

Parking Reimagined

Off-Street Parking and Loading Regulations



PLANNING & DEVELOPMENT



FAIRFAX COUNTY
LAND DEVELOPMENT
SERVICES



Agenda

- Background
- Activities to Date
- Goals
- Conceptual Project Framework
- Next Steps
- Commission Feedback



Activities to Date

- Municipality discussions
- Community engagement
- Research and analysis
- Stakeholder and work group meetings
- Meetings with county agencies



Project Goals

- Outreach and community engagement
- Incorporate current experience and innovations
- Analyze best practices
- Streamline review and approval

Outreach and Community Engagement

- Positive feedback on the need to review parking requirements
- Walkability is an important factor
- One-size-fits-all approach is not appropriate for Fairfax County
- Relationship between development intensity, transit service, and parking demand is important
- More data is desired on parking trends

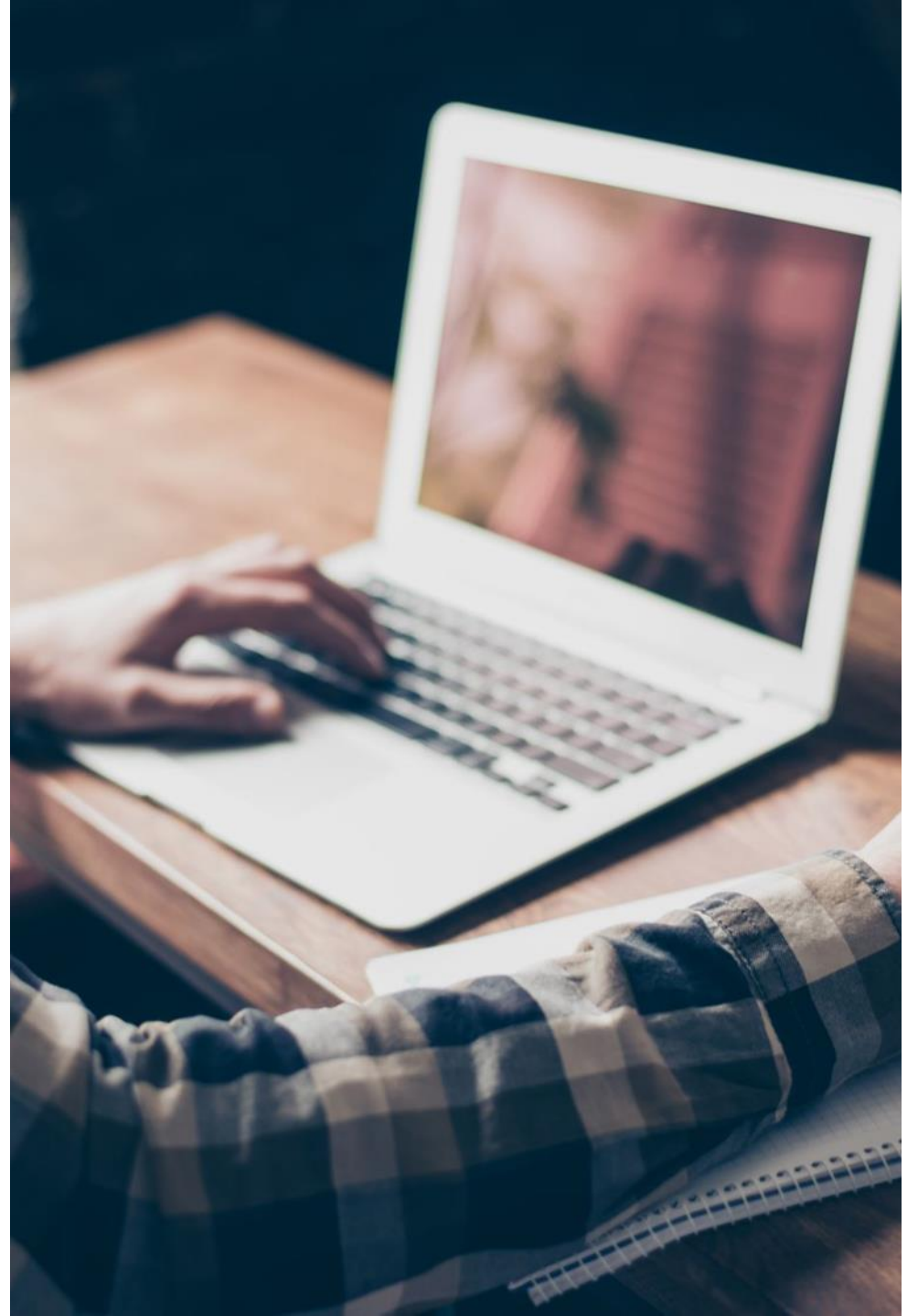
Parking Reimagined

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



Current Experience and Innovation

Fair Oaks Mall Now



Fair Oaks Mall Future



Source: Taubman Company LLC

Analyze Best Practices

- Consolidate requirements for similar uses
- Base parking rates on building square footage vs employees
- Update parking rates for certain uses
- Apply a single rate for mixed uses in office/industrial building

