

**ADOPTION OF AN AMENDMENT TO CHAPTER 112.2 (ZONING)
OF THE 1976 CODE OF THE COUNTY OF FAIRFAX, VIRGINIA**

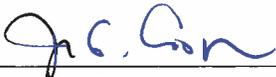
At a regular meeting of the Board of Supervisors of Fairfax County, Virginia, held in the Board Auditorium, Lobby Level, Government Center Building, 12000 Government Center Parkway, Fairfax, Virginia, on Tuesday, September 26, 2023, the Board after having first given notice of its intention so to do, in the manner prescribed by law, adopted an amendment to Chapter 112.2 (Zoning) of the 1976 Code of the County of Fairfax, Virginia, said amendment so adopted being in the words and figures following:

**BE IT ORDAINED BY THE BOARD OF SUPERVISORS OF FAIRFAX COUNTY,
VIRGINIA:**

Amend Chapter 112.2 (Zoning Ordinance), as follows:

This amendment will become effective on January 1, 2024, at 12:01 a.m.

GIVEN under my hand this 26th day of September, 2023.



Jill G. Cooper
Clerk for the Board of Supervisors

INSTRUCTION: Repeal and Replace Article 6 with the following text.

6100. Off-Street Parking

1. Applicability

A. Generally

- (1) Any structure built, and any use established, must provide accessory off-street parking in accordance with this Article.
- (2) For redevelopment that retains some use or structure and eliminates some on-site parking during the redevelopment process, a temporary adjustment or relocation of the minimum required off-street parking spaces may be approved either by the Board, in conjunction with a rezoning or special exception, or by the Director, in conjunction with a site plan. As conditions to any such an approval, the applicant must demonstrate that adequate measures will be taken to ensure the continuation of safe and adequate parking on the property, and the Board or the Director will impose time limitations.
- (3) Parking of commercial vehicles in R districts is regulated by subsections 4102.1.B(2) and 4102.1.E(4).
- (4) The provisions of this Article do not apply to vehicle storage or display parking areas associated with a vehicle sales, rental and service establishment.
- (5) The Director may adjust the minimum off-street parking requirements for an existing parking lot to allow for installation of electric vehicle parking infrastructure as an accessory use.
- (6) The Director may adjust the minimum off-street parking requirements by up to 20 percent for a parking lot existing as of January 1, 2024, to provide interior or peripheral parking lot landscaping in accordance with subsection 5108.5.

B. Change in Use or Expansion of an Existing Structure or Use

- (1) A change in use or an expansion of an existing structure or use is subject to the following:
 - (a) No additional parking is required for a change in use or expansion of an existing structure or use resulting in the same or a lesser parking requirement than the previous use.
 - (b) No additional parking is required for a change in use or expansion of a structure or use unless the change or expansion results in the higher of more than a 10 percent increase or an increased requirement of more than 10 spaces in the on-site parking supply.
 - (c) When a site contains two or more uses, the increase referenced in subsection 6100.1(B)(1)(b) are measured cumulatively for all uses on the site, not each individual use.
 - (d) If the change in use or expansion of use or structure results in the higher of more than a 10 percent increase in the parking supply or more than 10 spaces, additional parking is required for the increase above 10 percent or 10 spaces.
 - (e) Compliance with the minimum off-street parking requirements is not required to the extent the expansion is to provide an accessibility improvement.

C. Commercial Parking in a Residential District

Where a structure or use is permitted only in a C or I district, off-street parking for the structure or use may not be in an R district, except with approval of a special exception by the Board, and in accordance with the following:

- (1) No fee is charged for parking purposes in the R District.
- (2) Unless otherwise modified by the Board, no vehicle parking is allowed closer to any lot line that abuts an R district, or a residential area of a P district, than a distance equal to the dimension of the corresponding minimum setback of the adjacent R district or P district.

D. Parking Tabulation

- (1)** A vehicle parking tabulation and a bicycle parking tabulation in conformance with Section 6102 approved by the Director and demonstrating compliance with the minimum required off-street parking for all uses on a lot is required in any of the following situations:
 - (a) A site plan or minor site plan is submitted in accordance with subsection 8101.4.
 - (b) A change in use resulting in an increased parking requirement, in accordance with subsection 6100.1.B, from that shown on the approved site plan or minor site plan.
- (2)** Parking tabulations are not required for the following:
 - (a) Change in use that results in no greater parking requirement than the previous use.
 - (b) Change in use within a shopping center in accordance with subsection 6100.4.B.
 - (c) Change in use within an office building in accordance with subsection 6100.4.C.
 - (d) Change in use identified within the industrial use classification in Table 4101.1 and 4101.2, to another use identified in the industrial use classification, commercial use classification, college or university, or a specialized instruction center.
 - (e) Change in use that substantially conforms with the mix of uses on an approved development plan or PRC plan.
 - (f) Change in site layout or expansion of a structure exclusively to provide an accessibility improvement.
 - (g) Change in site layout exclusively to provide electric vehicle parking spaces or its infrastructure.
- (3)** When a parking tabulation is not required, no additional parking for the site is required.

E. Use of Off-Street Parking Lots

- (1)** A parking lot that is not fully used during the weekday may be used for a public commuter park-and-ride lot when established and operated in accordance with a public commuter park-and-ride lot agreement approved by the Board. Submission of a redesignation plan in accordance with subsection 6100.2 is not required.
- (2)** Any off-street parking lot must be used for parking vehicles in operating condition by patrons, occupants, or employees of the associated use. No vehicle repair work is permitted, except for emergency service.

2. Off-Street Parking Standards, Layout, and Design

A. General Location

- (1) All required off-street parking spaces must be located on the same lot as the structure or use to which they are accessory, except as allowed by subsection 6100.6.
- (2) Unless otherwise authorized in this Ordinance, a parking structure is subject to the minimum setback requirements of the applicable zoning district; however, any parking structure located completely underground may be in a required setback, but not closer than one foot to any lot line.
- (3) Unless otherwise authorized in this Ordinance or modified by the Board, the BZA, or the Director in accordance with subsection 5108.5, off-street parking spaces that are open to the sky may be in any required setback but may not be located closer than ten feet to any front lot line. For any parking space on the same lot with a single-family detached, single-family attached, or stacked townhouse dwelling, the space is exempt from the ten-foot minimum distance requirement, but must not encroach into any sidewalk or trail.

B. Parking in Residential Districts

- (1) In the R-1, R-2, R-3, and R-4 Districts, for any single-family detached dwelling on a lot no larger than 36,000 square feet, all parking for vehicles or trailers in a front yard must be on a surfaced area and limited to the maximum coverage percentage listed in Table 6100.1, except, that on a pipestem lot, the surfaced area within the pipestem driveway is not included in the maximum coverage percentage.

Table 6100.1: Residential Front Yard Coverage	
Zoning District	Maximum Front Yard Coverage
R-1	25 Percent
R-2	
R-3	30 Percent
R-4	

- (a) The limitations in Table 6100.1 may be exceeded for a surfaced area that:
 1. Contains no more than two side-by-side parking spaces and is no more than 25 feet long and 18 feet wide;
 2. Consists of two parking spaces and a vehicular turn around area, if:
 - a. The lot has its access from a major throughfare,
 - b. The surfaced area is not more than 25 feet long and 18 feet wide, and
 - c. The turnaround area does not exceed 150 square feet; or
 3. Is approved by the Zoning Administrator for an accessibility improvement.
- (b) Permitted parking surface materials include asphalt, poured or precast concrete, brick, stone, gravel, any other impervious surface, and grasscrete or other similar pervious surface.
- (c) Temporary parking on an unsurfaced area is permitted in a front yard for a period not to exceed 48 hours for loading, unloading, cleaning, or repair of vehicles or trailers.

C. Off-Street Parking Design and Layout

(1) Generally

- (a) Unless otherwise authorized in this Ordinance, a parking lot or driveway used for required off-street parking spaces may not be encroached upon or reduced in any manner.
- (b) Each parking lot must be provided with safe and convenient access to a street. Ingress and egress must be through a driveway opening whose dimension, location and construction are approved by the Director in accordance with the Public Facilities Manual. If any off-street parking space within a parking lot is located contiguous to a street, the street side must be curbed.

