



# **P**arking Reimagined

Land Use Process Review Committee  
February 16, 2023

# Project activities since November 2022

- Project open houses in January 2023
- Public Input interface on project website
- Continued review and update of draft Zoning Ordinance language



# Community feedback

- Relationship of project to the environment
- Adequacy of proposed bicycle requirements
- Authority of the Director to approve parking adjustments
- Off-site impacts of changes to parking requirements
- The effects of the changes on development practices



# Project values

Project supports One Fairfax, Resilient Fairfax, CECAP, and the Comprehensive Plan

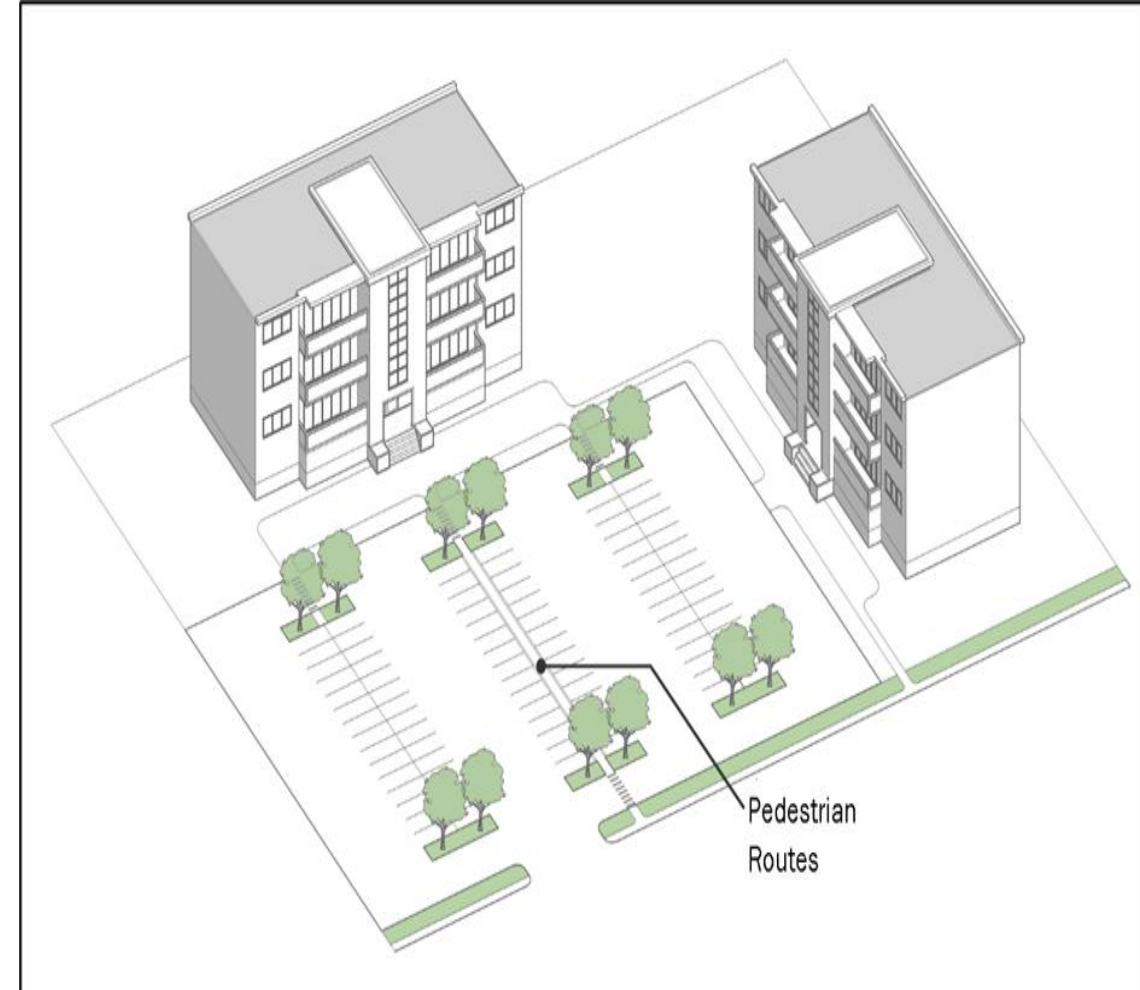
- Environment - Reducing parking requirements reduces impervious surface and infrastructure built for auto parking
- Equity - A quality-built environment that accommodates anticipated growth and promotes housing and services for all people
- Affordability - Opportunities for more housing, slowing inflationary prices, as well as more affordable housing options
- Land-use Site Design - Reducing the influence of parking enhances placemaking opportunities, creating places where people want to be

