rather than Wards) – not approved
- Upcoming Ward 6 Pilot: new visitor permit approach



On-Street Management Review



Effective management is key to framing zoning options:

- Commercial management supports ambitious changes
- Residential management less supportive

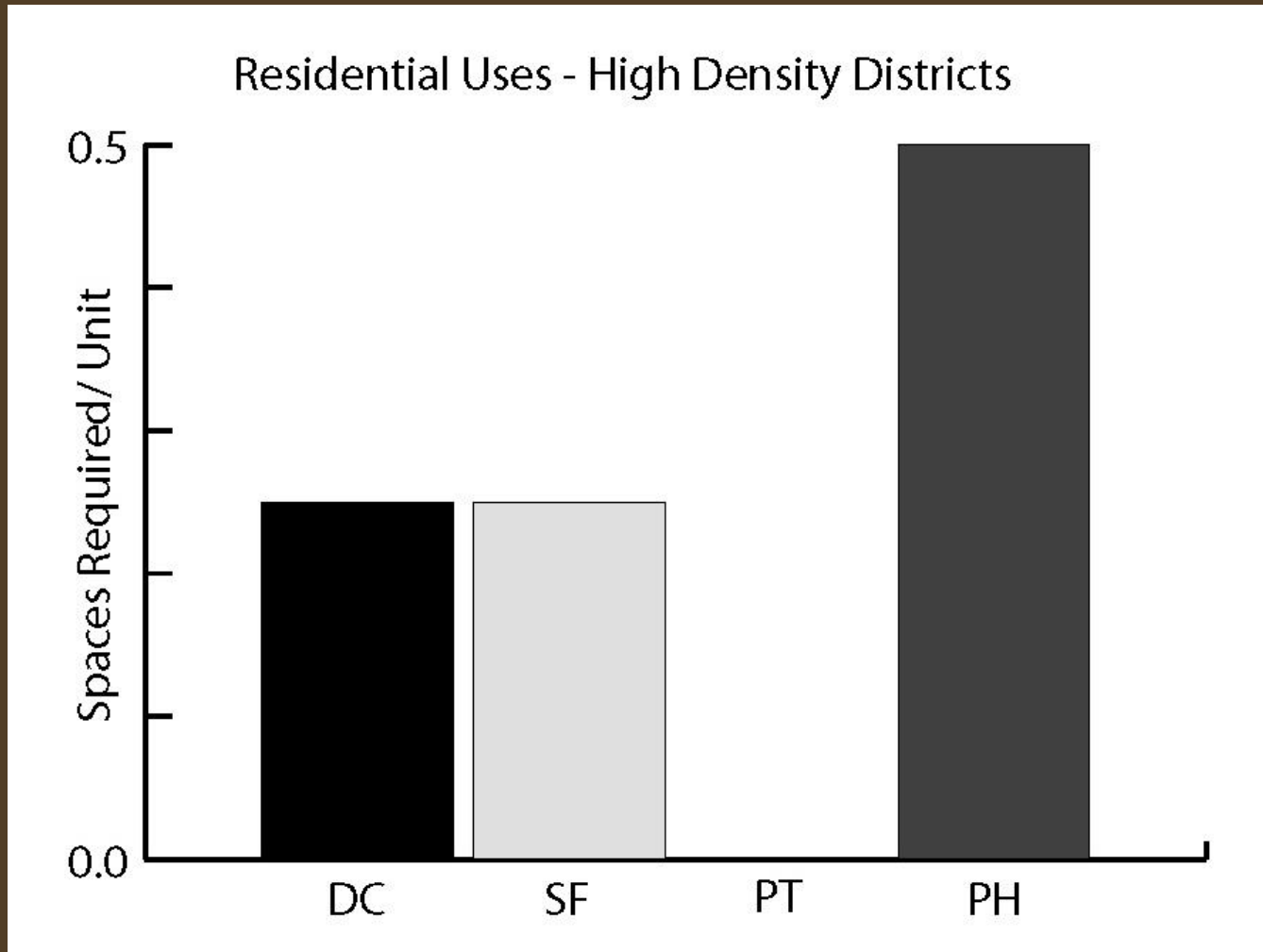
Existing Zoning

- **Follows Traditional Practices:**
 - Minimum requirements vary by zoning designation
 - Requirements go up as density goes down
 - Very similar to comparable cities – San Francisco, Portland, Philadelphia