(2) Accessible Parking

- (a) All accessible off-street parking spaces and related access aisles and accessible routes must comply with the USBC and the Public Facilities Manual.
- (b) Each accessible off-street parking space must be designated as reserved for persons with disabilities by an above grade sign in conformance with the design and content specifications of the Public Facilities Manual.

(3) Pedestrian Routes

To encourage parking lot design that enhances pedestrian safety and access, pedestrian routes must be provided in accordance with this subsection. Such routes allow a person to use a direct pedestrian pathway instead of a vehicle travel aisle to reach the principal building. This requirement does not apply to parking lots with 50 or fewer spaces or to parking structures. The pedestrian route:

- (a) Must be at least five feet wide.
- (b) Must be designed to serve at least 25 percent of the provided off-street parking spaces.
- (c) Must connect the entrance of the principal building to the on-site pedestrian route. Where an off-site pedestrian route abuts the parking lot and is within right-of-way, the on-site route must connect to it.
- (d) Must be clearly marked with hatched pavement markings or contrasting pavement material when crossing a travel aisle.
- (e) May serve the parking spaces located directly across the travel aisle, if the pedestrian route is adjacent to the principal structure. In this instance, pavement markings for a crossing of the travel aisle are not required.
- (f) Must be shown on a site plan for new construction or for expansion of an existing parking lot by more than 30 spaces.

The Director may adjust the minimum off-street parking requirements by the minimum number of spaces necessary up to 20 percent in existing parking lots to facilitate the construction of pedestrian routes.

(4) Surface and Dimensional Standards

- (a) All off-street parking lots and driveways, except those required for single-family detached dwellings, and agricultural and related uses, must be constructed and maintained with a dustless surface in accordance with the Public Facilities Manual. The Director may approve a modification or waiver of the dustless surface requirement in accordance with the Public Facilities Manual.
- (b) All off-street parking lots must comply with the geometric design standards in the Public Facilities Manual.
- (c) Except when provided for and on the same lot with a single-family detached, attached, or stacked townhouse dwelling, each parking space must be clearly delineated in accordance with the design standards in the Public Facilities Manual.

(5) Redesignation Plan

- (a) Any change in the size, configuration, or number of existing parking spaces requires approval of a redesignation plan by the Director subject to the following:
 - 1. The applicant must submit a redesignation plan certified by an engineer or land surveyor authorized by the State.
 - 2. The redesignation plan must depict each off-street parking space, driveway aisle, loading space, and walkway, indicating the type of surfacing, size, angle of stalls, width of aisles, and a specific schedule showing the number of parking spaces provided and the number required by this Article.
 - 3. Except for changes permitted by subsection 6100.2.C(5)(b), a redesignation plan will not be approved if it reduces the number of parking spaces below the minimum number required by this Article.
- (b) A redesignation plan for any of the following modifications does not need to be certified by an engineer or land surveyor. These redesignation plans may reduce the number of parking spaces below the minimum requirements of this Article.
 - 1. Adding accessibility improvements in accordance with subsection 6100.2.C.(2).
 - 2. Adding electric vehicle charging infrastructure.
 - 3. Converting auto parking spaces to add bicycle parking.
 - 4. Adding solar canopies.

D. Tandem Parking

- (1)** Tandem parking is allowed for the following:
 - (a) A single-family detached dwelling.
 - (b) A single-family attached dwelling.
 - (c) A stacked townhouse dwelling.
 - (d) Multifamily residential units where two parking spaces are assigned to the same unit.
 - (e) On-site parking spaces for company vehicles owned or leased by the operator of a use.
 - (f) Valet parking, except that if located off-site, it must be subject to an agreement with the off-site property owner, subject to the Director's approval, regarding administration and termination of valet parking by the operator or user.
- (2)** Except for the uses in subsection 6100.2.D.(1)(a), (b), and (c), the development plan or site plan must depict the number and location of tandem spaces.
- (3)** Except for the uses in subsection 6100.2.D.(1)(a), (b) and (c), a site plan and/or a parking management plan is required.
- (4)** The Director may approve tandem parking not conforming with the above requirements if the spaces are determined to be sufficiently usable and accessible.

3. Calculation of Off-Street Parking

- A. Except as may be permitted by other provisions of this Ordinance, where a use or building contains a combination of uses, parking must be provided based on the sum of the required spaces for each use.
- B. When the calculated number of spaces results in a number containing a fraction, the required number of spaces is rounded down when the fractional unit is less than 0.5 and is rounded up when the fractional unit is equal to or greater than 0.5. When there is a combination of uses on a site, parking for each individual use is calculated and the required number of spaces for each use is then rounded prior to adding the sum of all uses to determine the required parking.
- C. When the parking requirement is based on the number of employees, that number is based on the number of employees on a major shift.
- D. For the purpose of determining the minimum parking requirement for multifamily dwelling units when based on bedrooms, a studio or efficiency unit is considered a one-bedroom unit.
- E. Where the minimum required parking is not identified for a particular use, and there is no similar general type of use listed, the Director, in consultation with the Zoning Administrator, will determine the number of spaces required based on the minimum requirement for the most similar type of use.
- F. For the purpose of determining the minimum parking requirement, the gross floor area includes the following:
 - (1) Permanent outdoor display and sales area.
 - (2) The areas within a cellar not used exclusively for storage or for mechanical equipment.
- G. For the purpose of determining the minimum parking requirement, accessory outdoor dining and temporary seasonal display and sales areas are not included in gross floor area and are not required to provide parking.
- H. Electric vehicle charging spaces that are accessory to a use are included in the calculation of the required number of parking spaces.
- I. Accessible parking spaces are included in the calculation of the required number of parking spaces. The number of accessible spaces provided is based on the number of provided spaces or the minimum number of spaces required for the use or building prior to any adjustments permitted in subsections 6100.5 or 6100.6, whichever is greater.
- J. Unless otherwise authorized by this Ordinance, company vehicles, construction vehicles, and vehicles owned or operated by a nonresidential use, are not permitted to be parked or stored on a public street adjacent to the use.

4. Minimum Required Off-Street Vehicle Parking Spaces, and Stacking Spaces

A. Table of Required Off-Street Parking Spaces

Except as may be allowed by subsection 6100.5 and 6100.6, all uses must provide the minimum amount of off-street parking spaces indicated in Tables 6100.2 and 6100.3 below.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
AGRICULTURAL AND RELATED USES	
Agricultural and Related Uses	
Agricultural Operation	No minimum requirement
Agritourism	<p style="text-align: center;">When by right: No minimum requirement</p> <p style="text-align: center;">When by administrative permit: Subject to the Zoning Administrator's determination that a parking plan demonstrates adequate parking is provided on-site.</p> <p style="text-align: center;">When by SE: Based on a review of each proposal to include such factors as the number of spaces required to accommodate employees and visitor parking.</p>
Farm Winery, Limited Brewery, or Limited Distillery	<p style="text-align: center;">When by right: No minimum requirement</p> <p style="text-align: center;">When by SE: Based on a review of each proposal to include such factors as the number of spaces required to accommodate employees and visitor parking.</p>
Stable, Riding or Boarding	<p>Based on a review by the Board or BZA of each proposal to include such factors as the number of spaces to accommodate employee and visitor parking and the availability of areas on-site that can be used for auxiliary parking in times of peak demand.</p>
RESIDENTIAL USES	
Household Living	
Dwelling, Multifamily	1.45 spaces per unit
Dwelling, Single-Family Attached	2.7 spaces per unit of which 0.2 space per unit is located on common property and available for visitor or shared use
Dwelling, Single-Family Detached and Accessory Living Unit	2 spaces per unit for lots with frontage on a public street and 3 spaces per unit for lots with frontage on a private street Accessory living unit (administrative permit): 1 additional space
Dwelling, Stacked Townhouse	2.3 spaces of which 0.3 space per unit is located on common property and available for visitor or shared use
Group Residential Facility	Applicable rate for the dwelling unit type
Live-Work Development	Applicable residential rate
Manufactured Home	1.5 spaces per unit
Group Living	
Congregate Living Facility	1 space per 3 residents
Group Household	See subsection 4102.3.F
Religious Group Living	1 space per 3 residents
Residence Hall	1 space per 3 residents

