

Parking Reimagined

November 2022 UPDATE

PROJECT SUMMARY

The County initiated a comprehensive review of parking requirements in August 2021. The review is intended to evaluate the influence of changes in travel behavior and technology on parking demand. Access to the internet, along with flexible telework options and convenient home delivery of goods, has decreased the need or desire to drive to shop or work. Growth of transit availability with the expansion of Metrorail and bus service and the movement toward compact walkable mixed-use communities has decreased the need for auto trips and parking demand. The Parking Reimagined project is a broad review of the County's parking requirements, aiming to modernize how we regulate parking, including methods to right-size these requirements. In addition to updating parking rates, the project will evaluate current administrative processes to identify proposals for changes that benefit our residents and businesses.

The four goals for the project were outlined in the [October 2021 project White Paper](#).

- Creating opportunities to balance on-site parking supply and demand to meet the day-to-day needs for the land use without under-building or over-building parking areas, also known as 'right-sizing' parking.
- Identifying methods to provide more flexibility in the parking regulations to address site and area specific circumstances.
- Streamlining County review and approval of parking proposals.
- Reviewing and updating vehicle stacking and loading requirements.

The October 2021 White Paper also included a discussion of the community values under consideration with the Parking Reimagined project. These include equity, affordability, the environment, land-use site design, and economics, which are reflected in the goals of One Fairfax and our Strategic Plan Initiatives. It was stressed that our decisions about parking must be weighed against these goals.

- **Equity.** Lowering parking requirements creates opportunities for more walkable, transit-accessible communities benefitting those who do not drive. Streamlining administrative requirements such as the need for parking tabulations when there is a change in use and lowering parking minimums helps small and disadvantaged businesses reduce both administrative and physical costs of providing parking.

- **Affordability.** Lowering parking requirements will reduce development costs and can provide for opportunities for affordable housing. Simplifying requirements, creating predictability, and reducing required parking supply will be a cost savings to citizens and businesses.
- **Environment.** Reducing parking requirements allows opportunities to provide more green infrastructure for individual sites including open and public spaces, more effective stormwater management, and preservation. Lower vehicle parking requirements fosters more compact development which encourages alternatives to car travel, reducing emissions. Establishing minimum requirements for bicycle parking provides infrastructure to support bikers.
- **Land-use Site Design.** Reducing the influence of parking enhances placemaking opportunities, creating places where people want to be, such as the Cap One development in Tysons, Reston Town Center, and the Mosaic District. Opportunities for better parking design can occur with redevelopment at lower minimum requirements which can reduce the gulf between streets and buildings, making sites more accessible to pedestrians and micromobility vehicles such as bicycles and scooters.
- **Economics.** Proposed automatic reductions in the tiered framework reduce time and money spent supporting reasonable parking adjustments. Significantly reduced parking requirements in Metrorail station areas creates a return on the County's investment by aligning non-auto transportation options with transit access. More productive uses of land area once devoted to parking adds value to the County's tax base.

The proposed tiered framework, parking and loading rate modernization and simplification proposals, and planned changes to the Ordinance administrative processes, each discussed in more detail in the update below, address these project goals and community values.

UPDATE ON ACTIVITIES TO DATE

In [June 2022](#), staff presented a project update to the Board of Supervisors' Land Use Policy Committee. This included a description of the proposed tiered framework that includes new parking requirements for targeted planning areas in the County. This tiered framework is discussed in more detail below. Staff also discussed potential changes to minimum parking requirements that right-sizes and simplifies parking rates for many uses in the Zoning Ordinance as well as demonstrating to the Board the effect of the tiered framework on specific minimum parking rates.

After meeting with the Board, staff has continued to engage the community, conducting six open houses from July through October and meeting with Board committees, community and industry groups, County agencies, and Board members. To date, more than 70 meetings have taken place. Staff has finalized draft minimum parking rates for all Zoning Ordinance uses, which were released for public review in Summer 2022. The proposed draft revisions to Article 6 are in Attachment 1 and staff will be conducting additional outreach and soliciting public comments over the next few months.

SUMMARY OF PROPOSED CHANGES

The draft revisions to Article 6 contain the following significant proposed changes and additions. Each section includes footnotes to provide a brief explanation of the proposed changes. In addition, a crosswalk will be provided on the Parking Reimagined webpage that shows the modifications and cross-references where text is moved or deleted. When the Ordinance language is presented for final consideration, the Board

will be asked to repeal existing Article 6 in its entirety and replace it with a proposed new and reorganized Article 6.

6100.1 Applicability

This subsection provides general guidance indicating when parking is required for both new and expanded uses. Staff proposes to remove confusing discretionary authority by the Director of Land Development Services to determine parking for planned districts (subsection 6100.1A(1), (2), 3). The proposed revision simplifies the Ordinance to establish general applicability of parking requirements for the entire County. The opt-in provisions for the PTC District (subsection 6100.1.A(4) are proposed to be relocated to subsection 6100.5 with the PTC rates. Other proposed changes to this subsection are intended to increase flexibility in parking requirements by:

- Allowing an administrative adjustments of minimum parking requirements to the extent necessary to accommodate placement of electric vehicle parking infrastructure or add landscaping to meet the minimum parking lot landscaping requirements.
- Allowing an expansion of a use or structure by ten percent or less without requiring additional parking to be provided. This provides more flexibility for property owners and tenants to change uses without being held to burdensome requirements for modest expansions.
- Defining when a parking tabulation must be submitted and expands the categories of uses where tabulations, and thus additional parking, is not needed with changes in use for existing buildings.

6100.2 Off-Street Parking Standards, Layout and Design

This subsection is primarily focused on parking lot design. One significant addition is proposed to this section to expand the ability for tandem parking, which is a parking option that allows two vehicles to park one behind the other. This is allowed and frequently occurs in single-family detached and attached dwellings in a driveway. The changes would allow this to occur for two spaces assigned to a single multifamily dwelling unit, for parking of company vehicles, and for valet parking. It also provides an ability to administratively approve other tandem parking scenarios after a review of the management of the spaces by the County's technical staff.

6100.3 Calculation of Off-Street Parking

Some general expectations for calculating parking are provided in this section to support the minimum parking requirements defined in subsection 6100.4. Significant modifications include:

- Changes to the rounding requirements when a parking tabulation calculation creates a fraction. Today, rounding up to the next whole number is required. The proposed change now rounds down. For example, if the calculated parking requirement is 4.8 spaces, four spaces will be required.
- Proposed elimination for the exception for shopping centers related to calculation of square footage to simplify the parking rate for this use. The current requirement excludes the interior open areas of a Shopping Center under 1,000,000 square feet from the parking calculation. The proposed parking rate will be lower for Shopping Centers and can account for this interior space.

- Today, accessible parking spaces are counted as part of the minimum parking requirement. The number of accessible spaces is mandated by the minimum number of general parking spaces necessary for the development. With the variety of options proposed to adjust parking, using this formula would result in fewer accessible parking spaces. Therefore, staff proposes adding language that requires the number of accessible spaces to be determined by the baseline requirements in the Ordinance, and not on an adjusted number of spaces.

6100.4 Minimum Required Off-Street Parking Spaces, and Stacking Spaces

After publication of the [June 2022 White Paper](#), the tables of proposed minimum parking requirements by use were posted to the project website for review and comment. Minor revisions to respond to comments to those rates are proposed with this version and overall, the rates propose simplification and right-sizing. Many rates within broader use categories such as commercial and industrial uses are proposed to be standardized. Most of the common uses and their rates are also tailored to a single variable that is easily determined, such as building square footage. Many of the rates are proposed for adjustment based on data and experience nationally, regionally, and within the County.

An excerpt from Table 6100.4 describing the proposed base minimum parking requirements for residential uses is provided below.

RESIDENTIAL USES	
<i>Household Living</i>	
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
<i>Group Living</i>	
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 as determined by the BZA or Board
Religious Group Living	1 space per 3 residents
Residence Hall	1 space per 3 residents

Since publication of the proposed rates, some additional feedback and analysis was gathered leading to some potential changes to specific rates. All rates will continue to be evaluated as the project continues and includes options for consideration. The most significant changes since the publication of the proposed rate tables includes:

- A modification of the proposed Single-Family Attached Dwelling rate is proposed. The minimum requirement of 2.7 spaces per unit is retained, with 2.0 spaces required per unit and staff initially recommended the remaining 0.7 spaces be provided for shared use. Staff is considering revising the visitor/shared parking rate down from 0.7 to 0.2 but maintaining the overall requirement of 2.7 spaces per unit. Concerns were raised that the increase in visitor/shared parking using a 0.7 rate may create a significant amount of impervious surface, particularly for larger communities. It continues to be important to strike a balance between the importance of parking and the environment while maintaining shared parking opportunities.
- A similar change is proposed for Stacked Townhouses, moving from the proposed 2.7 spaces per unit to 2.3 spaces per unit with 0.3 spaces provided for shared or visitor parking. This proposed minimum rate matches the current Ordinance requirement but provides a specific allocation for visitor/shared parking. This additional parking has been a key issue in conversations with the community.
- With the initial release of proposed rates, staff recommended an update to the Religious Assembly use. The rate is proposed to be increased for religious assembly uses in residential areas from 1 space per 4 seats to 1 space per 3 seats. This is consistent with the rate that is typically approved with special permits. Staff is proposing to use that same rate when the religious assembly use includes commonly associated uses, such as childcare facilities and schools. The parking demand for these uses typically do not conflict with religious services and would not require additional parking to be provided.
- A modification to the parking requirements for outdoor seating is proposed, lowering this from 8 spaces per 1,000 square feet of seating area to 5 spaces per 1,000 square feet of seating area. An option remains to not require a separate parking rate for outdoor seating.
- The proposed requirement for Office buildings greater than 50,000 square feet is proposed to be lowered from 3.6 spaces per 1,000 square feet to 2 spaces per 1,000 square feet. Continuing research and experience show that this is a better rightsizing of the minimum requirement.
- As currently proposed, the Quasi-Public Parks use has no minimum parking requirement for neighborhood and urban parks. Director approval is required for community, district, countywide, and regional parks. Discussions with park managers indicate that in-house construction standards are established for parking lot design and capacity for specific facilities within parks, negating Director input to determine parking requirements. Thus, no minimum parking requirement is proposed for these parks.

This section also proposes the following additions and modifications:

- The previously released minimum parking requirements did not include Shopping Centers. A Shopping Center is generally defined as having two or more commercial uses within a single building. Currently, office, theater and restaurant uses must be parked separately from the Shopping Center rate. Additional flexibility for uses within a Shopping Center is proposed to allow large restaurants, office uses as well as freestanding offices up to 5,000 square feet, to be parked at the Shopping Center rate and not calculated separately.
- A new provision to allow office buildings a similar degree of flexibility as a shopping center is proposed to accommodate changes in tenants. The Ordinance allows a variety of uses within these types of development, such as Specialized Instruction Centers, Colleges and Universities, and Craft Beverage Production Establishments, and property owners and tenants are pursuing these options today. The proposed changes will provide more flexibility in meeting parking requirements for these mixed-use sites.
- A new subsection that consolidates all the stacking requirements from other locations in Article 6 is proposed. Based on peer review of requirements in similar jurisdictions, the proposal includes a reduction in required stacking spaces for Drive-Through Financial Institutions, Drive-Through Pharmacy and other drive-through uses.

6100.5 Tiered Framework and PTC District – Off-Street Parking Requirement

This subsection defines the applicability of the tiered framework for parking requirements, which is limited to specialized planning districts within the County. The framework creates parking tiers that align with planned urban development areas defined in the Comprehensive Plan. In the suburban residential and low-density commercial areas of the County, most travel requires a car. In the highest density and intensity areas, such as areas near bus routes and Metrorail stations, more options for travel exist as these areas are better served by transit and tend to be more walkable. These higher density areas have a mix of uses to serve employment, living, retail services, and entertainment that are closely located to one another. Parking requirements should be oriented to the character of these diverse areas. In such an approach, minimum parking requirements would remain higher in more car-dependent areas with less parking required in areas where non-auto travel options make personal-vehicle ownership and use more discretionary. A countywide map of the proposed tiers and descriptions of each tier are provided in Figure 1 below.

In addition to defining the tiered minimum parking requirements which are based on a percentage of the baseline Ordinance requirements, tables are added to define single-family attached, stacked townhomes, and multifamily development parking rates for these specific areas. These uses have proposed rates that are not subject to the percentage reductions in the tiers.

Single-family attached and stacked townhomes have minimum rates that continue to recognize that a separate visitor/overflow parking supply is needed even when the unit parking rate is adjusted downward within the tiered framework. In lowering these minimum rates for these unit types, it is acknowledged that in higher density and intensity development areas of the County, less parking demand is expected with the opportunities for multi-modal transport and a variety of amenities in closer proximity.

