



# Parking Requirements and Reductions

Item Type: Recommendation

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# Today's Presentation

- ❖ Follow up to February 7<sup>th</sup> & March 28<sup>th</sup> presentations

- ❖ Five proposals were presented to the Board

- ? Non-Tysons Transit Station Areas Parking Rates

- ✓ Administrative Approval of Shared Parking
  - ✓ 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 multi-family residential component of the non-Tysons Transit Station Areas (TSAs) parking proposal
- ❖ Does the Board support moving forward with the proposal for reduced base rates for multi-family development in the non-Tysons TSAs?

# 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

# Non-Tyson's TSA Parking Proposal

## Primary Objective

- ❖ **Eliminate** the need 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

- ❖ Lower Zoning Ordinance parking rates for uses near non-Tyson's metro stations so that reductions are not required.
- ❖ Reductions below the new base rates can still be approved by the Board.

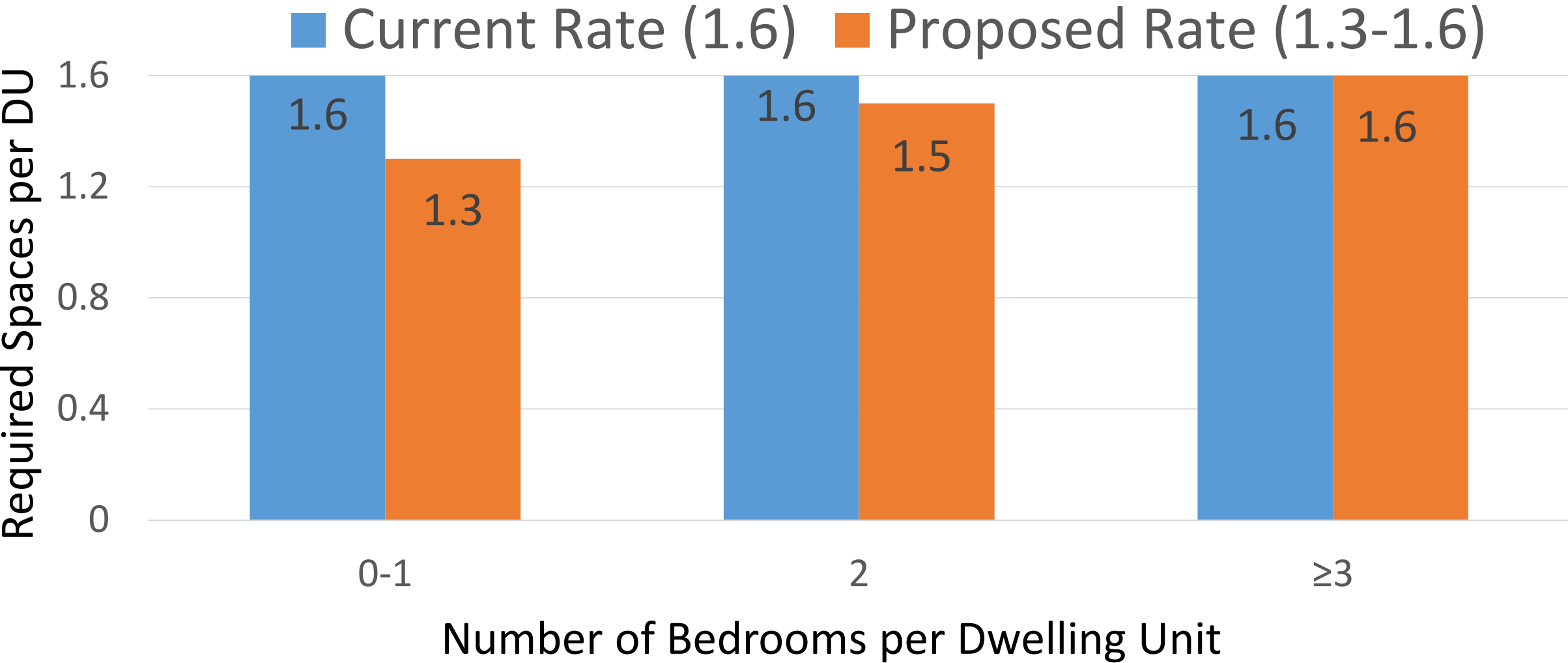
# Overview of Non-Tyson's TSA Parking Proposal

- ❖ Multi-family 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

# Multi-Family Residential Rates per Dwelling Unit Based on the Number of Bedrooms in Non-Tyson's TSAs



# What are Transit Station Areas (TSAs)?

- ❖ Areas near the County's metro stations.
- ❖ Mapped in the Comprehensive Plan.
- ❖ Development is transit oriented or influenced with specific plan recommendations.