# How does Parking Reimagined support County environmental goals

- Implementation of bicycle parking minimum requirements
- Tiered framework reduces parking rates in densely populated areas that have better access to public transit
- Decrease of impervious surface in parking areas
- Reduced vehicle emissions
- Improved storm water management and mitigation
- Adjustment of parking requirements to conserve or enhance green space and tree canopy

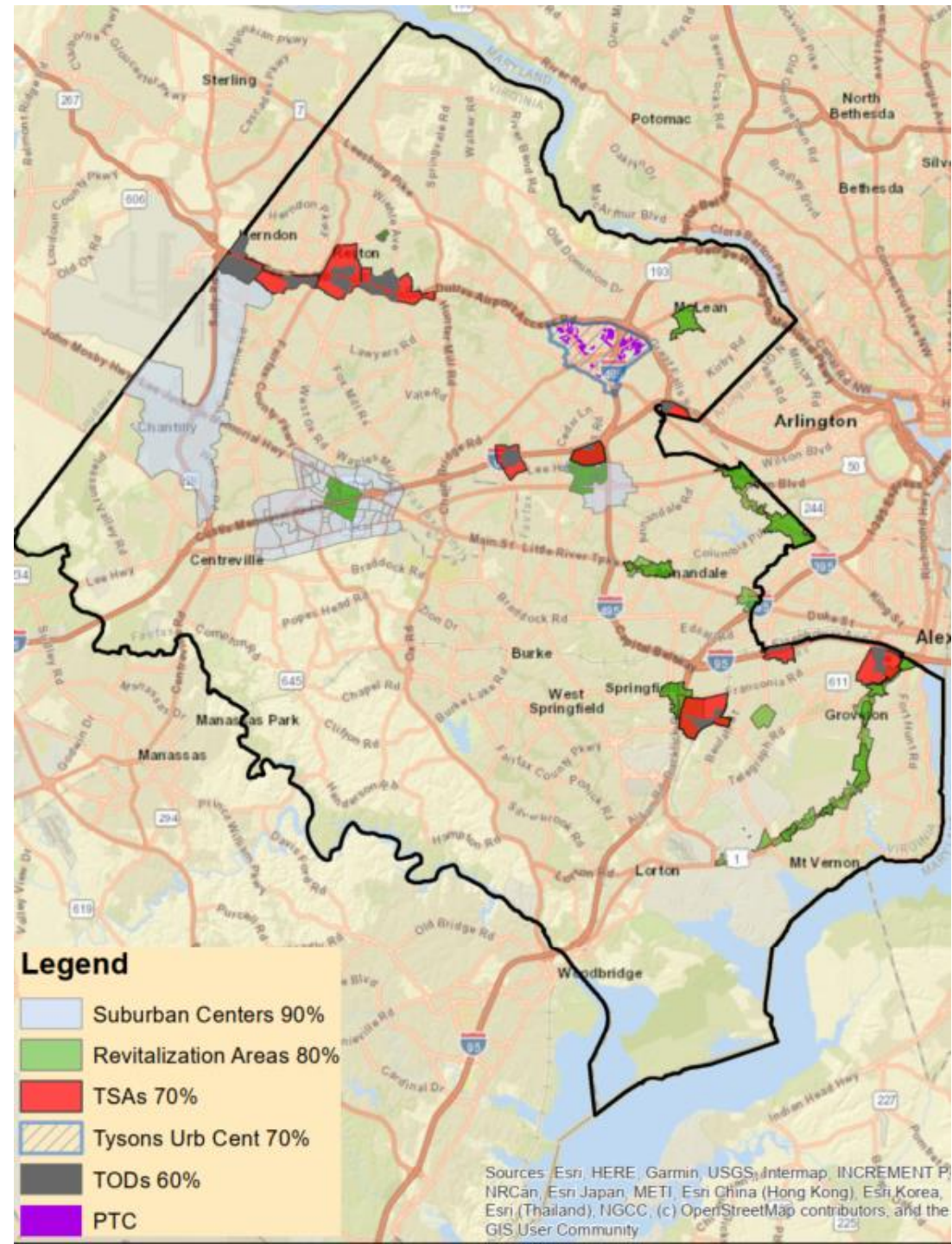
# Article 6 Applicability Off-Street parking standards Calculation of off-street parking