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES	
Community, Cultural, and Educational Facilities	
Adult Day Support Center	2 spaces per 1,000 square feet of gross floor area
Alternate Use of Public Facility	See most similar use
Child Care Center	2 spaces per 1,000 square feet of gross floor area
Club, Service Organization, or Community Center	6 spaces per 1,000 square feet of gross floor area
College or University	Applicable office rate for classroom and office facilities; all other facilities associated with the use are subject to the requirements for the most similar use
Community Swim, Tennis, and Recreation Club	<p>Community Pool: 1 space for every 7 persons lawfully permitted in the pool at one time. The Director may proportionally reduce the number of spaces based on the number of members who live within one half mile walking distance of the pool.</p> <p style="text-align: center;">Tennis Club: 2 spaces per court</p> <p style="text-align: center;">Recreation Club: 6 spaces per 1,000 square feet of gross floor area</p>
Convention or Conference Center	5 spaces per 1,000 square feet of gross floor area
Cultural Facility or Museum	3 spaces per 1,000 square feet of gross floor area
Public Use	<p style="text-align: center;">Library: 4 spaces per 1,000 square feet of gross floor area Park: See Quasi-Public Park, Playground, or Athletic Field School: See School, Private</p> <p>All Other Public Uses: Determined by the Director based on the number of spaces required to accommodate employees, public use vehicles anticipated to be on-site at any one time, visitor parking, and the availability of areas on-site that can be used for auxiliary parking in times of peak demand. The number of spaces required for government office use may not be less than that required for office.</p>
Religious Assembly	<p style="text-align: center;">1 space per 3 seats in the principal place of worship when located in R district or</p> <p>1 space per 4 seats in the principal place of worship when located in a P, C or I district</p>
Religious Assembly with Private School, Specialized Instruction Center, or Child Care Center	<p style="text-align: center;">1 space per 3 seats in the principal place of worship when located in R district or</p> <p>1 space per 4 seats in the principal place of worship when located in a P, C or I district</p>
School, Private	<p style="text-align: center;">Elementary and Intermediate School: 1 space per faculty member and other full-time employees plus 4 spaces for visitors</p> <p style="text-align: center;">High School: 1 space per employee, plus 5 spaces per 100 students based on total maximum enrollment</p>

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Specialized Instruction Center	2 spaces per each 3 employees
Funeral and Mortuary Services	
Cemetery	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less, except funeral homes located on the site are parked at the funeral home requirement.
Crematory	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Funeral Home	1 space per 4 seats in the main chapel or parlor
Health Care	
Adult Day Care Center	2 spaces per 1,000 square feet of gross floor area
Continuing Care Facility	0.75 space per separate unit or bed approved on the development plan
Independent Living Facility	0.75 space per unit
Medical Care Facility	Hospital: 2.9 spaces per bed licensed by the State Institution providing intensive special medical or mental care: 1 space per 2 patients Assisted Living or Nursing Facility: 1 space per 3 residents
Transportation	
Airport	Determined by the Board based on an analysis of expected parking demand
Helipad	No minimum requirement
Transit Facility	No minimum requirement
Utilities	
Solar Power Facility	No minimum requirement
Utility Facility, Heavy	No minimum requirement
Utility Facility, Light	No minimum requirement
Wireless Facility	No minimum requirement
COMMERCIAL USES	
Animal-Related Services	
Animal Shelter	2 spaces per 1,000 square feet of gross floor area Gross floor area does not include any outdoor exercise or dog run area that is enclosed by a roof or fencing material.
Kennel	2 spaces per 1,000 square feet of gross floor area Gross floor area does not include any outdoor exercise or dog run area that is enclosed by a roof or fencing material.
Pet Grooming Establishment	4 spaces per 1,000 square feet of gross floor area
Veterinary Hospital	2 spaces per 1,000 square feet of gross floor area
Food and Lodging	
Bed and Breakfast	Applicable single family dwelling rate plus 1 space per guest room
Catering	1 space per employee or 1 space per 1,000 square feet of gross floor area,

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement whichever is less
Hotel or Motel	1 space per rental unit or guest room
Restaurant	8 spaces per 1,000 square feet of gross floor area
Restaurant, Carryout	4 spaces per 1,000 square feet of gross floor area
Restaurant with Drive-Through	6 spaces per 1,000 square feet of gross floor area
Retreat Center	1 space per rental unit or guest room
Office and Financial Institutions	
Alternative Lending Institution	4 spaces per 1,000 square feet of gross floor area
Drive-Through Financial Institution	4 spaces per 1,000 square feet of gross floor area
Financial Institution	4 spaces per 1,000 square feet of gross floor area
Office	50,000 square feet of gross floor area or less: 3 spaces per 1,000 square feet Greater than 50,000 square feet of gross floor area: 2 spaces per 1,000 square feet
Office in a Residential District	3 spaces per 1,000 square feet
Personal and Business Services	
Business Service	4 spaces per 1,000 square feet of gross floor area
Household Repair and Rental Service	4 spaces per 1,000 square feet of gross floor area
Massage Therapy Establishment	4 spaces per 1,000 square feet of gross floor area
Personal Service	4 spaces per 1,000 square feet of gross floor area
Recreation and Entertainment	
Banquet or Reception Hall	8 spaces per 1,000 square feet of gross floor area
Campground	No minimum requirement
Commercial Recreation, Indoor	Generally: 1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less Bowling Alley: 2 spaces per alley Commercial Swimming Pool: 1 space per 4 persons lawfully permitted in the pool at one time Theater: 1 space per 3 seats
Commercial Recreation, Outdoor	Generally: 1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less Commercial Swimming Pool: 1 space per 4 persons lawfully permitted in the pool at one time
Entertainment, Adult	1 space per 3 seats
Entertainment, Public	8 spaces per 1,000 square feet of gross floor area
Golf Course or Country Club	As determined by Board based on anticipated membership and employees
Health and Exercise Facility, Large	4 spaces per 1,000 square feet of gross floor area

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Health and Exercise Facility, Small	4 spaces per 1,000 square feet of gross floor area
Marina, Commercial	No minimum requirement
Marina, Private Noncommercial	No minimum requirement
Quasi-Public Park, Playground, or Athletic Field	No minimum requirement
Smoking Lounge	4 spaces per 1,000 square feet of gross floor area
Stadium or Arena	1 space per 3 seats
Zoo or Aquarium	As determined by the Board or BZA
Retail Sales	
Convenience Store	4 spaces per 1,000 square feet of gross floor area
Drive-Through, Other	4 spaces per 1,000 square feet of gross floor area
Drive-Through Pharmacy	4 spaces per 1,000 square feet of gross floor area
Drug Paraphernalia Establishment	4 spaces per 1,000 square feet of gross floor area
Garden Center	4 spaces per 1,000 square feet of gross floor area plus 2 spaces per 1,000 square feet of greenhouse sales area and outdoor sales/display area
Pawnshop	4 spaces per 1,000 square feet of gross floor area
Retail Sales, General	4 spaces per 1,000 square feet of gross floor area
Retail Sales, Large	4 spaces per 1,000 square feet of gross floor area
Vehicle-Related Uses	
Car Wash	As determined by the Board
Commercial Off-Street Parking	No minimum requirement
New Vehicle Storage	No minimum requirement
Truck Rental Establishment	2 spaces per 1,000 square feet of enclosed sales and rental floor area
Vehicle Fueling Station	2 spaces per service bay, plus 4 spaces per 1,000 square feet of gross floor area devoted to retail sales
Vehicle Repair and Maintenance, Heavy	2 spaces per service bay
Vehicle Repair and Maintenance, Light	2 spaces per service bay
Vehicle Sales, Rental, and Service	2 spaces per 1,000 square feet of enclosed sales and rental floor area
Vehicle Transportation Service	1 space per 1 employee
INDUSTRIAL USES	
Freight Movement, Warehousing, and Wholesale Distribution	
Data Center	2 spaces per 1,000 square feet of gross floor area of office space associated with the use