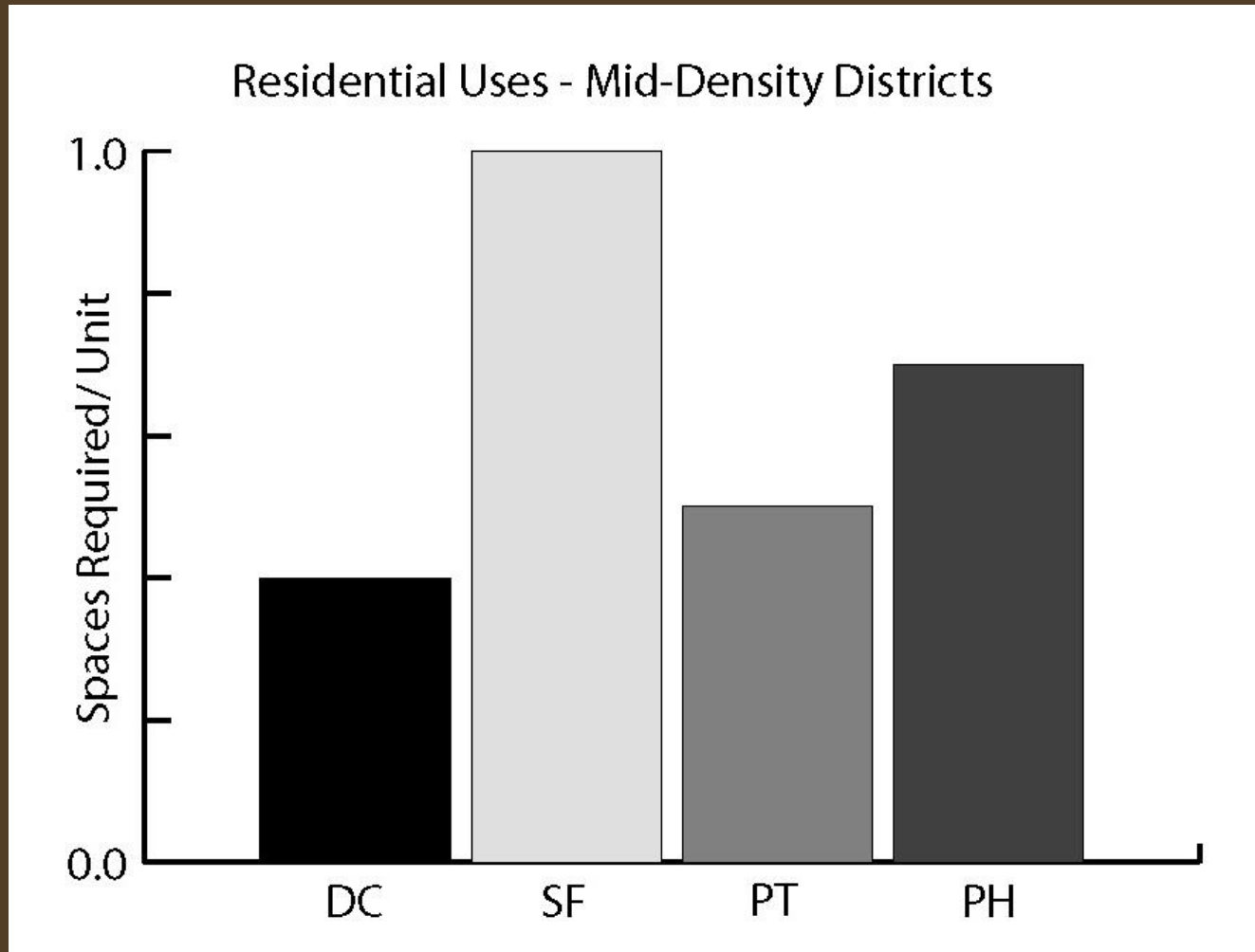
Existing Regulations

- **DC** requirements reflect slightly more contextual sensitivity than others.
- **SF** and **Portland** indicate more willingness to broadly eliminate minimum requirements in specific contexts.

