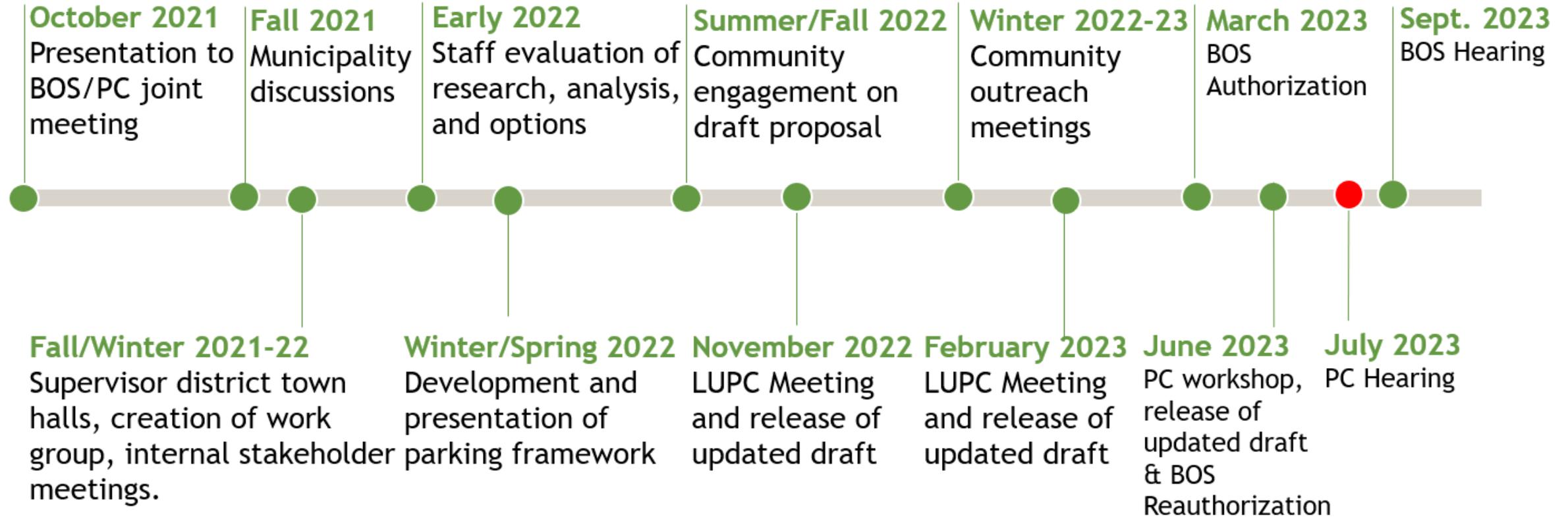




Parking Reimagined

Planning Commission Public Hearing
July 26, 2023

Timeline



Meeting project goals

Challenges

- Little flexibility for parking
- Rates not fully responsive to development density and multimodal availability
- Rates leading to overparking
- Rates difficult to interpret
- Excess administrative requirements
- No codified bicycle parking requirement

Responses

- Tiered framework
- Right-sized rates
- Flexibility and options
- Simplification
- Streamlining
- Minimum parking for bicycles

Project values

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

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

How does Parking Reimagined support County environmental goals

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

Applicability

Off-Street parking standards

Calculation of off-street parking

- Removed general applicability to Planned Districts
- Flexibility for EVC and parking lot landscaping
- 10%/10 spaces allowance for use changes
- Define parking tabulations and when needed
- Tandem parking
- Pedestrian routes in parking lots
- Accessible parking



Parking rates

Use	Current Minimum Parking Requirement	Proposed Minimum Parking Requirement
<p>Drive-Through Financial Institution</p>	<p>4 spaces per 1,000 square feet of gross floor area for customer service, lobby, and teller area, plus additional space as required for any associated offices.</p> <p>Stacking spaces: 8 in front of the first window and 2 in front of each additional window; except that 5 may be permitted in front of each of the first 2 windows, provided that both windows remain open when the drive-through facility is operational</p>	<p>4 spaces per 1,000 square feet of gross floor area</p>
<p>Specialized Instruction Center</p>	<p>2 spaces per each 3 employees on majorshift, plus a sufficient number of spaces to accommodate all persons anticipated to be on-site at any one time under normal operating conditions</p>	<p>2 spaces per each 3 employees</p>