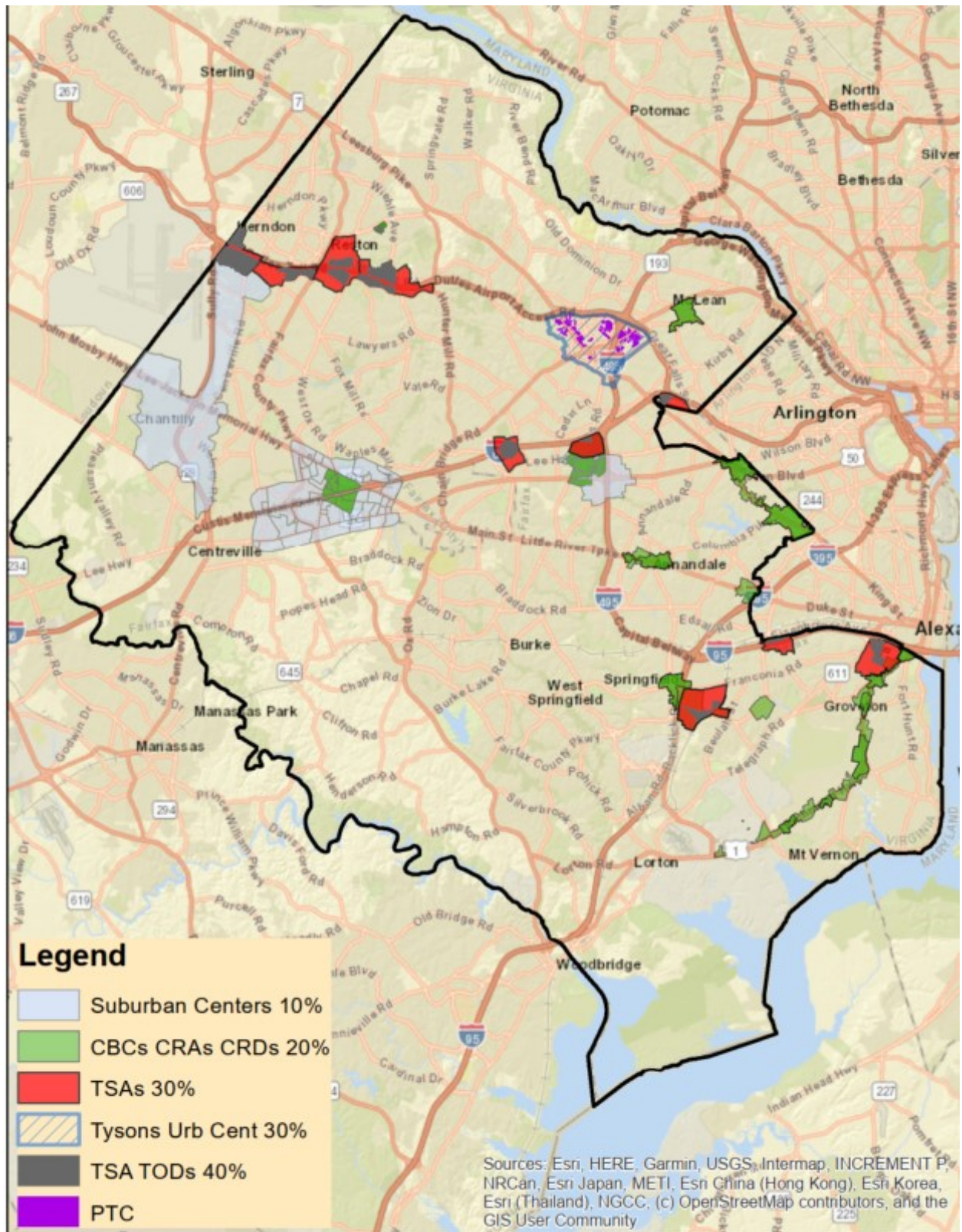


Figure 1: Map of Tiered Framework

An example of the proposed Revitalization Area (Community Business Centers (CBCs), Community Revitalization Areas (CRAs), and Community Revitalization Districts (CRDs) and the Urban Core of the Fairfax Center Area) parking requirements is provided below.

TABLE 6100.6: Revitalization Area Parking Requirements	
Use	Minimum Parking Requirement
Dwelling, Single-Family Detached	2 spaces per unit
Dwelling, Single-Family Attached	1.8 spaces per unit with 0.3 spaces per unit located on common property and available for visitor or shared use.
Dwelling, Single Family Attached – ADU Development	
Dwelling, Stacked Townhouse	1.8 spaces per unit with 0.3 spaces per unit located on a common lot and available for visitor or shared use.
Dwelling, Stacked Townhouse- ADU Development	
Dwelling, Multifamily	0.6 spaces per bedroom
Dwelling, Multifamily - ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	80 percent of the parking rate established in Table 6100.2 or 6100.3

A modification and adjustment to the multifamily minimum requirements is also proposed in the tiered framework to base the parking requirement on number of bedrooms as opposed to number of units. Basing the requirement on the number of bedrooms within multifamily developments, provides a more accurate assessment of parking demand. Analysis has shown that higher bedroom counts in individual multifamily units is correlated to higher parking demand. Thus, it is proposed to use a bedroom measure within the Revitalization, Transit Station Area, Transit Oriented Development, and Planned Tysons Corner Districts of the tiered framework.

The parking requirements for the Planned Tysons Corner, or PTC District are now included in this tiered framework section. Some minor adjustments in the current provisions are recommended, in part to update the text after ten years of activity since its adoption. Staff proposes to adjust minimum requirements for residential uses in the PTC to acknowledge its status as the highest density development area in the County as well as to align with other areas in the tiered framework.

6100.6 Adjustments to Minimum Required Off-Street Parking

This section contains options to adjust, or reduce, the parking supply for a development site. Opportunities for adjustments will remain valid for site-specific circumstances even with the lower minimum requirements available within the tiered framework. Approximately ninety percent of the County will remain subject to

baseline requirements. Further, even with the lower minimum requirements proposed in the tiered framework, additional adjustments may be justified.

Today, parking adjustments are divided in the Ordinance between those which can be approved by the Board and those which can be approved by the Director of Land Development Services. It is proposed that all adjustments be consolidated to allow approval by the Director after technical review and analysis by staff. This technical review occurs currently for those proposals that require Board approval. With the potential expanded capabilities for the Director to approve parking adjustments, it is proposed that the current cap of 30 percent for an adjustment approved by the Director be raised to 60 percent. Adjustments greater than 60 percent and any other reduction request that is not approved by the Director can still be approved by the Board. Many adjustments will occur in conjunction with land use actions taken by the Board, and the Board will continue to consider these requests after technical input is provided by staff.

A summary of the proposed changes to adjustment options are provided here:

- The general criteria in this subsection is revised to ensure it applies to all options for parking adjustments. Also, a new ability for the Director to vacate an approved parking adjustment is proposed.
- The current Ordinance provisions allowing shared and off-site parking opportunities are consolidated into this new subsection. Several options are proposed.
 1. A new option to calculate a standard shared parking adjustment for uses that can commonly share parking, such as office and residential, is proposed. The process is based on industry criteria and is used by other local and Virginia jurisdictions.
 2. Other options for shared parking that do not fit the standard reduction criteria are included under the Shared Parking heading. These allow for on-site parking adjustments for a combination of uses that are not identified in the chart or for a percentage reduction that exceeds the allowance in the chart. This option is currently available in the Ordinance but is consolidated here.
 3. Another option allows reductions when off-site parking is available to be shared. This option is currently available in the Ordinance but is consolidated here.
 4. A new option for shared parking is proposed, to provide an opportunity for an adjustment based on the mixed-use character of the site or location of a site, as demonstrated by an applicant, and reviewed by staff. In locations such as the Tysons Urban Center, the Mosaic District, Reston Town Center, and other similar areas within the County, walking, bicycles and other micromobility vehicles supplement the use of autos to move within those areas. Specific criteria such as the availability of multimodal options and nearby residential, employment, entertainment, and shopping opportunities that qualify for an adjustment are identified and the applicant must demonstrate that the project meets at least four of these criteria to be considered for approval of an adjustment.
 5. The current provision allowing an adjustment to the total number of required parking spaces for a Religious Assembly or a Religious Assembly with Private School, Specialized Instruction Center,

and Child Care Center for a site located proximate to a commercial parking lot is consolidated here. An allowance for an Adult Day Support Center or Adult Day Care Center is proposed to be added.

- The current Ordinance allows adjustments based on transit proximity. Where sites are served by transit but do not fit into the tiered framework, adjustments may still be appropriate. Similar to the proposal for shared parking, the updated language provides a standard allowable transit adjustment of ten percent based on specific criteria. It also provides an option for a greater than ten percent adjustment if the minimum criteria expected in the standard reduction is met and the applicant can meet at least four additional criteria. The proposed text makes some refinements to enhance the connection of transit availability to offsetting auto parking demand. A key factor in the tiered framework are degrees of transit availability within the higher density and intensity planned areas of the county. Higher densities are purposely planned around this availability, such as development near Metrorail stations.
- Professional research and analysis demonstrate two critical factors associated with affordable housing. The ability to build an affordable housing product is affected by the cost of providing parking. Also, in general, the level of auto ownership for people seeking affordable housing is less than residents who live in market-rate housing. Therefore, it is proposed that a parking adjustment option based on affordability criteria, such as Area Median Income (AMI) be adopted.
- The current Ordinance allows parking adjustments based on availability of nearby public parking lots. This language is simplified to allow adjustments for any publicly maintained parking, including the potential for on-street metered parking. Further, it allows commercially operated public parking as a justification to request an adjustment.
- New language is proposed to provide adjustment opportunities for sites that have historic designations or tree coverage worthy of preservation that may conflict with meeting the minimum parking requirements.
- The airport adjacent adjustment that is permitted in the current Ordinance is proposed for deletion. No proposals for this type of adjustment have been filed recently and the proposed suburban center base rate, that would apply to the Dulles Suburban Center, which is effectively the only area in the County where this option applies, will compensate for this.
- A modification is proposed to the subsection allowing other parking adjustments. Currently, this is limited to a demonstrated need based on the unique characteristics of the use. Added language allows the unique characteristics of the site to be considered as well.

6101 Off-Street Loading

The loading requirements are proposed for modification to simplify and modernize the minimum requirements. The loading requirements are grouped by use categories and most of the standards are lowered which reflects current practice and an analysis of frequently waived requirements. A comparison of the current and proposed loading space requirements is included in Attachment 2. Lowering the loading space requirements will provide for flexibility in site design and potentially reduce impervious areas. When loading spaces are not required, individual business owners can decide to provide loading areas based on their

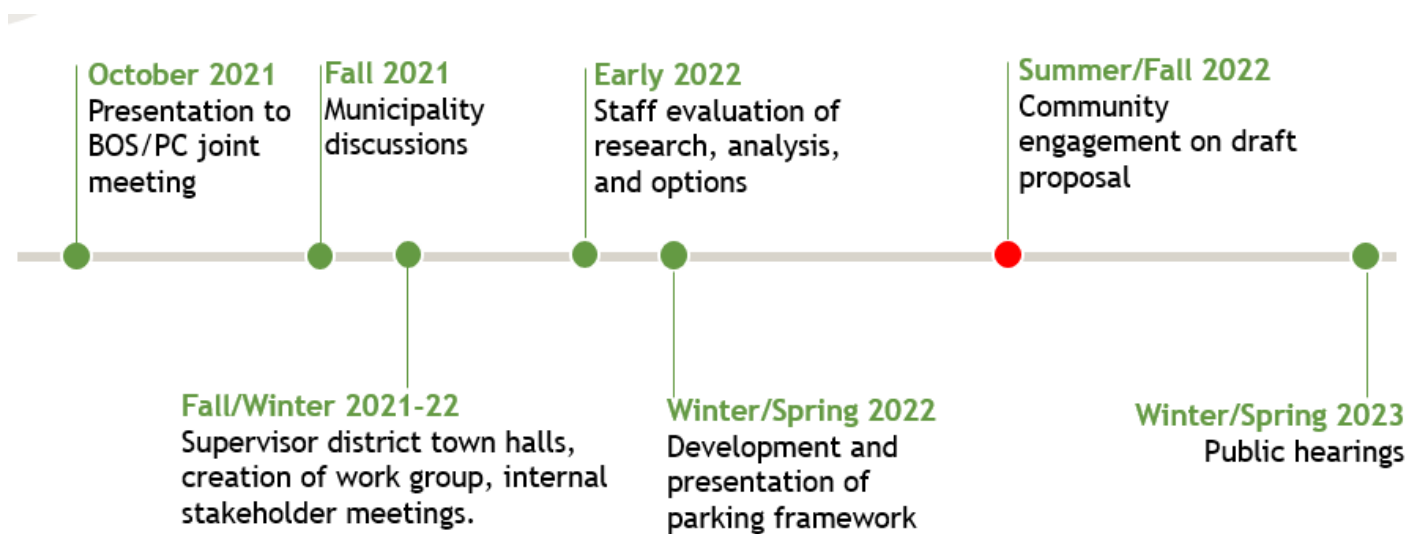
individual need or loading can be conducted within the travel aisles in the parking lot, where it is commonly done today on smaller sites.

6102 Bicycle Parking Requirements

Establishing minimum bicycle parking requirements in the Ordinance was envisioned from the outset of this project. The project team worked with the Fairfax County Department of Transportation to establish draft minimum bicycle parking requirements for public review and comment. The proposal establishes minimum standards for type and location of bicycle parking spaces. The concept bases the required number of bicycle parking spaces on either a percentage of the required vehicle parking spaces or a minimum number of spaces. In both cases, the minimum bicycle parking requirement increases as auto parking minimums decrease within the tiered framework, reflecting enhanced abilities to use this mode of transportation within higher density and intensity development areas. Overall, minimum bicycle parking requirements are expected to encourage more biking as the community will begin to expect these parking facilities to be placed at their destinations. Also, parking facilities will reduce random bicycle parking that can impede walking or damage trees and landscaping.

PROJECT TIMELINE

With the release of the draft revised Article 6, additional public engagement will be scheduled for December and early January. Staff will return to the Board in early 2023 with a final draft incorporating public feedback.



QUESTIONS

If you have questions or comments about this project, please do not hesitate to contact Michael Davis, Parking Program Manager with Land Development Services, William Mayland, Deputy Zoning Administrator or Austin Gastrell, Senior Planner with the Department of Planning and Development at DPDLDSParkingAmendment@fairfaxcounty.gov or visit the project website at [Parking Reimagined](#). If you would like to receive email updates about this project, please visit the project website and click “Add Me to

the [Zoning Ordinance Information and Amendment List Serve](#).” You may follow us at <https://www.facebook.com/fairfaxcountyzoning/>.

Attachments:

1. Draft Ordinance
2. Loading Comparison

6100. Off-Street Parking

Attachment 1

1. Applicability¹

A. Generally

- (1) All structures built, and all uses established, must provide accessory off-street parking in accordance with this Article.²
- (2) For the redevelopment of an existing property that includes the retention of some uses or structures and the elimination of some on-site parking during the redevelopment process, the Board, in conjunction with a rezoning or special exception, or the Director, in conjunction with a site plan, may approve a temporary adjustment or relocation of the minimum required off-street parking spaces subject to a time limitation and demonstration by the applicant that adequate measures will be taken to ensure the continuation of safe and adequate parking of the property.
- (3) Parking of commercial vehicles in R districts is regulated by subsections 4102.1.B(2) and 4102.1.E(4).³
- (4) The provisions of this Article do not apply to motor vehicle storage or display parking areas associated with a vehicle sales, rental and service establishment.⁴
- (5) The Director may adjust the minimum off-street parking requirements for existing parking lots to allow for installation of accessory electric vehicle parking spaces or infrastructure.⁵
- (6) The Director may adjust the minimum off-street parking requirements by up to ten percent, for existing parking lots to provide interior or peripheral parking lot landscaping in accordance with subsection 5108.5.⁶

B. Change in Use or Expansion of an Existing Structure or Use

- (1) A change in use or an expansion of an existing structure or use must comply with the following:
 - (a) No additional parking is required for a change in use or expansion of an existing structure or use which results either in the same or lesser parking requirement than the previous use; or which results in no more than a ten percent increase in the parking requirement than the previous use.⁶
 - (b) The expansion of an existing structure or use that results in more than a ten percent increase in the parking requirement, must provide the minimum off-street parking required for the area of the change in use or the area of the expansion as provided below.⁷
 1. The percentage of the parking increase is based on parking required for the use as defined by a site plan.