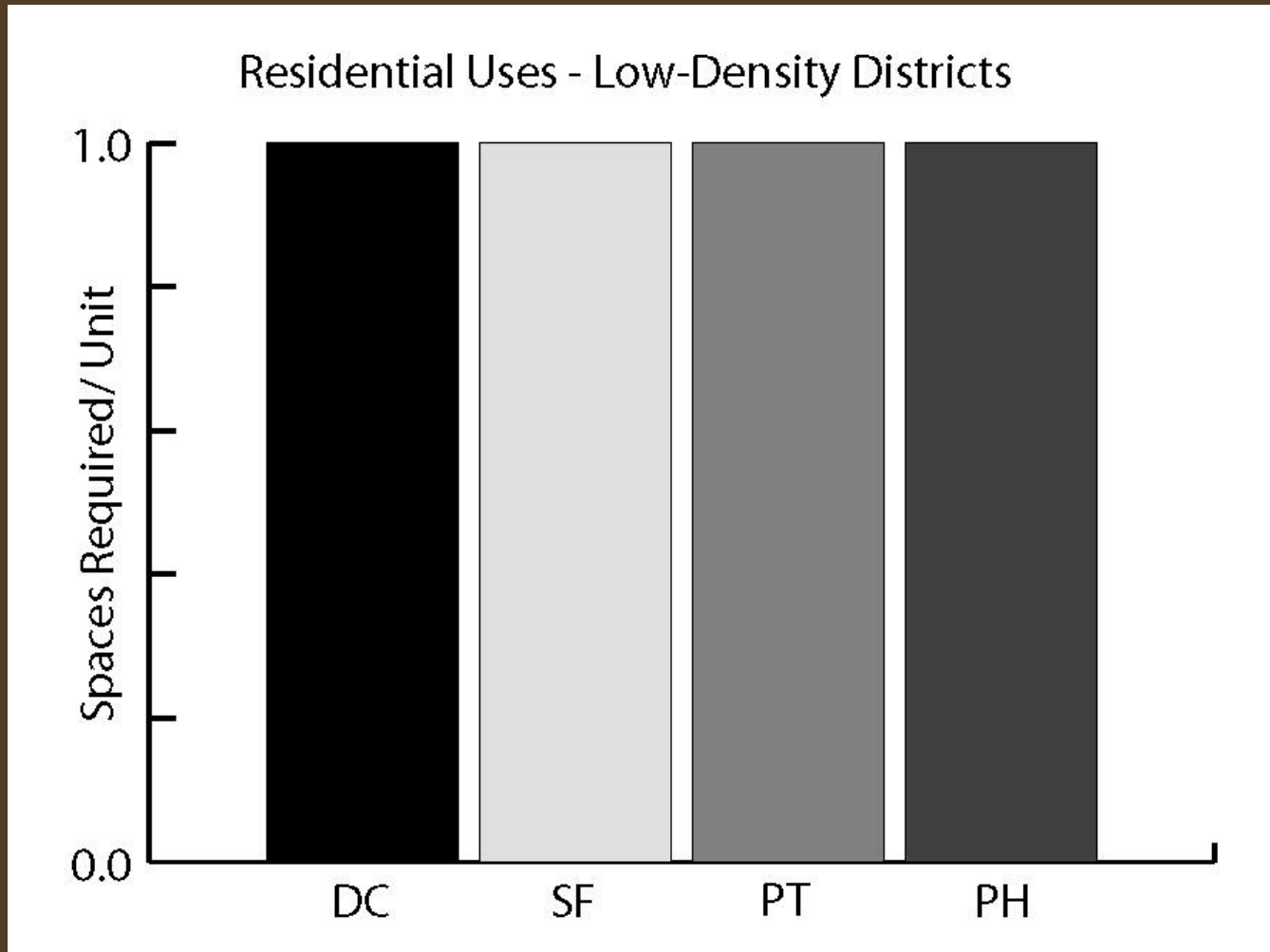
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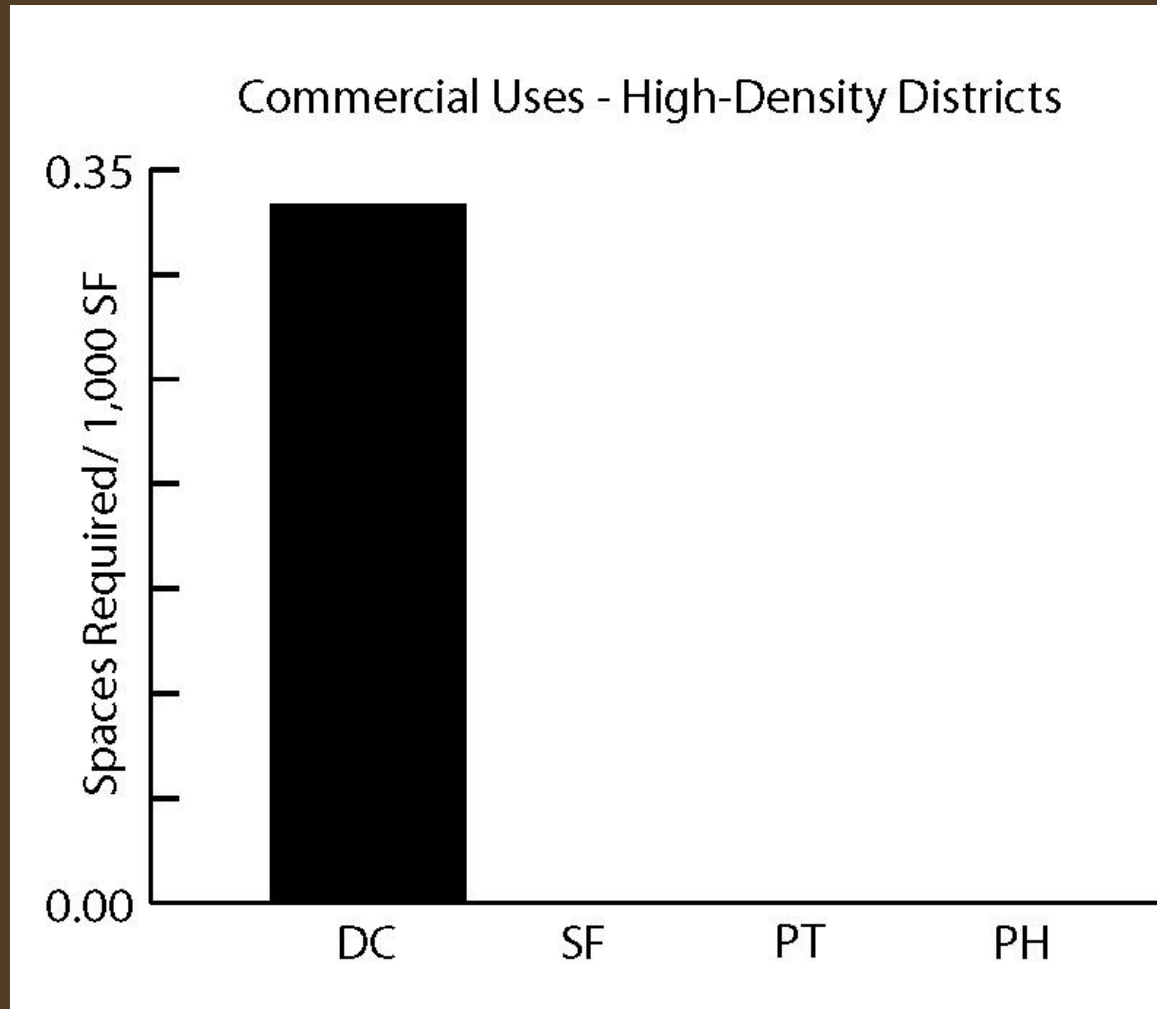