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Freight Distribution Hub	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Goods Distribution Hub	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Self-Storage	3 spaces per 1,000 square feet of gross floor area of office space associated with the use
Warehouse	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Wholesale Facility	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Industrial Services and Extraction of Materials	
Building Materials Storage and Sales	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Contractor's Office and Shop	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Extraction Activity	As determined by the BZA
Petroleum Products Storage Facility	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Specialized Equipment and Heavy Vehicle Sale, Rental, or Service	1 space per 1,000 square feet of enclosed sales and rental floor area
Storage Yard	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Vehicle Storage or Impoundment Yard	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Production of Goods	
Craft Beverage Production Establishment	8 spaces per 1,000 square feet of gross floor area, excluding area devoted to the production and processing of craft beverages
Production or Processing	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Production or Processing, Heavy	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Small-Scale Production Establishment	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Waste and Recycling Facilities	
Junkyard	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Mixed Waste Reclamation Facility	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less
Recycling Center	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Minimum Parking Requirement
Solid Waste Disposal Facility	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less

B. Shopping Centers

(1) Parking Requirement Calculation

The off-street parking requirement in Table 6100.3 applies to all uses in a shopping center, including craft beverage production establishment and small-scale production establishment, except that the following uses must comply with the standards in Table 6100.2:

- (a) Freestanding Office use that exceeds 5,000 square feet of gross floor area.
- (b) Hotel or Motel.

TABLE 6100.3: Shopping Center Minimum Required Off-Street Vehicle Parking Spaces

Shopping Center Size [1]	Minimum Parking Requirement
≤100,000 square feet gross floor area	4 spaces per 1,000 square feet of gross floor area
>100,000 but ≤800,000 square feet gross floor area	3 spaces per 1,000 square feet of gross floor area
>800,000 square feet gross floor area	2.5 spaces per 1,000 square feet of gross floor area

Note: [1] The size of the shopping center is based on the definition of gross floor area in Article 9 and includes any gross floor area devoted to Office and Hotel or Motel use.

C. Office Buildings

(1) The off-street parking requirement for an office building is the applicable office rate based on building size and applies to all uses identified below.

- (a) All uses in the commercial classification.
- (b) College or University.
- (c) Specialized Instruction Centers.
- (d) Craft Beverage Production Establishment.
- (e) Small-Scale Production Establishment.

(2) For the purpose of parking, an office building is defined as a single building, or coordinated development of two or more buildings sharing a common parking lot and whose gross floor area is at least 50 percent occupied by office use.

D. Stacking Spaces

(1) Stacking spaces must be provided in accordance with the minimum stacking requirement established in Table 6100.4.

(2) Stacking spaces must be designed to avoid impeding pedestrian or vehicular circulation on the site and along any abutting street.

(3) All required stacking spaces must be at least 18 feet long.

- (4) The geometric design of the stacking aisle, including but not limited to the radius and width of the travel aisle, is subject to the approval of the Director.

TABLE 6100.4: Stacking Space Requirement

Use	Minimum Stacking Space Requirement
Car Wash	10 stacking spaces per bay or stall for an automated establishment
Drive-Through Financial Institution	4 stacking spaces for each drive-through lane, including drive-through ATM
Drive-Through, Other	4 stacking spaces for each drive-through window
Drive-Through Pharmacy	4 stacking spaces for each drive-through window
Restaurant with a Drive-Through	11 total stacking spaces for the drive-through window

5. Tiered Framework and PTC District – Off-Street Parking Requirement

For developments located in one of the following areas, or zoned to the PTC District, parking requirements are established in accordance with subsections 6100.5.A through F below. For developments located in more than one designated tier, including the PTC District, the lowest minimum and maximum parking requirement will apply.

A. Suburban Centers

For properties located within the area designated in the Comprehensive Plan as Dulles Suburban Center, Merrifield Suburban Center or Fairfax Center Area the following minimum parking spaces are required:

TABLE 6100.5: Suburban Center Parking Requirements

Use	Minimum Parking Requirement
Dwelling, Multifamily	90 percent of the parking rate established in Table 6100.2
Dwelling Multifamily – ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	90 percent of the parking rate established in Table 6100.2 or 6100.3

B. Revitalization Areas

For properties located within an area designated as a Commercial Revitalization District, as defined in Section 3012, or an area identified in the Comprehensive Plan as a Community Business Center (CBC), Commercial Revitalization Area (CRA), Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor, the following minimum parking spaces are required:

TABLE 6100.6: Revitalization Area Parking Requirements

Use	Minimum Parking Requirement
Dwelling, Single-Family Detached	2 spaces per unit
Dwelling, Single-Family Attached	1.8 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use.
Dwelling, Single Family Attached – ADU Development	
Dwelling, Stacked Townhouse	1.8 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use.
Dwelling, Stacked Townhouse - ADU Development	
Dwelling, Multifamily	85 percent of the per unit parking rate established in Table 6100.2
Dwelling, Multifamily - ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	80 percent of the parking rate established in Table 6100.2 or 6100.3

C. Transit Station Areas

For properties located within an area identified in the Comprehensive Plan as a Transit Station Area (TSA) or the Tysons Urban Center, the following minimum parking spaces are required.

TABLE 6100.7: Transit Station Area Parking Requirements

Use	Minimum Parking Requirement
Dwelling, Single-Family Detached	2 spaces per unit
Dwelling, Single-Family Attached	1.3 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use.
Dwelling, Single Family Attached – ADU Development	
Dwelling, Stacked Townhouse	1.3 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use.
Dwelling, Stacked Townhouse- ADU Development	
Dwelling, Multifamily	0.6 space per bedroom
Dwelling, Multifamily - ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	70 percent of the parking rate established in Table 6100.2 or 6100.3

D. Transit Oriented Development (TOD)

For properties located within an area identified in the Comprehensive Plan as a Transit Oriented Development or Transit Development District, the following minimum parking spaces are required.

TABLE 6100.8: Transit Oriented Development Parking Requirements

Use	Minimum Parking Requirement
Dwelling, Single-Family Detached	2 spaces per unit
Dwelling, Single-Family Attached	1.3 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use.
Dwelling, Single Family Attached – ADU Development	
Dwelling, Stacked Townhouse	1.3 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use.
Dwelling, Stacked Townhouse- ADU Development	
Dwelling, Multifamily	0.4 space per bedroom
Dwelling, Multifamily – ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	60 percent of the parking rate established in Table 6100.2 or 6100.3

E. PTC District – Off-Street Parking

(1) The number of off-street parking spaces provided for a development in the PTC District must be established with a parking plan that is accompanied by an application for rezoning to the PTC District.

(a) At a minimum, the parking plan must identify all the following:

- 1.** The appropriate parking requirements as set forth in Table 6100.9 below.
- 2.** The number and general location of all off-street parking spaces.

3. The general location of all ingress and egress points to all parking structures utilized by the property.
 4. Justification of shared parking arrangements, if applicable.
- (b) Where parking is to be provided in phases in accordance with a phased development proposal, the parking plan must provide the information set forth above in subsection 6100.6.E(1)(a) for each proposed phase. If the total development parking will be constructed in early phases of the project, shared parking spaces for the remaining phases must be identified when it is demonstrated that such additional parking in the early phase(s) is necessary due to construction requirements or in furtherance of the objectives of the Comprehensive Plan. When parking is provided in this manner, the development must provide shared parking for the later phases of the project to the satisfaction of the Board. Additionally, when an existing use is proposed to be retained as an interim use, the parking accessory to any such interim uses must conform to the rates set forth above. In all cases, parking at the build out phase of the development must conform to the total number of spaces approved for the entire development.

