



Parking Research & Overview

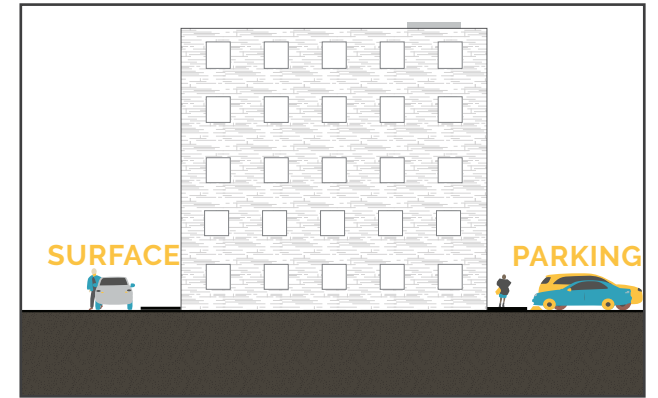
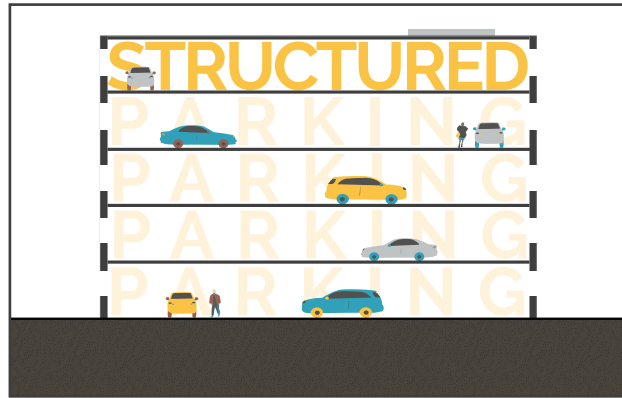
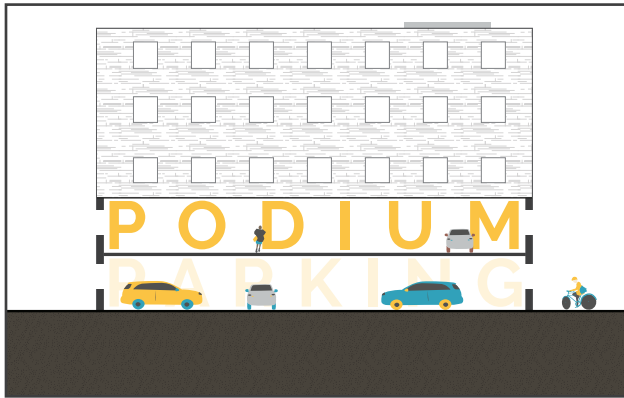
This attachment includes: key definitions, staff research, applicable sections of the Rio29 Small Area Plan and staff recommendations.

What is "parking"?

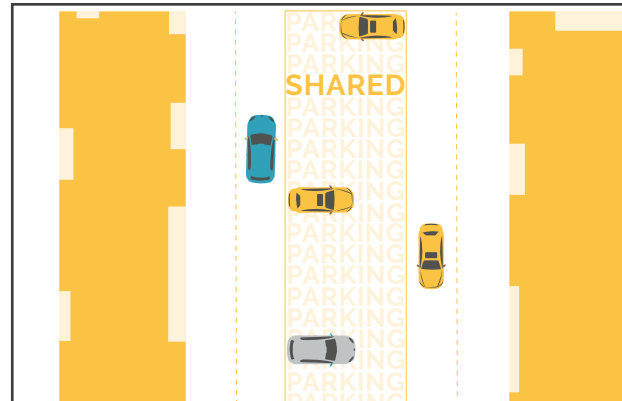
Form-based codes address the relationship between building facades and the public realm, presented in both words and diagrams/visuals. According to the Form Based Codes Institute (FBCI), public standards are one of the five main elements of a form-based code. These "public elements" include parking - on-street, structured and surface lots.

Key Definitions | Parking

Below are conceptual diagrams that show different types of parking:



Below are conceptual diagrams that show different locations of parking:



Recommendations

CREATE A CONNECTED NETWORK

Establish a connected network of public streets and prioritize upgrades and construction of Boulevards and Avenues and extensions as shown in the Connectivity Plan.

Create a network of bicycle/pedestrian routes consisting of both on-street facilities (sidewalks, bike lanes, and shared streets) and off-street facilities (shared-use paths and trails).