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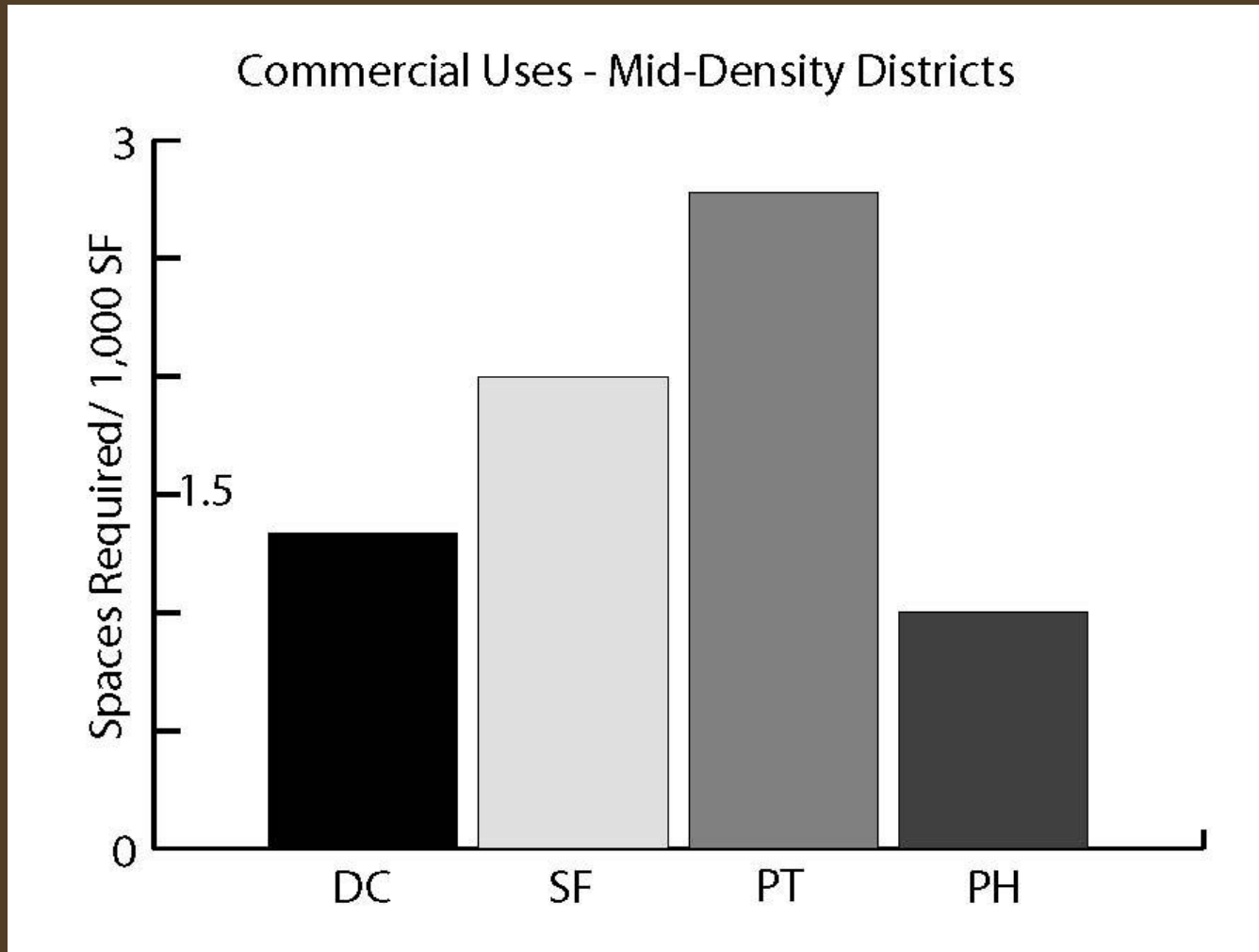