Streamline Review and Approval

- Explore modifications to better accommodate changes in uses
- Examine tabulation requirements
- Review processes for parking reductions
- Examine opportunities for automatic reductions



Peer Review

- Relationship of multimodal i.e. carshare, bikeshare (Montgomery County)
- Basing requirements on proximity to transit (Somerville, MA)
- Maximum parking requirements in certain districts (Somerville, MA)
- Publicly available parking (Montgomery County)

Conceptual Framework

Tier 1

- Example: Low density/intensity areas (single family and low intensity commercial areas)
- Most of the county would likely fall under this tier
- Simplify and correct rates
- Permit modest reductions in transit areas



Conceptual Framework

Tier 2

- Example: Medium density/intensity uses (Fairfax Corner)
- Allow reductions in non-transit areas
- Significantly reduced minimum requirements in transit areas
- Maximums for most uses in transit areas



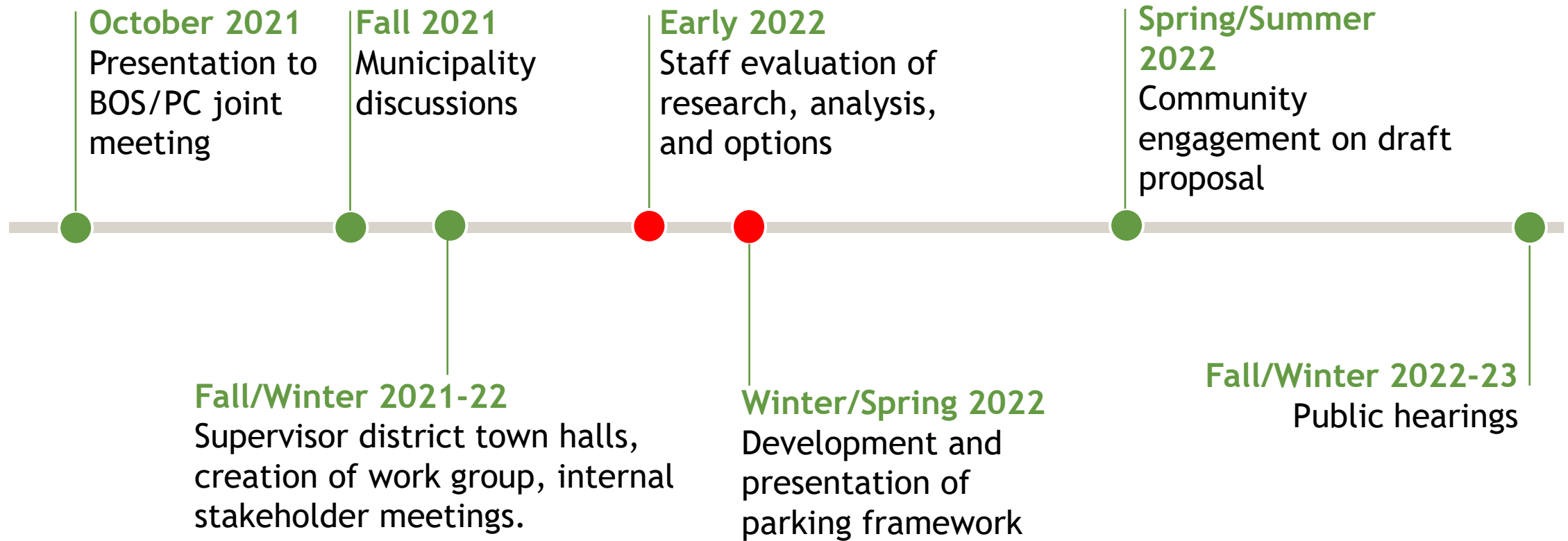
Conceptual Framework

Tier 3

- Example: High Density/Intensity Development (Tysons)
- Limited minimum parking requirements
- Maximum parking requirements for most uses



Project Timeline



Next Steps

- Continue engagement with community and focus groups
- Further refine the conceptual framework
- Prepare draft framework and engage stakeholders including the Board of Supervisors, Planning Commission, industry and community



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