¹ Minor editorial changes made for consistency, plain language or to update references are not footnoted separately. Former subsection 6100.1.A(2) and (3) are combined with 6100.1.A(1) and the language that the parking requirements have general applicability in P Districts has been removed. Former subsection 6100.1.A(4) allowing properties not zoned to the PTC District to opt into the PTC rate is relocated to subsection 6100.4. Former subsection 6100.1.B(2) that permitted the Board or BZA in conjunction with a special exception or special permit for an expansion of an existing use, to require the existing structure or use to be parked at the current rate rather than just the addition or expansion, is deleted. The Board could still condition additional parking beyond the minimum requirement without this subsection.

² Revised to require compliance with this Article for all zoning districts. Language referencing alternatives for a Commercial Revitalization District (CRD) under subsection 3102.3.E(2) is deleted because parking requirements in the CRD is proposed to include a new requirement of 80 percent of base rate for all CRDs (see subsection 6100.5).

³ Relocated from former subsection 6100.1.A(6).

⁴ Relocated from former subsection 6100.1.B(3).

⁵ New subsection proposed to permit parking to go below minimum requirement if related to the provision of electric vehicle parking or infrastructure installation.

⁶ New subsection to allow a modification in parking requirements up to ten percent for addition of landscaping.

⁷ Uses that exceed the 10 percent leeway would be required to park the new use or expansion.

2. When a site contains two or more uses the ten percent increase is measured cumulatively for all the uses and not an individual use.
 3. A use that exceeds the ten percent increase is required to provide additional parking for only the increase above the ten percent.
- (c) Compliance with the minimum off-street parking requirements is not required if the expansion is to provide an accessibility improvement.

C. Commercial Parking in a Residential District⁸

- (1) Off-street parking for a structure or use only permitted in a C or I district may not be in an R district, except with approval of a special exception by the Board, and in accordance with the following:
- (a) No fee is charged for parking purposes.
 - (b) Unless otherwise modified by the Board, no vehicle parking is allowed closer to any lot line that abuts an R district, or a residential area of a P district, than a distance equal to the dimension of the corresponding setback of the adjacent R district or P district as required by this Ordinance.

D. Parking Tabulation⁹

- (1) A parking tabulation which demonstrates compliance with the minimum required off-street parking for all uses on a lot is required with the following:
- (a) Submission of a site plan or minor site plan in accordance with subsection 8101.4.
 - (b) A change in use that results in an increased parking requirement in accordance with subsection 6100.1.B from that shown on the approved site plan or minor site plan.
 - (c) An expansion of a use or structure in accordance with subsection 6100.1.B.
- (2) When a parking tabulation is not required, no additional parking for the site must be provided. Parking tabulations are not required for the following:
- (a) Change of use that results in the same or lesser parking requirement than the previous use;
 - (b) Change of use within a shopping center in accordance with subsection 6100.4.B;
 - (c) Change of use within an office building in accordance with subsection 6100.4.C;
 - (d) Change of use identified within the Industrial Use classification in Table 4100.2, with another use identified in the Industrial Use classification, Commercial Use classification, College or University, or a Specialized Instruction Center;
 - (e) Change in use that is in substantial conformance with the mix of uses on an approved development plan or PRC plan;
 - (f) Changes in site layout or expansion of a structure to provide for an accessibility improvement; and,
 - (g) Changes in site layout to provide for electric vehicle parking spaces or its infrastructure.

E. Use of Off-Street Parking Lots¹⁰

- (1) Required off-street parking spaces and parking lots that are not fully used during the weekday may be used for a public commuter park-and-ride lot when established and operated in accordance with a public commuter park-and-ride lot agreement approved by the Board.

⁸ Relocated from subsection 6100.2. Revised to specifically permit the Board to modify the setbacks as previously allowed prior to zMOD.

⁹ New subsection proposed to clarify when parking tabulations are required. For example, if an industrial use replaces an industrial use a parking tabulation is not required.

¹⁰ Relocated from subsection 6100.2 with minor editorial changes.

- (2) All off-street parking lots may be used only for the parking of vehicles in operating condition by patrons, occupants, or employees of the use to which such parking is accessory. No motor vehicle repair work except emergency service is permitted in association with any off-street parking space.

DRAFT

2. Off-Street Parking Standards, Layout, and Design¹¹

A. General Location

- (1) All required off-street parking spaces must be located on the same lot as the structure or use to which they are accessory, except as allowed by subsection 6100.6.C.
- (2) Unless otherwise authorized in this Ordinance, parking structures and carports are subject to the minimum setback requirements applicable in the zoning district in which they are located, except parking structures that are completely underground may be in any required setback, but not closer than one foot to any lot line.
- (3) Unless otherwise authorized in this Ordinance or modified by the Board, BZA, or the Director in accordance with subsection 5108.5, off-street parking spaces that are open to the sky may be in any required setback but may not be located closer than ten feet to any front lot line. Parking spaces on the same lot with single-family detached, single-family attached, and stacked townhouse dwellings are exempt from the ten-foot minimum distance requirement, provided that such parking spaces do not encroach into any sidewalk or trail.

B. Parking in Residential Districts¹²

- (1) In the R-1, R-2, R-3, and R-4 Districts, for single-family detached dwellings, on lots containing 36,000 square feet or less, all parking for vehicles or trailers in a front yard must be on a surfaced area and limited to the maximum coverage percentage listed in Table 6100.1.

Table 6100.1: Residential Front Yard Coverage	
Zoning District	Maximum Front Yard Coverage
R-1	25 Percent
R-2	
R-3	30 Percent
R-4	

- (a) These limitations may be exceeded for a surfaced area that is:
 1. Limited to two side-by-side parking spaces if the surfaced area is not more than 25 feet long and 18 feet wide;
 2. On a lot that has its primary access from a major thoroughfare and consists of two side-by-side parking spaces and a vehicular turn-around area as long as the surfaced area is not more than 25 feet long and 18 feet wide and the turn-around area does not exceed 150 square feet;
 3. The surfaced area within the pipestem driveway of a pipestem lot; or
 4. Approved by the Zoning Administrator for an accessibility improvement.

¹¹ Former subsection 6100.2.A(4) moved to subsection 6100.1. Subsection 6100.2.B(1) moved to subsection 6100.1. Subsection 6100.2.C(2)(b) moved to subsection 6100.3. Subsection 6100.2.C(3)(d) moved to subsection 6100.4. Subsection 6100.2.C(5) compact car moved to Appendix 1. Subsection 6100.1.E off-site parking moved to subsection 6100.6. Subsection 6100.2.F additional parking deleted because determined not to be necessary and covered under noncompliance section. Subsection 6100.2.G use of off-street parking lots moved to subsection 6100.1.

¹² Former subsection 6100.2.B(1) moved to subsection 6100.1 with edits to remove required setbacks since subject to Board review as a special exception. Updated section with a table but no significant change to the requirements.

5. For temporary parking on an unsurfaced area in a front yard for a period not to exceed 48 hours for loading, unloading, cleaning, or repair of vehicles or trailers.

(b) Surfaced area materials are defined in subsection 6100.2.C(3)(b) below.

C. Off-Street Parking Design and Layout

(1) Generally

- (a) Unless otherwise authorized in this Ordinance, a parking lot for required off-street parking spaces may not be encroached upon or reduced in any manner.¹³
- (b) All parking lots must be provided with safe and convenient access to a street. Ingress and egress must be provided only through driveway openings whose dimension, location and construction are approved by the Director in accordance with the provisions of the Public Facilities Manual. If any off-street parking space is located contiguous to a street, the street side must be curbed.

(2) Accessible Parking

- (a) All accessible off-street parking spaces and related access aisles and accessible routes must comply with the provisions of the USBC and the Public Facilities Manual.
- (b) Each accessible off-street parking space must be designated as reserved for persons with disabilities by an above grade sign in conformance with the design and content specifications of the Public Facilities Manual.¹⁴

(3) Surface and Dimensional Standards¹⁵

- (a) All off-street parking lots and driveways, except those required for single-family detached dwellings, must be constructed, and maintained with a dustless surface in accordance with the Public Facilities Manual. The Director may approve a modification or waiver of the dustless surface requirement in accordance with the Public Facilities Manual.
- (b) Dustless surfaced area includes asphalt, poured or precast concrete, brick, stone, gravel, or any other impervious surface, or grasscrete or other similar pervious surface.
- (c) All off-street parking lots must comply with the geometric design standards presented in the Public Facilities Manual.
- (d) All parking spaces, except those provided for and on the same lot with single-family detached, attached, and stacked townhouse dwellings, must be clearly delineated in accordance with the design standards set forth in the Public Facilities Manual and are subject to the approval of the Director.¹⁶

(4) Redesignation Plan

- (a) Any proposal to redesignate parking space delineations that change the existing space size, configuration, or number requires approval by the Director subject to the following:
 1. The applicant must submit a plan certified by an engineer or land surveyor authorized by the State;
 2. The plan must depict all off-street parking spaces, related driveways, aisles, loading spaces and walkways, indicating the type of surfacing, size, angle of stalls, width of aisles and a specific schedule showing the number of parking spaces provided and the number required by the provisions of this Article;

¹³ Revised with portions relocated to subsection 6100.1 or deleted since determined not to be necessary.

¹⁴ Former subsection 6100.2.C(2)(b) relocated to subsection 6100.3.

¹⁵ Stacking reference relocated to subsection 6100.4. Combined with former subsection 6100.2.C(4).

¹⁶ Removed specific reference to parking space size because located in the PFM. Relocated from subsection 6100.2.C(3).

3. A plan will not be approved that reduces the number of parking spaces below the minimum number required by this Article; and
 4. These requirements do not apply to approved public commuter park-and-ride lots that use existing off-street parking spaces within the parking lot.
- (b) A redesignation plan does not need to be certified by an engineer or land surveyor to reduce the number of parking spaces below the minimum requirements of this Article for the following:¹⁷
1. Accessibility improvement;
 2. Addition of electric vehicle charging space or infrastructure;
 3. Addition of bicycle parking; and
 4. Addition of solar canopies.

D. Tandem Parking¹⁸

- (1) Tandem parking is allowed for the following:
 - (a) Single-family detached dwelling units;
 - (b) Single-family attached dwelling units;
 - (c) Stacked townhouse dwelling units;
 - (d) Two parking spaces assigned to the same multifamily residential unit;
 - (e) Parking spaces used for the parking of company vehicles owned or leased by the operator of a use; or
 - (f) Valet parking, provided that if located off-site it must include an agreement with the off-site property owner, subject to the Director's approval, on administration and termination of valet parking by the operator or user.
- (2) Except for the uses in subsection 6100.2.D.(1)(a), (b) and (c), the development plan or site plan must depict the number and location of tandem spaces of and include information on the management of the spaces.
- (3) A site plan and parking management plan that ensures the utilization and access to the interior spaces is required.
- (4) Tandem parking not conforming with the above requirements may be approved by the Director after a review of the functionality of the spaces.

¹⁷ Proposed to permit electric vehicle parking space installation including infrastructure, bike parking and solar canopies to allow parking to be below minimum required.

¹⁸ Proposed new section to permit tandem spaces to count as required off-street parking. A new definition for tandem spaces will be added to subsection 9102.

3. Calculation of Off-Street Parking

- A. Except as may be permitted by other provisions of this Ordinance, where a use or building contains a combination of uses, parking must be provided based on the sum of the required spaces for each use.¹⁹
- B. When the calculated number of spaces results in a number containing a fraction, the required number of spaces will be rounded down to the lowest whole number. When there is a combination of uses on a site, parking for each individual use is calculated and the required number of spaces for each use is rounded down to the lowest whole number prior to adding the sum of all uses to determine the required parking.²⁰
- C. Where the minimum required parking is not identified for a particular use, and there is no similar general type of use listed, the Director in consultation with the Zoning Administrator, will determine the number of spaces required based on the minimum requirement for the most similar general type of use.²¹
- D. For the purpose of determining the minimum parking requirement, gross floor area includes outdoor display and sales area and areas within a cellar not used exclusively for storage or for mechanical equipment.²²
- E. Accessory electric vehicle charging spaces are included in the calculation of the required number of parking spaces.
- F. Accessible parking spaces are included in the calculation of the required number of parking spaces. The number of accessible spaces provided is based on the minimum number of spaces required for the use or building prior to any adjustments permitted in subsections 6100.5 or 6100.6.²³
- G. Unless otherwise authorized by this Ordinance, company vehicles, construction vehicles, and vehicles owned or operated by a nonresidential use, are not permitted to be parked or stored on a public street adjacent to the use.²⁴

¹⁹ Deleted reference to accessory service uses. Currently these uses are permitted to be parked at the rate for the principal use. The proposed changes will continue to park the accessory service use at the principal rate or in some cases at the office rate.

²⁰ Proposal will permit calculation of parking spaces when resulting in a fraction to be rounded down rather than rounded up per the current Zoning Ordinance.

²¹ Revised to include Director as part of the determination of parking requirement when a use is not specified in the parking table.

²² Proposed modification will eliminate the exception for malls under 1,000,000 square feet related to calculation of square footage, simplifying the parking rate for this use. The change proposed will require the interior mall areas to be included in the gross floor area for parking purposes, but this increase is proposed to be offset through a proposed reduction in parking requirements for shopping centers.

²³ New section to ensure accessible parking spaces are not reduced based on proposed automatic adjustments and adjustments approved by the Board or Director.

²⁴ New requirement that company vehicles have to be parked on-site even though not required to be separately tabulated.