Prioritize construction of the Northtown Trail segments that pass through the Rio29 area, providing a continuous bicycle and pedestrian route from Downtown Charlottesville to Hollymead.

Establish a connected network of local streets through private redevelopment.

Apply a "typology" to each street that reflects the street's intended function, relationship to the adjacent built environment, and connection to nature, as shown in this plan.



DESIGN FOR ALL USERS

Upgrade existing streets and design all new streets to be complete streets, which are designed for all users: pedestrians, bicyclists, transit riders, and motorists.

TRANSIT RIDERS

Analyze bus ridership to and throughout the area to determine where routes can be consolidated and frequency of service increased.

Where needed, upgrade existing bus stops to include sheltered waiting areas, benches, and wayfinding signage.

Study the possibility of establishing bus stops and a Route29 Express Route along the Rio29 GSI ramps in the next 3 years.

Study the possibility of establishing a Rio29 circulator bus when demand is sufficient.

MOTORISTS

Consider roundabouts or alternatives as intersection treatments for new streets and for replacing key existing traffic signals, where appropriate, in order to reduce travel time for motorists traveling through the area.

Provide street parking on existing and proposed roadways, where appropriate, as a mechanism to increase parking supply while reducing the need for extensive surface parking lots.

Consider priority parking for motorized scooters and compact/electric vehicles in all public parking facilities.

Provide curb space for taxi and ride share drop-offs within the core plan areas.

PEDESTRIANS & BICYCLISTS

Provide appropriate buffering between automobile and bicycle/pedestrian traffic on higher speed/higher capacity streets.

Establish bicycle lanes along Rio Road that extend across the Grade Separated Interchange.

Establish crosswalks across the Grade Separated Interchange for pedestrians to cross Route 29 from the north side of Rio Road.

Provide, at a minimum, two additional pedestrian/bicycle crossings of Route 29 that are safe and welcoming.

Use wayfinding, consistent pavement markings, and materials to identify bicycle/pedestrian routes and to make the area unique.

Provide bicycle infrastructure and amenities in public spaces such as covered bicycle parking, storage, and fix stations. Encourage similar facilities in private development through zoning.



Indianapolis Cultural Trail Indianapolis, IN

Existing Parking Regulations

Albemarle County, VA

ALBEMARLE COUNTY CODE

4.12.6 MINIMUM NUMBER OF REQUIRED PARKING SPACES FOR SCHEDULED USES

Except when alternative parking is approved as provided in section 4.12.8, the following schedule shall apply to determine the number of required off-street parking spaces to be provided in a particular situation. If a particular use is not scheduled, then section 4.12.7 shall apply.

Assisted living facility: One space per three (3) beds. (Added 2-5-03)

Assisted living facility, skilled nursing facility: One (1) space per four (4) beds. (See also Multi-family dwellings for the elderly.) (Added 10-11-17)

Automated teller machines (ATMs): Two (2) spaces per each outdoor walk-up type. (Added 2-5-03; Amended 3-2-16)

Automobile service station and truck repair shop: One (1) space per each employee plus two (2) spaces per each service stall. In addition, when accessory activities such as the rental of automobiles, trucks and trailers of all types exist on the site, there shall be provided suitable area to accommodate the highest number of rental units expected at any one time. (Amended 2-5-03)

Barber shop, beauty shop: One (1) space per two hundred (200) square feet of gross floor area plus one (1) space per employee.

Boarding house: One (1) space per two (2) beds plus one (1) space per employee. (Amended 2-5-03)

Building Material Sales (Repealed 2-5-03)

Campground: One (1) space per campsite; for group campsites, adequate parking space shall be provided for buses as determined by the zoning administrator.

Child day center: One (1) space per ten (10) children enrolled in the major class or shift plus one (1) space per employee. In addition, a pick-up and drop-off area shall be provided on the site. (Amended 2-5-03; 6-5-19)

Club, lodge: One (1) space per three (3) fixed seats or per seventy-five (75) square feet, whichever shall be greater. (Amended 2-5-03)

Contractor's (construction office, shop, equipment storage and materials yard): One (1) space per employee assigned to work on-site plus one (1) space per facility vehicle. (Amended 2-5-03)

Dental clinic: One (1) space per one hundred seventy-five (175) square feet of net floor area. (Added 2-5-03)

The Albemarle County Code includes an extensive list of parking minimum requirements by use (Left). Parking spaces may not exceed 20 percent higher than the minimum number of spaces required.

