

# Parking Reimagined

Land Use Policy Committee  
February 14, 2023

# Project activities since November 2022

- Project open houses in January 2023
- Public Input interface on project website
- Continued review and update of draft Zoning Ordinance language





# Community feedback

- Relationship of project to the environment
- Adequacy of proposed bicycle requirements
- Authority of the Director to approve parking adjustments
- Off-site impacts of changes to parking requirements
- The effects of the changes on development practices



# 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

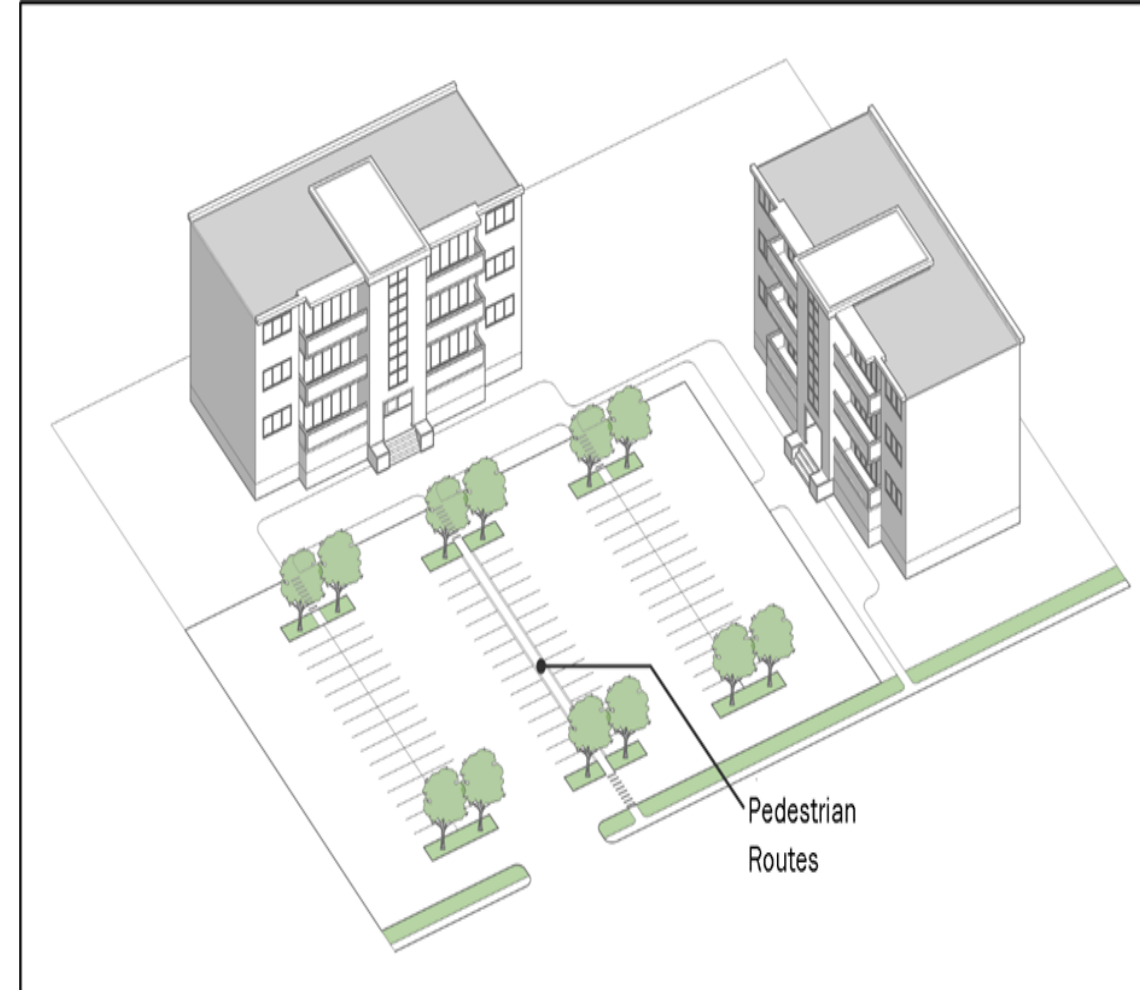
# Article 6

## Applicability

### Off-Street parking standards

### Calculation of off-street parking

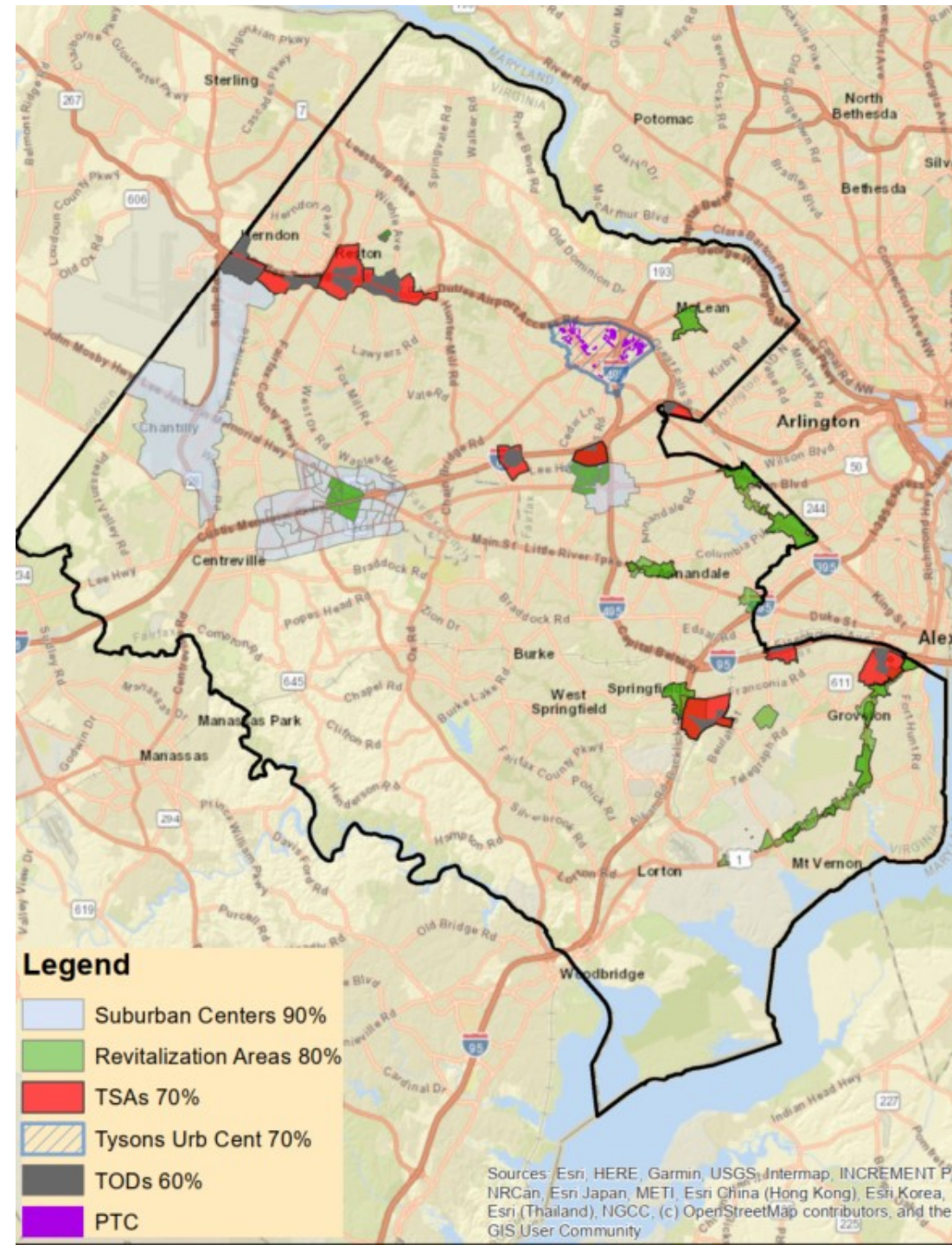
- Pedestrian routes in parking lots
- Modification of change-in-use language to base on available parking
- Permit 20% reduction to encourage parking lot landscaping
- No requirement for parking of outdoor dining and temporary display areas





# Article 6 Rates and tiered framework

- Recommended rates with some adjustments
- Ranges provided to allow flexibility for decisions



# Article 6

## Parking Adjustments



- Director approval proposed at 50% with range for consideration
- All Zoning Ordinance uses added to standard shared parking
- Mixed-use and religious assembly adjustments consolidated with shared parking
- Affordable housing adjustment



# Article 6 Vehicle Loading

- Revised threshold for requirement downward to 10,000 gross square feet
- Requirement for adequate receiving facilities

