



Parking Reimagined

Planning Commission
Land Use Process Review Committee
December 1, 2022

Summary of activities

- Draft tiered framework and rates released Spring/Summer 2022
- Community engagement
- Continued work on administrative language and bicycle minimum requirements for current release



What are the goals?



- Parking rates and regulations tailored to the context of land use
- Flexibility
- Simplification and predictability

How has the project addressed community values?

- Equity
- Affordability
- Environment
- Land-use Site Design
- Economics



Article 6

Applicability

Off-Street parking standards

Calculation of off-street parking

- ‘P’ District parking change
- Flexibility for EVC and parking lot landscaping
- 10% allowance for use changes
- Define parking tabulations and need
- Tandem parking
- Accessible parking modification



Article 6

Parking rates

RESIDENTIAL USES

Household Living

Dwelling, Multifamily	1.3 spaces per unit
Dwelling, Single-Family Attached	2.7 spaces per unit with 0.2 space per unit located on common property and available for visitor or shared use
Dwelling, Single-Family Detached and Accessory Living Unit	2 spaces per unit for lots with frontage on a public street and 3 spaces per unit for lots with frontage on a private street Accessory living unit (administrative permit): 1 additional space
Dwelling, Stacked Townhouse	2.3 spaces with 0.3 spaces per unit located on common property and available for visitor or shared use
Group Residential Facility	Applicable rate for the dwelling unit type
Live-Work Development	Applicable residential rate
Manufactured Home	1.5 spaces per unit

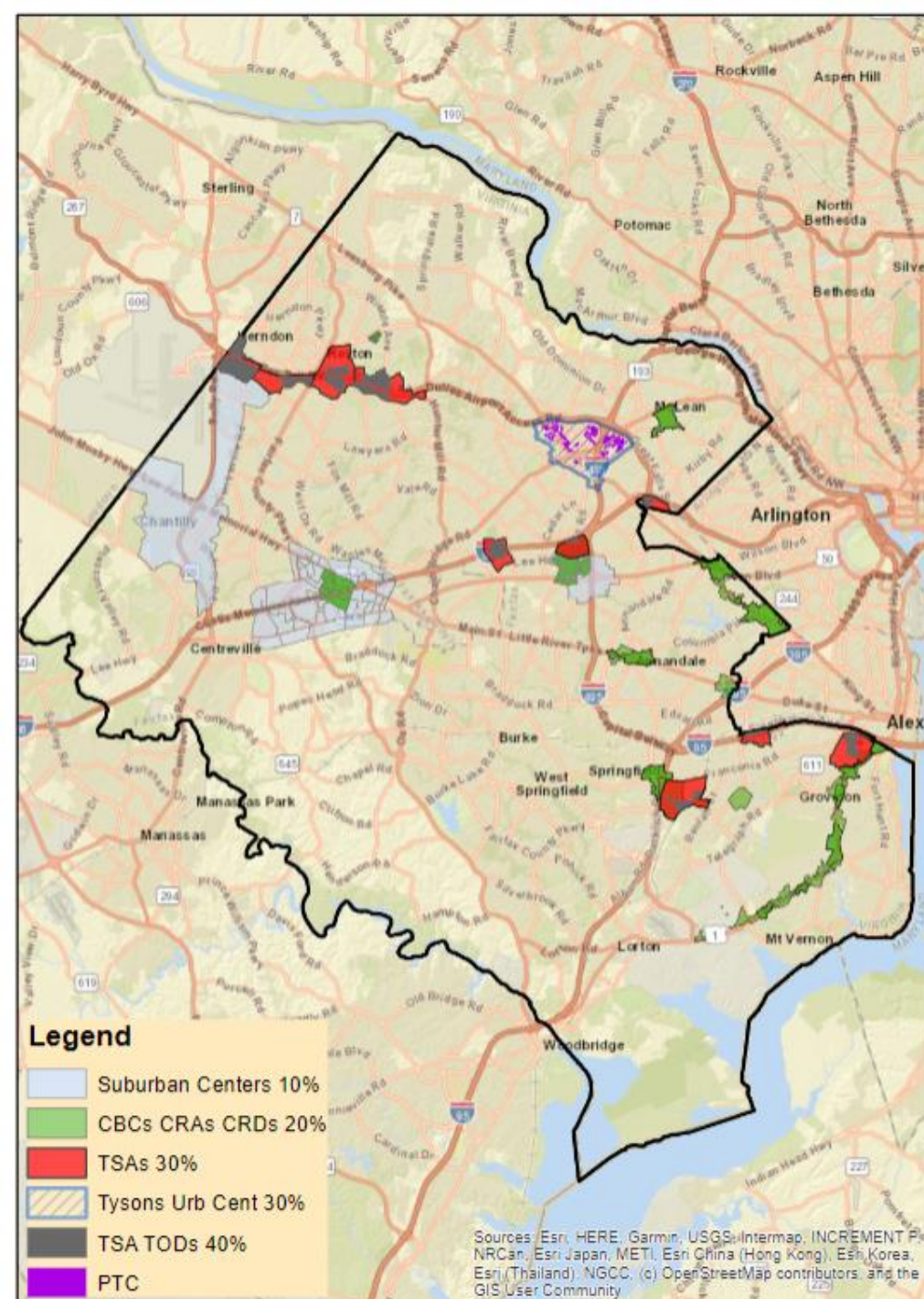
Group Living

Congregate Living Facility	1 space per 3 residents
Group Household	A group household must provide enough spaces to accommodate the parking needs of its residents
Religious Group Living	1 space per 3 residents
Residence Hall	1 space per 3 residents