➤ Atlas of Transit Stations:

<http://www.fairfaxcounty.gov/dpz/maps/transitstationsatlas.pdf>

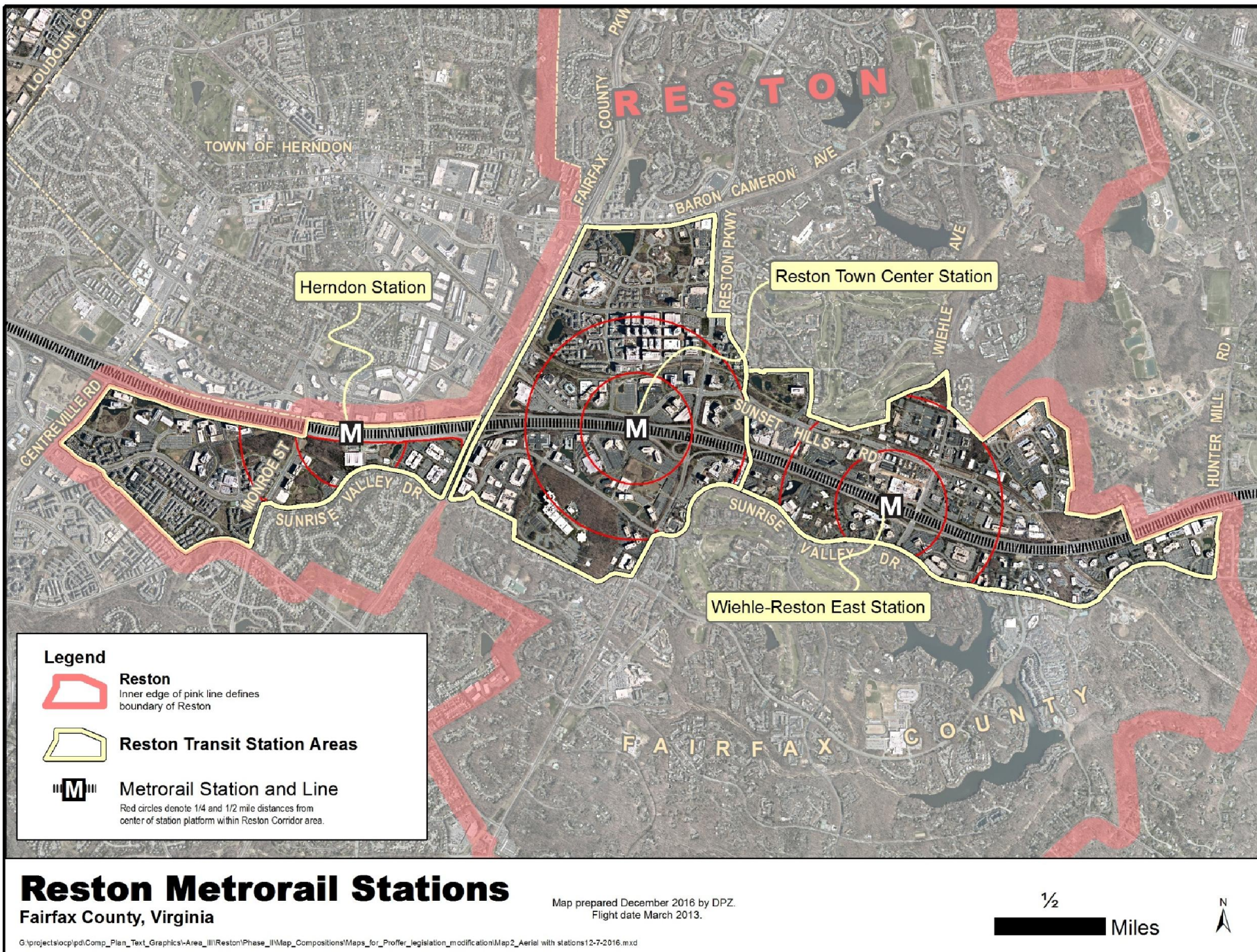


# Transit Station Areas (TSAs)

- ❖ Dunn Loring
- ❖ Franconia-Springfield
- ❖ Herndon
- ❖ Huntington
- ❖ Innovation Center
- ❖ Reston Town Center
- ❖ Tysons Corner Urban Center
- ❖ Van Dorn
- ❖ Vienna
- ❖ West Falls Church
- ❖ Wiehle-Reston East



# Example TSA Map





# Parking Study of 4 Multi-Family Sites

Information Used to Test the Proposed Base Rate Options

<u>Sites</u>	<u>Total Units</u>	<u>0-1 BR</u>	<u>2 BR</u>	<u>3+ BR</u>	<u>Parking Provided</u>
Springfield Crossing	347	-----	208	139	1.6/unit
Prosperity Flats	327	232	95	-----	1.3/unit
Midtown Alexandria	368	158	210	-----	1.6/unit
Regents Park	352	150	150	52	1.6/unit

- Board granted a 22.5% parking reduction for Prosperity Flats (a.k.a Square 1400 LLC) in 2013. Actual reduction is 19.4%.
- All sites within 0.4 miles of a metro station.

# Parking Study of 4 Multi-Family Sites

Information Used to Test the Proposed Base Rate Options

<u>Sites</u>	<u>Transit Share</u>	<u>Parking Provided</u>	<u>Parking Demand</u>
Springfield Crossing	3.4%	1.6/unit	1.4/unit
Prosperity Flats	18.1%	1.3/unit	1.3/unit
Midtown Alexandria	18.9%	1.6/unit	1.2/unit
Regents Park	24.3%	1.6/unit	1.3/unit

- Transit Share is % trips by mass transit