Table 6100.9: PTC Minimum and Maximum Required Off-Street Vehicle Parking Spaces

Use	Per unit, bedroom, or 1,000 square feet of gross floor area	Less than 1/8 mile to Metro Station Entrance* (TOD District)		1/8 to 1/4 mile to Metro Station Entrance* (TOD District)		More than 1/4 to 1/2 mile to Metro Station Entrance* (TOD District)		Non-TOD Districts	
		Min	Max**	Min.	Max**	Min	Max**	Min	Max**
Single-Family Attached	Space(s) per unit	1	2.2	1	2.2	1	2.5	1.3	2.7
Stacked Townhouse		1	1.9	1	1.9	1	2.1	1.3	2.3
Multifamily	Per bedroom	0.3	1 bedroom: 1.3 2 bedrooms: 1.6 3+ bedrooms: 1.9	0.35	1 bedroom: 1.3 2 bedrooms: 1.6 3+ bedrooms: 1.9	0.4	1 bedroom: 1.4 2 bedrooms: 1.7 3+ bedrooms: 2.0	0.4	1 bedroom: 1.4 2 bedrooms: 1.7 3+ bedrooms: 2.0
Hotel/Motel	Per rental unit	none	1.0	none	1.0	none	1.05	0.7	1.10
Office	Spaces per 1,000 square feet of gross floor area	none	1.6	none	2.0	none	2.2	1.4	2.4

* As set forth in the Comprehensive Plan

** Maximum is based on spaces per dwelling unit

- (c) A parking plan must be in accordance with the following:
1. For uses not specifically listed in Table 6100.9 above, the minimum parking space requirements in Tables 6100.2 and 6100.3 apply as follows:

4. The applicant proposes a single-phase development that will precede the operation of mass transit opportunities, such as Metro, circulator bus or other features that are planned to serve the Tysons Urban Center.
- (2) All off-street parking spaces approved under this special exception may be administered by an entity established to manage the additional parking. Tools for managing the additional parking may include parking fees, controlled access, and any other operational management methods necessary to ensure satisfaction of the TDM goals for the property and the Tysons Urban Center. Additionally, the Board may impose conditions on the special exception including a requirement that the need for the additional parking be reevaluated within a specified period, based on changes in development patterns, uses, or other factors in and around the application property.

6. Adjustments to Minimum Required Off-Street Parking

A. Generally

- (1) Adjustments to the minimum parking requirements may be approved by the Board, including those not approved by the Director. The Board may approve an adjustment in conjunction with the approval of a rezoning or special exception in accordance with subsections 6100.6.B through G. Adjustments as used in this subsection indicate a reduced parking requirement. The applicant must demonstrate to the Board's satisfaction that:
 - (a) Fewer spaces than those required by this Article will adequately serve the use; and
 - (b) The adjustment will not adversely affect the site or the adjacent area.
- (2) The Director may approve adjustments to the minimum parking requirements in accordance with subsection 6100.6.B and subsection 6100.6.C.
- (3) If it is determined by the Director or Board that a parking adjustment has resulted in inadequate site parking and has created adverse off-site impacts to public health and safety, a parking utilization study must be submitted at the request of Director or Board. The parking utilization study must be based on applicable requirements of *The Code of the County of Fairfax, Virginia*, and the Zoning Ordinance in effect at the time of the study's submission. Following review of that study, or if a study is not submitted within 90 days after its request, the Director or Board may require alternative measures to satisfy the on-site parking needs of the property. Such measures may include, but are not limited to, compliance with the parking requirements for the site.
- (4) A parking adjustment may not be approved by the Director if:
 - (a) There is a pending rezoning, special exception, or proffered condition amendment application for the site; or
 - (b) The number of parking spaces is specified by a proffered condition, special exception condition, or special permit condition, unless the approval allows such adjustments.
- (5) Any approved parking adjustment may be vacated by the Director or Board upon request when it is no longer required.

B. Shared Parking Options

- (1) Adjustments in the minimum required parking for two or more uses may be approved when a shared parking calculation and, if applicable, a parking agreement between the shared uses, is submitted. Any such agreement is subject to approval by the Director or Board to ensure continued availability of the spaces. The shared parking calculation must be based on the following methodology in accordance with Table 6100.10 below:
 - (a) Determine the minimum parking requirements for each individual use based on Table 6100.2 and, if applicable, subsection 6100.5.
 - (b) Multiply each amount by the corresponding percentage for each of the time periods in the table.
 - (c) Sum the total requirement for each use for each time period.
 - (d) The time period with the highest value will be the minimum parking requirement for all uses sharing the space. If a use is not in the table, it must undergo a separate analysis as defined in subsection 6100.6.B.(2) below.

TABLE 6100.10: Shared Parking Options

Time Period	Weekday Daytime	Weekday Evening	Weekend Daytime	Weekend Evening
Residential (Multifamily, Live-Work and Independent Living Facility)	60%	100%	90%	100%
Public, Institutional, and Community Uses	100%	25%	25%	5%
Religious Assembly and Religious Assembly with Private School, Specialized Instruction Center, or Child Care	100%	100%	100%	100%
Office	100%	5%	5%	5%
Hotel	80%	100%	80%	100%
Restaurant, Craft Beverage Production Establishment and Entertainment, Public	50%	80%	80%	100%
Other Commercial Uses and Shopping Centers	60%	90%	100%	70%
Industrial Uses	100%	5%	5%	5%

- (2) For a shared parking adjustment that does not meet the criteria in subsection 6100.6.B.(1) above, or for an adjustment exceeding the limits permitted under that subsection, the number of required parking spaces may be adjusted when the applicant has demonstrated that fewer spaces than those required will adequately serve two or more uses. A shared parking calculation and, if applicable, a parking agreement to ensure continued availability of the spaces, must be submitted and be approved by the Director.
- (3) The use of parking spaces on an adjacent site to meet minimum parking requirements may be approved when all the following criteria apply, as demonstrated by the applicant.
- (a) The supplied off-site parking is more than the parking required for the off-site use, or the sum of the hourly parking demand of the uses on the adjacent site can allow sharing.
 - (b) The required spaces for the use are subject to an agreement or arrangements that will ensure the continuing availability of the spaces.
 - (c) Either:
 1. The required spaces are located within 1,000 feet walking distance of a building entrance; or
 2. A valet or shuttle service serving the use is established with an agreement or arrangement ensuring the operation of the service.

C. Transit-Related Parking Adjustment

- (1)** For uses not subject to subsection 6100.5, a 10 percent adjustment of the minimum parking requirements in Tables 6100.2 or 6100.3 may be approved when the use is located within 1,000 feet walking distance of a transit stop. For purposes of this subsection, a transit stop includes a streetcar, bus rapid transit, express bus service, or bus stop that serves a rail station or transit facility that will be constructed or implemented within 10 years after approval of the adjustment.
- (2)** A transit-related adjustment, greater than the 10 percent permitted under subsection 6100.6.C(1), or greater than the minimum parking requirements under subsection 6100.5, may be approved when it meets the following criteria:
 - (a)** The use is located within 1,000 feet walking distance of a transit stop as defined in subsection 6100.6.C(1).
 - (b)** The use is not located within an area identified in subsection 6100.5 as a Transit Oriented Development or PTC District.
 - (c)** An administrative adjustment may only be approved if:
 - 1.** The use meets the location restrictions of 6100.6.C(2)(a) and (b); and,
 - 2.** The adjustment does not exceed 15 percent of the required parking of subsection 6100.4 or 6100.5, as applicable; and,
 - 3.** At least two of the following supporting elements are met:
 - (a)** A proffered transportation demand management (TDM) program that meets Fairfax County Department of Transportation criteria.
 - (b)** Bicycle parking provided in accordance with Section 6102.
 - (c)** A walk or bike score of greater than 70 in accordance with the most recent Walk Score® methodology.

D. Affordable Housing

A parking adjustment may be approved upon demonstration by an applicant that all dwelling units within a building will serve individuals with incomes at or below 70 percent of the Area Median Income for the Washington Metropolitan Statistical Area, based on income averaging.

E. Publicly Accessible Parking Areas

A parking adjustment may be approved when it is demonstrated that on-site parking can be reduced with the following off-site parking options:

- (1)** Metered on-street parking is available within 1,000 feet walking distance of the site; or
- (2)** The County has either constructed or funded the construction an off-street public parking area within one-half mile walking distance of the site and such funding will ensure completion of the public parking area within ten years of the approval of the adjustment; or
- (3)** Commercial public off-street parking is located within 1,000 feet walking distance of the site.

F. Public Benefit

A parking adjustment may be approved if the required number of off-street parking spaces conflicts with meeting the public benefits identified below, after an evaluation of a proposal that provides adequate information to support the benefit of an adjustment.