Table 6101.1: Minimum Required Off-Street Loading Spaces

| Use   | Minimum Loading Requirement   |
|---|---|
| AGRICULTURAL AND RELATED USES                               |   |
| Agricultural and Related Uses                               | No minimum requirement  |
| RESIDENTIAL USES  |   |
| Dwelling, Multifamily; Dwelling Multifamily-ADU Development | 1 space per each 100,000 square feet of gross floor area, provided that:<br><br>No more than 2 loading spaces are required for a structure.   |
| Congregate Living Facility                                  |   |
| Residence Hall  |   |
| PUBLIC, INSTITUTIONAL, AND COMMUNITY USES                   |   |
| Public, Institutional, and Community Uses                   | 1 space per each 100,000 square feet of gross floor area, provided that:<br><br>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<br><br>No more than 5 loading spaces are required for a structure in any other area. |
|   |   |
| COMMERCIAL USES   |   |
| Office, Hotel, and Commercial Indoor Recreation             | 1 space per each 100,000 square feet of gross floor area, provided that:<br><br>No more than 3 loading spaces be 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 Development Area, or Tysons Urban Center; and<br><br>No more than 5 loading spaces are required for a structure in any other area.         |
|   |   |

## Article 6

# Bicycle parking requirements

- Revised basis for determining required parking
- Removed ‘no minimum required’ option to always require bike parking





# Project Timeline



# **P**arking 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

