



Parking **Reimagined**

Community Presentation

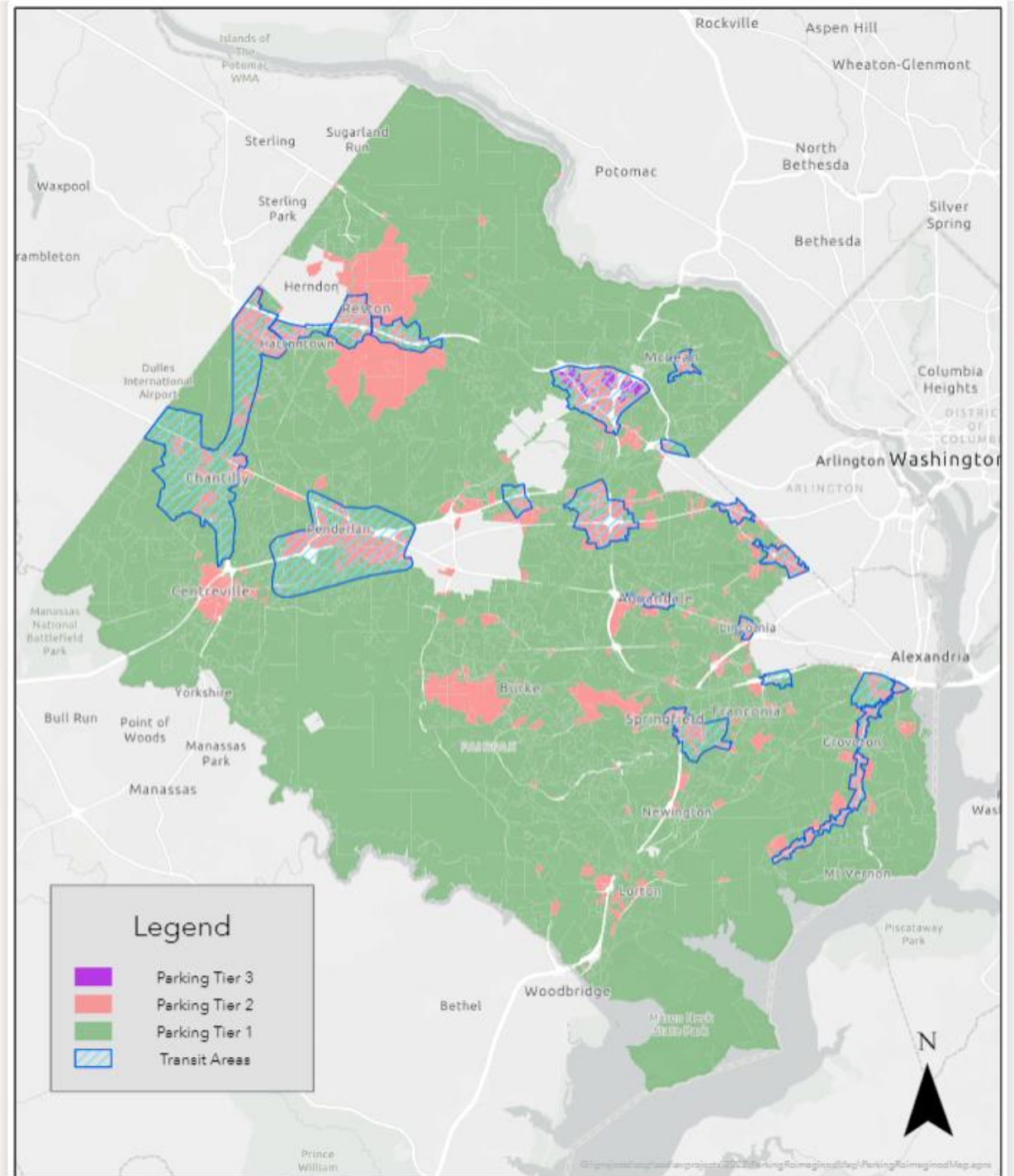
Agenda

- Conceptual Framework
- Sample Rate Discussion
- Public Benefits
- Public Engagement and Timeline
- Feedback