- Parking demand is inversely correlated to transit share
- Parking supply at Prosperity Flats is not adequate
- Actual demand at Prosperity Flats is probably higher because it is constrained by supply

# Parking Study of 4 Multi-Family Sites

Information Used to Test the Proposed Base Rate Options



# Criteria for Evaluating Alternatives to the 1.6 Space/Unit Requirement

- ❖ Provide adequate parking  
Observed parking demand should be  $\leq 95\%$  of parking supply
- ❖ Don't over-park  
Observed parking demand should be  $\geq 80\%$  of parking supply
- ❖ Optimize the amount of parking provided  
Use option with highest average observed parking demand  
Minimize the difference between the lowest and the highest observed parking demand as a percent of supply

# Using Observed Parking Demands to Evaluate Parking Rate Options

<u>Sites</u>	<u>Parking Demand</u>	% of Supply <u>Option 1</u>	% of Supply <u>Option 2</u>	% of Supply <u>Option 3</u>
Springfield Crossing	1.4/unit	92 %	92 %	95 %
Prosperity Flats	1.3/unit	95 %	90 %	86 %
Midtown Alexandria	1.2/unit	86 %	84 %	81 %
Regents Park	1.3/unit	<u>89 %</u>	<u>86 %</u>	<u>84 %</u>
		91 %	88 %	86 %

- Option 1 : 1.3/1BR unit & 1.5/2BR unit & 1.6/3BR unit
- Option 2 : 1.4/1BR unit & 1.5/2BR unit & 1.6/3BR unit
- Option 3 : 1.5/unit

