

**CODE SECTIONS RELATED TO:  
PARKING TABULATIONS, PARKING REDESIGNATIONS  
INCLUDING TYSONS OPT-INS & PARKING DEFINITION**

**PARKING TABULATIONS** are required for accessory service uses and changes in use to a use which has a greater parking requirement than the previous use (see Zoning Ordinance 17-104-(8)), and shall be done in accordance with *Paragraph 2 of [Zoning Ordinance 11-101](#) (see below)*. An example would be if a retail use closes and a financial service use opens in the same location.

2. *The provision of [off-street parking](#) for a change in use and/or an expansion or enlargement of an existing structure and/or use shall be in accordance with the following:*
  - A. *When there is a change in use to a use which has the same or lesser parking requirement than the previous use, no additional parking shall be required. When there is a change to a use which has a greater parking requirement than the previous use, the minimum off-street parking requirement in accordance with the provisions of this [Article](#) shall be provided for the new use.*
  - B. *When an existing structure and/or use is expanded or enlarged, the minimum off-street parking requirements in accordance with the provisions of this Article shall be provided for the area or capacity of such expansion or enlargement. However, compliance with the minimum off-street parking requirements shall not be required for the expansion or enlargement when such expansion or enlargement is to provide an accessibility improvement.*

*Notwithstanding the above, for special permit and special exception uses, the respective approving body may require the provision of off-street parking in accordance with this Article for the entire structure or use as expanded or enlarged.*

**PARKING REDESIGNATION** is any proposal to “re designate” parking spaces which changes the existing parking space size, configuration and/or number of parking spaces. A parking redesignation plan is not required for repainting the existing lines in the same location.

Parking redesignation plans generally involve submission of a proposed Parking Plan (Step 1) and a Tabulation Form (Step 2). Refer to the [2-step flowchart](#) for processing Parking Redesignation Plans. A [parking redesignation checklist](#) has been prepared to identify, by code reference, the documents and information required for submission and review of all types of redesignations, including Tyson Opt-in requests to reduce the number of parking spaces.

For Tysons Opt-ins, as part of the Parking Redesignation Plan, the applicant also submits a request letter, a parking tabulation, and a copy of the most recently approved site plan or minor site plan sheets that show the existing parking layout and tabulation. Proposed changes to the site, in addition to changes to the existing parking space size, configuration and/or number of spaces, may necessitate submission of a site plan or minor site plan pursuant to Article 17 of the Zoning Ordinance.

A **PARKING PLAN** to redesignate parking space delineations shall be prepared in accordance with *Paragraph 12 of [Zoning Ordinance 11-102](#) (see below)*. An example would be when the parking spaces are restriped.

12. *All [off-street parking](#) spaces and areas shall comply with the geometric design standards presented in the [Public Facilities Manual](#). All parking spaces, except those provided for and on the same lot with single family detached and attached dwellings, shall be clearly marked in accordance with the design guidelines set forth in the [Public Facilities Manual](#) and shall be subject to the approval of the Director.*

*Except for public commuter park-and-ride lots which utilize existing off-street parking spaces accessory to another use, any proposal to redesignate parking space delineations which changes the existing space size, configuration or number shall require the submission to and approval by the Director of a plan certified by an engineer or land surveyor authorized by the State to practice as such. Such plan shall show all off-street parking spaces, related driveways, loading spaces and walkways, indicating 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](#). No plan shall be approved which reduces the number of parking spaces below the minimum number required by this Article.*

*Notwithstanding the above, a redesignation plan to provide an accessibility improvement need not be certified by an engineer or land surveyor and any such plan which reduces the number of parking spaces below the minimum requirements of this Article may be approved.*

**TYSONS OPT-INS.** For an existing use located in the Tysons Corner Urban Center but not in the PTC District, an owner may voluntarily elect (i.e., opt-in) to reduce the number of off-street parking spaces required pursuant to Sections 11-103, 11-104, 11-105 and 11-106 for the site to a number between what is currently approved for the site and the applicable minimum parking rate specified for the PTC District. However, this voluntary parking reduction is not an option if the currently approved number of parking spaces on the site is specified by a special permit, special exception or proffered condition.

See below for Paragraphs 1, 1A and 1B of [Zoning Ordinance 6-509](#) for the district's rates and the items to submit in conjunction with a site plan, a minor site plan, a parking tabulation or a 2-step parking redesignation submission to request these parking rates.