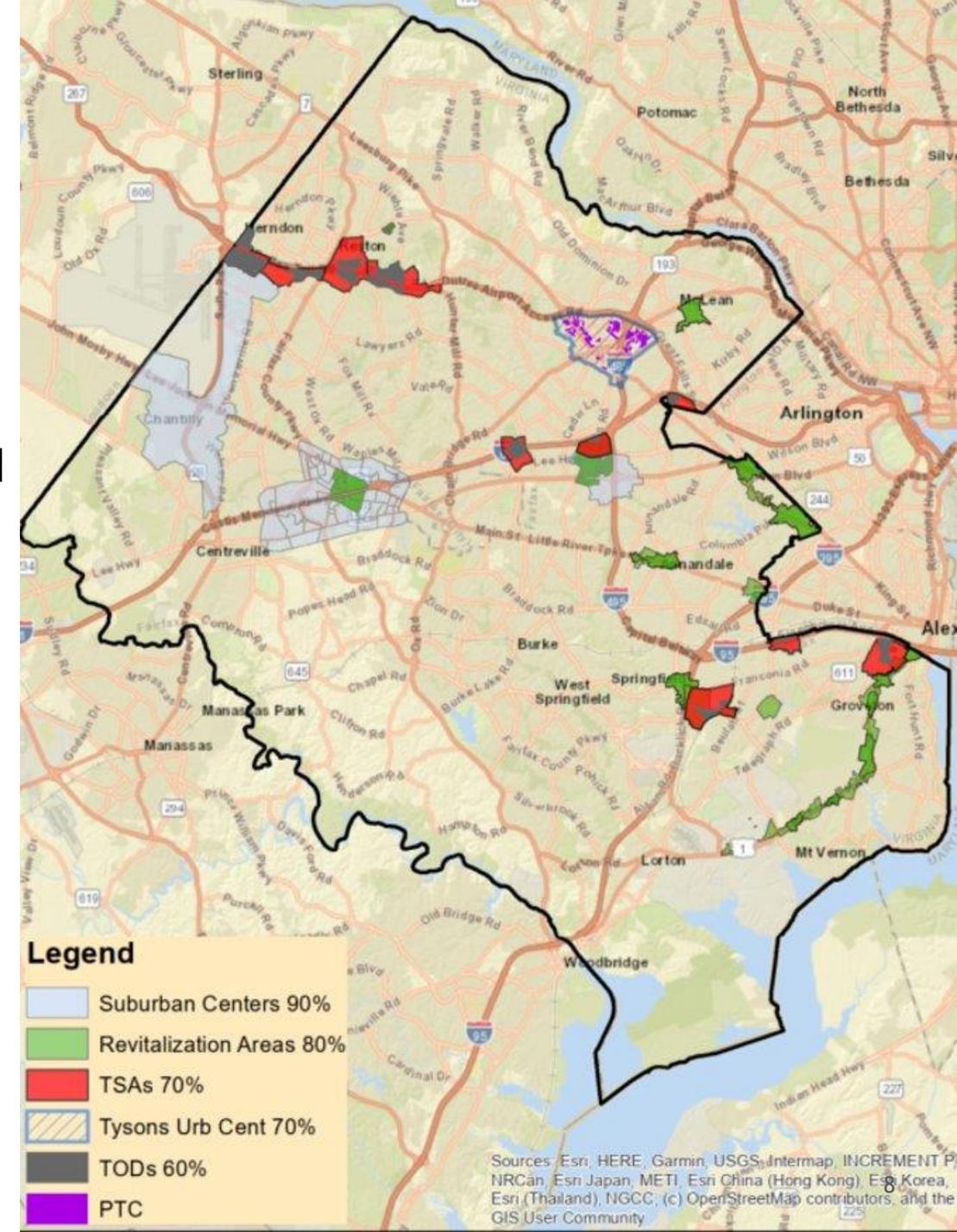
Tiered Framework

Does:

- Align parking requirements with Comprehensive Plan recommendations
- Reduce the influence of parking requirements on land development choices
- Support placemaking
- Create parking and land development flexibility

Does Not:

- Increase F.A.R.
- Decrease open space or landscaping requirements
- Require existing sites to reduce onsite parking



Residential Rates Summary - Base Rate

- Single Family Detached - No Change
- Single Family Attached - Require visitor spaces
- Stacked Townhomes - Require visitor spaces
- Multifamily - Lowered to reflect national trends

Use	Current	Proposed Base	Suburban Center (90% of base)	Revitalization (80% of base)	TSA (bedroom rate)	TOD (bedroom rate)	PTC (bedroom rate)
Multifamily Residential	1.6 spaces/unit	1.3 spaces/unit <i>Proposed range = 1.3 to 1.6 space per unit</i>	1.17 spaces/unit <i>Proposed range = 80 to 100% of base rate</i>	1.04 spaces/unit <i>Proposed range = 70 to 90% of base rate or 0.4 to 0.8 space per bedroom</i>	0.4 space per bedroom <i>Proposed range = 0.4 up to 0.8 space per bedroom</i>	0.3 space per bedroom <i>Proposed range = 0.3 up to 0.7 space per bedroom</i>	0.2 space per bedroom <i>Proposed range = 0 up to 0.4 space per bedroom</i>

Parking adjustments

Board Approval	Administrative Approval
Affordable Housing	Shared Parking
Public Parking	Transit-Related
Public Benefit	
Other Parking Adjustments	

Vehicle Loading

- Simplification and condensing of loading requirements
- Lower rates based on staff analysis and waiver history
- Provision of adequate receiving facility

