



ARLINGTON
VIRGINIA

Affordable Housing Study

Strategies Task Force

Meeting #2 – Transit Oriented Affordable Housing Fund (TOAH) and Parking

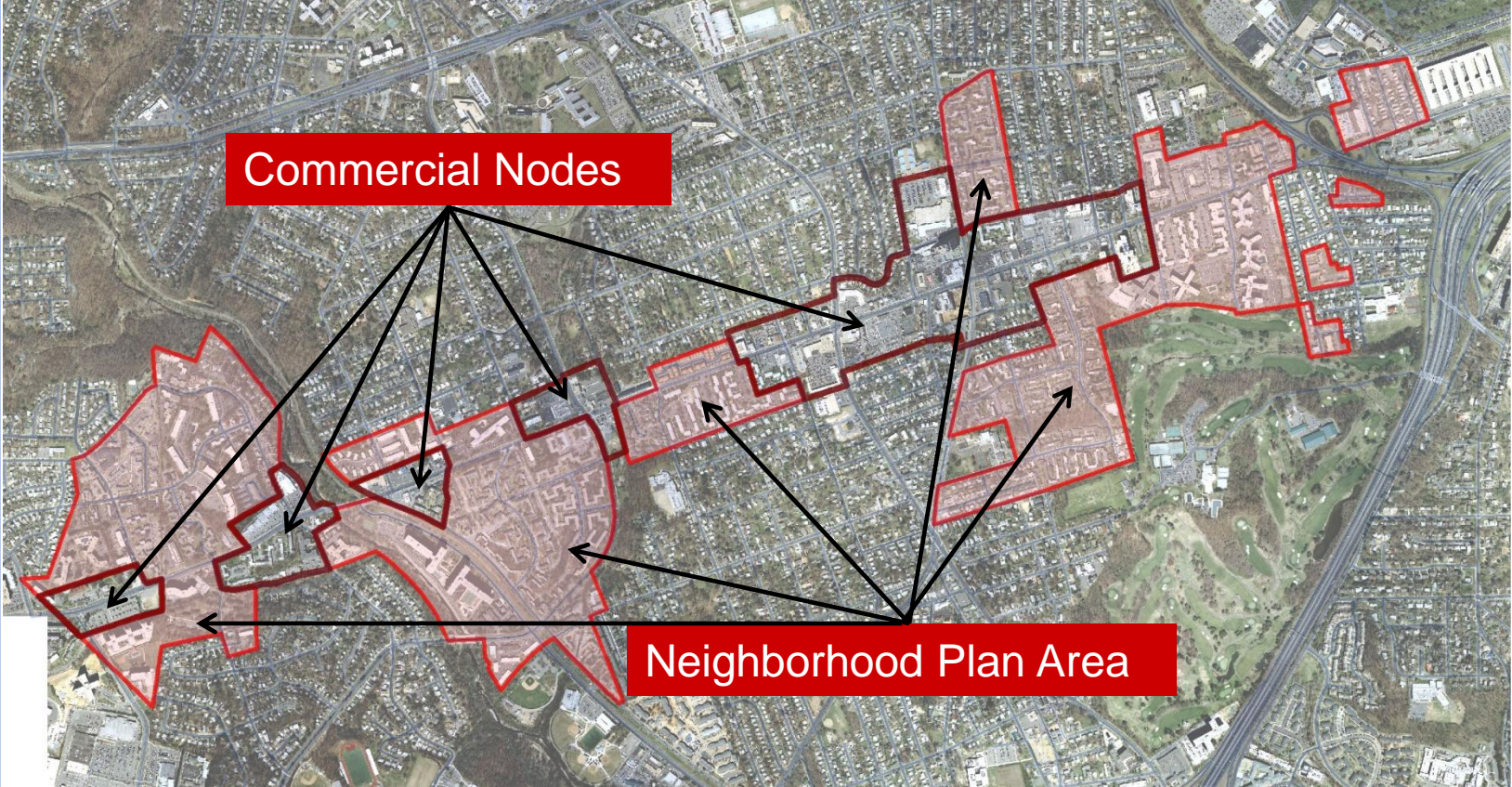
January 7, 2013

TOAH Overview

- Adopted December 2013 for **Columbia Pike**

- Primary purpose to help pay for infrastructure & County fees for Low Income Housing Tax Credit (LIHTC) applicants with projects on Columbia Pike.
 - Infrastructure/unit (underground utilities, tree preservation, curb cuts, sidewalks, etc.) = \$20,000
 - County Fees/unit (tap fees, certificate of occupancy, building permits, zoning, etc.) = \$5,000