- (1)** The adjustment will provide for preservation or avoiding adverse impact of a historic structure or site identified on the Fairfax County Inventory of Historic Sites.

- (2)** The adjustment will provide for preservation or avoiding damage to significant trees, as determined by the Urban Forester.
- (3)** The adjustment will facilitate an increase in open space more than 10 percent above the minimum requirement.
- (4)** The adjustment will mitigate stormwater run-off above the minimum Public Facilities Manual requirement.

G. Other Parking Adjustments

For any adjustment that is not eligible for consideration under other provisions of this Article, the Board may reduce the total number of required parking spaces when the applicant has demonstrated that, due to the unique characteristics of the site or use(s) on the site, the spaces proposed to be eliminated are unnecessary.

6101. Off-Street Loading

1. Applicability

A. Applicability

All structures and uses must provide off-street loading spaces in accordance with this section.

B. Change in Use or Expansion of an Existing Structure or Use

For a change in use or for the expansion of an existing structure or use, off-street loading spaces must be provided only for the change in use or the expanded portion of the use or structure.

2. General Provisions

- A. All required off-street loading spaces must be located on the same lot as the use served. However, the Director may waive this requirement when the off-street loading spaces are provided cooperatively for two or more uses, subject to arrangements approved by the Director that ensures the continued availability of such spaces for all uses.
- B. Required off-street loading spaces and their appurtenant aisles and driveways may not be encroached upon or adjusted in any manner, except with approval by the Director in the following circumstances:
 - (1) Adjustments due to a reduction in size or change in use that lowers the requirement.
 - (2) Adjustments for an existing structure or use to provide an accessibility improvement.
 - (3) Adjustments to allow for colocation with refuse and recycling facilities.
- C. Loading spaces may not be located in a required front setback.
- D. Required off-street loading spaces may not be used to satisfy the off-street parking requirements.
- E. Loading spaces must not interfere with the free circulation of vehicles in any off-street parking lot.
- F. No motor vehicle repair work, except emergency service, is permitted within any required off-street loading space.
- G. All off-street loading spaces must be provided with safe and convenient access to a street. If any such space is located contiguous to a street, the street side must be curbed, and ingress and egress may be provided only through driveway openings whose dimension, location, and construction is in accordance with the provisions of the Public Facilities Manual.
- H. All off-street loading areas, including aisles and driveways, are required to be constructed and maintained with a dustless surface in accordance with construction standards in the Public Facilities Manual; however, the Director may approve a modification or waiver of the dustless surface requirement in accordance with the Public Facilities Manual.
- I. All off-street loading spaces must be a minimum of 15 feet wide, 25 feet long and 15 feet high, except that where one such loading space has been provided, any additional loading space abutting along the long dimension of the first loading space need not be wider than 12 feet.
- J. Where a structure contains a combination of uses, loading spaces must be provided based on the sum of the required spaces for each use.
- K. Where the minimum required loading spaces are not identified for a particular use, and there is no similar use listed, the Director, in consultation with the Zoning Administrator, will determine the minimum

requirement for the most similar general type of use.

- L. Calculation of required loading spaces is as follows:
 - (1) If the structure is under 10,000 square feet no loading is required and adequate receiving facilities are required in accordance with subsection 6101.2.M.
 - (2) If the structure is over 10,000 square feet the entire square footage of the structure is used to determine the loading requirement. When the calculated number of spaces results in a number containing a fraction, the required number of spaces is rounded down when the fractional unit is less than 0.5 and is rounded up when the fractional unit is equal to or greater than 0.5.
- M. An adequate receiving facility is required for all structures under 10,000 square feet of gross floor area that the Director determines are likely to receive or make deliveries from vehicles of a size or at a frequency that may interfere with vehicle parking or circulation on the parcel.
 - (1) Adequate receiving facilities are not subject to the size restrictions for loading spaces in subsection 6101.2, if it can be demonstrated to the Director that a smaller loading space is sufficient for loading activities without encroaching into, or interfering with traffic circulation, drive aisles or other parking spaces.
 - (2) Adequate receiving facilities, as determined by the Director, and may include, but are not limited to, the following:
 - (a) Reserved parking space sufficient for loading activities.
 - (b) Pull off area along the curb that does not restrict vehicular movement.
 - (c) Area within the structure for loading activities.
 - (d) Undeveloped areas of the parcel not designated for parking or landscaping and not necessary for vehicle, pedestrian, or bicycle circulation.
 - (3) An adequate receiving facility must be located near an entrance to the building.
 - (4) An adequate receiving facility may not block or restrict access to an accessible space.

3. Minimum Required Off-Street Loading Spaces

- A. Minimum off-street loading spaces accessory to the listed use classifications as defined in Table 6101.1 must be provided in accordance with the following table; however, there is no loading space required for a structure with less than 10,000 square feet of gross floor area:

Table 6101.1: Minimum Required Off-Street Loading Spaces

Use	Minimum Loading Requirement
AGRICULTURAL AND RELATED USES	
Agricultural and Related Uses	No minimum requirement
RESIDENTIAL USES	
Dwelling, Multifamily; Dwelling	1 space per each 100,000 square feet of gross floor area, except that: <ul style="list-style-type: none"> • No more than 2 loading spaces are required for a structure.
Multifamily-ADU Development	
Congregate Living Facility	
Residence Hall	

Table 6101.1: Minimum Required Off-Street Loading Spaces

Use	Minimum Loading Requirement
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES	
Public, Institutional, and Community Uses	<p>1 space per each 100,000 square feet of gross floor area, except that:</p> <ul style="list-style-type: none"> • No more than 3 loading spaces are required for a structure when located in a Commercial Revitalization District as defined in Section 3102, or in an area identified by the Comprehensive Plan as a Commercial Revitalization Area, Commercial Business Center, Suburban Neighborhood in the Richmond Highway Corridor, Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center; and • No more than 5 loading spaces are required for a structure in any other area.
COMMERCIAL USES	
Office, Hotel, and Commercial Indoor Recreation	<p>1 space per each 100,000 square feet of gross floor area, except that:</p> <ul style="list-style-type: none"> • No more than 3 loading spaces are required for a structure when located in a Commercial Revitalization District as defined Section 3102, or in an area identified by the Comprehensive Plan as a Commercial Revitalization Area, Commercial Business Center, Suburban Neighborhood in the Richmond Highway Corridor, Transit Station Area, Transit Oriented District, Transit Development Area, or Tysons Urban Center; and • No more than 5 loading spaces are required for a structure in any other area.
All Other Commercial Uses, Including Shopping Centers	<p>1 space per 50,000 square feet of gross floor area, except that:</p> <ul style="list-style-type: none"> • No more than 3 loading spaces are required for a structure when located in a Commercial Revitalization District as defined in Section 3102, or in an area identified by the Comprehensive Plan as a Commercial Revitalization Area, Commercial Business Center, Suburban Neighborhood in the Richmond Highway Corridor, Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center; and • No more than 5 loading spaces are required for a structure in any other area.
INDUSTRIAL USES	
Industrial Uses	<p>1 space per each 50,000 square feet of gross floor area except that:</p> <ul style="list-style-type: none"> • No more than 5 off-street loading spaces are required for a structure.

- B.** The Board may adjust the number of loading spaces required by this section when the applicant has demonstrated to the Board's satisfaction that:
 - (1)** Fewer spaces than those required will adequately serve the use; and
 - (2)** The adjustment will not adversely affect the site or adjacent areas; or
 - (3)** Off-street loading spaces are provided cooperatively for two or more uses, subject to arrangements that will assure the continued availability of the spaces; or
 - (4)** Adequate receiving facilities are provided in accordance with subsection 6101.2.L.

- C.** The Director, as part of a site plan, may adjust the number of loading spaces required by this section when the applicant has demonstrated to the Director's satisfaction that:
 - (1)** Off-street loading spaces are provided cooperatively for two or more uses, subject to arrangements that will assure the continued availability of the spaces; or
 - (2)** Adequate receiving facilities are provided in accordance with subsection 6101.2.L.

