



# Parking Requirements and Reductions

Item Type: Recommendation

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# Today's Presentation

- ❖ Follow up to February 7<sup>th</sup> presentation

- ❖ Five proposals were presented to the Board

  - ? Administrative Approval of Shared Parking

  - ? Non-Tyson's Transit Station Areas Parking Rates

    - ✓ Eliminate Reductions for Proffered Transportation Demand Management Programs (TDMs)

    - ✓ Add a General Parking Reduction Category

    - ✓ Develop Submission Requirements for Reductions

# Today's Presentation

- ❖ Focuses on the shared parking proposal
- ❖ Is the proposal for shared parking ready to move forward?
- ❖ Can the shared parking proposal and the other three proposals move forward before a final decision is made on the reduced rates for the non-Tyson's transit Station Areas

# Drivers of the Proposal

## 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

# Shared Parking Proposal

## Primary Objective

- ❖ **Streamline** the process for obtaining a reduction for those reductions that have been routinely approved in the past
- ❖ Eliminate the time and effort expended by the Board on these **routine reductions**

## The Proposal

- ❖ Allow for administrative approval of reductions of up to 20% - 30% by the Director of LDS for a subset of the reductions currently approved by the Board

# How is Eligibility Determined?

The Board will retain authority for approval of shared parking reductions for all of the following (**non-routine**):

- ❖ Sites with **active zoning cases**
- ❖ **Revisions to prior Board approved reductions**
- ❖ Sites where **the amount of parking is specified by a prior zoning action** unless the approval allows for it
- ❖ Sites **within 1000 ft. of a residential parking district**
- ❖ Reductions **greater than a specified percentage (20 – 30%)**

Whatever is left over can be approved administratively

# Previously Approved Shared Parking Reductions

- ❖ Staff reviewed 42 shared parking reductions approved by the Board between 2000 – 2016
- ❖ 21 of the 42 reductions reviewed were identified as being eligible for administrative approval under the shared parking proposal

# Determining Parking Needs

How is the number of parking spaces normally determined?

- ❖ The number of parking spaces is a simple sum of the code required parking for each use.

How is the number of parking spaces determined using shared parking?

- ❖ The number of parking spaces is based on the timing of parking demand for different uses. This is basically a mathematical exercise using a standard methodology.



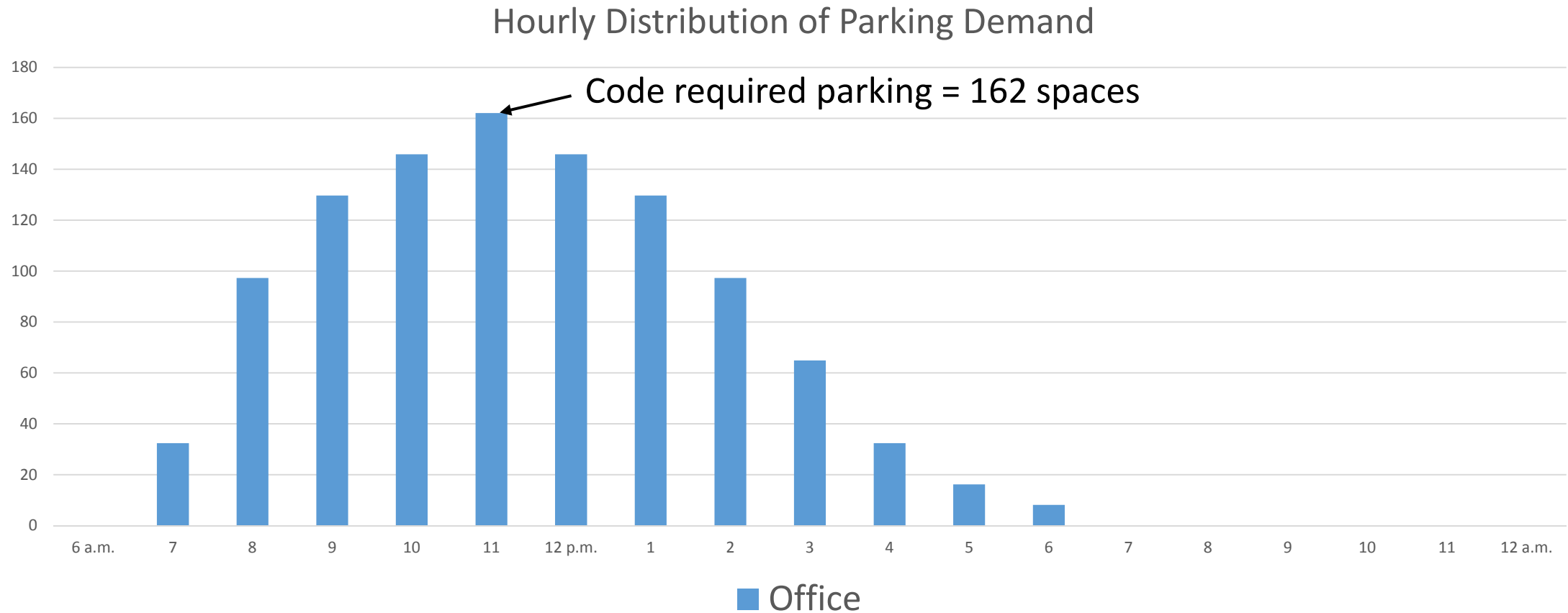
# Determining the Number of Parking Spaces Required by Code