TOAH Boundaries – Columbia Pike Revitalization Districts



TIF District = Neighborhood Plan Area + Commercial Nodes

TOAH Fund

- Revenue source for Columbia Pike TOAH = Columbia Pike Tax Increment Financing (TIF)
 - Columbia Pike estimated costs are about \$25,000/unit (\$875,000 total/year)
- Items paid for through the TOAH Fund would NOT be a loan
 - In order to reduce the Total Development Costs (TDC), the County would pay the necessary fees and pay for/manage infrastructure items

TOAH Fund: County-Wide Estimates

- Estimates assume only new construction projects
 - No preservation projects in past 5 fiscal years would have exceeded cost limit (\$292,875)
 - However, this projects could also be eligible if over cost limits

- TOAH Projection Methodology
 - Assumes amount of LIHTC units to come on-line in next 5 years is similar to amount that came on-line in past 5 years
 - 476 LIHTC units built in last 5 fiscal years (excludes Arlington Mill due to unique land deal)
 - 75% of units (355 units) were “over” cost limits (\$372,750)

TOAH Fund: County-Wide Estimates

➤ TOAH Projection Estimates

- 71 units per year (355 total units divided by 5 years)
- Project 35 units/year on Columbia Pike
- Project **36 units/year** elsewhere in County

	Low	Moderate	High
Per unit costs	\$15,000	\$25,000	\$35,000
Estimated TOAH costs/year outside of Columbia Pike	\$540,972	\$901,620	\$1,262,268

TOAH Fund: Questions

- Should County consider County-wide TOAH?
 - Benefits?
 - Concerns?

- Would County-wide TOAH impact Columbia Pike goals?

- Should County add another “grant” use to AHIF?

➤ Parking Costs

- Parking is significant portion of Total Development Costs
 - Above-ground Structure = ~\$15,000/stall
 - 1-2 levels underground = ~\$35,000/stall
 - 3+ levels underground = ~\$45,000/stall
- Recent projects have incurred costs of **\$30,000 to \$53,000** per stall (high cost of \$53,000 reflective of bedrock removal, design issues)

Parking Ratios

➤ By-Right

- Multifamily = 1.125 stalls/unit for first 200 units and 1.0 spaces/unit for each unit above 200

➤ Site Plan

- Generally minimum is 1 space per unit
- The Jordan = 0.86 stalls/unit

➤ Columbia Pike Neighborhoods Form Based Code (FBC)

- Multifamily = 1.125 stalls/unit
- Ratio is reduced to .825 stalls/unit if provide more affordable housing than required

Master Transportation Plan (MTP) Policies

- Policy #8: **Allow reduced parking space** requirements for new development in **close proximity to frequent transit service** and exemplary access by non-motorized travel modes and car-sharing vehicles. **Require enhanced Transportation Demand Management (TDM) measures** for developments with reduced quantities of parking.
- Policy #11: **Reduce or eliminate parking requirements** for specialized projects **near transit nodes** when they advance related County transportation goals.... **Tailor TDM measures** for such projects appropriately.

MTP Implementation Actions – Policy #11

- Develop guidelines for adjustment of parking requirements for affordable housing near transit nodes when adequate TDM measures and transit support are provided.
- Incorporate these guidelines into a County Board-approved parking policy document. Reduce or eliminate parking requirements as appropriate in accordance with these guidelines.
- Work with federal, state and non-profit partners to reduce or eliminate any regulatory parking requirements for committed affordable or supportive housing near transit.
- Use comprehensive planning processes such as sector planning efforts to identify special opportunities for development with reduced or eliminated parking requirements.

Best Practices – Portland, OR

- Portland, OR – Sites less than 1500 ft from transit station
 - 30 units = no parking requirement
 - 31 – 40 units = 0.2 spaces per unit
 - 41-50 units = .25 spaces per unit
 - 51+ units = 0.33 spaces per unit

 - Exceptions – Up to 50% reduction
 - For each tree preserved reduce by 1 parking space
 - Bicycle parking can replace up to 25% required parking
 - Transit-supportive plaza can replace 10% required parking
 - Every car-sharing space can reduce parking by 2 spaces
 - 15-dock bike sharing station can reduce requirement by 3 spaces

Residential Parking Study – Needed Information

- General car ownership data for low-income residents
- Parking utilization for affordable developments
 - By location (proximity to metro, bus, car-sharing, bicycle sharing as well as areas not proximate transit)
- Data on how parking charges change utilization (free parking VS charged parking)
- Transportation Demand Management (TDM)
 - Specify measures that could be best tailored to low income residents
 - Specific guidelines for how TDM can reduce parking spots
- Other?

- Next Meeting Date – January 21 at 6:15 PM
 - Topics: Streamlined Processes, Preservation Loan Program, Partial Tax Exemption