4. Minimum Required Off-Street Vehicle Parking Spaces, and Stacking Spaces²⁵

A. Table of Required Off-Street Parking Spaces

Except as may be allowed by subsection 6100.5, all uses must provide the minimum amount of off-street parking spaces indicated in Tables 6100.2 and 6100.3 below.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
AGRICULTURAL AND RELATED USES	
Agricultural and Related Uses	
Agricultural Operation	No minimum requirement
Agritourism	When by right: No minimum requirement
	When by administrative permit: Subject to the Zoning Administrator's determination that a parking plan demonstrates adequate parking is provided on-site
Farm Winery, Limited Brewery, or Limited Distillery	When by SE: Based on a review of each proposal to include such factors as the number of spaces required to accommodate employees and visitor parking.
	When by right: No minimum requirement
Stable, Riding or Boarding ²⁶	When by SE: Based on a review of each proposal to include such factors as the number of spaces required to accommodate employees and visitor parking.
	Based on a review by the Board or BZA of each proposal to include such factors as the number of spaces to accommodate employees, horse trailers, students, customers, and guests anticipated to be on-site at any one time, and the availability of areas on-site that can be used for auxiliary parking in times of peak demand.
RESIDENTIAL USES	
Household Living	
Dwelling, Multifamily ²⁷	1.3 spaces per unit
Dwelling, Single-Family Attached ²⁸	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 ²⁹	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

²⁵ Subsection 6100.4.B(2) and (3) deleted due to proposed revisions to restaurant parking in a shopping center. Subsection 6100.4.C relocated to subsection 6100.5. Subsection 6100.4.D relocated to Appendix 1.

²⁶ Stable, riding or boarding: This use requires the approval of an SE/SP. The number of spaces would be determined on a case-by-case basis by the Board of Supervisors or the Board of Zoning Appeals, as applicable, rather than as determined by the Director (Land Development Services).

²⁷ Multifamily Dwelling requirement under consideration is 1.3-1.6 spaces per dwelling. The proposed requirement is an example of rate rightsizing. The ITE Parking Generation national average parking demand for suburban, non-transit-served multifamily dwellings is 1.3 spaces per unit. Staff is also considering proposing a rate based on number of bedrooms.

²⁸ The overall rate for single-family attached dwellings is not proposed to be changed from the current requirement of 2.7 spaces per unit. However, the proposed requirement has been adjusted to require 0.2 spaces per unit be located on common property for shared use (range under consideration for shared use 0.2 to 0.7, while retaining 2.7 overall spaces). This may potentially increase the required number of spaces because the 2.7 spaces per unit may be accommodated on a single-family attached lot and not require additional off-street parking for guests or visitors.

²⁹ Minor edit for consistency but no change to the rate.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Dwelling, Stacked Townhouse ³⁰	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 ³¹	Applicable residential rate
Manufactured Home	1.5 spaces per unit
Group Living	
Congregate Living Facility ³²	1 space per 3 residents
Group Household ³³	A group household must provide enough spaces to accommodate the parking needs of its residents as determined by the BZA or Board
Religious Group Living ³⁴	1 space per 3 residents
Residence Hall ³⁵	1 space per 3 residents
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES	
Community, Cultural, and Educational Facilities	
Adult Day Support Center ³⁶	2 spaces per 1,000 square feet of gross floor area
Alternate Use of Public Facility	See most similar use
Child Care Center ³⁷	2 spaces per 1,000 square feet of gross floor area
Club, Service Organization, or Community Center ³⁸	6 spaces per 1,000 square feet of gross floor area
College or University ³⁹	Applicable office rate for classroom and office facilities; all other facilities associated with the use are subject to the requirements for the most similar use
Community Swim, Tennis, and Recreation Club ⁴⁰	Community Pool: 1 space for every 7 persons lawfully permitted in the pool at one time. The Director may reduce this standard based on the number of members who live within a reasonable walking distance of the pool. Tennis Club: 2 spaces per court

³⁰ Stacked townhouse range under consideration of 2 to 2.7 spaces per stacked townhouse unit with 0 to 0.7 spaces per unit for shared or visitors.

³¹ Live-Work Development is proposed to be based on a residential rate instead of an office rate because this use is intended to be a residential dwelling unit with flexible workspace and parking is more consistent with a residential use than an office use.

³² Congregate Living Facility range under consideration is 1 space per 2-3 residents.

³³ Group Household rate does not change but relocates the parking standard from subsection 4102.3.F.

³⁴ Religious Group Living range under consideration is 1 space per 2-3 residents.

³⁵ Residence Hall range under consideration is 1 space per 2-3 residents.

³⁶ Adult Day Support Center range under consideration is 2-3 spaces per 1,000 square feet of gross floor area. Parking requirements for this use are generally consistent with those of a child care center.

³⁷ Child Care Center range under consideration is 2-3 spaces per 1,000 square feet of gross floor area. Institute of Transportation Engineers (ITE) Parking Generation rate is an average of 2.45 spaces per 1,000 square feet.

³⁸ Club, Service Organization, or Community Center range under consideration is 5-8 spaces per 1,000 square feet of gross floor area. Henrico County; Prince William County; Montgomery County, MD; and City of Alexandria have a rate of 5 spaces per 1,000 square feet.

³⁹ College or University proposed to be parked at an office rate for instructional or office uses. If the college or university includes residence halls, stadiums or other uses they would be parked separately at the appropriate rate.

⁴⁰ Community Swim, Tennis, and Recreation Club is revised to simplify the pool rate to be inclusive of employees and right size the tennis club requirement. Options under consideration include a Director determination or no minimum rate.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
	Recreation Club without swimming or tennis: determined by the Director
Convention or Conference Center ⁴¹	5 spaces per 1,000 square feet of gross floor area
Cultural Facility or Museum ⁴²	3 spaces per 1,000 square feet of gross floor area
Public Use ⁴³	Determined by the Director based on the number of spaces required to accommodate employees, public use vehicles anticipated to be on-site at any one time, visitor parking, and the availability of areas on-site that can be used for auxiliary parking in times of peak demand. The number of spaces required for government office use may not be less than that required for office. Library: 4 spaces per 1,000 square feet of gross floor area Park: See Quasi-Public Park, Playground, or Athletic Field School: See School, Private
Religious Assembly ⁴⁴	1 space per 3 seats in the principal place of worship when located in R district or 1 space per 4 seats in the principal place of worship when located in an C or I district
Religious Assembly with Private School, Specialized Instruction Center, or Child Care Center ⁴⁵	1 space per 3 seats in the principal place of worship when located in R district or 1 space per 4 seats in the principal place of worship when located in an C or I district
School, Private ⁴⁶	1 space per faculty member and other full-time employee on major shift, plus 5 spaces per 100 students based on total maximum enrollment
Specialized Instruction Center ⁴⁷	2 spaces per each 3 employees
Funeral and Mortuary Services	
Cemetery ⁴⁸	1 space per 1,000 square feet of gross floor area, except funeral homes located on the site are parked at the funeral home requirement.

⁴¹ Convention or Conference Center range under consideration is 3-5 spaces per 1,000 square feet of gross floor area.

⁴² Cultural Facility or Museum proposal is a rate simplification.

⁴³ Public Use can encompass a wide variety of uses so the rate is proposed as a Director determination. This does not apply to public schools, which will have a separate rate. Data from ITE Parking Generation shows average parking demand for libraries at 3.5 spaces per 1,000 square feet of gross floor area, thus a range of 3-7 spaces is under consideration.

⁴⁴ The minimum requirement for Religious Assembly is proposed to increase when located in a residential district. A review of the past five years of zoning approvals has shown parking is typically approved at 1 space per 2.6 seats. No change is proposed to religious assembly uses in a commercial or industrial district where the use is permitted by-right and has less of a potential impact on adjacent residential properties.

⁴⁵ Religious Assembly with Private School, Specialized Instruction Center, or Child Care Center is no longer proposed to have a separate parking requirement for school, child care or specialized instruction center as these uses traditionally operate during non-peak worship services creating an inherent shared parking relationship.

⁴⁶ Private School proposed minimum rates are primarily based on staff and visitor parking analysis using information from Fairfax County Public Schools (FCPS). FCPS manages student parking at high schools through passes and can restrict number of students permitted to park onsite. The proposed rates are under discussion with FCPS. It is expected that they will apply to both public and private schools.

⁴⁷ Specialized Instruction Center is a rate simplification.

⁴⁸ Cemetery proposed requirement is based on square footage of a building.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Crematory ⁴⁹	1 space per 1,000 square feet of gross floor area
Funeral Home ⁵⁰	1 space per 4 seats in the main chapel or parlor
Health Care	
Adult Day Care Center ⁵¹	2 spaces per 1,000 square feet of gross floor area
Continuing Care Facility	0.75 spaces per separate unit or bed approved on the development plan
Independent Living Facility ⁵²	0.75 spaces per unit
Medical Care Facility ⁵³	Hospital: 2.9 spaces per bed licensed by the State Institution providing intensive special medical or mental care: 1 space per 2 patients Assisted Living or Nursing Facility: 1 space per 3 residents
Transportation	
Airport ⁵⁴	Determined by the Director based on an analysis of expected parking demand
Helipad ⁵⁵	No minimum requirement
Transit Facility ⁵⁶	No minimum requirement
Utilities	
Solar Power Facility ⁵⁷	No minimum requirement
Utility Facility, Heavy ⁵⁸	No minimum requirement
Utility Facility, Light ⁵⁹	No minimum requirement
Wireless Facility	No minimum requirement
COMMERCIAL USES	
Animal-Related Services	

⁴⁹ Crematory proposed requirement is based on square footage of a building.

⁵⁰ Funeral Home range under consideration is 1 space per 2-4 seats.

⁵¹ Adult Day Care Center requirement is consistent with the requirement for childcare center due to similar operational characteristics.

⁵² The minimum age for an Independent Living Facility by definition is 55 years and residents of this age are likely to drive. The minimum rate of one space per 4 units is increased to reflect this change and a range of 0.75 to 1.3 spaces per unit is under consideration.

⁵³ Medical Care Facility is simplified to a single rate for each type of facility.

⁵⁴ Airport is a use that is not expected to occur frequently and deserves a site-by-site review of parking demands.

⁵⁵ Helipad is proposed to have no minimum parking required due to limited or no full-time staff. The operator can determine the parking need for the facility.

⁵⁶ Transit Facility is proposed to have no minimum parking requirement due to limited or no full-time staff. The operator can determine the parking need for the facility.

⁵⁷ Solar Power Facility is proposed to have no minimum parking requirement due to limited or no full-time staff. The operator can determine the parking need for the facility.

⁵⁸ Utility Facility, Heavy is proposed to have no minimum parking requirement due to limited or no full-time staff. The operator can determine the parking need for the facility.

⁵⁹ Utility Facility, Light is proposed to have no minimum parking requirement due to limited or no full-time staff. The operator can determine the parking need for the facility.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Animal Shelter ⁶⁰	2 spaces per 1,000 square feet of gross floor area Gross floor area does not include any outdoor exercise or dog run area that is enclosed by a roof or fencing material.
Kennel ⁶¹	2 spaces per 1,000 square feet of gross floor area Gross floor area does not include any outdoor exercise or dog run area that is enclosed by a roof or fencing material.
Pet Grooming Establishment ⁶²	4 spaces per 1,000 square feet of gross floor area
Veterinary Hospital ⁶³	2 spaces per 1,000 square feet of gross floor area
Food and Lodging	
Bed and Breakfast ⁶⁴	Applicable single family dwelling rate plus 1 space per guest room
Catering ⁶⁵	1 space per 1,000 square feet of gross floor area or 1 space per employee on major shift, whichever is less
Hotel or Motel ⁶⁶	1 space per rental unit or guest room
Restaurant ⁶⁷	8 spaces per 1,000 square feet of gross floor area and 5 spaces per 1,000 square feet of outdoor seating in excess of 1,000 square feet
Restaurant, Carryout ⁶⁸	4 spaces per 1,000 square feet of gross floor area
Restaurant with Drive-Through ⁶⁹	6 spaces per 1,000 square feet of gross floor area
Retreat Center ⁷⁰	1 space per rental unit or guest room
Office and Financial Institutions	
Alternative Lending Institution	4 spaces per 1,000 square feet of gross floor area

⁶⁰ Animal Shelter is a simplified rate. By removing the Director determination, it may result in fewer parking spaces being required for larger animal shelters.

⁶¹ Kennel is a simplified rate. By removing the Director determination, it may result in fewer parking spaces being required for larger kennels.

⁶² Pet Grooming Establishment range under consideration is 2-5 spaces per 1,000 square feet of gross floor area consistent with the proposed uses in the retail sales use category.

⁶³ Veterinary Hospital is a simplified rate like animal shelter and kennel.

⁶⁴ Bed and Breakfast is a simplified rate.

⁶⁵ Catering is a rate simplification and may result in a lower parking requirement than current. Company vehicles and equipment will still be expected to be parked or stored onsite by other provisions of the Ordinance.

⁶⁶ Hotel or Motel range under consideration of 0.75-1.5 spaces per unit or room.

⁶⁷ Restaurant range under consideration is 8-10 spaces per 1,000 square feet. This is consistent with Institute of Transportation Engineers (ITE) Parking Generation average parking demand. Outdoor seating is proposed for a lower rate due to seasonal variations. The range under consideration for outdoor dining is zero to 8 spaces per 1,000 square feet.

⁶⁸ Restaurant, Carryout is consistent with the proposed uses in the retail sales use category

⁶⁹ Restaurant with Drive-Through range under consideration is 4-12 spaces per 1,000 square feet. General local survey data shows an average peak period demand of 6 spaces per 1,000 SF for this use. Average daily demand is less than 6 spaces per 1,000 square feet. The minimum requirements for stacking spaces will be relocated to a separate Stacking and Loading subsection.