Example Site: 702 spaces required by Code

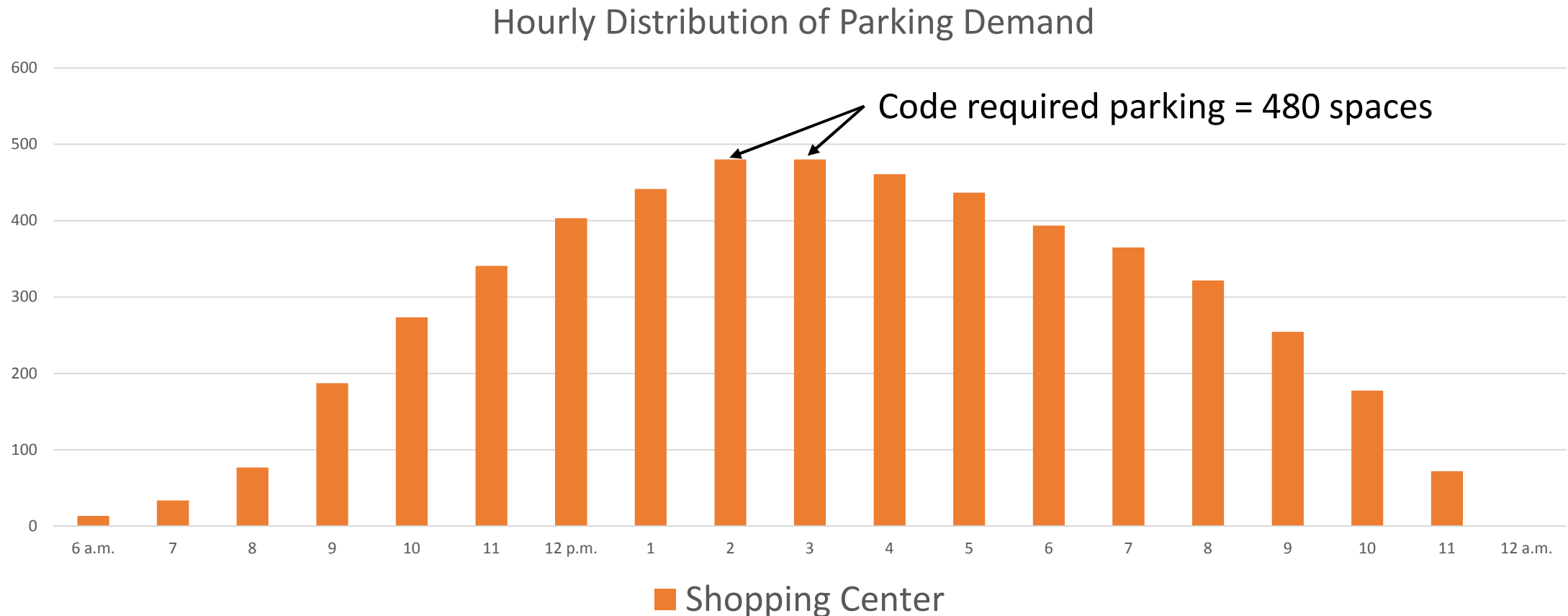
- ❖ Office (45,000 sq. ft.) @ 3.6 spaces/1,000 sq. ft. = 162
- ❖ Shopping Center (120,000 sq. ft.) @ 4.0 spaces/1,000 sq. ft. = 480
- ❖ Restaurant (180 seats & 30 employees) @ 1.0 space/4 seats + 1.0 space/2 employees = 60

