Land Use Policy Committee
June 14, 2022
Agenda

• Revised Framework
• Sample Rate Discussion
• Public Benefits
• Public Engagement and Timeline
• Feedback
Original Conceptual Framework

- Multi-tiered approach
- Align parking requirements to reflect density or intensity, based on zoning districts
- Reduction to parking requirements based on location in planned higher density areas and transit
Revised Framework

- Base Rates
- Suburban Centers
- Revitalization Areas
- Transit Station Area (TSA) and Tysons Urban Center
- Transit Oriented Development (TOD)
- Planned Tysons Center (PTC)
Project Benefits

- Reduces influence of auto-centric design
- Better utilization of land area
- Capitalizes investment in transit and planning for transit-related densities
- Easier to understand
- Easier to meet requirements
## Sample Base Rate

<table>
<thead>
<tr>
<th>USE</th>
<th>Current</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Warehouse</td>
<td>1 space per 1.5 employees, plus 1 space per company vehicle, plus sufficient space to accommodate the largest number of visitors anticipated to be on-site at any one time, but with a minimum of 1 space per 1,000 square feet (SF) of gross floor area (GFA)</td>
<td>1 space per 1,000 SF of GFA</td>
</tr>
<tr>
<td>Use</td>
<td>Current</td>
<td>Proposed</td>
</tr>
<tr>
<td>-----------------------------------------</td>
<td>-------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Health and Exercise Facility, Large</td>
<td>1 space per 3 persons based on occupancy load, plus 1 space per employee on a major shift</td>
<td>Range between 2.5-4 spaces per 1,000 SF GFA</td>
</tr>
</tbody>
</table>
### Sample Base Rate

<table>
<thead>
<tr>
<th>Use</th>
<th>Current</th>
<th>Proposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail Sales, General</td>
<td>1 space per 200 square feet of the first 1,000 square feet, plus 6 spaces for each additional 1,000 square feet</td>
<td>Range between 3-6 spaces per 1,000 SF GFA</td>
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</tbody>
</table>
## Sample Rate

<table>
<thead>
<tr>
<th>Use</th>
<th>Current Spaces per 1,000 SF GFA</th>
<th>Proposed Base</th>
<th>Suburban Center (10%)</th>
<th>Revitalization (20%)</th>
<th>TSA (30%)</th>
<th>TOD (40%)</th>
<th>PTC*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office</td>
<td>50,000 SF GFA or Less: 3.6</td>
<td>50,000 SF GFA or Less: 3-3.6</td>
<td>50,000 sf or less: 2.7-3.24</td>
<td>50,000 sf or less: 2.4-2.88</td>
<td>50,000 sf or less: 2.1-2.52</td>
<td>50,000 sf or less: 1.8-2.16</td>
<td>No minimum requirement except in non-TOD to match the TSA rate</td>
</tr>
<tr>
<td></td>
<td>50,001-125,000 SF GFA: 3</td>
<td>50,001+: 2.1-3</td>
<td>50,001+ sf 1.89-2.7</td>
<td>50,001+ sf 1.68-2.4</td>
<td>50,001+ sf 1.47-2.1</td>
<td>50,001+: 1.26-1.8</td>
<td></td>
</tr>
<tr>
<td></td>
<td>125,001+ SF GFA: 2.6</td>
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</tbody>
</table>

* PTC rate also establishes a maximum number of parking spaces. The table above only reflects the minimum rates. No change is proposed to the maximum rates.
Project Timeline

- **October 2021**: Presentation to BOS/PC joint meeting
- **Fall 2021**: Municipality discussions
- **Early 2022**: Staff evaluation of research, analysis, and options
- **Spring/Summer 2022**: Community engagement on draft proposal
- **Fall/Winter 2021-22**: Supervisor district town halls, creation of work group, internal stakeholder meetings.
- **Winter/Spring 2022**: Development and presentation of parking framework
- **Fall/Winter 2022-23**: Public hearings
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