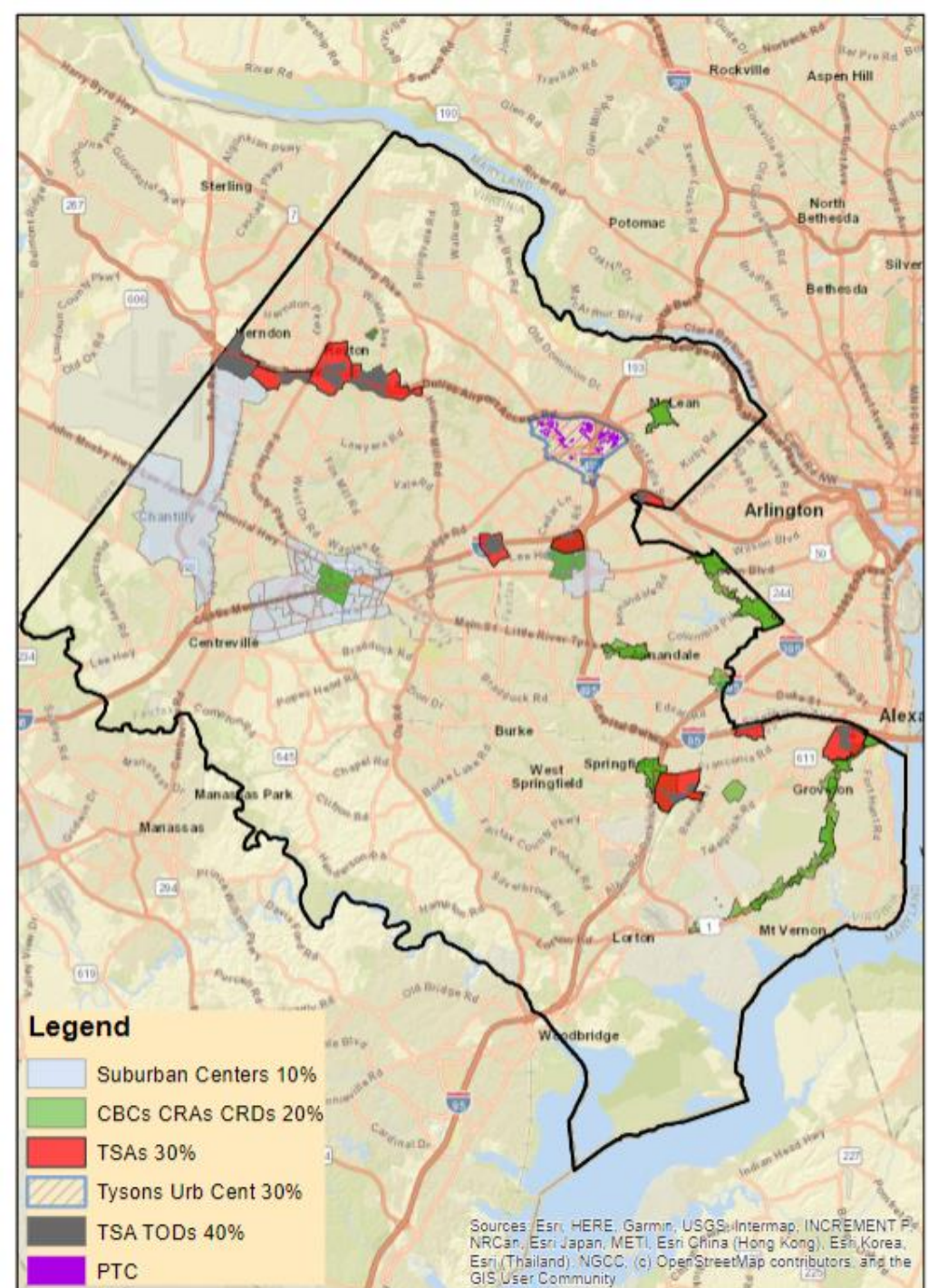
Original Conceptual Framework

- 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



Updated Conceptual Framework

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



Sample Rates

USE	Current	Proposed
Warehouse	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)	1 space per 1,000 SF of GFA