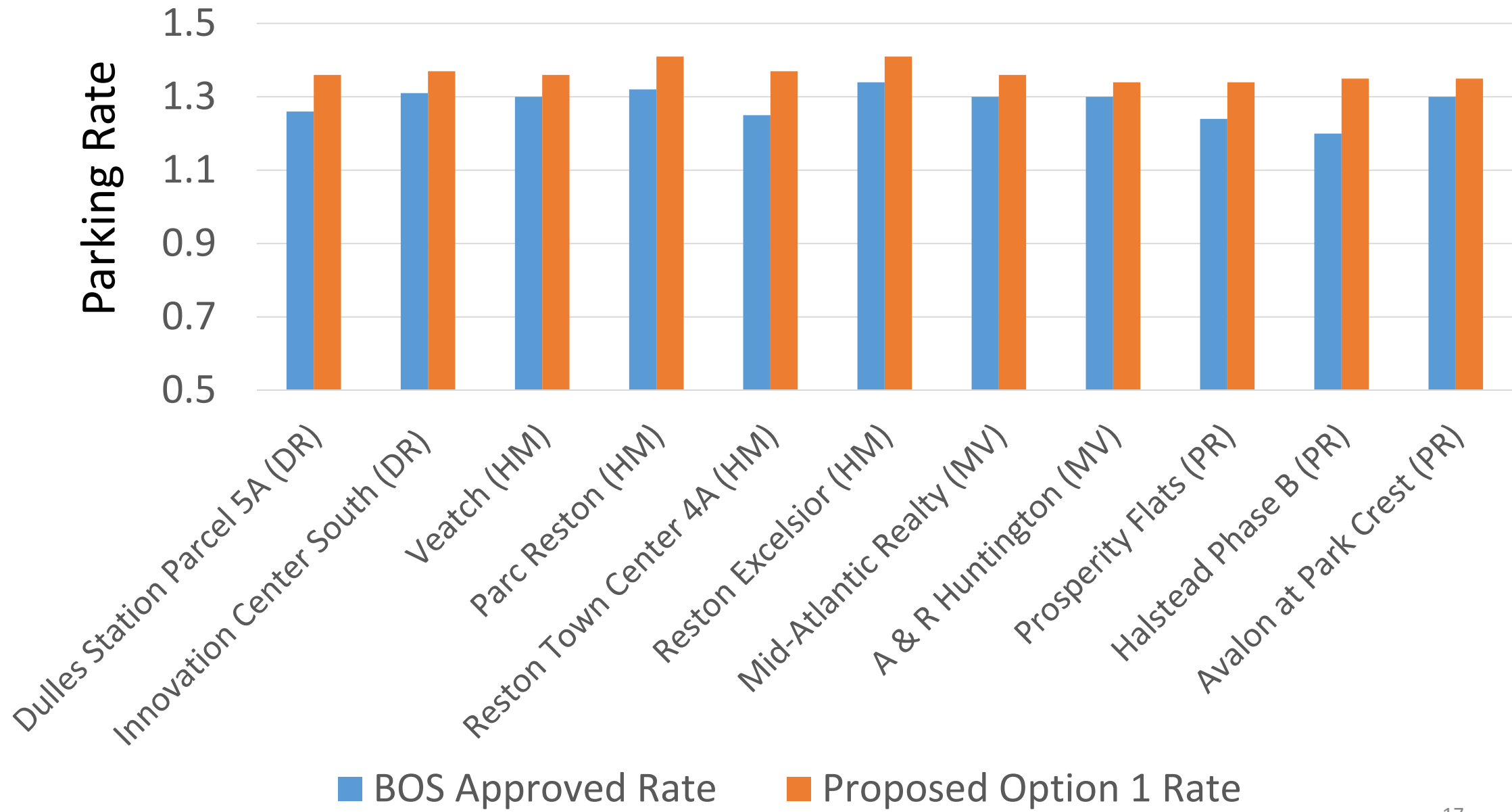
# Approved Reductions at 11 Multi-Family Sites vs. Proposed Rates

<u>Sites</u>	<u>Units</u>	<u>Approved Reduction</u>		<u>Option 1</u>	
		<u>Supply (per unit)</u>	<u>Reduction</u>	<u>Supply (per unit)</u>	<u>Reduction</u>
Dulles Station Parcel 5A (DR)	411	1.26	21.3%	1.36	15.1%
Innovation Center South (DR)	1005	1.31	18.1%	1.37	14.1%
Veatch (HM)	421	1.30	19.0%	1.36	14.7%
Parc Reston (HM)	360	1.32	17.4%	1.41	12.1%
Reston Town Center 4A (HM)	549	1.25	21.8%	1.37	14.4%
Reston Excelsior (HM)	457	1.34	16.4%	1.41	11.3%
Mid-Atlantic Realty (MV)	390	1.30	18.8%	1.36	14.9%
A & R Huntington (MV)	139	1.30	18.8%	1.34	16.5%
Prosperity Flats (PR)	327	1.24	22.5%	1.34	16.0%
Halstead Phase B (PR)	854	1.20	25.0%	1.35	15.7%
Avalon at Park Crest (PR)	354	<u>1.30</u>	<u>18.7%</u>	<u>1.35</u>	<u>15.6%</u>
		1.28	19.8%	1.36	14.6%