- Proposed rate table for all uses
- Rate changes for some uses after rates released
- More flexibility for shopping centers and office uses
- Updates to vehicle stacking requirements

Article 6 Tiered Framework

- Base Rates
- Suburban Centers
- Revitalization Areas
- Transit Station Area (TSA) and Tysons Urban Center
- Transit Oriented Development (TOD)
- Planned Tysons Center (PTC)



Article 6 Tiered framework

- Tiered framework based on planned density and intensity
- Residential use parking rates defined in tiers



Sample Base Rates

Use	Current	Proposed Base	Suburban Center (10%)	Revitalization (20%)	TSA (30%)	TOD (40%)	PTC*
Retail Sales, General	1 space per 200 square feet of the first 1,000 square feet, plus 6 spaces for each additional 1,000 square feet	4 spaces per 1,000 square feet of gross floor area	3.6 spaces per 1,000 square feet of gross floor area	3.2 spaces per 1,000 square feet of gross floor area	2.8 spaces per 1,000 square feet of gross floor area	2.4 spaces per 1,000 square feet of gross floor area	No minimum requirement except in non-TOD, which is 75% of the base rate

* PTC rate also establishes a maximum number of parking spaces. The table above only reflects the minimum rates. No change is proposed to the maximum rates.

Article 6 Parking adjustments



- Shared parking
- Transit-related
- Affordable housing
- Public parking
- Public benefit
- Other changes

Article 6 Vehicle Loading

- Simplification and condensing of loading requirements
- Lower rates based on staff analysis and waiver history

Table 6101.1: Minimum Required Off-Street Loading Spaces

Use	Minimum Loading Requirement
AGRICULTURAL AND RELATED USES	
Agricultural and Related Uses	No minimum requirement
RESIDENTIAL USES	
Dwelling, Multifamily; Dwelling	1 space per each 100,000 square feet of gross floor area, provided that: No more than 2 loading spaces are required for a structure.
Multifamily-ADU Development	
Congregate Living Facility	
Residence Hall	
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES	
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.
COMMERCIAL USES	
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

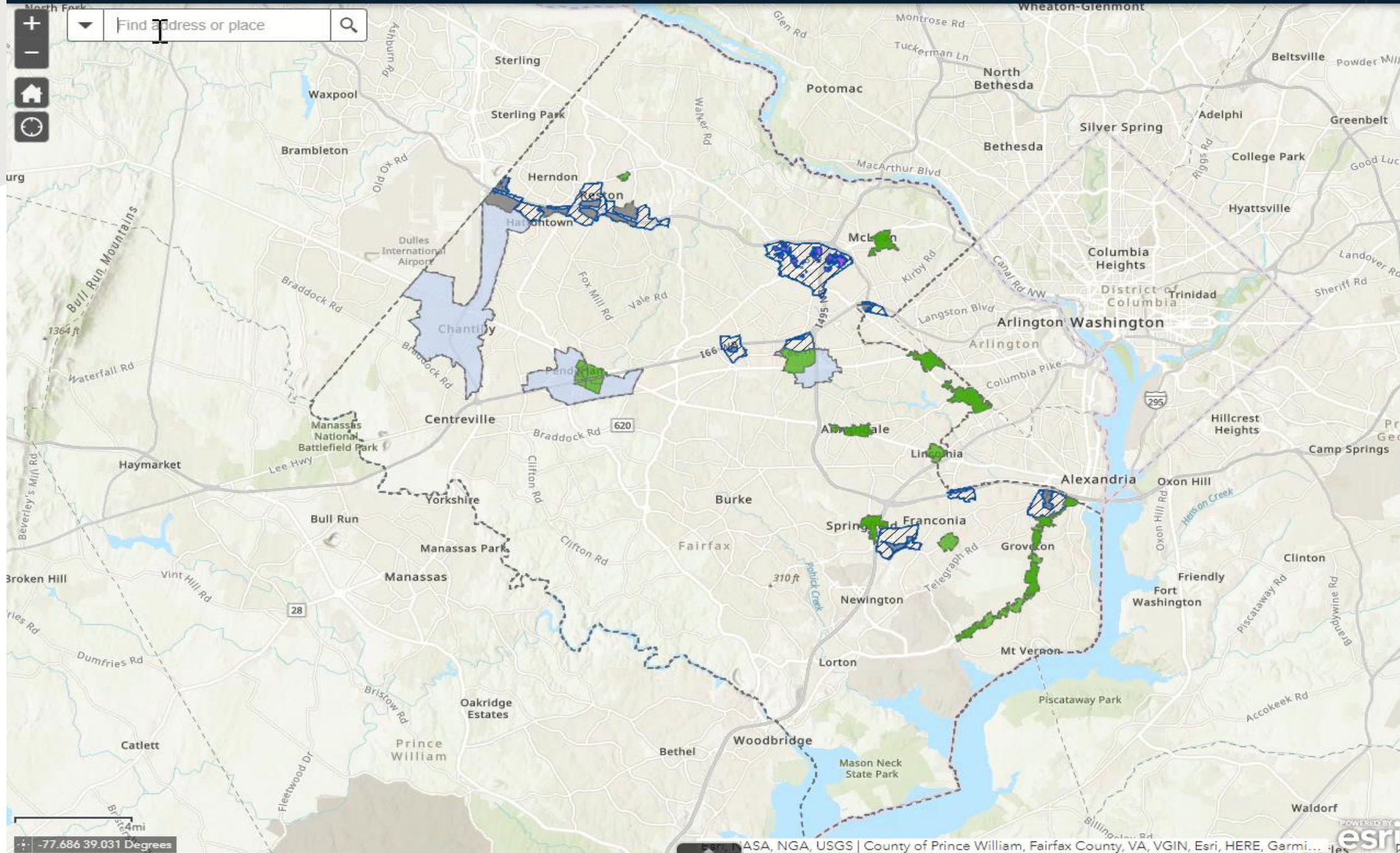
- New Zoning Ordinance section
- General provisions:
 - Minimum requirements based on location
 - Design requirements
 - Define when bicycle parking is required for new and existing sites