6102. Bicycle Parking Requirements

Bicycle parking is an essential element in a multimodal transportation system. Knowing secure parking is available encourages bicycling as a convenient, healthy, affordable, and environmentally friendly mode of transportation. Bicycle parking must be provided for all land uses, unless otherwise exempted by this section.

1. General Provisions

- A. The required minimum number of bicycle parking spaces is based on the minimum number of vehicle spaces required for the use or building prior to any adjustments permitted in subsection 6100.5 or 6100.6.
- B. When the calculated number of spaces results in a number containing a fraction, the required number of spaces is rounded down when the fractional unit is less than 0.5 and is rounded up when the fractional unit is 0.5 or more. Where a site or building contains a combination of uses, the bicycle parking requirement is based on the sum of spaces required for the individual uses.
- C. Unless otherwise specified in this section, each use is required to provide at least two bicycle parking spaces.
- D. Bicycle spaces may consist of bicycle racks, bicycle storage facilities, or a combination of both and they must conform with the Public Facilities Manual and the Fairfax County Department of Transportation Bicycle Guidelines.
 - (1) A bicycle rack or storage facility must:
 - (a) Allow each bicycle to be securely held upright with its frame supported in at least two places and allow the frame and one wheel to be locked by a durable high-security lock.
 - (b) Be securely anchored and mounted on a dustless surface.
 - (2) Each bicycle rack or storage facility location must:
 - (a) Be at least ten feet from any fire hydrant or fire hose connection and three feet from any other obstruction, including another bicycle rack.
 - (b) Be in a publicly accessible location and not interfere with pedestrian movement.
 - (3) At least 50 percent of the required bicycle parking spaces must meet the following:
 - (a) When located in an outdoor rack, the bicycle spaces must be within 50 feet of the main entrance to the building.
 - (b) When located in a storage facility, bicycle spaces must be within 100 feet of the main entrance to the building, or inside the building at ground level. Each space must be available and accessible for all building tenants and visitors during the hours of operations of the use. For residential structures each space must be accessible 24 hours a day, 7 days a week.
 - (c) The Director, in consultation with the Fairfax County Department of Transportation, may modify the location of the outdoor racks or storage facility requirements when it is demonstrated compliance is not feasible due to site constraints.
- E. When bicycle parking spaces are required by Table 6102.1, bicycle parking must be installed when any of the following occurs:
 - (1) New construction of a principal building.
 - (2) Expansion of an existing principal building resulting in a requirement of more than five additional bicycle spaces.

(3) Change of use or expansion of a use resulting in a requirement of more than five additional bicycle spaces.

- F. The Board may adjust the number or location of bicycle spaces required by this section when the applicant has demonstrated to the Board’s satisfaction that fewer spaces than those required will adequately serve the use.

2. Minimum Required Bicycle Parking Spaces

Minimum off-street bicycle parking spaces must be provided in accordance with Table 6102.1.

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
AGRICULTURAL AND RELATED USES	
Agricultural and Related Uses	2 spaces
RESIDENTIAL USES	
Dwelling, Multifamily	<ul style="list-style-type: none"> • 10 percent of the required vehicle parking spaces; or • 15 percent of the required vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or • 20 percent of the required vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
Dwelling, Multifamily-ADU Development	
Residence Hall	
All other Residential Uses	No minimum requirement
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES	
Club, Service Organization, or Community Center	<ul style="list-style-type: none"> • 5 percent of the required vehicle parking spaces; or • 10 percent of the required vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or • 15 percent of the required vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
College or University	
Community Swim, Tennis, and Recreation Club	
Congregate Living Facility	
Cultural Facility or Museum	
Independent Living Facility	
Medical Care Facility	
Public Use	
Religious Assembly	
Religious Assembly with Private School, Specialized Instruction Center, or Child Care Center	
Specialized Instruction Center	
School, Private	

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
All other Public, Institutional, and Community Uses	<ul style="list-style-type: none"> • 2 spaces; or • 4 spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or • 8 spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
COMMERCIAL USES	
Commercial Recreation, Indoors	<ul style="list-style-type: none"> • 10 percent of the required vehicle parking spaces; or • 15 percent of the required vehicle parking spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or • 20 percent of the required vehicle parking spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
Commercial Recreation, Outdoors	
Hotel or Motel	
Office	
Restaurant	
Restaurant, Carryout	
Retreat Center	
Retail Sales, General	
Retail Sales, Large	
Shopping Center	
Stadium	
Quasi-Public Park, Playground, or Athletic Field	<ul style="list-style-type: none"> • 1 space per 20 provided vehicle parking spaces; or • 1 space per 10 provided vehicle parking spaces or a minimum of 6 bike spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center

Table 6102.1: Minimum Required Bicycle Parking Spaces

Use	Minimum Requirement
All Other Commercial Uses	<ul style="list-style-type: none"> • 2 spaces; or • 4 spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or • 8 spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center
INDUSTRIAL USES	
Industrial Uses	<ul style="list-style-type: none"> • 2 spaces; or • 4 spaces if located within an area designated as a Commercial Revitalization District, as defined in Section 3102, or an area identified in the Comprehensive Plan as a Community Business Center, Commercial Revitalization Area, Urban Core of the Fairfax Center Area, or Suburban Neighborhood in the Richmond Highway Corridor; or • 8 spaces if located within an area designated in the Comprehensive Plan as a Transit Station Area, Transit Oriented District, Transit Development District, or Tysons Urban Center

The following subsections were revised as part of the repeal and replacement of Article 6 to read as follows.

Subsection 2105.D(1)

- (1) Other than those regulations specifically listed for a particular planned district, the open space, sign, and all other similar regulations in this Ordinance will generally apply to all planned developments.

Subsection 2105.6(2)(b) and 2105.6(2)(c)

- (b) Additional off-street parking and loading requirements in the PTC District are included in Section 6100.
- (c) All off-street parking, loading, and stacking spaces for existing uses must be included as a part of the parking plan in Section 6100. Existing surface parking may be retained, provided this parking is redesigned, to the extent feasible, if it achieves the following:
1. Minimizes pedestrian conflicts by limiting the number of curb cuts;
 2. Provides clearly identified pedestrian access through the parking lot; and
 3. Provides appropriate interior and perimeter landscaping and screening to minimize the potential adverse impacts on adjacent property.

Subsection 3101.6.B(1)(c)

- (c) The location of buildings, structures, streets, parking lots, and planting and landscape features;

Subsection 3102.3.E(2)

(2) Parking

The off-street parking and loading, and private street requirements of subsection 5107 and Article 6 apply, except that in a CRD District, the front setback requirement in subsection 6100.2.A(3) does not apply to off-street parking spaces that are located on the ground and open to the sky.

Subsection 4102.5.G(5)

- (4) Parking spaces must be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the site.

Subsection 4102.5.H(4)

- (4) Parking spaces must be provided and located to facilitate safe and convenient vehicle and pedestrian access to all uses on the site.

Subsection 4102.5.CC(6)

- (6) Parking spaces must be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the site.

Subsection 4102.5.GG(7)

- (7) All off-street parking lots must be constructed and maintained with a dustless surface in accordance with the provisions of the Public Facilities Manual, unless a modification or waiver of the dustless surface requirement is

approved by the Director.

Subsection 4102.5.NN(12)

- (12) Parking spaces must be provided and located in such a manner as to facilitate safe and convenient vehicle and pedestrian access to all uses on the site.

Subsection 4102.6.B(8)

- (8) The use must comply with subsection (1)(a) above. The site must be designed to facilitate safe and efficient on-site circulation, and parking of vehicles.

Subsection 4102.6.K(4)

- (4) In the I-3, I-4, I-5, and I-6 Districts, craft beverage production establishments are permitted by right in accordance with the following:
- (a) A tasting room, consisting of up to 30 percent of the total gross floor area of the establishment, for the consumption of products produced on-site may be permitted as an accessory use. Any food served must be as an accompaniment to those products produced on-site and is limited to pre-packaged food items or food items that require limited preparation or reheating; and
 - (b) Retail sales may be permitted as an accessory use, as long as the associated retail sales area is limited to 10 percent of the gross floor area of the establishment.