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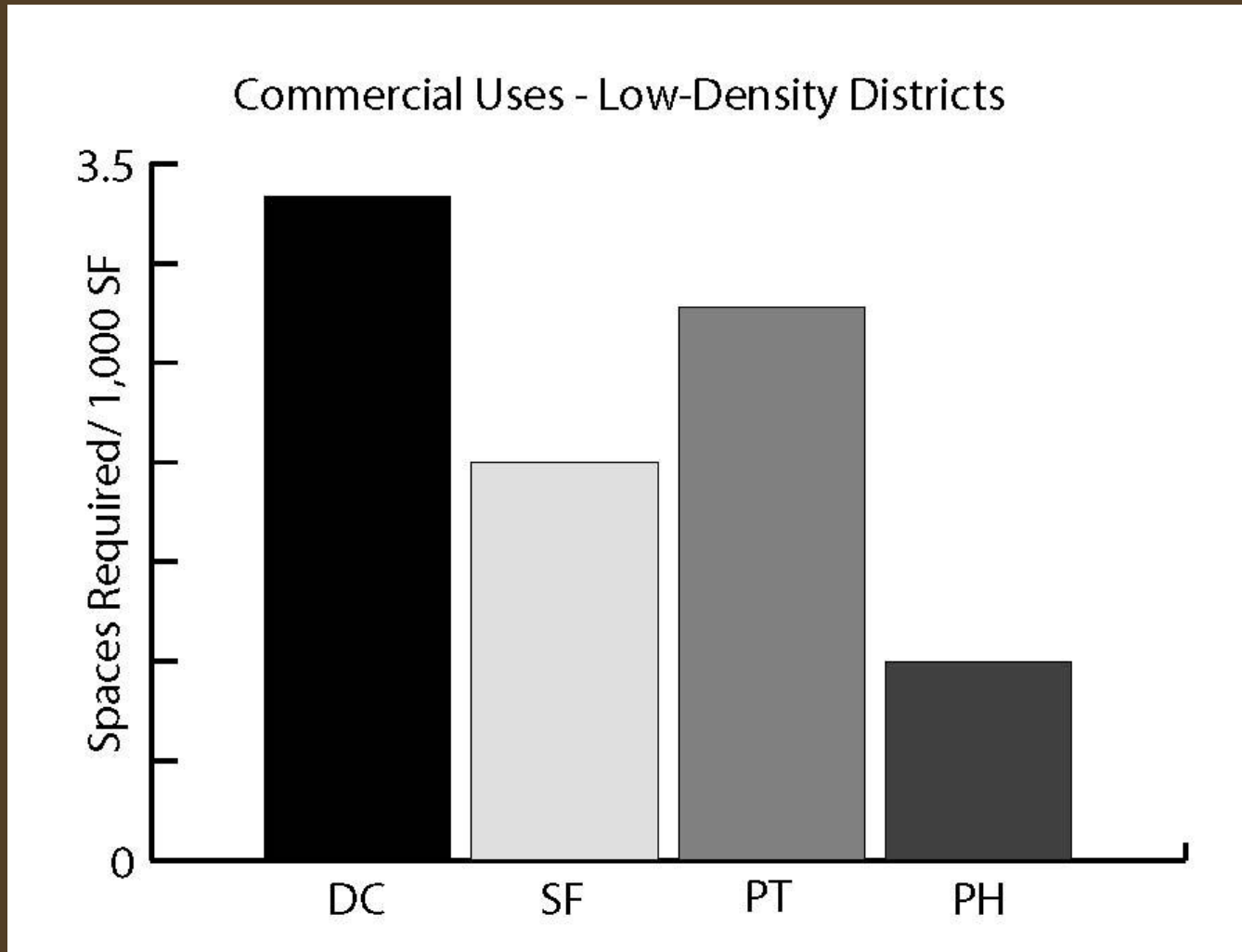
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