⁷⁰ Retreat Center range under consideration is 0.75-1.5 spaces per unit or room.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Drive-Through Financial Institution ⁷¹	4 spaces per 1,000 square feet of gross floor area
Financial Institution ⁷²	4 spaces per 1,000 square feet of gross floor area
Office ⁷³	50,000 square feet of gross floor area or less: 3 spaces per 1,000 square feet Greater than 50,000 square feet of gross floor area: 2 spaces per 1,000 square feet
Office in a Residential District ⁷⁴	3 spaces per 1,000 square feet
Personal and Business Services	
Business Service ⁷⁵	4 spaces per 1,000 square feet of gross floor area
Household Repair and Rental Service ⁷⁶	4 spaces per 1,000 square feet of gross floor area
Massage Therapy Establishment ⁷⁷	4 spaces per 1,000 square feet of gross floor area
Personal Service ⁷⁸	4 spaces per 1,000 square feet of gross floor area
Recreation and Entertainment	
Banquet or Reception Hall ⁷⁹	8 spaces per 1,000 square feet of gross floor area
Campground ⁸⁰	No minimum requirement
Commercial Recreation, Indoor ⁸¹	Generally: 4 spaces per 1,000 square feet of gross floor area Bowling Alley: 2 spaces per alley Commercial Swimming Pool: 1 space per 4 persons lawfully permitted in the pool at one time Theater: 1 space per 3 seats
Commercial Recreation, Outdoor ⁸²	Generally: 4 spaces per 1,000 square feet of gross floor area Bowling Alley: 2 spaces per alley Commercial Swimming Pool: 1 space per 4 persons lawfully permitted in the pool at one time

⁷¹ Drive-Through Financial Institution is a rate simplification. Minimum stacking spaces requirement will be relocated to a separate Stacking and Loading subsection.

⁷² Financial Institution is a rate simplification.

⁷³ Office requirement is proposed to be simplified into two rates instead of the current three rates based on the size of the building. The range under consideration for less than 50,000 square feet is 2-3.6 spaces per 1,000 square feet and for over 50,000 square feet the range under consideration is 2-3 spaces per 1,000 square feet. In addition, a single parking requirement is under consideration of 2 spaces per 1,000 square feet. The proposed requirement is slightly lower than the pre-Covid regional and national trends for office parking as included in ITE Parking Generation with an average rate of 2.4 spaces per 1,000 square feet.

⁷⁴ Office in a Residential District requirement is consistent with the proposed revised office requirement for offices under 50,000 square feet and a typically single-family dwellings that have been converted to commercial use with special exception approval by the Board. Range under consideration of 2-3 spaces per 1,000 square feet.

⁷⁵ Business Service is a simplified rate and is a higher rate than current of 3.3 spaces per 1,000 square feet.

⁷⁶ Household Repair and Rental Service is a simplified rate and is a lower rate than current of 5 spaces per 1,000 square feet.

⁷⁷ Massage Therapy Establishment is a simplified rate and is a lower rate than current of 5 spaces per 1,000 square feet.

⁷⁸ Personal Service is a simplified rate and is a lower rate than current of 5 spaces per 1,000 square feet.

⁷⁹ Banquet or Reception Hall range under consideration is 8-10 spaces per 1,000 square feet, like the proposed restaurant requirement.

⁸⁰ Campground is proposed to have no minimum requirement since parking would typically be provided at the individual campsites. This use is subject to approval by the Board of Zoning Appeals and additional parking could be required if determined necessary.

⁸¹ Commercial Recreation, Indoor is a rate simplification and is a lower requirement for bowling alleys and swimming pools.

⁸² Commercial Recreation, Outdoor is a rate simplification and reflects a lower requirement than the current rate for swimming pools.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Entertainment, Adult ⁸³	1 space per 3 seats
Entertainment, Public ⁸⁴	8 spaces per 1,000 square feet of gross floor area
Golf Course or Country Club ⁸⁵	As determined by Board based on anticipated membership and employees
Health and Exercise Facility, Large ⁸⁶	4 spaces per 1,000 square feet of gross floor area
Health and Exercise Facility, Small ⁸⁷	4 spaces per 1,000 square feet of gross floor area
Marina, Commercial ⁸⁸	No minimum requirement
Marina, Private Noncommercial ⁸⁹	No minimum requirement
Quasi-Public Park, Playground, or Athletic Field ⁹⁰	Neighborhood Parks: No minimum requirement Urban Parks: No minimum requirement Community, District, Countywide and Regional Parks: No minimum requirement.
Smoking Lounge ⁹¹	4 spaces per 1,000 square feet of gross floor area
Stadium or Arena ⁹²	1 space per 3 seats
Zoo or Aquarium	As determined by the Board or BZA
Retail Sales	
Convenience Store ⁹³	5 spaces per 1,000 square feet of gross floor area

⁸³ Entertainment, Adult is a simplification of the requirement.

⁸⁴ Entertainment, Public range under consideration is 8-10 spaces per 1,000 square feet like the proposed restaurant requirement

⁸⁵ Golf Course or Country Club may include pool, tennis, and banquet facilities. These uses require special exception approval by the Board. Therefore, the parking requirement should be based on an evaluation of the anticipated membership and amenities to be provided.

⁸⁶ Health and Exercise Facility, Large range under consideration is 2-5 spaces per 1,000 square feet consistent with the proposed retail use requirement.

⁸⁷ Health and Exercise Facility, Small range under consideration of 2-5 spaces per 1,000 square feet consistent with the proposed uses in the retail sales use category.

⁸⁸ Marina, Commercial is proposed to have no minimum requirement. Parking is generally provided in a manner which meets operational and customer needs. Further, in conventional zoning districts commercial marinas may only be established through approval of a special permit or special exception. When located in a planned district, the use is only permitted when shown on a development plan, PRC plan, or through Board approval of a special exception. Therefore, the parking proposed can be evaluated during the review of the application.

⁸⁹ Marina, Private Noncommercial is proposed to have no minimum requirement. Parking is generally provided in a manner which meets operational and customer needs. Further, in conventional zoning districts noncommercial marinas may only be established through approval of a special permit or special exception. When located in a planned district, the use is only permitted when shown on a development plan, PRC plan, or through Board approval of a special exception. Therefore, the parking proposed can be evaluated during the review of the application.

⁹⁰ Quasi-Public Park, Playground, or Athletic Field are proposed to have no minimum requirement. Neighborhood and urban parks would typically be located within walking distances of most users and parking could be provided on a case-by-case review of the need. Larger parks operating agency criteria are used to determine parking needs, therefore no minimum requirement is recommended.

⁹¹ Smoking Lounge is consistent with the proposed retail sales requirement. The range under consideration is 2-6 spaces per 1,000 square feet consistent with the proposed uses in the retail sales use category.

⁹² Stadium or Arena is a simplification of the requirement.

⁹³ Convenience Store range under consideration is 2-5 spaces per 1,000 square feet consistent with the proposed uses in the retail sales use category.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Drive-Through, Other ⁹⁴	4 spaces per 1,000 square feet of gross floor area
Drive-Through Pharmacy ⁹⁵	4 spaces per 1,000 square feet of gross floor area
Drug Paraphernalia Establishment ⁹⁶	4 spaces per 1,000 square feet of gross floor area
Garden Center ⁹⁷	4 spaces per 1,000 square feet of gross floor area plus 2 spaces per 1,000 square feet of outdoor sales/display area to include greenhouses used for the sales/display of plant materials
Pawnshop ⁹⁸	4 spaces per 1,000 square feet of gross floor area
Retail Sales, General ⁹⁹	4 spaces per 1,000 square feet of gross floor area
Retail Sales, Large ¹⁰⁰	4 spaces per 1,000 square feet of gross floor area
Vehicle-Related Uses	
Car Wash ¹⁰¹	As determined by the Board
Commercial Off-Street Parking	No minimum requirement
New Vehicle Storage	No minimum requirement
Truck Rental Establishment ¹⁰²	2 spaces per 1,000 square feet of enclosed sales and rental floor area
Vehicle Fueling Station ¹⁰³	2 spaces per service bay, plus 4 spaces per 1,000 square feet of gross floor area devoted to retail sales
Vehicle Repair and Maintenance, Heavy ¹⁰⁴	2 spaces per service bay
Vehicle Repair and Maintenance, Light ¹⁰⁵	2 spaces per service bay

⁹⁴ Drive-Through, Other range under consideration is 2-5 spaces per 1,000 square feet. consistent with the proposed uses in the retail sales use category. ITE Parking Generation data and County survey data indicates average parking demand of 2-3 spaces per 1,000 square feet for retail uses. Minimum stacking spaces requirement will be relocated to a separate Stacking and Loading subsection.

⁹⁵ Drive-Through Pharmacy range under consideration is 2-5 spaces per 1,000 square feet consistent with the proposed uses retail sales use category. Minimum stacking spaces requirement will be relocated to a separate Stacking and Loading subsection.

⁹⁶ Drug Paraphernalia Establishment range under consideration is 2-5 spaces per 1,000 square feet consistent with the proposed retail sales requirement.

⁹⁷ Garden Center is a simplification and right-sizing consistent with the proposed uses in the retail sales use category.

⁹⁸ Pawnshop range under consideration is 2-5 spaces per 1,000 square feet consistent with the proposed uses in the retail sales use category.

⁹⁹ Retail Sales, General range under consideration is 2-5 spaces per 1,000 square feet.

¹⁰⁰ Retail Sales, Large range under consideration of 2-5 spaces per 1,000 square feet consistent with the proposed uses in the retail sales use category

¹⁰¹ Car Wash is proposed for a Board discretionary decision as part of the special exception approval. Typically, there is no parking of customer vehicles at these uses. Minimum stacking spaces requirement will be relocated to a separate Stacking and Loading subsection.

¹⁰² Truck Rental Establishment is a simplified rate.

¹⁰³ Vehicle Fueling Station range under consideration is 2-5 spaces per 1,000 square feet for the retail component consistent with the proposed uses in the retail sales use category.

¹⁰⁴ Vehicle Repair and Maintenance, Heavy requirement is a simplified rate that will require fewer spaces.

¹⁰⁵ Vehicle Repair and Maintenance, Light is a simplified rate that will require fewer spaces.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Vehicle Sales, Rental, and Service ¹⁰⁶	2 spaces per 1,000 square feet of enclosed sales and rental floor area
Vehicle Transportation Service ¹⁰⁷	1 space per 1 employee on major shift
INDUSTRIAL USES	
Freight Movement, Warehousing, and Wholesale Distribution	
Data Center ¹⁰⁸	2 spaces per 1,000 square feet of gross floor area of office space associated with the use
Freight Distribution Hub ¹⁰⁹	1 space per employee on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Goods Distribution Hub ¹¹⁰	1 space per employee on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Self-Storage ¹¹¹	3 spaces per 1,000 square feet of gross floor area of office space associated with the use
Warehouse ¹¹²	1 space per employee on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Wholesale Facility ¹¹³	1 space per employee on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Industrial Services and Extraction of Materials	
Building Materials Storage and Sales ¹¹⁴	1 space per employee on major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Contractor's Office and Shop ¹¹⁵	1 space per employee on major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Extraction Activity	As determined by the BZA
Petroleum Products Storage Facility ¹¹⁶	1 space per employee on major shift or 1 space per 1,000 square feet of

¹⁰⁶ Vehicle Sales, Rental, and Service is a simplified rate that will require fewer spaces.

¹⁰⁷ Vehicle Transportation Service is a simplified requirement.

¹⁰⁸ For Data Centers the amount of building gross floor area devoted to servers and other equipment is much higher compared to the amount of gross floor area devoted to office use and employees which generates the need for parking, therefore the minimum parking requirement as proposed is based on the amount of office space in the building. Range under consideration 2-3 spaces per 1,000 square feet.

¹⁰⁹ Freight Distribution Hub is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.

¹¹⁰ Goods Distribution Hub is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.

¹¹¹ Self-Storage the amount of building gross floor area devoted to storage is much higher compared to the amount of gross floor area devoted to office use and employees which generates the need for parking, therefore the minimum parking requirement as proposed is based on the amount of office space in the building.

¹¹² Warehouse is proposed to determine parking either by square footage of the facility or employees, whichever is less, due to variations in the ratio of building size to employees.

¹¹³ Wholesale Facility is proposed to determine parking either by square footage of the facility or employees, whichever is less, due to variations in the ratio of building size to employees.

¹¹⁴ Building Materials Storage and Sales is proposed to determine parking either by square footage of the facility or employees, whichever is less, due to variations in the ratio of building size to employees.

¹¹⁵ Contractor's Office and Shop is proposed to determine parking either by square footage of the facility or employees, whichever is less, due to variations in the ratio of building size to employees.

¹¹⁶ Petroleum Products Storage Facility is proposed to determine parking either by square footage of the facility or employees, whichever is less, due to variations in the ratio of building size to employees.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
	gross floor area, whichever is less
Specialized Equipment and Heavy Vehicle Sale, Rental, or Service ¹¹⁷	1 space per 1,000 square feet of enclosed sales and rental floor area, plus 1 space per 2,500 square feet of open sales and rental display lot area
Storage Yard ¹¹⁸	1 space per employee on major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Vehicle Storage or Impoundment Yard ¹¹⁹	1 space per employee on major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Production of Goods	
Craft Beverage Production Establishment ¹²⁰	8 spaces per 1,000 square feet of gross floor area, excluding area devoted to the production and processing of craft beverages
Production or Processing ¹²¹	1 space per employee on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Production or Processing, Heavy ¹²²	1 space per employee on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Small-Scale Production Establishment ¹²³	1 space per employee on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Waste and Recycling Facilities	
Junkyard ¹²⁴	1 space per employees on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Mixed Waste Reclamation Facility ¹²⁵	1 space per employees on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less
Recycling Center ¹²⁶	1 space per employees on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less

¹¹⁷ Specialized Equipment and Heavy Vehicle Sale, Rental, or Service this is an example of rate simplification and right-sizing.

¹¹⁸ Storage Yard is proposed to determine parking either by square footage of the facility or employees, whichever is less, due to variations in the ratio of building size to employees.

¹¹⁹ Vehicle Storage or Impoundment Yard is proposed to determine parking either by square footage of the facility or employees, whichever is less, due to variations in the ratio of building size to employees.

¹²⁰ Craft Beverage Production Establishment minimum requirement is revised to park only the tasting area of these establishments, which generates the primary parking demand. The minimum requirement for the tasting area is based on the proposed revised restaurant rate.

¹²¹ Production or Processing is proposed with an option to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees.

¹²² Production or Processing, Heavy is proposed with an option to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees.

¹²³ Small-Scale Production Establishment is proposed a rate simplification with an option to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees.

¹²⁴ Junkyard is proposed with an option to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees.