Section 4.12.10 "Shared Parking" allows shared parking among two or more uses that experience peak parking demands at different times. The aggregate number of parking spaces required for all of the uses may be reduced up to 35%. The Zoning Administrator may require a parking study prior to approval.

Section 4.12.12 "Transportation Demand Management" allows a reduction in the number of required parking spaces by including mass transit, carpooling and park and ride lots. This reduction is permitted after submitting a parking study to the Zoning Administrator.

Link: http://www.albemarle.org/upload/images/Forms_Center/Departments/County_Attorney/Forms/Albemarle_County_Code_Ch18_Zoning04_General_Regulations.pdf

Metric-Based Policy Approach

Case Study: Portland, OR

Table 266-1 Minimum Required and Maximum Allowed Parking Spaces By Zone [1], [2]	
Zone	Requirement
RX, CX	No minimum except for Household Living, which has the following minimums: 0 for 1 to 30 units; 0.2 per unit for 31-40 units; 0.25 per unit for 41-50 units; and 0.33 per unit for 51+ units. Maximum is Standard B in Table 266-2.

[1] Regulations in a plan district or overlay zone may supersede the standards of this table.

[2] Uses subject to a Conditional Use, Impact Mitigation Plan, or Transportation Impact review may establish different parking minimum and maximum requirements through the review.

Table 266-2 Parking Spaces by Use [2] (Refer to Table 266-1 to determine which standard applies.)			
Use Categories	Specific Uses	Standard A	Standard B
Residential Categories			
Household Living		1 per unit, except SROs exempt and in RH, where it is 0 for 1 to 3 units and 1 per 2 units for four + units	None, except 1.35 per unit on sites that are both in a commercial/mixed use zone and close to transit (close to transit is described in 33.266.110.B.1.) Houses, attached houses and duplexes are exempt.
Group Living		1 per 4 residents	None
Commercial Categories			
Retail Sales And Service	Retail, personal service, repair oriented	1 per 500 sq. ft. of net building area	1 per 196 sq. ft. of net building area
	Restaurants and bars	1 per 250 sq. ft. of net building area	1 per 63 sq. ft. of net building area
	Health clubs, gyms, lodges, meeting rooms, and similar. Continuous entertainment such as arcades and bowling alleys	1 per 330 sq. ft. of net building area	1 per 185 sq. ft. of net building area
	Temporary lodging	1 per rentable room; for associated uses such as restaurants, see above	1.5 per rentable room; for associated uses such as restaurants, see above
	Theaters	1 per 4 seats or 1 per 6 feet of bench area	1 per 2.7 seats or 1 per 4 feet of bench area

Portland, Oregon's zoning ordinance regulates parking through a combination of minimums requirements, maximums permitted and exceptions to the minimum requirements.

The ordinance's intent is to promote efficient use of land, enhance urban form, encourage use of alternative modes of transportation, provide for better pedestrian movement, and protect air and water quality.

Parking minimum requirements and maximums permitted are established by use (left). The minimum number of parking spaces can be reduced up to 50% by preserving trees, including bicycle parking, a transit-oriented plaza, motorcycle parking, car-sharing parking, or bike-sharing stations.

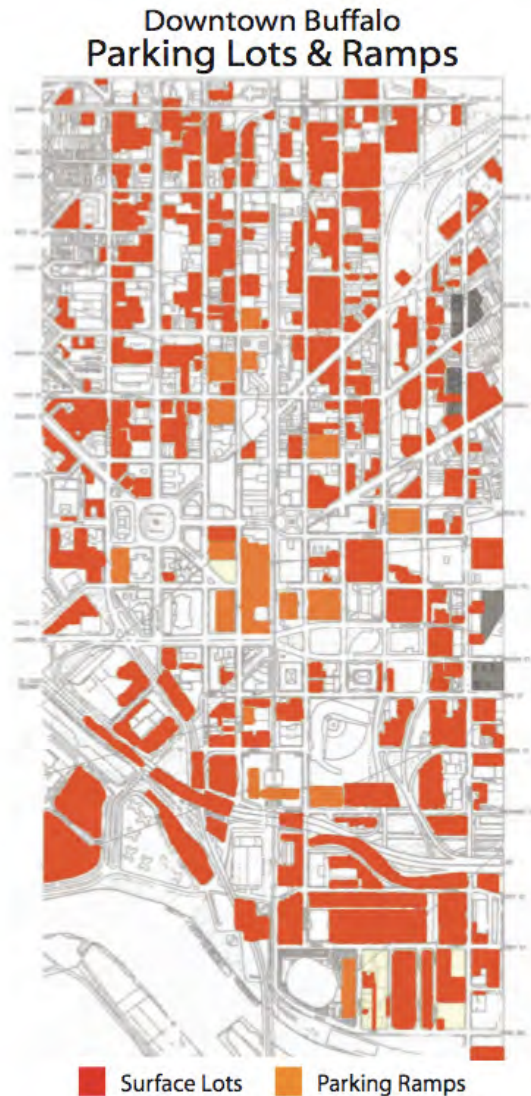
Bicycle parking is required for most use categories.