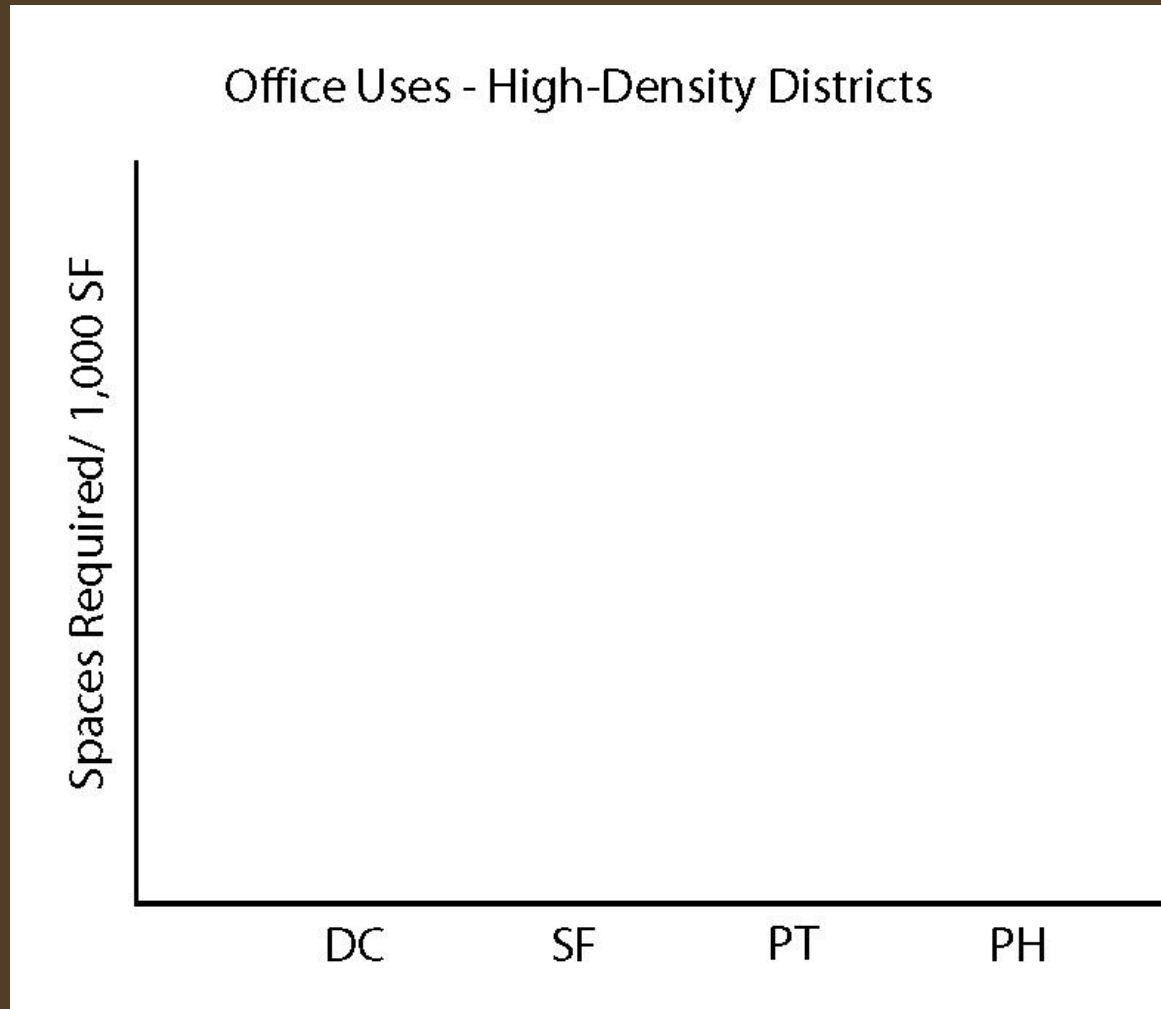
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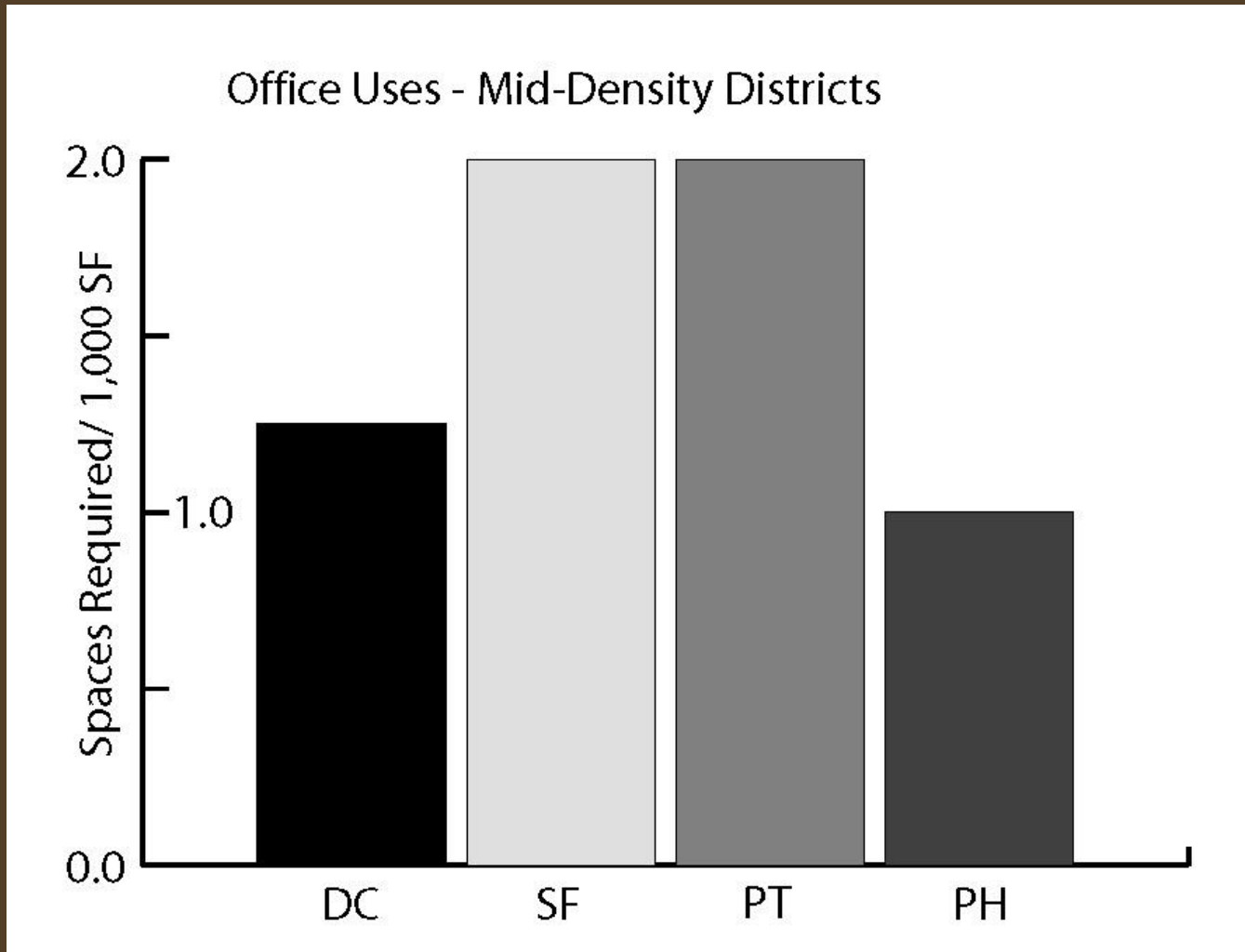
