

Proposed FBC Amendments/Interpretations

Form Based Code (FBC) _____ Neighborhoods Form Based Code (N-FBC) _____

Map Amendment _____ Text Amendment _____

Topics: Parking (Part 2)

1. Parking Ratio for Hotel uses
2. Bicycle Parking Ratio for Retail uses

Issues:

1. Parking Ratio for Hotel Uses: none; reconciling FBC with N-FBC
2. Bicycle Parking Ratio for Retail uses: none; technical correction

Purposes:

1. To provide a parking ratio for hotel uses that is more feasible for hotel providers and better reflects the demands for this use.
2. To correct the bicycle parking ratios requirements for employees and visitors related to retail uses.

FBC References:

Form Based Code (commercial centers)

III. Regulating Plans (pg. 3.4)

B.4.C.1. Parking: A minimum of 1 and 1/8 parking spaces per residential dwelling unit, of which a minimum of 1/8 parking space per residential unit shall be provided as SHARED PARKING. There are no maximum limits on SHARED PARKING.

B.4.C.2. Parking: A minimum of one space per 1,000 square feet of non-residential Gross Floor Area (GFA) shall be provided as SHARED PARKING; there are no set maximum limits on SHARED PARKING. New on-street parking spaces created in conjunction with the development, which did not previously exist, may be counted toward the minimum requirement for SHARED PARKING. Any limitations on the SHARED PARKING (time limits or hours of the day) shall be subject to approval by the Zoning Administrator which shall be given upon a finding that at least 12 hours of public parking are provided in any 24-hour period and that at least 8 of those hours are provided during either business or nighttime hours depending on whether the Zoning Administrator determines that the primary public use will be for commercial or residential uses.

B.4.E.3. Bicycle Parking: For retail uses, the developer must provide 1 employee bicycle parking space per 5,000 square feet of GFA and 1 visitor/customer bicycle parking space per 25,000 square feet of GFA.

Neighborhoods Form Based Code

Part 8. Parking Standards

802.A Parking (pg. 8.1):

3. A minimum of 0.825 space/unit for each hotel guest room of which a minimum of 0.125 parking space per hotel guest room shall be provided as SHARED PARKING.

802.B Bicycle Parking (pg. 8.2):

3. For retail uses, the developer shall provide a minimum of 1 employee bicycle parking space per 25,000 square feet of GFA and 1 visitor/customer bicycle parking space per 5,000 square feet of GFA.

Staff Analysis:

Hotel Parking

Background information:

- The Zoning Ordinance establishes a parking ratio of 0.5 to 1 space per hotel guest rooms/dwelling units in several districts including C-O (0.7 space/unit); C-O Rosslyn (0.7 space/unit); COA (1 space/unit); C-O Crystal City (0.5 space/unit); C-TH (1 space/unit); and, for by-right projects, a ratio of 1 space/unit.
- Site Plan projects with hotel uses have been approved with the following parking ratios of:
 - Shirlington: required 0.54 space/room; provided 1.02 space/room includes rooms and shared parking;
 - Waterview: 0.5 space/room
 - Courthouse: 0.5 space/room
 - Founders Square: 0.58 space/room

Analysis:

- When the commercial FBC was adopted, parking ratios were required based on whether the use is Residential (1.125 space/unit) or Non-Residential (1 space/1,000 square feet of GFA provided fully as SHARED PARKING). The Non-Residential parking ratio would apply to hotel uses.
- With the requirement to provide all parking as SHARED PARKING, additional spaces in would have to be built to achieve reserved spaces dedicated for hotel or occupant use. This could result in a FBC proposal with approximately double the amount of parking spaces than necessitated by the hotel use. Through discussions with property owners and hotel operators, this amount of parking spaces would likely dissuade them from using the FBC and may make the project economically infeasible.
- The Columbia Pike corridor provides very good bus transit service to Metro and is within a short-distance of the Washington National Airport making cab service practical.

Draft Recommendations – Hotel Parking:

- In consideration of the available and future transit service on Columbia Pike and the operational considerations for hotel use, a more viable approach would be to establish the parking ratio for hotel use similar to that used for Residential uses with a ratio set on

a per hotel unit basis. This approach is consistent with the parking ratios for hotel uses used in other zoning districts.

- In order to maintain a supply of parking spaces for retail customers as the FBC intends, an additional amount of parking should be required for SHARED PARKING.
- A ratio of 0.825 space/unit was adopted in the Neighborhoods FBC. This ratio includes 0.7 space/unit and an additional 0.125 space/unit for SHARED parking.
- It is not expected that many hotels will locate on Columbia Pike. Two exist today, including the Days Inn within the Town Center node. Therefore, staff does not anticipate that spill over parking on adjacent streets will arise by reducing the parking ratio for hotel uses. The 0.825 space/unit ratio would provide a sufficient amount of spaces to accommodate hotel guests coming automobiles and recognizing that a portion will travel by transit, cab, or other modes such as tour bus.

Bicycle Parking

- The Code language inverted the ratios for employee parking and for visitor/customer parking. The correct ratios are: 1 visitor/customer space per 5,000 square feet of GFA and 1 employee space per 25,000 square feet of GFA.

Draft Recommendations – Bike Parking:

- Revise the bicycle parking requirements for retail use to correct the ratios intended by the FBC amendment approved in 2010.

Recommendations:

1. Modify parking regulations to include a specific ratio for hotel uses consistent with the N-FBC as 0.825 space/unit/guest room.

III.B.4.C

* * *

2. A minimum of one space per 1,000 square feet of non-residential Gross Floor Area (GFA), except hotel uses, shall be provide as SHARED PARKING; there are no set maximum limits on SHARED PARKING. New on-street parking spaces created in conjunction with the development, which did not previously exist, may be counted toward the minimum requirement for SHARED PARKING. Any limitations on the SHARED PARKING (time limits or hours of the day) shall be subject to approval by the Zoning Administrator which shall be given upon a finding that at least 12 hours of public parking are provided in any 24-hour period and that at least 8 of those hours are provided during either business or nighttime hours depending on whether the Zoning Administrator determines that that primary public use will be for commercial or residential uses.

3. A minimum of 0.825 space/unit for each hotel guest room of which a minimum of 0.125 parking space per hotel guest room shall be provided as SHARED PARKING. There are no maximum limits on SHARED PARKING.

~~3.4.~~ A maximum of one space per 1,000 square feet of non-residential GFA or two spaces per residential dwelling unit may be made available for RESERVED PARKING.

~~4.5.~~ RESERVED PARKING above the maximum may be provided upon payment to the County. The County Manager shall establish the amount of payment annually based on the approximate cost to build structured parking.

2. Revise the bicycle parking ratio for retail uses:

III.B.4.E.

* * *

3. For retail uses, the developer must provide 1 employee bicycle parking space per ~~5,000~~ 25,000 square feet of GFA and 1 visitor/customer bicycle parking space per ~~25,000~~ 5,000 square feet of GFA.

FBC AWG Comments

ZOCO Comments

PC/CB Comments/Recommendation

Impact of Proposed Solution (i.e., additional height, more coverage, more gfa, less open space, better architecture, etc) _____

Result: Interpretation ____ FBC Amendment ____