- Pedestrian routes in parking lots
- Modification of change-in-use language to base on available parking
- Permit 20% reduction to encourage parking lot landscaping
- No requirement for parking of outdoor dining and temporary display areas



# Article 6 Rates and tiered framework

- Recommended rates with some adjustments
- Ranges provided to allow flexibility for decisions



# Article 6 Parking Adjustments



- Director approval proposed at 50% with range for consideration
- All Zoning Ordinance uses added to standard shared parking
- Mixed-use and religious assembly adjustments consolidated with shared parking
- Affordable housing adjustment



# Article 6 Vehicle Loading

- Revised threshold for requirement downward to 10,000 gross square feet
- Requirement for adequate receiving facilities

Table 6101.1: Minimum Required Off-Street Loading Spaces	
Use	Minimum Loading Requirement
<b>AGRICULTURAL AND RELATED USES</b>	
Agricultural and Related Uses	No minimum requirement
<b>RESIDENTIAL USES</b>	
Dwelling, Multifamily; Dwelling Multifamily-ADU Development	1 space per each 100,000 square feet of gross floor area, provided that:
Congregate Living Facility	No more than 2 loading spaces are required for a structure.
Residence Hall	
<b>PUBLIC, INSTITUTIONAL, AND COMMUNITY USES</b>	
Public, Institutional, and Community Uses	1 space per each 100,000 square feet of gross floor area, provided that:
	No more than 3 loading spaces are required for a structure when located in a Commercial Revitalization District as defined in Section 3102, or in an area identified by the Comprehensive Plan as a Commercial Revitalization Area, Commercial Business Center, Suburban Neighborhood in the Richmond Highway Corridor, Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center; and
	No more than 5 loading spaces are required for a structure in any other area.
<b>COMMERCIAL USES</b>	
Office, Hotel, and Commercial Indoor Recreation	1 space per each 100,000 square feet of gross floor area, provided that:
	No more than 3 loading spaces be required for a structure when located in a Commercial Revitalization District as defined Section 3102, or in an area identified by the Comprehensive Plan as a Commercial Revitalization Area, Commercial Business Center, Suburban Neighborhood in the Richmond Highway Corridor, Transit Station Area, Transit Oriented District, Transit Development Area, or Tysons Urban Center; and
	No more than 5 loading spaces are required for a structure in any other area.

## Article 6 Bicycle parking requirements

- Revised basis for determining required parking
- Removed ‘no minimum required’ option to always require bike parking



# Project Timeline



# **P**arking Reimagined

Project website:

<https://www.fairfaxcounty.gov/planning-development/zoning-ordinance/parking-reimagined>

Website has:

- White paper with project details
- FAQs
- Presentation materials
- List of upcoming meetings
- Other background information