¹²⁵ Mixed Waste Reclamation Facility is proposed with an option to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees.

¹²⁶ Recycling Center is proposed with an option to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Solid Waste Disposal Facility ¹²⁷	1 space per employees on a major shift or 1 space per 1,000 square feet of gross floor area, whichever is less

B. Shopping Centers

(1) Parking Requirement Calculation

The off-street parking requirement established in Table 6100.3, applies to all uses in a shopping center, including craft beverage production establishment and small-scale production establishment, except that the following uses must comply with the standards established in Table 6100.2:¹²⁸

- (a) Freestanding office uses that exceed 5,000 square feet of gross floor area; and¹²⁹
- (b) Hotels or Motels.

TABLE 6100.3: Shopping Center Minimum Required Off-Street Vehicle Parking Spaces

Shopping Center Size [1]	Minimum Parking Requirement
≤100,000 square feet gross floor area ¹³⁰	4 spaces per 1,000 square feet of gross floor area
>100,000 but ≤800,000 square feet gross floor area ¹³¹	3 spaces per 1,000 square feet of gross floor area
>800,000 square feet gross floor area	2.5 spaces per 1,000 square feet of gross floor area

Note: [1] The size of the shopping center is based on the definition of gross floor area as set forth in Article 9 and includes any gross floor area devoted to offices and hotels or motels.

C. Office Buildings ¹³²

(1) The off-street parking requirement for an office building is the applicable office rate based on building size and applies to all uses identified below.

- (a) All uses in the Commercial classification;
- (b) College or University;
- (c) Specialized Instruction Centers;
- (d) Craft Beverage Production Establishment; and
- (e) Small-Scale Production Establishment

(2) For the purpose of parking, an office building is defined as a building or coordinated development of two or more buildings that share a common parking lot and that are occupied by a minimum of 50 percent Office uses.

¹²⁷ Solid Waste Disposal Facility is proposed with an option to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees.

¹²⁸ Proposed to remove exception for restaurants and revise office exception.

¹²⁹ Propose to permit office uses located within the main building of a shopping center to park at the shopping center rate to simplify the rate and make it easier for tenants to locate in a vacant space.

¹³⁰ Range under consideration is 3 to 4.3 spaces per 1,000 square feet of gross floor area

¹³¹ Propose a single rate for shopping centers with gross floor area greater than 100,000 and equal to or less than 800,000 square feet. The range under consideration is 2 to 4 spaces per 1,000 square feet of gross floor area. Also, under consideration is a range which would lower the first tier to a rate from less than or equal to 100,000 square feet to less than or equal to 50,000 square.

¹³² Propose new subsection to permit all commercial uses and limited other uses in an office building to park at the office rate to facilitate ease of tenant changes without the need for parking tabulations or to provide additional parking spaces.

D. Stacking Spaces ¹³³

- (1)** Stacking spaces must be provided in accordance with the minimum stacking requirement established in Table 6100.4.
- (2)** Stacking spaces must be designed so that they do not impede pedestrian or vehicular circulation on the site or along any abutting street.
- (3)** All required stacking spaces must be a minimum of 18 feet in length.
- (4)** The geometric design of the stacking aisle, including but not limited to the radius and width of the travel aisle, is subject to the approval of the Director.

TABLE 6100.4: Stacking Space Requirement

Use	Minimum Stacking Requirement
Car Wash ¹³⁴	10 stacking spaces per bay or stall for an automated establishment
Drive-Through Financial Institution ¹³⁵	4 stacking spaces for each drive-through window
Drive-Through, Other ¹³⁶	4 stacking spaces for each drive-through window
Drive-Through Pharmacy ¹³⁷	4 stacking spaces for each drive-through window
Restaurant with a Drive-Through ¹³⁸	11 stacking spaces for the drive-through window

¹³³ New subsection for stacking requirements.

¹³⁴ Car wash range under consideration is 8-10 stacking spaces.

¹³⁵ Drive-Through Financial Institution range under consideration is 4-5 spaces per window

¹³⁶ Drive-Through Other range under consideration is 4-5 spaces per window

¹³⁷ Drive-Through Pharmacy range under consideration is 4-5 spaces per window

¹³⁸ Restaurant with a Drive-Through range under consideration is 8-11 spaces per window

5. Tiered Framework and PTC District – Off-Street Parking Requirement¹³⁹

Off-street parking for any development located within one of the designated tiers or PTC District must be provided in accordance with subsections 6100.5.A through F below.

A. Suburban Centers¹⁴⁰

Any development located within the area designated in the Comprehensive Plan as Dulles Suburban Center, Merrifield Suburban Center or Fairfax Center Area, except the Urban Core of the Fairfax Center Area, the following minimum parking spaces are required:

TABLE 6100.5: Suburban Center Parking Requirements	
Use	Minimum Parking Requirement
Dwelling, Multifamily	90 percent of the parking rate established in Table 6100.2 ¹⁴¹
Dwelling Multifamily – ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	90 percent of the parking rate established in Table 6100.2 or 6100.3 ¹⁴²

B. Revitalization Areas¹⁴³

Any development located within an area designated as a Commercial Revitalization District, as defined in Section 3012, or an area identified in the Comprehensive Plan as a Community Business Center (CBC), Commercial Revitalization Area (CRA), Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor, the following minimum parking spaces are required:

TABLE 6100.6: Revitalization Area Parking Requirements	
Use	Minimum Parking Requirement
Dwelling, Single-Family Detached	2 spaces per unit ¹⁴⁴
Dwelling, Single-Family Attached	1.8 spaces per unit with 0.3 spaces per unit located on a common lot and available for visitor or shared use. ¹⁴⁵
Dwelling, Single Family Attached – ADU Development	

¹³⁹ New subsection that includes the relocated transit station area from subsection 6100.4 and commercial revitalization districts from subsection 3102.3.E and PTC parking requirements from section 6102. Suburban centers and transit oriented developments are new tiers that are not currently in the Zoning Ordinance.

¹⁴⁰ New parking requirement proposed for Suburban Centers.

¹⁴¹ Multifamily parking is proposed to have a new rate based on the location within a suburban center due to the compact nature and range of services of these areas. Range under consideration is 90 to 100 percent of the rate in Table 6100.2.

¹⁴² Range under consideration of 90 to 100 percent of parking rate.

¹⁴³ Establishes a new parking requirement for areas located within a designated CRDs, CBCs, CRA and the Urban Core of the Fairfax Center Suburban Center. Currently, Richmond Highway CRD is the only one that has a by-right reduction, and this is limited to nonresidential uses.

¹⁴⁴ Currently requires three spaces on private street and two spaces on public street. Proposed option creates one rate regardless of street type. Option to retain current single-family detached rate.

¹⁴⁵ New rate for single family attached units to reduce the required spaces from 2.7 spaces. Option to use proposed base single-family attached rate of 2.7 spaces per unit with a portion available for visitor or shared use.

TABLE 6100.6: Revitalization Area Parking Requirements

Use	Minimum Parking Requirement
Dwelling, Stacked Townhouse	1.8 spaces per unit with 0.3 spaces per unit located on common property and available for visitor or shared use. ¹⁴⁶
Dwelling, Stacked Townhouse- ADU Development	
Dwelling, Multifamily	0.6 spaces per bedroom ¹⁴⁷
Dwelling, Multifamily - ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	80 percent of the parking rate established in Table 6100.2 or 6100.3 ¹⁴⁸

C. Transit Station Areas¹⁴⁹

Any development located within an area identified in the Comprehensive Plan as a Transit Station Area (TSA) or the Tysons Urban Center, the following minimum parking spaces are required.

TABLE 6100.7: Transit Station Area Parking Requirements

Use	Minimum Parking Requirement
Dwelling, Single-Family Detached	2 spaces per unit ¹⁵⁰
Dwelling, Single-Family Attached	1.3 spaces per unit with 0.3 spaces per unit located on common property and available for visitor or shared use. ¹⁵¹
Dwelling, Single Family Attached – ADU Development	
Dwelling, Stacked Townhouse	1.3 spaces per unit with 0.3 spaces per unit located on common property and available for visitor or shared use. ¹⁵²
Dwelling, Stacked Townhouse- ADU Development	
Dwelling, Multifamily	0.4 spaces per bedroom ¹⁵³
Dwelling, Multifamily - ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	70 percent of the parking rate established in Table 6100.2 or 6100.3 ¹⁵⁴

D. Transit Oriented Development (TOD)¹⁵⁵

Any development located within an area identified in the Comprehensive Plan as a Transit Oriented

¹⁴⁶ New rate for stacked townhouses to reduce the required spaces from 2.3 spaces. Option to use proposed base stacked townhouse rate.

¹⁴⁷ Range under consideration is 0.4 to 0.8 spaces per bedroom. Option to require 80 percent of the rate in Table 6100.2.

¹⁴⁸ Range under consideration is 80 to 100 percent of parking rate in Table 6100.2 or 6100.3.

¹⁴⁹ Modifies the current TSA reduction from 20 percent to 30 percent and includes restaurants which are currently excluded from the reduction. Creates a new reduced requirement for residential uses.

¹⁵⁰ Current requires three spaces on private street and two spaces on public street. Proposed option creates one rate regardless of street type. Option to retain current single-family detached rate.

¹⁵¹ New rate for single family attached units to reduce the required spaces from 2.7 spaces. Option to require 1 to 2.7 spaces per unit with a portion available for visitor or shared use.

¹⁵² New rate for stacked townhouses to park based on dwelling units instead of bedrooms. Option to use proposed base stacked townhouse rate.

¹⁵³ Range under consideration is 0.4 to 0.8 spaces per bedroom.

¹⁵⁴ Range under consideration of 70 to 80 percent of parking rate.

¹⁵⁵ Creates a new requirement for TOD areas that is reduced from the current TSA rates.

Development or Transit Development District, the following minimum parking spaces are required.

TABLE 6100.8: Transit Oriented Development Parking Requirements

Use	Minimum Parking Requirement
Dwelling, Single-Family Detached	2 spaces per unit ¹⁵⁶
Dwelling, Single-Family Attached	1.3 spaces per unit with 0.3 spaces per unit located on common property and available for visitor or shared use. ¹⁵⁷
Dwelling, Single Family Attached – ADU Development	
Dwelling, Stacked Townhouse	1.3 spaces per unit 0.3 spaces per unit located on common property and available for visitor or shared use. ¹⁵⁸
Dwelling, Stacked Townhouse- ADU Development	
Dwelling, Multifamily	0.3 spaces per bedroom ¹⁵⁹
Dwelling, Multifamily - ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	60 percent of the parking rate established in Table 6100.2 or 6100.3 ¹⁶⁰

E. PTC District – Off-Street Parking¹⁶¹

- (1)** The number of off-street parking spaces provided for a development in the PTC District must be established with the approval of a parking plan that is accompanied by an application for rezoning to the PTC District.
 - (a)** At a minimum, the parking plan must identify:¹⁶²
 - 1.** The appropriate parking requirements as set forth in Table 6100.9 below;
 - 2.** The number and general location of all off-street parking spaces;
 - 3.** The general location of all ingress and egress points to all parking structures utilized by the property; and
 - 4.** A justification of shared parking arrangements, if applicable.
 - (b)** Where parking is to be provided in phases in accordance with a phased development proposal, the parking plan must provide the information set forth above in subsection 6100.6.E(1)(a) for each proposed phase. If the total development parking will be constructed in early phases of the project, shared parking spaces for the remaining phases must be identified to the satisfaction of the Board when it is demonstrated that such additional parking in the early phase(s) is necessary due to construction requirements or in furtherance of the objectives of the Comprehensive Plan. When parking is provided in this manner, the development must provide shared parking for the later phases of project to the satisfaction of the Board. Additionally, when an existing use is proposed to be retained as an interim use, the parking accessory to such interim uses must generally conform to

¹⁵⁶ Current requires three spaces on private street and two spaces on public street. Proposed option creates one rate regardless of street type. Option to retain current single-family detached rate.

¹⁵⁷ New rate for single family attached units to reduce the required spaces from 2.7 spaces. Option to require 1-2.7 spaces per unit with a portion available for visitor or shared use.

¹⁵⁸ New rate for stacked townhouses to park based on dwelling units instead of bedrooms. Option to use proposed base stacked townhouse rate.

¹⁵⁹ Range under consideration is 0.3 to 0.7 spaces per bedroom.

¹⁶⁰ Range under consideration is 60 to 80 percent of the parking rate in Tables 6100.2 or 6100.3.

¹⁶¹ Relocated from subsection 6102.

¹⁶² Subsection updated from current requirement.

the rates set forth above. In all cases, parking at the build-out phase of the development must conform to the total number of spaces approved for the entire development.¹⁶³

Table 6100.9 PTC Minimum and Maximum Required Off-Street Vehicle Parking Spaces¹⁶⁴

Use	Per unit, bedroom, or 1,000 square feet of gross floor area	Less than 1/8 mile to Metro Station Entrance* (TOD District)		1/8 to 1/4 mile to Metro Station Entrance* (TOD District)		More than 1/4 to 1/2 mile to Metro Station Entrance* (TOD District)		Non-TOD Districts	
		Min	Max	Min.	Max	Min	Max	Min	Max
Single-Family Attached ¹⁶⁵	Space(s) per unit	1	2.2	1	2.2	1	2.5	2.0	2.7
Stacked Townhouse ¹⁶⁶		1	1.9	1	1.9	1	2.1	1.7	2.3
Multifamily ¹⁶⁷	Per bedroom	0.2	0.7	0.2	0.7	0.3	0.7	0.4	1
Hotel/Motel ¹⁶⁸	Per rental unit	none	1.0	none	1.0	none	1.05	0.7	1.08
Office ¹⁶⁹	Spaces per 1,000 square feet of gross floor area	none	1.6	none	2.0	none	2.2	1.75	2.4

* As set forth in the Comprehensive Plan

- (c) A parking plan must be developed by the applicant and approved as part of the development for which the parking is provided, in accordance with the following:
1. For uses not specifically listed in Table 6100.9 above, the minimum parking space requirements set forth in Table 6100.2 apply as follows:
 - a. In the Tysons Transit Oriented Development (TOD) Districts or for properties that opt into the PTC Rate, no minimum number of parking spaces is required, and the rates established serve as the maximum number of parking spaces permitted. In a multistory structure, the first 5,000 square feet of gross floor area located on the ground or street level for the following uses are not included in the calculation of required parking: uses in the Commercial Use classification, Specialized Instruction Center, Craft Beverage Production Establishments, and Small-Scale Production Establishments are not included in the calculation of required

¹⁶³ Phased parking in subsection 6102.1.C and 6102.1.D(4) combined with edits.