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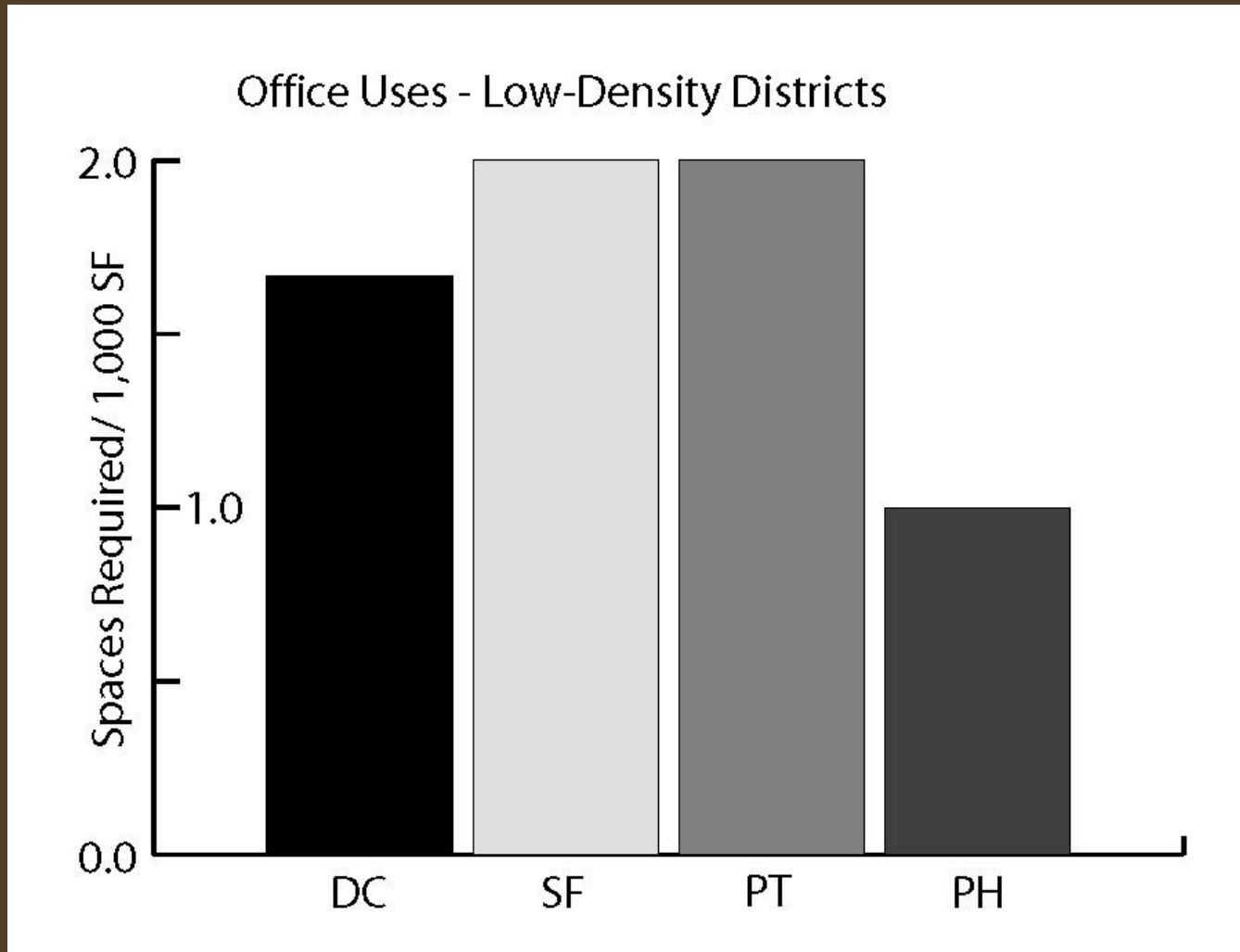
Existing Regulations