- I. *Notwithstanding the provisions of Article 11, the number of [off-street parking](#) and loading spaces provided for the development in the PTC District shall be established with the approval of a parking plan, which plan shall accompany an application for rezoning to the PTC District. At a minimum, the parking plan shall identify the appropriate parking rates as set forth below; and include the number and general location of all off-street parking, loading, and stacking spaces; the general location of all ingress/egress points to all parking facilities; a statement regarding how the proposed number of loading spaces is adequate to serve the proposed uses within the development; a justification of shared parking arrangements among uses when a reduction from the minimum parking requirements, if applicable, for such uses is proposed; a description of any planned valet parking, tandem parking, and/or shuttle arrangements that will be implemented for the proposed use(s) and how such spaces or shuttles will be managed; and a statement regarding how the proposed number of parking spaces addresses the goals of the Tysons Corner Urban Center, particularly with regard to achievement of the TDM goals set forth in the adopted comprehensive plan. Where parking is to be provided in phases in accordance with a phased development proposal, the parking plan shall provide the information set forth above for each proposed phase. In addition, a parking plan shall be developed in accordance with the following provided, however, the Board may reduce the minimum off-street parking requirements when it is demonstrated by the applicant and determined by the Board that such reduction is in furtherance of the goals of the Tysons Corner Urban Center:*
  - A. *The amount of off-street parking for single family attached, multiple family, hotel/motel and office uses shall be based on the minimum (min.) and maximum (max.) spaces per unit or spaces per thousand (1000) square feet (sq. ft.) of gross floor area (gfa) as follows:*

Min. and Max. [Off-Street Parking](#) Spaces per Unit or Spaces per 1000 sq. ft. of GFA

	Per Unit or 1000 square feet of gfa	< 1/8 mile to Metro Station Entrance * (TOD District)	< 1/8 mile to Metro Station Entrance * (TOD District)	1/8-1/4 mile to Metro Station Entrance * (TOD District)	1/8-1/4 mile to Metro Station Entrance * (TOD District)	>1/4 – 1/2 mile to Metro Station Entrance * (TOD District)	>1/4 – 1/2 mile to Metro Station Entrance * (TOD District)	Non-TOD Districts	Non-TOD Districts
		Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
Single Family Attached	unit	1.75	2.2	1.75	2.2	2.0	2.5	2.0	2.7
Multiple Family:		NA	NA	NA	NA	NA	NA	NA	NA
0-1 bedroom	unit	1.0	1.3	1.0	1.3	1.1	1.4	1.1	1.4
2 bedroom	unit	1.0	1.6	1.0	1.6	1.35	1.7	1.35	1.7
3+ bedroom	unit	1.0	1.9	1.0	1.9	1.6	2.0	1.6	2.0
Hotel/Motel	unit	none	1.0	none	1.0	none	1.05	.85	1.08
Office	Spaces per 1000 sq. ft. of gfa	none	1.6	none	2.0	none	2.2	2.0	2.4

\* As set forth in the adopted comprehensive plan

B. *For uses not specifically listed above, the minimum parking space requirement set forth in Sections 11-103, 11-104, 11-105 and 11-106 shall apply as follows:*

- (1) *In the TOD Districts, there shall be no minimum number of parking spaces required and the rates set forth in such Sections shall serve as the maximum number of parking spaces permitted. In a multiple story structure, the first 5,000 square feet of gross floor area located on the ground or street level for the following uses shall not be included in the calculation of required parking: retail, personal/business services, fast food restaurant, quick service food store and/or eating establishment.*

- (2) *In the Non-TOD Districts, the minimum number of parking spaces required shall be based on seventy-five percent (75%) of the specified rates set forth in such Sections and the maximum number of parking spaces permitted shall be based on one hundred ten percent (110%) of such specified parking rates.*

**DEFINITION: Off-Street Parking**

See [Zoning Ordinance 20-300](#) for the definition of off-street parking.

PARKING, OFF-STREET: Any space, whether or not required by the provisions of [this Ordinance](#), specifically allotted to the parking of motor vehicles as an accessory use. For the purpose of this Ordinance, such space shall not be located in a dedicated right-of-way, a travel lane, a service drive, nor any easement for public ingress or egress.