Sample Rates

Use	Current	Proposed
Health and Exercise Facility, Large	1 space per 3 persons based on occupancy load, plus 1 space per employee on a major shift	Range between 2.5-4 spaces per 1,000 SF GFA

Sample Rates

Use	Current	Proposed
Retail Sales, General	1 space per 200 square feet of the first 1,000 square feet, plus 6 spaces for each additional 1,000 square feet	Range between 3-6 spaces per 1,000 SF GFA

Sample Rates

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

* 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 Benefits

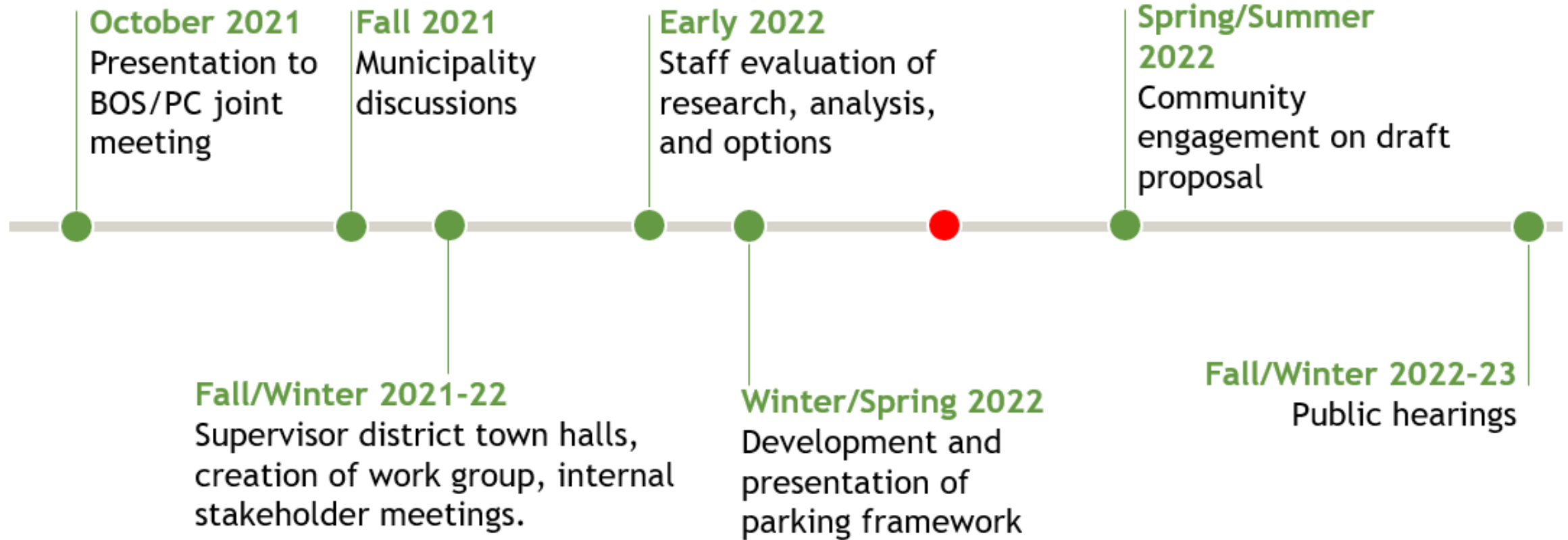
- Reduces influence of auto-centric design
- Better utilization of land area
- Easier to understand
- Easier to meet requirements
- Capitalizes investment in transit and planning for transit-related densities



Engagement on Conceptual Framework

- Conducted open house meetings with all district supervisors
- Created project webpage
- Formed work group
- Met with BAC and community groups
- Update BAC, community groups and land use committees
- Timeframe from now through November

Project Timeline



Parking 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

