

**MINUTES OF
FAIRFAX COUNTY PLANNING COMMISSION
THURSDAY, SEPTEMBER 14, 2006**

UNAPPROVED
OCTOBER 13, 2006

PRESENT: Walter L. Alcorn, Commissioner At-Large
Frank A. de la Fe, Hunter Mill District
Janet R. Hall, Mason District
Suzanne F. Harsel, Braddock District
James R. Hart, Commissioner At-Large
Nancy Hopkins, Dranesville District
Ronald W. Koch, Sully District
Kenneth A. Lawrence, Providence District
Rodney L. Lusk, Lee District
Peter F. Murphy, Jr., Springfield District
Laurie Frost Wilson, Commissioner At-Large

ABSENT: John R. Byers, Mount Vernon District

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The meeting was called to order at 8:15 p.m. by Chairman Peter F. Murphy, Jr., in the Board Auditorium of the Fairfax County Government Center at 12000 Government Center Parkway, Fairfax, Virginia 22035.

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COMMISSION MATTERS

Commissioner Murphy MOVED THAT THE DECISIONS ON APR 05-III-1FC AND APR 05-III-3FC BE DEFERRED TO SEPTEMBER 20, 2006.

Commissioners Hall and Lawrence seconded the motion which carried unanimously with Commissioner Koch not present for the vote and Commissioner Byers absent from the meeting.

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DULLES CORNER OVERLOOK TOWERS (Hunter Mill District)
REVIEW OF ARCHITECTURAL RENDERINGS
(PCA 86-C-029-10, PCA 88-C-066-5, PCA 1996-HM-044-3)

Commissioner de la Fe MOVED THAT THE ARCHITECTURAL DRAWINGS THAT HAVE BEEN SUBMITTED MEET THE REQUIREMENTS OF THE PROFFERS FOR PCA 86-C-029-10, PCA 88-C-066-5, PCA 1996-HM-044-3

Commissioner Alcorn seconded the motion which carried unanimously with Commissioner Koch not present for the vote; Commissioner Byers absent from the meeting.

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FS-B06-45 – T-MOBILE NORTHEAST LLC, 8506 Clydesdale Road

Chairman Murphy MOVE THE CONSENT AGENDA ITEM, FS-B06-45, WITHOUT OBJECTION.

The motion carried unanimously with Commissioner Koch not present for the vote; Commissioner Byers absent from the meeting.

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FS-M06-39 - FIBERTOWER CORPORATION, 3601 Firehouse Lane

Commissioner Hall MOVED THAT THE PLANNING COMMISSION CONCUR WITH THE "FEATURE SHOWN" DETERMINATION IN FS-M06-39.

Commissioners Lawrence and Lusk seconded the motion which carried unanimously with Commissioners de la Fe and Koch not present for the vote; Commissioner Byers absent from the meeting.

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ORDER OF THE AGENDA

Secretary Harsel established the following order of the agenda:

1. CSPA 84-L-020 - KINGSTOWNE OFFICE K, LP
2. ZONING ORDINANCE AMENDMENT (RESIDENTIAL PARKING)

This order was accepted without objection.

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CSPA 84-L-020 - KINGSTOWNE OFFICE K, LP - Appl. to amend the previously approved Comprehensive Sign Plan for CSP 84-L-020 to permit a revised comprehensive sign plan for the Kingstowne Towne Center, Building K. Located on the S. side of Kingstowne Village Pkwy., N. of Kingstowne Blvd. on approx. 2.37 ac. of land zoned PDC. Tax Map 91-2 ((1)) 36H. LEE DISTRICT. PUBLIC HEARING.

Commissioner Lusk asked Chairman Murphy to ascertain whether there was anyone present who wished to address this application. Receiving no response, Chairman Murphy waived the presentations by the applicant and staff, closed the public hearing, and recognized Commissioner Lusk for action on this application. (A verbatim excerpt is in the date file.

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Commissioner Lusk MOVED THAT THE PLANNING COMMISSION APPROVE CSPA 84-L-020.

Commissioner Lawrence seconded the motion which carried unanimously with Commissioner Koch not present for the vote; Commissioner Byers absent from the meeting.