¹⁶⁴ Proposed minimum reductions consistent with proposed changes to TOD areas.

¹⁶⁵ Proposed reduction of single-family attached minimum rates. Option to retain current minimum requirements.

¹⁶⁶ Proposed reduction in stacked townhouse minimum rates. Option to retain current minimum requirements.

¹⁶⁷ Proposed new multifamily rate. Range under consideration of 0 to 0.4 for TOD area.

¹⁶⁸ Proposed new rate for hotels based on rooms instead of square footage. Option to retain current requirement.

¹⁶⁹ New minimum office rate for non-TOD areas.

parking.¹⁷⁰

- b.** In the Tysons Non-TOD Districts, the minimum number of parking spaces required is based on 70 percent of the specified rates established and the maximum number of parking spaces permitted is based on 110 percent of such specified parking rates.

- (2)** Required parking and loading spaces must be provided in above or below grade parking structures to the maximum extent practicable.
- (3)** After an approved parking plan, no additional parking is required for a change in use, provided the mix of uses is in substantial conformance with the approved final development plan.
- (4)** Parking approved by the Board in accordance with a parking plan may be provided on a different lot from the use in conformance with subsection 6100.6.B.
- (5)** A property may opt-in to the PTC District parking requirements, if located in an area identified by the Comprehensive Plan as the Tysons Urban Center but the site is not rezoned to the PTC District, Transit Oriented District, or Transit Development District, with submission of a parking plan meeting the requirements of subsection 6100.5.E(1)(a) and subject to Board approval of a development plan, PRC plan or special exception plat, or subject to the approval of the Director.

F. PTC District Special Exception for Increase on Parking¹⁷¹

- (1)** The Board may approve a special exception to allow an increase in parking in the PTC District above the parking maximums in Table 6100.9 when the applicant has demonstrated to the Board’s satisfaction that the proposed uses cannot be adequately served by the combination of allowed parking, transit access, shared parking arrangements and similar factors, but may only be approved in accordance with the following:
 - (a)** The increase in the number of parking spaces does not hinder or preclude the achievement of the Transportation Demand Management (TDM) goals for the property or the Tysons Urban Center, as set forth in the Comprehensive Plan; and
 - (b)** The design of a parking structure necessitates the construction of additional parking;
 - (c)** The applicant is proposing a use with unique parking needs to justify an increase in the parking rate;
 - (d)** The need for an increase in parking is the result of a change in previously approved shared parking, valet, or shuttle arrangements;
 - (e)** The applicant proposes a single phase development that will precede the operation of mass transit opportunities, such as metro, circulator bus or other features that are planned to serve the Tysons Urban Center;
 - (f)** Except for subsections 6100.5.F(1)(c) and (e) above, the additional parking spaces are available for public use for a minimum of 12 hours a day, five days a week.¹⁷²
- (2)** All off-street parking spaces approved under this special exception may be administered by an entity established to manage the additional parking, which may include the imposition of parking fees, controlled access to such parking, and any other operational management methods that are necessary to ensure satisfaction of the TDM goals for the property and the Tysons Urban Center. Additionally, the Board may impose any conditions on the approval of a special exception for an increase in parking in the PTC District, which may include the

¹⁷⁰ Proposed to expand uses in the first 5,000 square feet of ground floor uses that would not require parking.

¹⁷¹ Relocates and revises former subsection 6102.2 with minor edits.

¹⁷² New language indicating that if parking above the maximum is allowed by the Board, there should be a public benefit to the additional parking.

establishment of a requirement that the need for such additional parking will be reevaluated within a specified period of time, based on changes in development patterns, uses, or other factors in and around the application property.

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6. Adjustments to Minimum Required Off-Street Parking¹⁷³

A. General Location

- (1) Adjustments to the minimum parking requirements may be approved by the Board in conjunction with the approval of a rezoning or special exception; or by the Director in accordance with subsections 6100.6.B through H.¹⁷⁴
- (2) The Director may not approve any adjustment in subsections 6100.6.B through H that, in total, exceeds 60 percent less parking than the minimum requirement.¹⁷⁵
- (3) Any parking adjustment not meeting the requirements for approval by the Director may be approved by the Board¹⁷⁶
- (4) All parking adjustments may be subject to conditions, as determined by the Board or Director.¹⁷⁷
- (5) A parking adjustment may not be approved if:
 - (a) There is a pending rezoning, special exception, or proffered condition amendment application for the site; or
 - (b) The number of parking spaces is specified by a proffered condition, special exception condition, special permit condition, unless the approval allows such adjustments.¹⁷⁸
- (6) Any approved parking adjustment may be vacated by the Director or Board upon request when it is determined that it is no longer required.¹⁷⁹

B. Shared Parking Options¹⁸⁰

- (1) Adjustments in minimum required parking spaces for two or more uses may be approved when a shared parking calculation and agreement, if applicable, is submitted. Such agreements will be subject to approval by the Director to ensure continued availability of the spaces. Adjustments must be in accordance with the following calculation, based on Table 6100.10 below, provided by the applicant:¹⁸¹
 - (a) Determine the minimum parking requirements for each individual use based on Table 6100.2 and, if applicable, subsection 6100.5.
 - (b) Multiply each amount by the corresponding percentages for each of the time periods in the table.
 - (c) Sum the total requirement for each use for each time period.

¹⁷³ This section combines the current subsections 6100.5 and 6100.6 which previously separated parking adjustment actions that could be taken by the Director of Land Development Services and the Board of Supervisors.

¹⁷⁴ Defines the options under which the Board or the Director may act on a parking adjustment.

¹⁷⁵ Language added that caps an administrative reduction at 60 percent.

¹⁷⁶ Under this language, if the Director is unwilling or unable to approve a parking adjustment, the Board may act on the proposal.

¹⁷⁷ Frequently, approval of an adjustment contains terms and conditions expected to be administered by the property owner. This statement codifies that conditions may be required for approval.

¹⁷⁸ In the current Article 6, this language is associated with specific adjustment options. It is consolidated here to a general requirement.

¹⁷⁹ New language allowing vacation to any previously approved parking adjustment.

¹⁸⁰ Specialized language allowing parking in alternative locations within a Commercial Revitalization District is deleted in favor of general language allowing shared parking.

¹⁸¹ The entirety of subsection 6100.7.B.(1), including the chart, is added to allow a standard shared parking reduction based on industry guidance and comparative Virginia jurisdiction zoning ordinance requirements.

- (d) The time period with the highest value will be the required minimum for all uses sharing the space.
- (e) Other uses not in the table must undergo a separate analysis as defined in subsection 6100.6.C.(2) below.

TABLE 6100.10: Shared Parking Options

Time Period	Weekday Daytime	Weekday Evening	Weekend Daytime	Weekend Evening
Residential	60%	100%	90%	100%
Office	100%	5%	5%	5%
Hotel	80%	100%	80%	100%
Restaurant	50%	80%	80%	100%
Commercial Uses	60%	90%	100%	70%

- (2) Shared parking adjustments that do not meet the criteria in subsection 6100.6.B.(1), or for adjustments exceeding the limits in that section, the number of required parking spaces may be adjusted when the applicant has demonstrated that fewer spaces than those required will adequately serve two or more uses by reason of the sum of the hourly parking demand of such uses.¹⁸²
- (3) The use of an adjacent site’s parking spaces may be approved under the following criteria, as demonstrated by the applicant:¹⁸³
 - (a) The supplied off-site parking is more than the parking required for the off-site use or that the sum of the hourly parking demand of the adjacent site’s uses can allow sharing; and,
 - (b) The required spaces for the use are subject to agreements or arrangements satisfactory to the Director that will ensure the continuing availability of the spaces; and,
 - (c) The required spaces are generally located within 1,000 feet walking distance of a building entrance; or
 - (d) A valet or shuttle service serving the use is established with an agreements or arrangements acceptable to the Director ensuring the operation of the service and that no adverse off-site impacts will result.
- (4) A parking adjustment for a mixed-use development may be approved upon demonstration that the site contains a mix of residential, public, institutional, community, and/or commercial uses within a single development or located within 1,000 feet walking distance of the development and comprises at least three of the following elements that are proffered or implemented:¹⁸⁴
 - (a) Long term bicycle parking
 - (b) Compact, walkable design of the development or neighborhood

¹⁸² Non-substantive editorial changes made to existing zoning ordinance language.

¹⁸³ Original language allowing additional off-site parking if the site meets the minimum parking requirements and language allowing a shared parking adjustment using offsite parking is adapted to a single section to address offsite parking options.

¹⁸⁴ This is a new reduction option to recognize that mixed-use development provides opportunities to reduce parking demand and, thus, supply. Mixed-use development is typically located in areas planned for a higher degree of transit opportunities. By its nature, mixed-use development creates a more walkable and micromobility (bikes, scooters, etc.) accessible environment with a variety of uses (residential, retail, entertainment, employment) that fosters more convenient alternatives to auto travel and reduces the need for parking spaces.

- (c) A mass transit station, transportation facility, or bus stop serving a mass transit station or transportation facility
 - (d) A walk or bike score of greater than 70
 - (e) Targeted programs to reduce parking demand
 - (f) An approved transportation demand management (TDM) program for the mixed-use development.
 - (g) The mixed-use development may not have more than 20 percent of the total number of parking spaces reserved for site uses.
- (5) An adjustment to the total number of required parking spaces may be approved for a Religious Assembly or a Religious Assembly with Private School, Specialized Instruction Center, Child Care Center, Adult Day Support Center, or Adult Day Care Center, for a site generally located within 1,000 feet of any commercial parking lot where sufficient spaces are available by permission of the owner(s) without charge.¹⁸⁵

C. Standard Transit-Related Parking Adjustment¹⁸⁶

For all nonresidential uses and multifamily dwellings not subject to subsection 6100.5, the minimum parking is 90 percent of the parking requirements established in Tables 6100.2 or 6100.3 when it is demonstrated that the use is located within 1,000 feet walking distance of a transit facility consisting of a streetcar, bus rapid transit, express bus service, or a bus stop which serves a rail station, or a transit facility programmed for construction or implementation generally within 10 years of approval of the development.

D. Transit-Related Parking Adjustments¹⁸⁷

- (1) For any transit-related adjustment greater than subsection 6100.6.C, or greater than the minimum parking requirements in subsection 6100.5, in addition to 1,000 feet walking distance proximity to a transit facility, a parking adjustment may be approved if at least three of the following supporting elements are met:
- (a) An approved transportation demand management (TDM) program with targeted programs to reduce parking demand.
 - (b) Long-term bicycle parking provided in accordance with county policy.
 - (c) Compact, walkable design of the development or neighborhood.
 - (d) A walk or bike score of greater than 70.

¹⁸⁵ Revises current subsection 6100.5.C. and 6100.5.D. to allow Religious Assembly and adjust their parking requirement when a commercial parking area is available. This commercial parking is distinguished from public parking, which does not require owner permission to park on the site. Adult day care uses are proposed to be added to the allowed uses under this provision. Revises current 500 feet to 1,000 feet, which is a reasonable walking distance and is consistent with other criteria in this Article.

¹⁸⁶ This is an adaptation of the existing subsection 6100.6.B. that defines the criteria for a transit-related parking reduction. The proposed tiered framework captures the relationship of transit to reduced parking requirements. However, sites that are subject to base rates may still be eligible for a parking adjustment based on transit availability, excluding Metrorail. Sites adjacent to Metrorail will automatically meet this qualification.

¹⁸⁷ This adjustment is a modification of the previous ability to reduce parking for sites that meet the transit qualifications under the current subsection 6100.6.B. It uses proposed subsection 6100.6.C to meet the baseline transit proximity requirement, then considers the listed elements for an adjustment that may exceed that allowed in subsection C or the minimum requirements in subsection 6100.5.

E. Affordable Housing¹⁸⁸

Developments with affordable housing may adjust the parking requirements by up to 25 percent for dwelling units affordable at or below 70 percent of the Area Median Income.

F. Publicly Accessible Parking Areas¹⁸⁹

(1) A parking adjustment may be approved when one of the following conditions are met:

- (a) Metered on-street parking is available within 1,000 feet walking distance of the site; or
- (b) The County has approved plans or has constructed an off-street public parking area within ½ mile walking distance of the site; or
- (c) Commercial public off-street parking is located within 1,000 feet walking distance of the site

G. Public Benefit¹⁹⁰

If the required off-street parking spaces cannot be placed on a site without the demolition of historic structures as identified on the Fairfax County Inventory of Historic Sites or cause damage to significant trees, as determined by the Urban Forester, a parking adjustment may be approved.

H. Other Parking Adjustments¹⁹¹

For adjustments that are not eligible for consideration under other provisions of this Article, the Board may, subject to appropriate conditions, reduce the total number of required parking spaces when the applicant has demonstrated that, due to the unique characteristics of the site and use(s) on the site, the spaces proposed to be eliminated are unnecessary.

¹⁸⁸ New adjustment proposed to recognize the relationship of lower vehicle ownership, and, thus, parking demand, in affordable communities. Additionally, the cost to provide parking spaces above expected demand creates financial burdens for affordable housing providers that may result in lost opportunities to address this segment of the residential market.

¹⁸⁹ Revised current language in subsection 6100.6.C.(3) that allows offsite parking with the construction of a public parking facility. The current language has a narrow stipulation that the public parking facility be in a Community Business Center. The new language provides the ability to apply this countywide and expands the opportunity to adjust parking by the use of metered parking, which is a current county initiative, and privately-operated public parking lots, which continue to be established in urbanizing areas of the county.

¹⁹⁰ New option for a parking adjustment, intended to recognize the public interest and provide adjustment options for site-specific circumstances that are linked to addressing community needs or values.

¹⁹¹ Current option has been revised to include the unique characteristics of the site in addition to the current reference to the uniqueness of the site use.