Subsection 4102.8.F(2), (4), (6) and (7)

- (2) Accessible off-street parking spaces and related access aisles and accessible routes must be provided in accordance with Article 6. All other provisions of Article 6 do not apply; instead, the parking lot must comply with the following standards:
- (a) The Director may approve a temporary surface material in accordance with the following requirements:
 - 1. Pavement must be placed from the edge of existing pavement for a minimum distance of 25 feet into the interior of the site at each entrance and exit to prevent the parking lot surface materials from entering the abutting street.
 - 2. Temporary paved sidewalks must be provided within and adjacent to the parking lot at all locations where significant pedestrian traffic is anticipated.
 - 3. Safe and convenient pedestrian access must be provided from the parking lot to the station entrance.
 - 4. The surface material must be maintained in good condition at all times.
 - (5) In approving the special exception, the Board may impose conditions and restrictions it deems necessary to assure that the off-street parking lot area will be compatible with and not adversely impact the adjacent area or adversely impact the site itself in a manner that would hinder future development in accordance with the existing zoning and Comprehensive Plan. Conditions may include, but are not limited to the following:
 - (6) In residential districts, the following requirements apply in addition to subsections (1) through (5) above:
 - (a) The minimum lot size is five acres.
 - (b) More than 50 percent of the proposed parking lot must be located within a 1,500-foot radius of a Metro Station platform entrance.
 - (c) The number of off-street parking spaces allowed within the vicinity of any one Metro Station may not exceed the number of Metro Station parking spaces temporarily displaced during construction on the Metro Station site.
 - (d) At a minimum, Transitional Screening 3 is required at the outer boundaries of the lot where the lot abuts or is across the street from a Residential district. Adequate landscaping and screening must be provided to assure

compatibility of the parking lot with adjacent property and the surrounding vicinity. The Board may require the preservation of existing natural screening and plant materials.

- (e) The Board must impose a time limitation on the special exception to ensure that the use will not be operational before the displacement or after the re-establishment of the Metro Station parking spaces; however, the special exception may be renewed in accordance with the provisions of subsection 8101.3.
- (7)** In commercial and industrial districts, and on land in residential districts that is designated for commercial or industrial development, the following requirements apply in addition to subsections (1) through (5) above:
 - (a) More than 50 percent of the proposed parking lot must be located within a 2,000-foot radius of a Metro Station platform entrance.
 - (b) The number of temporary off-street parking spaces allowed within the vicinity of any one Metro Station must not exceed the difference between the ultimate number of Metro Station parking spaces planned for the station and the number existing at the time the application is filed; however, in the case of an in-line station serving temporarily as a terminus, the Board may allow an appropriate portion of the future Metro Terminal Station's parking allocation to be temporarily located in the vicinity of the in-line station, if the applicant demonstrates that there is presently a need for the additional parking spaces.
 - (c) The provisions of Section 5108 do not apply. Adequate landscaping and screening must be provided to assure compatibility of the parking lot with adjacent property and the surrounding vicinity. The Board may require the preservation of any natural screening and plant materials.

Subsection 5100.2.Q.1(h)

- (h) Off-street surface parking lots in accordance with the provisions of the Public Facilities Manual if the facilities will not adversely impact the structural integrity of transmission pipelines.

Subsection 5108.7.I

- I. The adjoining land is in a residential district and is used for off-street parking as permitted by the provisions of subsection 6100.1.C.

Subsection 8100.5.A(2)(a)7

- 7.** To add parking or loading spaces if the request:
 - A. Does not exceed ten percent of the area occupied by the approved parking lot;
 - B. Does not reduce the open space below the minimum required for the zoning district; ~~and~~
 - C. Does not have a materially adverse impact on the effectiveness of approved transitional screening, buffering, landscaping, open space, or stormwater management facilities; and
 - D. Satisfies the parking lot landscaping requirements of subsection 5108.5.

Subsection 8101.2.C(1)(c)4

- 4.** The on-site vehicular and pedestrian circulation system, including the location and width of all streets, driveways, entrances to parking lots, parking structures and loading areas, walkways, bicycle paths, and all trails required by the Comprehensive Plan. Connections with off-site streets and trails that are existing or are required by the Comprehensive Plan, including the grid of streets and streetscape;
 - a. The vehicular and pedestrian circulation system, including the location and width of all streets, driveways, entrances to parking lots, parking structures and loading areas, walkways, bicycle and bridle paths, and all trails required by the Comprehensive Plan;

- b. The vehicular and pedestrian circulation system, including the location and width of all existing, platted, and proposed streets and easements, including names and route numbers, the approximate width and typical cross sections, including acceleration, deceleration, and turn lanes, service drives, entrances to parking lots, and parking structures, the location and width of walkways, bicycle and bridle paths, and all trails required by the Comprehensive Plan;

Section 9102

Loading Space

An off-street area, space, or dock used for the loading or unloading of cargo, products or materials.

Parking, Bicycle

Parking which meets the provisions of Section 6102 and consists of either an outdoor stationary fixture, such as a bicycle rack, which can support a bicycle upright with two points of contact and to which a bicycle can be securely attached (typically using a bicycle lock) to prevent theft; or an indoor or covered facility that is equipped with a bicycle cage, bicycle locker, bicycle racks or similar facility which can support a bicycle and is designed to prevent theft.

Parking Tabulation

A type of site plan submission that shows the required number of spaces for all land uses on a lot in accordance with the Minimum Parking Requirements set forth in Article 6

Parking, Tandem

The arrangement of parking spaces where one space is positioned directly in front of another space and one vehicle must be moved to access the other.

Parking, Valet

A service that provides parking of vehicles, including off-site locations, by an attendant, who may be a third party.

Stacking Space

A space specifically designated as a waiting area for vehicles patronizing a drive-through facility.

Street Line

The dividing line between a street and a lot; same as a right-of-way line of a public street, or the curb line of a parking lot, travel lane or private street (See Figure 9102.3).

Section 9103 Uses

Transit Facility

A station and its associated pedestrian connections, bus bays, parking lots, service yards, and inspection yards associated with rail or non-rail transit systems, including but not limited to WMATA Metrorail and Virginia Railway Express (VRE) facilities. A transit facility does not include a facility containing only administrative offices operated by a transit facility authority or entity.

Amend Appendix 1 to add new subsection B(1)

B. Amendments Adopted After May 10, 2023

(1) Repeal and Replacement of Article 6 Parking and Loading (ZO 112.2-2023-1)

- (a) For all applications for rezonings and related development plans, special exceptions, special permits, variances, PRC plans, subdivision plats, site plans, parking reductions, parking tabulations, redesignation plans and building permits, submitted and accepted for review before January 1, 2024, the applicant/owner are entitled to review under the provisions of the Zoning Ordinance as amended through December 31, 2023; if: (a) approval is granted within twelve months January 1, 2024, or, if corrections to a properly submitted and accepted plan are deemed necessary by the reviewing authority, revised plans are resubmitted within six months of its disapproval; (b) the approval remains valid; and (c) the uses, features, and structures are constructed in accordance with approved plans and permits. Required subsequent plan and permit submissions may be accepted and approvals may be granted, consistent with those approvals. Revisions to such approvals may be approved if they do not aggravate conflicts with ZO 112.2-2023-1. Applicant/owner may elect to have the above applications reviewed in their entirety with the provisions of ZO 112.2-2023-1.
- (b) For all applications for rezonings and related development plans, special exceptions, special permits, variances, PRC plans, subdivision plats, site plans, parking reductions, parking tabulations, redesignation plans and building permits approved before January 1, 2024, the applicant/owner may continue under their previous approval or elect to utilize the requirements of ZO 112.2-2023-1, subject to the development being in substantial conformance with an approved special permit plat, special exception plat, or development plan, unless the site is subject to proffers or conditions requiring a specific number of parking or loading spaces.
- (c) To minimize the degree of current noncompliance additional off-street parking may be added to an existing development that, though it met the parking requirement in effect at the time of development, does not comply with the current requirements, subject to being in substantial conformance with an approved special permit plat, special exception plat, or development plan.
- (d) All parking spaces approved as compact parking spaces prior to the adoption of this ordinance are compliant as available and provided parking.