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ZONING ORDINANCE AMENDMENT (RESIDENTIAL PARKING) - To amend Chapter 112 (the Zoning Ordinance) of the 1976 Code of the County of Fairfax, as follows: Revise the residential minimum parking requirements to allow (1) an increase in the minimum parking requirement for single-family detached dwelling units from the current rate of 2.0 spaces per dwelling unit up to 4.0 spaces per dwelling unit, with an opportunity for different rates for lots located on public streets and lots located on private streets; (2) an increase in the minimum parking requirement for single-family attached dwelling units from the current rate of 2.3 spaces per dwelling unit up to 3.2 parking spaces per dwelling unit; and (3) an increase in the minimum parking requirement for multiple-family dwelling units from the current rate 1.6 spaces per unit up to 1.8 spaces per dwelling unit. COUNTYWIDE. PUBIC HEARING.

Donna Pesto, Senior Assistant to the Zoning Administrator, Department of Planning and Zoning, introduced staff and presented the staff report, a copy of which is in the date file.

In response to a question from Commissioner Alcorn, Ms. Pesto compared the parking rates recommended in the advertisement to the staff recommendations:

- detached single-family units: advertised rate – from 2 to 4 spaces per unit; staff recommendation – 2 spaces per unit for a public street or a private street of 36 feet and 3 spaces for a private street less than 30 feet in width.
- single-family attached units: advertised rate – from 2.3 to 3.2 spaces per unit; staff recommendation – 2.7 spaces per unit.
- multi-family units: advertised rate – from 1.6 to 1.8 spaces per unit; staff recommendation – 1.6 units (no change from the current rate).

Commissioner Alcorn announced that he would be deferring a decision on the proposed amendment after close of the public hearing to allow additional time for written comments.

Responding to a question from Commissioner Lawrence, Ellen Gallagher, Fairfax County Department of Transportation, explained that a consultant study had been funded that would consider alternative parking scenarios including parking maximums associated with transit-oriented development. In response to another question from Commissioner Lawrence, Ms. Gallagher said that although no change in the parking rate for multi-family units was being recommended at this time, it was possible the rate could change for transit-oriented development.

In response to a question from Commissioner Harsel, Bruce Nassebeni, Department of Public Works and Environmental Services, said there were some private streets over 36 feet in the County, but most were 24 feet.

Responding to a question from Commissioner Harsel, Ms. Gallagher said that the consultant study would define TOD and that staff had not recommended a change in the parking rate for multi-family development at this time because it would be revisited in association with the study recommendations.

Commissioner Harsel asked staff to provide her with the number of garage parking spaces per unit which had been approved for a recent transit-oriented development.

Responding to a question from Commissioner Alcorn, Ms. Pesto said that under the current Zoning Ordinance, the Board of Supervisors could reduce the number of required parking spaces located near mass transit stations. She said parking could also be reduced under the current Ordinance with the approval of a TDM proffer.

Chairman Murphy called the first listed speaker and recited rules for testimony before the Commission.

Douglas Stewart, Great Falls Group of the Sierra Club, 10822 Maple Street, Fairfax, expressed concern that an increase in parking rates would make it harder to build innovative pedestrian friendly developments and encourage development that catered to automobile travel. He said raising parking rates would also negatively affect the affordability of housing and increase stormwater runoff. Mr. Stewart said neighborhoods with illegal and spillover parking should be addressed on a case-by-case basis, not through a blanket policy for all development. (A copy of Mr. Stewart's remarks is in the date file.)

Chairman Murphy commented that maintaining or reducing the current parking requirements would not discourage automobile use or address the present and future parking needs for the entire County. He also said that developments with cars parked illegally and in fire lanes had a negative affect on the quality of life for residents.

Speaking from personal experience, Commissioner Lusk said there was a definite need for additional parking, especially in P-Districts. He said even though most houses had two-car garages, in many cases they were not used for parking.

Commissioner Wilson said she agreed with the comments made by Chairman Murphy and Commissioner Lusk.

Commissioner Lawrence reiterated the comment made earlier by Ms. Gallagher that the parking rate could change for transit-oriented development. He added that he did not see this as an either/or issue; either transit-oriented development or non-pedestrian friendly sprawl and hoped solutions could be found address both.

Cheryl Cort, Executive Director of the Washington Regional Network for Livable Communities, expressed concern that the proposed increases will do more harm than good. She said imposing

increased parking requirements while only allowing possible exceptions for certain types of development would mean that most of the harm anticipated from these increased parking requirements would occur. She suggested that a new view of this issue would be implementation of parking management programs to increase efficiency and prevent problems as recommended in a new book entitled *Parking Best Management Practices*. (A copy of her remarks is in the date file.)

Commissioner Hart commented that parking management was a good idea if it was legally permissible. He said he knew of cases in which the Virginia Supreme Court had ruled that it was not legal to do so. He also pointed out that sometimes affordable housing was shared housing and parking was needed by all occupants.