Existing Regulations



Existing Regulations



Additional Existing Regulations

Land Uses	Minimum Space Requirements			
	DC	SF	PT*	PH
Churches	None in mid- to high-density commercial areas	1 per 20 seats where in main auditorium exceed 200.	1 per 100 SF	1 per 10 seats
	1 per 10 seats in main sanctuary in all other areas...			
Daycare	1 per 4 <u>employees</u>	1 per 25 <u>children</u>	1 per 500 SF	1 per 1000 SF
Grade School	2 per 3 <u>teachers and staff</u>	1 per 6 <u>classrooms</u>	1 per <u>classroom</u>	1 per 1000 SF
High School	2 per 3 <u>teachers and staff</u> plus 1 for each 20 <u>classroom seats</u> ...	1 per 2 <u>classrooms</u>	7 per <u>classroom</u>	1 per 1000 SF
Post High School	2 per 3 teachers and staff plus 1 for each 10 <u>classroom seats</u> ...	1 per 2 <u>classrooms</u>	1 per 600 SF of non-dormitory plus 1 space per 4 <u>dorm rooms</u>	1 per 1000 SF

Exemptions

Transit Adjacency

- DC - 25% reduction for residential within 800 ft. of Metrorail entrance
- DC - Reduced or eliminated for non-residential with direct Metrorail connection
- SF – No parking required within Transit Zones
- Portland – No requirement within 500 ft. of 20-minute transit service

Exemptions

Elderly Housing

- DC – 1 space/ 6 dwelling units
- SF – 20% reduction
- Philadelphia – Up to 70% reduction

Affordable Housing

- None

NCPC On-Site Parking Standards

- **Maximums** – Number of spaces for federal employees is capped - based on the level of nearby transit service.
- **Tailored** – Caps vary by location, not by agency/use.
 - Center of D.C. = capped at 1 space per 5 employees

Where to go from here...

Comprehensive Overhaul Option – 4 Steps

1. Maintain availability through pricing & RPP
2. Spend revenue on local improvements
3. Remove all minimum parking requirements
4. Establish maximums where circumstances warrant

Where to go from here...

Context-Specific Directions

- Aggressive – Establish Maximums
- Moderately Aggressive – No Parking Requirements or Caps
- Moderate – Reduce/ Tailor Minimums
- Conservative – No change

Where to go from here...

Supportive Strategies

- In-Lieu Fees
- Shared Parking
- Car-Share Parking
- TDM Programs
- Unbundling
- Bike Parking



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What Fits for DC?

Opportunities

- Address transportation needs, goals, values
- Support development goals and opportunities

Constraints

- What can be supported by on-street management, political & economic reality?

What Fits for DC?

Uses	Commercial			Residential			Mixed-Use			Transit-Oriented		
	H	M	L	H	M	L	H	M	L	H	M	L
Residential												
Office												
Commercial Retail/ Service												
Institutional												
Affordable/ Senior Housing												

What Fits for DC?

Strategy	Implementation Options		
In-Lieu Fees	Mandatory	Optional	Exemption from Maximum
Shared Parking	Counts Toward Minimum	Minimum Requirement	No Maximum
Bike Parking	Fixed Minimum	Ratio	Standards
Unbundling	Residential	Commercial	Minimum Value
Car-Share Spaces	Fixed Minimum	Ratio	Exemption from Maximum
TDM Programs	Certificate of Occupancy	Reduced Requirements	Exemption from Maximum