Article 6 Bicycle parking requirements

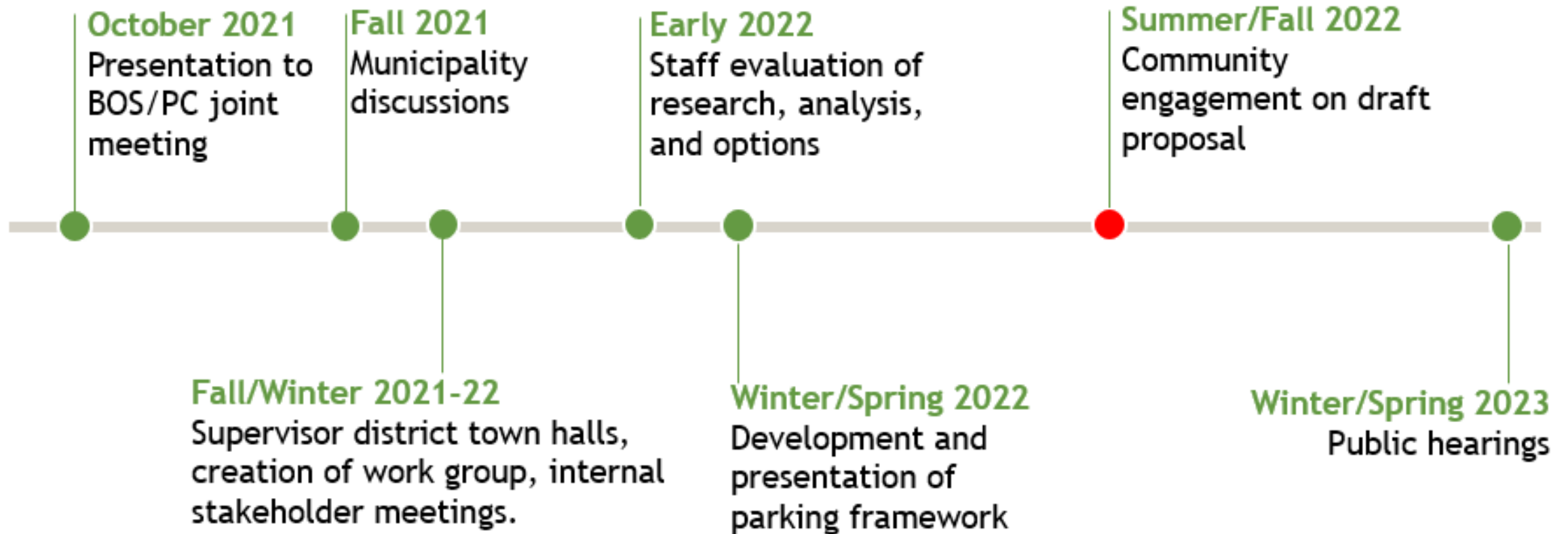
- Follows auto parking table format
- Higher minimums with tiered framework
- Based on percentage of auto parking or number of spaces

Use	Proposed Requirement
Dwelling, Multifamily	5% of provided vehicle parking spaces; or
Public, Institutional & Community Uses	10% of provided vehicle parking spaces when located in a Revitalization Area; or
Commercial Uses	15% of provided vehicle parking spaces when located in a TSA, TOD, or Tysons Urban Center
Industrial Uses	2 spaces per use; or 4 spaces per use, when located in a Revitalization Area; or 8 spaces per use, when located in a TSA, TOD, or Tysons Urban Center



-77.686 39.031 Degrees

Project Timeline



Parking 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