6101. Off-Street Loading¹

1. Applicability

A. Applicability

All structures and uses established after the effective date of this Article must provide off-street loading spaces in accordance with this section.²

B. Change in Use or Expansion of an Existing Structure or Use

A change in use or when an existing structure or use is expanded, off-street loading spaces must be provided only for the change in use or the expanded portion of the use or structure.

2. General Provisions

- A. All required off-street loading spaces must be located on the same lot as the use served. However, the Director may waive this requirement when off-street loading spaces are provided cooperatively for two or more uses, subject to arrangements approved by the Director that assures the continued availability of such spaces for all uses.
- B. Required off-street loading spaces and their appurtenant aisles and driveways may not be encroached upon or adjusted in any manner, except with approval by the Director in the following circumstances:
 - (1) Adjustments due to a reduction in size or change in use that lowers the requirement; or
 - (2) Adjustments for an existing structure or use to provide an accessibility improvement.
 - (3) Adjustments to allow for colocation with refuse and recycling facilities.³
- C. Loading spaces may not be in a required front setback.
- D. Required off-street loading spaces may not be used to satisfy the off-street parking requirements.
- E. Loading spaces must not interfere with the free circulation of vehicles in any off-street parking area.
- F. No motor vehicle repair work, except emergency service, is permitted within any required off-street loading space.
- G. All off-street loading spaces must be provided with safe and convenient access to a street. If any such space is located contiguous to a street, the street side must be curbed, and ingress and egress may be provided only through driveway openings whose dimension, location, and construction is in accordance with the provisions of the Public Facilities Manual.
- H. All off-street loading areas, including aisles and driveways, are required to be constructed and maintained with a dustless surface in accordance with construction standards presented in the Public Facilities Manual; however, the Director may approve a modification or waiver of the dustless surface requirement in accordance with the Public Facilities Manual.
- I. All off-street loading spaces must be a minimum of 15 feet wide, 25 feet long and 15 feet high, except that where one such loading space has been provided, any additional loading space abutting along the long dimension of the first loading space need not be wider than 12 feet.
- J. Where a structure contains a combination of uses, loading spaces must be provided based on the sum of the

¹ Previous subsections 6101.2.C, L and M have been deleted. Subsection 6101.2.C requires a 40-foot setback from the intersection of two streets. This requirement is often waived by the Board and is proposed to be removed. Subsection 6101.2.L required the maximum number of loading spaces to be provided if there was uncertainty regarding the use. Provision deleted since the Director has the authority to determine the required loading space requirement. Subsection 6101.2.M required receiving facilities to be provided if loading was not required. If loading spaces are not required, loading could be conducted from the parking lot; therefore, propose to delete this provision.

² Combined subsections 6101.1.A and B and removed general application of this section for Planned Districts

³ Proposed change to allow co-location of loading spaces and refuse collection.

required spaces for each use.

- K. Where the required number of loading spaces is not set forth for a particular use, and where there is no similar type of use listed, the Director in consultation with the Zoning Administrator will determine the basis of the number of spaces to be provided.

3. Minimum Required Off-Street Loading Spaces⁴

- A. Minimum off-street loading spaces accessory to the listed use classifications as defined in Table 6101.1 must be provided in accordance with the following table; however, there is no loading space required for a structure with less than 25,000 square feet of gross floor area:⁵

Table 6101.1: Minimum Required Off-Street Loading Spaces

Use	Minimum Loading Requirement
AGRICULTURAL AND RELATED USES	
Agricultural and Related Uses	No minimum requirement ⁶
RESIDENTIAL USES	
Dwelling, Multifamily; Dwelling Multifamily-ADU Development	1 space per each 100,000 square feet of gross floor area, provided that:
Congregate Living Facility Residence Hall	No more than 2 loading spaces are required for a structure. ⁷
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. ⁸
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 are 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

⁴ Previous Table 6101.1 Minimum Loading Space Categories deleted. New table combines the use category with the rate table.

⁵ New minimum requirement proposes to exempt the first 25,000 square feet of a building or use from a loading space requirement. However, all uses now require loading; whereas, the Zoning Ordinance only identified 29 uses requiring loading. Loading could be conducted within the parking lot if a loading space is not required.

⁶ No change from current requirements.

⁷ Proposed change reduces required loading spaces from maximum of 5 to 2. This is consistent with modifications approved by the Board of Supervisors.

⁸ New maximum requirement of three loading spaces when located in a revitalization or transit area.

	<p style="text-align: center;">Development Area, or Tysons Urban Center; and</p> <p style="text-align: center;">No more than 5 loading spaces are required for a structure in any other area.⁹</p>
All Other Commercial Uses, Including Shopping Centers	<p style="text-align: center;">1 space per 50,000 square feet of gross floor area, provided that:</p> <p style="text-align: center;">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</p> <p style="text-align: center;">No more than 5 loading spaces are required for a structure in any other area.¹⁰</p>
Industrial Uses	<p style="text-align: center;">1 space per each 50,000 square feet of gross floor area provided that:</p> <p style="text-align: center;">No more than 5 off-street loading spaces are required for a structure.¹¹</p>

4. Loading Space Adjustments¹²

- A.** The Board, as part of a rezoning or special exception, or the Director, as part of a site plan, may adjust the number of loading spaces required by this section when the applicant has demonstrated to the Board’s or Director’s satisfaction that:
- (1)** Fewer spaces than those required will adequately serve the use; and
 - (2)** The adjustment will not adversely affect the site or adjacent areas.

⁹ New maximum requirement of three loading spaces when located in a revitalization or transit area.

¹⁰ Combines most commercial uses and creates a requirement for shopping centers consistent with the retail rate. New maximum requirement of three loading spaces when located in revitalization or transit area.

¹¹ Combined the industrial uses into one rate.

¹² Propose formal process to permit further reduction of loading spaces. The Board has routinely modified loading spaces in the past even though the Zoning Ordinance does not give them the direct authority to make that revision. Staff is proposing a formal process to permit further reduction of loading spaces.

6102. Bicycle Parking Requirements

1. General Provisions

- A.** Bicycle parking is required pursuant to this section to encourage the use of bicycles by providing secure and convenient places to park bicycles.
- B.** Bicycle spaces are measured as the ability for a facility to store one bicycle.
- C.** When the calculated number of spaces results in a number containing a fraction, the number is rounded up to the nearest whole number. Where a use or building contains a combination of uses, the bicycle parking requirement is based on the sum of the individual uses.
- D.** Unless no minimum spaces are required, each use is required to provide a minimum of two bicycle parking spaces.
- E.** Bicycle spaces may consist of outdoor bicycle racks, bicycle storage facilities, or a combination of both.
 - (1)** A bicycle rack or storage facility must:
 - (a)** Allow a bicycle to be securely held upright with its frame supported in at least two places and allow the frame and one wheel to be locked by a durable high security lock; and
 - (b)** Be securely anchored and mounted on a hard surface.
 - (2)** A bicycle rack or storage facility location must:
 - (a)** Be a minimum distance of ten feet from any fire hydrant or fire hose connection and three feet from any other obstruction, including another bicycle rack.
 - (b)** Be in publicly accessible, well-lit, highly visible location that does not interfere with pedestrian movement. At least 50 percent of the required bicycle spaces must be within 50 feet of a main entrance to the building; or
 - (c)** For spaces intended to serve building occupants and visitors who need bicycle parking for several hours or longer, the spaces must be located within a secure, weather protected facility within 100 feet of the main entrance, or inside the building at ground level. Each space must be available and accessible for all building tenants and visitors during the hours of operations of the use. For residential structures each space must be accessible 24 hours a day, 7 days a week.
 - (3)** The design of any facility provided in subsection 6102.1.E(2)(c) must be in conformance with the Public Facilities Manual and the Fairfax County Department of Transportation Bicycle Guidelines.
- F.** When bicycle parking spaces are required by Table 6102.1, bicycle parking must be installed when any of the following occurs¹:
 - (1)** New construction of a principal building.
 - (2)** Expansion of an existing principal building resulting in a requirement of more than five additional bicycle spaces.
 - (3)** Change of use or expansion of an existing use resulting in a requirement of more than five additional bicycle spaces.
- G.** The Board of Supervisors, as part of a rezoning or special exception, or the Director, as part of a site plan, may adjust the number of bicycle spaces required by this section when the applicant has demonstrated to the Board's or Director's satisfaction that fewer spaces than those required will adequately serve the use.

¹ Option to require bicycle parking when new use or expansion requires 1 to 10 spaces.

2. Minimum Required Bicycle Parking Spaces

- A.** Minimum off-street bicycle parking spaces accessory to the listed use classifications must be provided in accordance with Table 6102.1.

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
AGRICULTURAL AND RELATED USES²	
Agricultural and Related Uses	2 spaces ³
RESIDENTIAL USES⁴	
Dwelling, Multifamily	5 percent of the provided vehicle parking spaces; or 10 percent of the provided vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor;
Dwelling, Multifamily-ADU Development	or
Residence Hall	15 percent of the provided vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ⁵
All other Residential Uses	No minimum requirement
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES⁶	
Club, Service Organization, or Community Center	5 percent of the provided vehicle parking spaces; or
College or University	10 percent of the provided vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor;
Community Swim, Tennis, and Recreation Club	or
Congregate Living Facility	15 percent of the provided vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
Cultural Facility or Museum	

² Proposed to provide a single bicycle parking requirement for the entire agricultural and related use classification.

³ Option includes a range of no minimum requirement to a minimum requirement of 12 spaces.

⁴ Option to identify additional residential uses to be included for minimum bicycle parking requirements.

⁵ Range under consideration for the three tiers is from 0 to 20 percent of the vehicle parking requirement.

⁶ Option to identify additional public, institutional, and community uses to be included for minimum bicycle parking requirements.

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
Independent Living Facility	5 percent of the provided vehicle parking spaces; or
Medical Care Facility	10 percent of the provided vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or
Public Use	
Religious Assembly	
Religious Assembly with Private School, Specialized Instruction Center, or Child Care Center	
Specialized Instruction Center	15 percent of the provided vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ⁷
School, Private	2 spaces; or 4 spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or 8 spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ⁸
All other Public, Institutional, and Community Uses	
COMMERCIAL USES⁹	
Commercial Recreation, Indoors	5 percent of the provided vehicle parking spaces; or
Commercial Recreation, Outdoors	10 percent of the provided vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or
Hotel or Motel	
Office	
Quasi-Public Park, Playground, or Athletic Field	
Restaurant	15 percent of the provided vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ¹⁰
Restaurant, Carryout	
Restaurant with Drive-Through	
Retreat Center	

⁷ Range under consideration for the three tiers from 0 to 20 percent of the provided vehicle parking spaces.

⁸ Option includes a range of 2 to 12 required spaces.

⁹ Option to identify additional commercial uses to be included for minimum bicycle parking requirements.

¹⁰ Range under consideration for the three tiers is from 0 to 20 percent of the provided vehicle parking spaces.

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
Retail Sales, General	5 percent of the provided vehicle parking spaces; or
Retail Sales, Large	10 percent of the provided vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor;
Shopping Centers	or
Stadiums	15 percent of the provided vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ¹¹
All Other Commercial Uses	2 spaces; or 4 spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or 8 spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ¹²
INDUSTRIAL USES¹³	
Industrial Uses	2 spaces; or 4 spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or 8 spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center ¹⁴

¹¹ Range under consideration for the three tiers is from 0 to 20 percent of the provided vehicle parking spaces.

¹² Option includes a range of 2 to 12 required spaces.

¹³ Option to identify and separate industrial uses to be included in minimum bicycle parking requirements.

¹⁴ Option includes a range of no minimum requirement to a minimum requirement of 12 spaces.

Loading Requirement Comparison

The following chart compares the current loading requirements with the proposed requirements. Currently only 29 uses are identified as requiring loading spaces. Currently, if a use is not identified the loading is required to be provided for the most similar use and if a use is identified below but falls below the minimum square footage for a loading space the Director can require a loading facility. The proposal groups the loading requirement by classification and provides a single requirement with exception of office, hotel, motel and indoor commercial recreation within the Commercial classification.

Classification	Use	Cat.	Current Requirement (Maximum of 5 spaces per use)	Proposed Requirement (Exempts first 25,000 square feet of a use)
Agricultural and Related Uses	No Uses Identified	NA	NA	No Minimum Requirement
Residential Uses	Congregate Living Facility	F	1 space for the first 10,000 square feet of gross floor area, plus 1 space for each additional 100,000 square feet or major fraction thereof	1 space per each 100,000 square feet of gross floor area; however, in no instance will more than 2 loading spaces be required for a building
	Continuing Care Facility	NA		
	Dwelling, Multifamily	G		
	Residence Hall	NA		
Public, Institutional, and Community Uses	College or University	F	1 space for the first 10,000 square feet of gross floor area, plus 1 space for each additional 100,000 square feet or major fraction thereof	1 space per each 100,000 square feet of gross floor area; however, in no instance will more than 5 loading spaces be required for a building; and No more than 3 loading spaces be required for a building 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, Suburban Neighborhood in the Richmond Highway Corridor, Commercial Business Center, Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
	Funeral Home	F		
	Independent Living Facility	F		
	Medical Care Facility	F		
	Private School	F		

Classification	Use	Cat.	Current Requirement (Maximum of 5 spaces per use)	Proposed Requirement (Exempts first 25,000 square feet of a use)
Commercial Uses	Business Services	C		<p>1 space per 50,000 square feet of gross floor area; however, in no instance will more than 5 loading spaces be required for a building; and</p> <p>No more than 3 loading spaces be required for a building 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</p>
	Financial Institution or Drive-Through Financial Institution			
	Household Repair and Rental Service			
	Massage Therapy Establishment			
	Restaurant, Restaurant with Drive-Through, Carryout Restaurant;	D		<p>1 space per each 100,000 square feet of gross floor area; however, in no instance will more than 5 off-street loading spaces be required for a building, and</p> <p>No more than 3 loading spaces be required for a building 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.</p>
	Personal Service	B		
	Retail Sales			
		A		
		F	1 space for the first 10,000 square feet of gross floor area, plus 1 space for each additional 100,000 square feet or major fraction thereof	
	C			

Industrial Uses	Mixed Waste Reclamation Facility;	A		1 space per each 50,000 square feet of gross floor area; however, in no instance will more than 5 off-street loading spaces be required for a building
	Production and Processing;			
	Warehouse;			
	Wholesale Facility	E		