Commissioner Hall said Fairfax County was automobile dependent because it did not have adequate mass transit especially in affordable neighborhoods.

Commissioner Hall said that she did not think garage parking should count toward parking requirements and asked staff to comment on this issue. Ms. Pesto said staff estimated that 75 percent of garages were used for parking based on the assumption that more than half were used for parking but not all. Commissioner Wilson pointed out that proffers could state that a garage could not be converted into something that would preclude a car from being parked there, but people could not be required to use the garage for parking.

In response to a question from Commissioner Wilson, Ms. Cort said *Parking Best Management Practices* had been published in 2006. Ms. Gallagher said staff had researched all available literature, including this book.

Hillary Zahm, planner with Cooley Godward, expressed support for the staff recommendation to maintain the current multi-family parking ratio.

George Lamb, Vice Chair, Environment Quality Advisory Council (EQAC), said that EQAC had adopted a resolution in March 2006 which recommended that the Residential Parking Study be revised to balance environmental protection with the increased parking to achieve a net zero gain in impervious surface; provide flexibility for parking requirements appropriate to different communities across the county; consider reductions in parking requirements or specific maximum parking limits in areas where transit-oriented development is anticipated; approach increases in parking as a part of a comprehensive transportation improvement that provides better pedestrian access, alternative transit opportunities, and community outreach to maximize the existing transportation infrastructure; and include the improvement in Transportation Demand Management (TDM) as a factor in the required parking levels for new developments. He said that EQAC did not support an increase in parking requirements, particularly in areas where transit-oriented development was anticipated. (A copy of the resolution is in the date file.)

Chairman Murphy acknowledged that it was very important to protect the environment, but the need for more parking was also a quality of life issue and had to be addressed.

Commissioner de la Fe acknowledged that there were too many cars in the County and not enough parking spaces but expressed concern about automatically increasing parking requirements. He pointed out that a new Transportation Policy Plan had recently been approved which recognized the need to reduce the number of single occupancy vehicles and mass transit would be increased as much as possible. He said due to those reasons and environmental concerns, he thought it was the wrong time to increase parking requirements.

Commissioner Alcorn asked if the Board of Supervisors approved the proposed increase in parking requirements, at what point would the requirements become applicable to new transit-oriented development? Ms. Pesto replied that a provision could be put in proffers that would allow developers to take advantage of anticipated changes, as had been done with the Affordable Dwelling Unit program.

Responding to another question from Commissioner Alcorn, Ms. Pesto said if the proposed amendment was approved by the Board of Supervisors, special exception, proffered rezoning and development plan applications approved prior to the effective date of this amendment would be grandfathered from compliance with the new regulations. She said building and site plans submitted on or before the effective date would be exempt provided they were approved within 12 months.

In response to another question from Commissioner Alcorn, Ms. Pesto said when it was known what recommendations for parking requirements in TOD would be made by the consultant study, applicants could structure their proffers to allow them to take advantage of them.

Ms. Pesto responded to questions from Commissioner Wilson about the grandfathering provision. Commissioner Wilson said she favored an increase in parking but requested staff give

more consideration to the procedural aspects of implementing the amendment so that an applicant would not have to go through the rezoning process again if the time limits were not met.

Responding to a question from Commissioner Hart, Mr. Nassebeni said that a proposed Public Facilities Manual (PFM) amendment would be coming forward soon addressing five low impact development techniques, one of which was pervious pavers.

Ms. Pesto and Ms. Gallagher responded to questions from Commissioners Hart and Wilson about parking counts for driveways on private property, common area spaces, and on public and private streets.

There were no further comments or question from the Commission and staff had no closing remarks; therefore, Chairman Murphy closed the public hearing and recognized Commissioner Alcorn for action on the proposed amendment.

Commissioner Alcorn MOVED THAT THE PLANNING COMMISSION DEFER DECISION ON THE PROPOSED ZONING ORDINANCE AMENDMENT PARKING RATES FOR CERTAIN RESIDENTIAL USES TO A DATE CERTAIN OF OCTOBER 12, 2006.

Commissioners Hall and Wilson seconded the motion which carried unanimously with Commissioner Byers absent from meeting.

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The meeting was adjourned at 9:55 p.m.
Peter F. Murphy, Jr., Chairman
Suzanne F. Harsel, Secretary

Audio and video recordings of this meeting are available at the Planning Commission Office, 12000 Government Center Parkway, Suite 330, Fairfax, Virginia 22035.

Minutes by: Windy R. Rowland
Approved on: _____

Linda B. Rodeffer, Clerk to the
Fairfax County Planning Commission