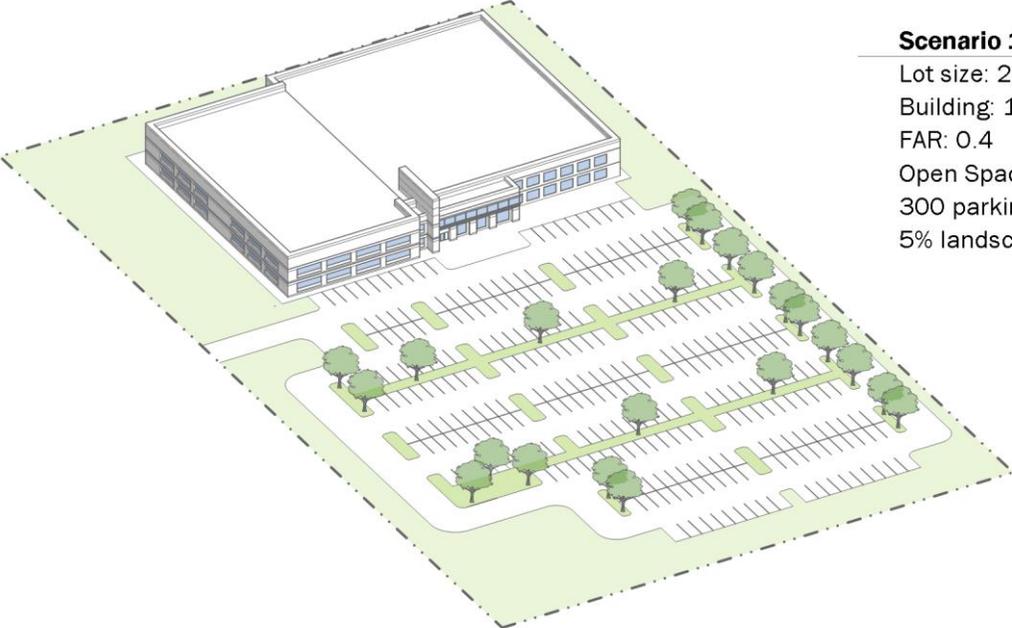


Bicycle parking requirements

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

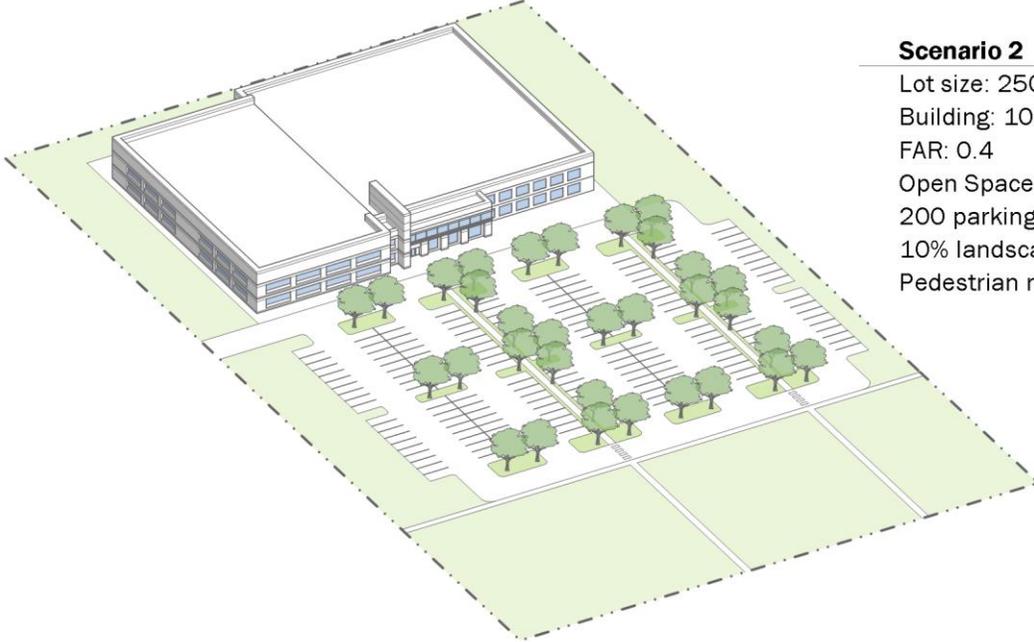


Parking Reimagined and Landscaping Amendment



Scenario 1

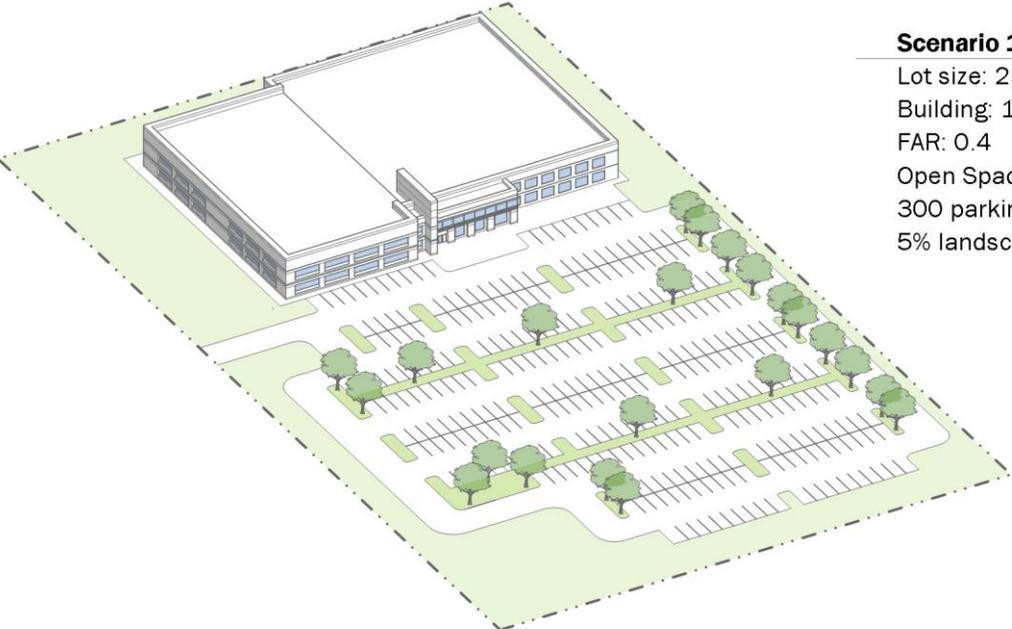
Lot size: 250,000 sq ft
Building: 100,000 sq ft
FAR: 0.4
Open Space: 30.5%
300 parking spaces
5% landscaping