$$162 + 480 + 60 = 702 \text{ spaces}$$

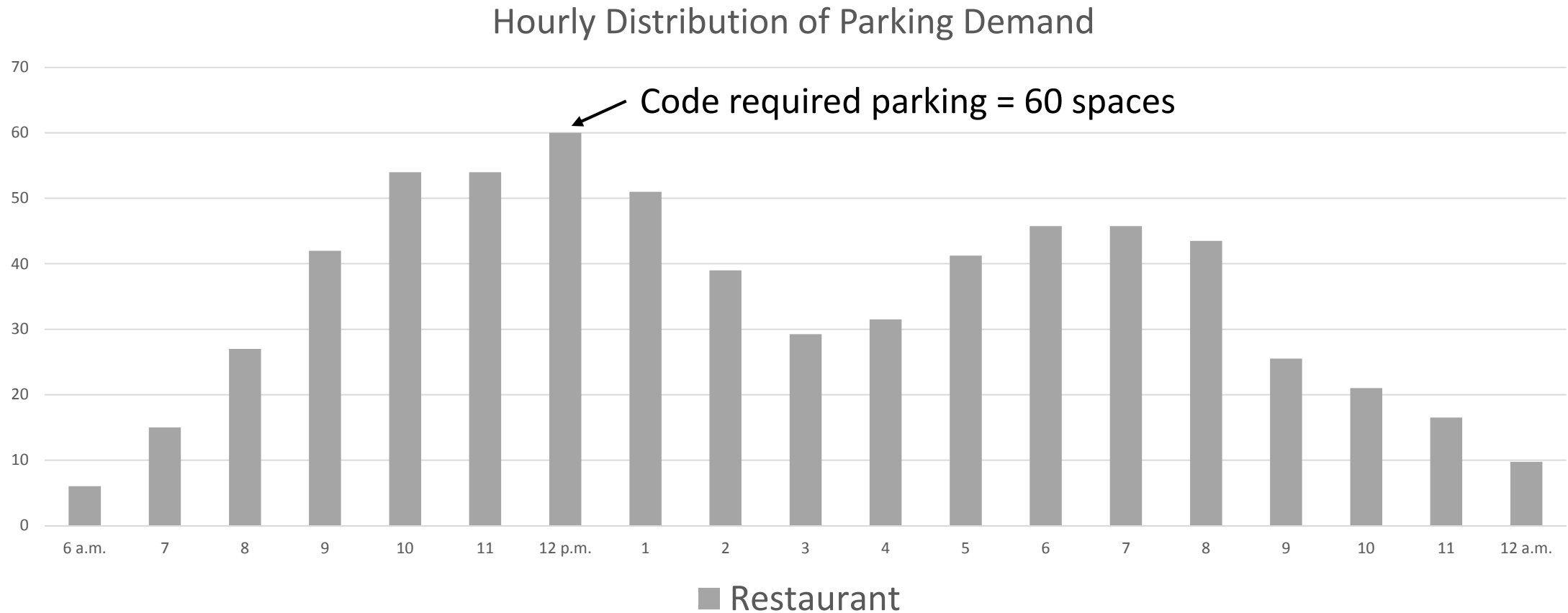
# Determining the Number of Parking Spaces Based on Shared Parking