The ordinance also includes exceptions to the minimum number of parking spaces required for affordable housing when located close to a transit station or transit street.

Link: <http://www.portlandonline.com/shared/cfm/image.cfm?id=53320>

Market-Based Policy Approach

Case Study: Buffalo, NY Form-Based Code



Buffalo, NY was the first major city in the United States to completely remove minimum parking requirements. Developers are no longer required to build a certain number of parking spaces for commercial and residential projects, regardless of whether mass transit options are nearby.

Projects above 5,000 square feet require parking analysis that factors in alternative transportation options in the area.

The City adopted this ordinance after acknowledging that the majority of Buffalo's downtown area was dedicated to surface parking lots (left) and the minimum parking requirements hindered adaptive reuse of historic buildings.

Link: <https://ecode360.com/11767333>

Staff Recommendation

There are several different policy tools that can be implemented to develop parking standards in a form-based code including:

- 1) minimum parking requirements,
- 2) maximum parking requirements, and
- 3) options/incentives for exceptions to these standards.

Consistent with the Rio29 Small Area Plan, staff recommends permitting structured, on-street, and relegated surface parking according to a development's character area. Traditional parking should be coupled with enhanced conveniences for other modes of travel, such as bicycle parking and curb space for taxi/rideshare options.

Staff recommends using a market-based approach to support an urban environment consistent with the Rio29 Small Area Plan's vision and corollary recommendations. A market-based approach would allow developers to determine the appropriate number of parking spaces for their development based on current market trends. This approach would enable flexibility as transit service and bike/pedestrian infrastructure improve, with less demand and need for parking/automobile infrastructure over time.

Staff also recommends a more comprehensive approach toward parking in Rio29 where: on-site parking is not required to be provided for each use; shared parking is encouraged; and a "park-once" approach is allowed and encouraged. This "park-once" approach would enable users to park and reach their destination(s) within a five-minute walk.

Recommended Policy Approach

Staff recommends removing minimum parking requirements, creating parking maximum requirements (determined by use or building footprint) and requiring bicycle parking across all character areas. Property owners/developers may exceed the maximum number of permitted parking spaces by Special Exception.

Staff recommends encouraging covered bicycle facilities, curb space for taxi/rideshare options, priority parking for carsharing and electric vehicles, and bike/scooter sharing facilities through other incentive mechanisms (staff will provide research and recommendations on incentives during a future work session).

How might this look for the Rio29 area?

Based on research of best practices and stakeholder feedback, staff recommends using the below table to specify parking types allowed in each character area.

Staff will refine parking numbers and policy tools based on the Planning Commission's feedback during this work session.

	Core	Flex	Edge
Permitted Parking Types	On-street surface parking (parallel or angled) ¹ Off-street surface parking (must be relegated to the rear of buildings) Structured parking Bicycle parking ²	On-street surface parking (parallel or angled) ¹ Off-street surface parking (must be relegated to the rear or side of buildings with appropriate screening) Structured parking Bicycle parking ²	On-street surface parking (parallel or angled) ¹ Off-street surface parking (must be relegated to the rear or side of buildings with appropriate screening) By Special Exception: Structured parking ³ Bicycle parking ²

¹ Parking types must be consistent with the standard street improvements table (Attachment 4). On-street parking is not permitted on Boulevards and is required on Destination Streets.

² Bicycle parking is required on Boulevards and Destination Streets.

³ Structure parking is permitted in areas where it supports existing or future multi-modal transportation.