Scenario 2

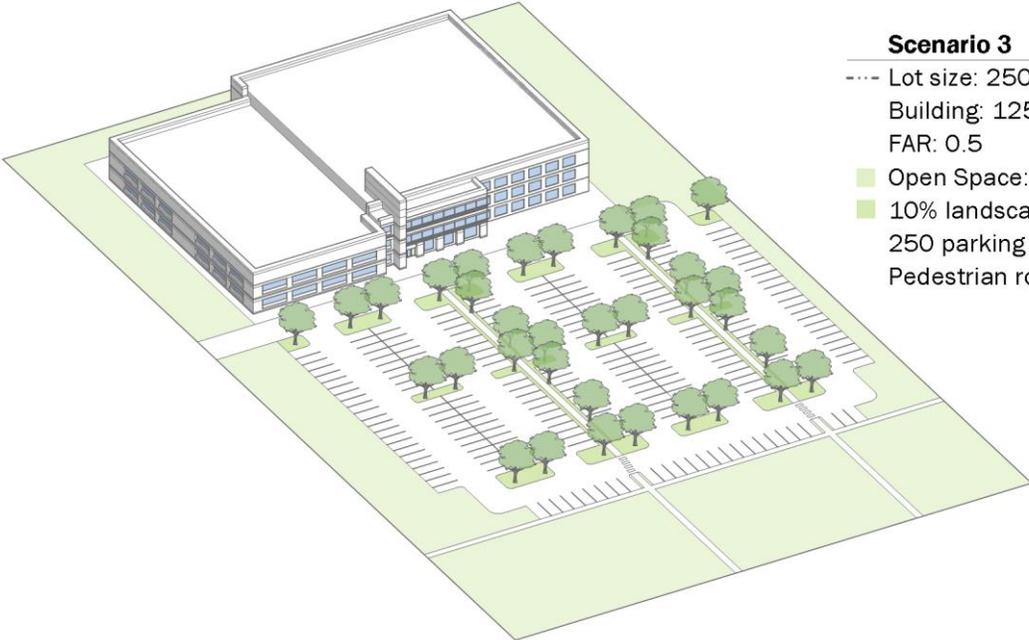
Lot size: 250,000 sq ft
Building: 100,000 sq ft
FAR: 0.4
Open Space: 46%
200 parking spaces
10% landscaping
Pedestrian routes

Parking Reimagined and Landscaping Amendment



Scenario 1

Lot size: 250,000 sq ft
Building: 100,000 sq ft
FAR: 0.4
Open Space: 30.5%
300 parking spaces
5% landscaping



Scenario 3

Lot size: 250,000 sq ft
Building: 125,000 sq ft
FAR: 0.5
Open Space: 40.8%
10% landscaping
250 parking spaces
Pedestrian routes

What is the effect of a right-sized parking?

- More flexibility to meet the realistic need for the use rather than a general standard
- Maximizes impacts of investment in transit and planning for transit-related densities
- Creates incentives for better project design and innovative approaches for land development
- Space for people rather than space for cars



Other municipalities and our future

What are they doing?

- Parking reform is gaining national prominence
- Our approach being implemented regionally and nationally
- Increasing activity to eliminate all minimum requirements
- Communities are reducing/eliminating requirements to seek better economic outcomes and more affordable housing

Where do we want to be?

- Our proposals are not an overreach but an anticipation of the future
- Need to reinforce our planned goals for higher density communities
- Reduce the burden of parking on economic opportunity and affordability
- Balance of parking requirements with the cross-section of development

Parking Reimagined

Project website:

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

Website has:

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