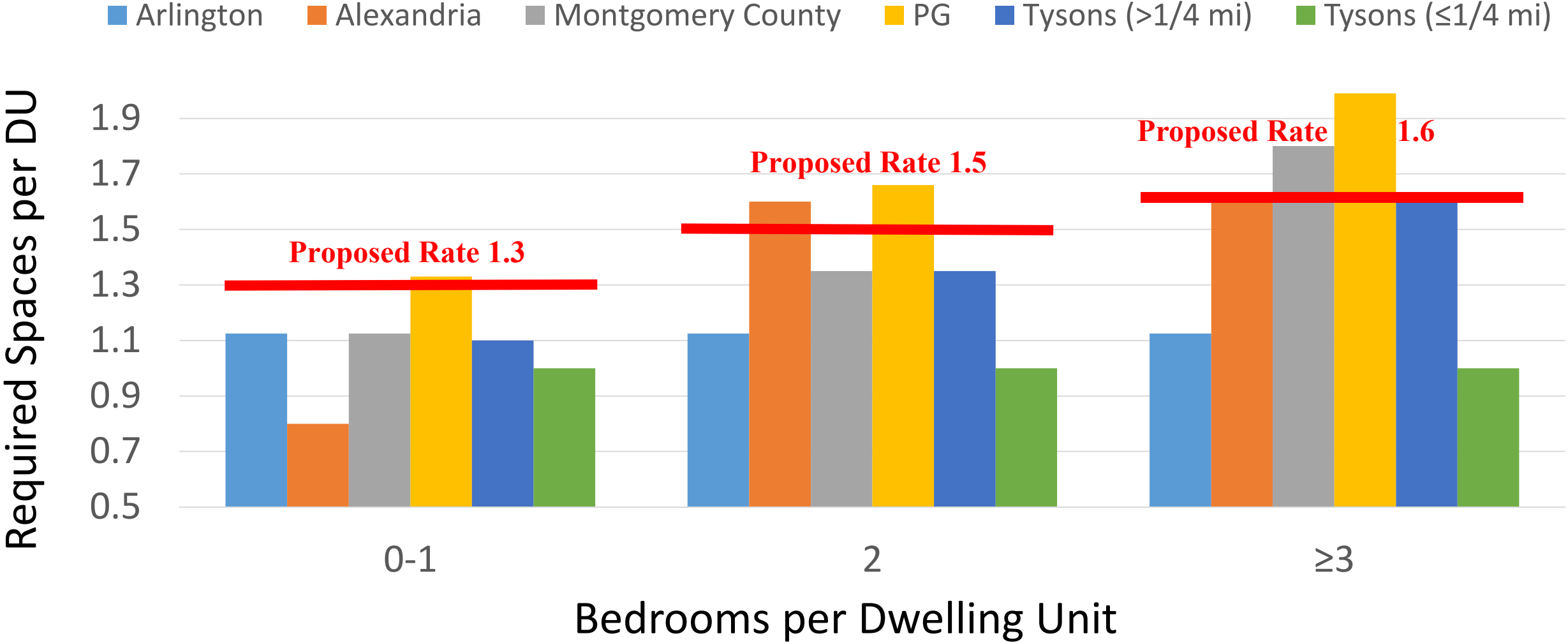
➤ Option 1 : 1.3/1BR unit & 1.5/2BR unit & 1.6/3BR unit



# Board Approved Reductions at 11 Sites vs. Proposed Rates



# Rates Compared to Neighboring Jurisdictions



## Direction Needed from Board

- ❖ Does the Board support moving forward with Option 1 for reduced base rates for multi-family development in the non-Tysons TSAs?
- Option 1 : 1.3/1BR unit & 1.5/2BR unit & 1.6/3BR unit (recommended)
- Option 2 : 1.4/1BR unit & 1.5/2BR unit & 1.6/3BR unit
- Option 3 : 1.5/unit