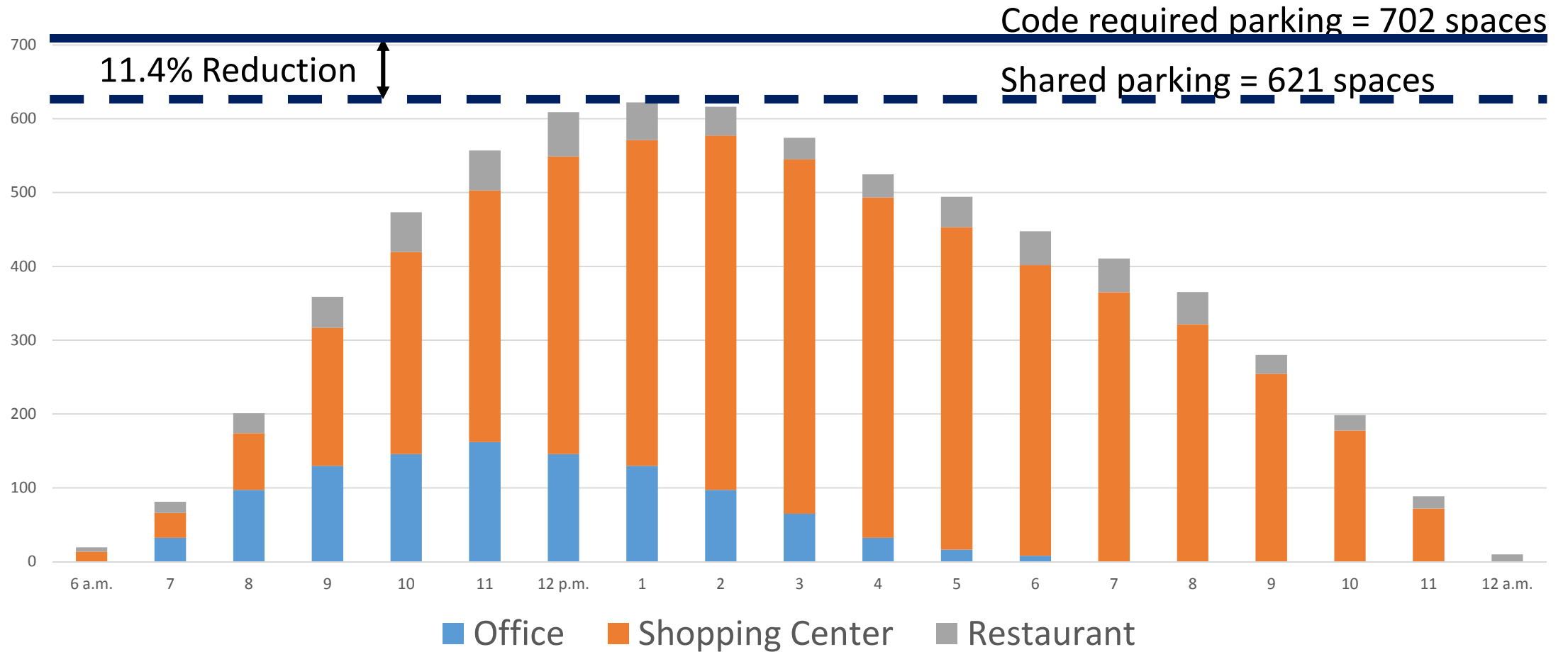
# Determining the Number of Parking Spaces Based on Shared Parking



# Determining the Number of Parking Spaces Based on Shared Parking



# Determining the Number of Parking Spaces Based on Shared Parking



# How will the new process for Routine Reductions work?

- ❖ The process will be exactly the same as the current process except that a Board Item will not be prepared and the Director of LDS will approve the reduction
- ❖ Staff technical review will not change
- ❖ Includes coordinated review by LDS, FCDOT, DPZ and Co. Attorney
- ❖ The District Supervisor will be consulted during the review and advised of the Director's final determination
- ❖ Approval will include both standard and project specific conditions that run with the land consistent with current practice for Board approved reductions

Prior Board approved shared parking reductions eligible for administrative approval under proposed criteria (“The 21” of the 42)

- Braddock - 0
- Dranesville - 1
- Hunter Mill - 3
- Lee - 1
- Mason - 3
- Mount Vernon - 4
- Providence - 5
- Springfield - 0
- Sully - 4

# Prior Board approved shared parking reductions eligible for administrative approval under proposed criteria

- ❖ 48% of reductions < 20%
- ❖ 19% of reductions 20-25%
- ❖ 19% of reductions 25-30%
- ❖ 0% of reductions 30-40%
- ❖ 14% of reductions > 40%



Prior Board approved shared parking reductions eligible for administrative approval under proposed criteria

- ❖ None of the reductions had residential components
- ❖ 76% of the reductions had a place of worship as one of the uses
- ❖ All of the reductions greater than 40% involved places of worship located in warehouse or office complexes
- ❖ Only 4 of the reductions involved new construction

# Brief recap of the proposal for reduced parking rates in the non-Tyson's Transit Station Areas

- ❖ Provide lower base rates to eliminate the need for reductions
- ❖ Multifamily residential rates per dwelling unit based on the number of bedrooms

<u>Bedrooms</u>	<u>Proposed Rate</u>
0-1	1.3
2	1.5
3+	1.6

- Current rate is 1.6 per dwelling unit

# Brief recap of the proposal for reduced parking rates in the non-Tyson's Transit Station Areas

❖ Office rates based on distance from transit station.

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

➤ Current office rates 2.6 – 3.6 based on sq. ft.

❖ Commercial, industrial and other non-residential uses reduced by 20%

## Direction needed from Board

- ❖ Should we continue to pursue the proposal for reduced rates in the non-Tyson's Transit Station Areas?
- ❖ Is the proposal for shared parking ready to move forward?
- ❖ Can the shared parking proposal and the other three proposals move forward before a final decision is made on the reduced rates for the non-Tyson's transit Station Areas?
- ❖ What number should be in the amendment for the maximum percentage reduction that could be approved administratively with the understanding that a range of 0-50% will be advertised for maximum flexibility?
  - Staff recommends a value of 30%.