

Parking Requirements and Reductions

Development Process Committee

February 7, 2017

Fairfax First Initiative

- ❖ Review and Revise Codes and Ordinances

Strategic Plan to Facilitate the Economic Success of Fairfax County

- ❖ Provide regulatory flexibility, including for parking, to help fill vacant retail and other spaces expeditiously and to incentivize users to locate in these spaces



Parking Requirements and Reductions

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Today's Presentation

- ❖ Present proposed changes to the requirements for parking and parking reductions.
- ❖ Obtain Board guidance on elements of the proposals
- ❖ Obtain Board approval to bring the amendments forward for authorization.



Parking Requirements and Reductions

Primary Objective

- ❖ Streamline the process for obtaining reductions and minimize the need for reductions where appropriate.

How Objective is Achieved

- ❖ Lower Zoning Ordinance parking rates for uses near metro stations so that reductions are not required.
- ❖ Provide for administrative approval of reductions for some reductions based on shared parking.
- ❖ Provide guidance on preparation of submissions.



Parking Requirements and Reductions

Major Categories of Parking Reductions

- ❖ Shared Parking – Reductions based on the timing of peak parking demand for existing/proposed uses.

- ❖ Mass Transit – Reductions based on proximity to mass transit.
 - Parking reductions for the Tysons metro stations are incorporated into the Zoning Ordinance as base rates.
 - Mass Transit Provisions in the Zoning Ordinance were recently amended to add specific requirements related to bus service.



Parking Requirements and Reductions

Major Categories of Parking Reductions

- ❖ Transportation Demand Management Programs (TDM) – Reductions based on proffered TDM programs.

- ❖ Commercial Revitalization Districts – Reductions of up to 20% for non-residential uses.
 - Parking reductions in the Richmond Highway CRD for non-residential uses are automatic.
 - The Zoning Ordinance as recently amended to clarify that reductions for residential uses in CRDs are allowed under the other types of parking reductions.



Parking Requirements and Reductions

Benefits

- ❖ Provides regulatory flexibility to help to fill vacant retail and other spaces expeditiously and to incentivize users to locate in these spaces.
- ❖ Promotes less impervious area with new development.
- ❖ Minimizes the time associated with approval of reductions which have been routinely approved in the past.
- ❖ Provides clarity for applicants on the requirements for reductions.



Parking Requirements and Reductions

1st Proposal – Non-Tyson's Transit Station Areas

- ❖ Provide lower parking rates in the transit station areas thereby eliminating the need for reductions.

Rationale

- ❖ It is generally recognized that parking demand near metro stations is less than demand for similar uses without direct access to the metro.
- ❖ All of the transit stations are existing or in design/construction stage with funding.
- ❖ Proposal is in the Zoning Ordinance work program and has been discussed with the Board in the past.

Parking Requirements and Reductions

1st Proposal – Non-Tyson's Transit Station Areas

- ❖ Provide lower parking rates in the transit station areas thereby eliminating the need for reductions.

Proposed rates

- ❖ Multifamily residential rates based on the number of bedrooms.
- ❖ Office rates based on distance from transit station.
- ❖ Commercial, industrial and other non-residential uses reduced by 20%.

Parking Requirements and Reductions

1st Proposal – Non-Tysons Transit Station Areas

- ❖ Provide lower parking rates in the transit station areas thereby eliminating the need for reductions.

Proposed rates for multi-family

<u>Bedrooms</u>	<u>Spaces per unit</u>
0-1	1.3
2	1.5
3+	1.6



Parking Requirements and Reductions

1st Proposal – Non-Tyson's Transit Station Areas

- ❖ Provide lower parking rates in the transit station areas thereby eliminating the need for reductions.

Proposed rates for office

<u>Distance from Transit Station</u>	<u>Spaces per 1,000 sq. ft. GFA</u>
0-1/4 mile	2.0
> 1/4 mile	2.3



Parking Requirements and Reductions

2nd Proposal – Shared Parking

- ❖ Allow for approval of reductions of up to 20% - 30% by the Director of LDS in certain situations.

Rationale

- ❖ Determining peak parking demand based on the timing of parking demand for different uses rather than a simple sum of code required parking is basically a mathematical exercise.

Parking Requirements and Reductions

2nd Proposal – Shared Parking

- ❖ Allow for approval of reductions of up to 20% - 30 % by the Director of LDS in certain situations.

Range of past approved shared parking reductions

- ❖ 33% of reductions < 20%
- ❖ 31% of reductions 20-25%
- ❖ 19% of reductions 25-30%
- ❖ 17% of reductions > 30%

Parking Requirements and Reductions

2nd Proposal – Shared Parking

- ❖ Allow for approval of reductions of up to 20% - 30% by the Director of LDS in certain situations.

Restrictions

- ❖ Not available for sites with active zoning cases.
- ❖ Not available for sites with prior Board approved reductions.
- ❖ Not available for sites where parking is specified by a prior zoning action unless the approval allows for it.
- ❖ Not available for sites within 1000 ft. of a residential parking district.

Parking Requirements and Reductions

3rd Proposal –Transportation Demand Management Program (TDM)

- ❖ Eliminate parking reductions based on TDM programs and replace it with a more general reduction provision.

Rationale

- ❖ There is no generally accepted method for correlating trip reductions with reductions in parking demand.
- ❖ Current provisions require that the applicant demonstrate how parking would be provided if the TDM program doesn't result in the projected reduction in parking demand. This is necessary because of the speculative nature of these reductions but is problematic.

Parking Requirements and Reductions

4th Proposal – General Parking Reduction

- ❖ Add a provision to allow for Board approval of reductions that do not qualify for consideration under more specific types of reductions.

Rationale

- ❖ Some reductions don't fit neatly into the normal categories of reductions and couldn't otherwise be considered regardless of merit.

Parking Requirements and Reductions

4th Proposal – General Parking Reduction

- ❖ Add a provision to allow for Board approval of reductions do not qualify for consideration under more specific types of reductions.

Restrictions

- ❖ Not available for sites that could qualify under other provisions e.g. mass transit.
- ❖ Justification must be due to the unique nature of the proposed uses and/or site.

Parking Requirements and Reductions

5th Proposal – Submission Requirements for Reductions

- ❖ Consider avenues to publish basic submission requirements for parking reduction requests.

Rationale

- ❖ Provide clarity as to what is required to request a parking reduction.
- ❖ Eliminate submission of requests that don't meet standards for approval.



Parking Requirements and Reductions

5th Proposal – Submission Requirements for Reductions

- ❖ Consider avenues to publish basic submission requirements for parking reduction requests.

Submission Requirements

- ❖ Statement of justification specific to the provision(s) of the Zoning Ordinance under which the reduction is being requested.
- ❖ Computation of the code required parking and the amount of the requested reduction.
- ❖ Plat showing the on-site parking layout, including handicapped spaces and accessible routes.
- ❖ Information required to evaluate the request including but not limited to shared parking studies, parking tabulations, and parking counts for existing uses.

Parking Requirements and Reductions

5th Proposal – Submission Requirements for Reductions

- ❖ Consider avenues to publish basic submission requirements for parking reduction requests.

Submission Requirements (cont'd)

- ❖ Basic property information (Fairfax County Property Identification Map Number, parcel size and zoning district classification) for each parcel which is part of the site that will be subject to the parking reduction.
- ❖ Names of the owners of each parcel.
- ❖ Endorsement of the application by all property owners.

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