



# FAIRFAX COUNTY

## PROPOSED ZONING ORDINANCE AMENDMENT

# Parking Reimagined

## STAFF REPORT Parking and Loading

July 12, 2023

### Hearing Dates

Planning Commission: July 26, 2023  
@ 7:30 PM

Board of Supervisors: September 26, 2023  
@ 4:00 PM

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PLANNING & DEVELOPMENT



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## BACKGROUND

The Board of Supervisors (Board) identified the need to comprehensively update and modernize parking regulations in the 2020 Zoning Ordinance Work Program. To provide the parking amendment its own dedicated analysis and public engagement, the Board excluded this project from the 2021 Zoning Ordinance Modernization (zMOD). The parking modernization project, known as Parking Reimagined, was initiated in August 2021 to review the off-street parking and loading requirements in Article 6 (Parking and Loading Regulations) of the Zoning Ordinance. These parking regulations have not been broadly reviewed since 1988. Given the scope and scale of these regulatory changes, the County engaged the consultant services of Clarion Associates, a national land-use consulting firm who assisted with the zMOD updates, and Nelson/Nygaard, a national transportation consulting firm who assisted with the regional mall parking updates in 2019.

As part of the project, staff and the consultants have evaluated the influence of changes in travel behavior and technology on parking demand and reviewed local and national best practices for parking. Discussions were held with ten regional and national peer jurisdictions about their parking regulations and practices to see how their experiences could relate to our project.

Nationally, access to the internet, along with flexible telework options and convenient home delivery of goods, are factors that have decreased the need or desire to drive to shop or work. National and local survey data and an analysis of parking supply and demand and parking trend data support these conclusions. In Fairfax County, since 1988, growth of transit availability with expansion of Metrorail and bus service, and the County's planning focus to concentrate higher density and intensity development in compact walkable mixed-use communities, has decreased the need for automobile trips and parking demand.

A growing number of communities in the United States have recognized the detrimental effects of parking oversupply on the ability to achieve community development goals. Communities have begun to address the oversupply issue from a sustainability perspective, rather than relying solely on detailed analyses of parking supply and demand. The publication of books like The High Cost of Free Parking, by Donald Shoup, and other similar scholarly analysis previously demonstrated the national oversupply of parking. These communities looked at the physical impacts of parking on their communities. They recognized that broad expanses of frequently underutilized surface parking provide opportunities to increase its value through redevelopment, creating additional green space, or provision of assets such as affordable housing or space for community activities. De-prioritizing parking allows these other initiatives to flourish enhancing community-wide benefits.

While some analysis took place with the Parking Reimagined project and are described in this report, staff examination of parking follows the lead of community goals and the associated value of parking. The project is a broad review of the County's parking requirements, aiming to modernize how parking is regulated, including methods to right-size these requirements. We want to encourage better management of parking resources, to have a plan for periods of high demand that does not require oversupply as the norm. In addition to updating parking rates, the project evaluated current administrative processes to identify proposals for changes that benefit county residents and businesses, including requiring bicycle parking requirements for the first time.

This amendment updates and modernizes Article 6 in its entirety and modifies various other sections of the Zoning Ordinance as they relate to parking. Given the scope and scale of these regulatory changes, the proposed amendment will repeal and replace Article 6 in its entirety.

## PROJECT GOALS

The County identified four main goals for the project.

- ❖ Creating opportunities to balance on-site parking supply and demand to meet the day-to-day needs for the land use without under-building or over-building parking lots, also known as 'right-sizing' parking.
- ❖ Identifying methods to provide more flexibility in the parking regulations to address site and area specific circumstances.
- ❖ Streamlining County review and approval of parking proposals.
- ❖ Reviewing and updating vehicle stacking, loading requirements, and establishing requirements for bicycle parking.

## ALIGNMENT WITH THE STRATEGIC PLAN AND ONE FAIRFAX

As part of the review, staff also weighed the proposed revisions with identified community values as reflected in the key themes of the [Strategic Plan](#) and the goals of [One Fairfax](#). Below are examples of community values this project addresses:

**Equity.** Parking Reimagined aligns primarily with One Fairfax area of focus Number 11 as it promotes, in part, a quality-built environment that accommodates anticipated growth and promotes housing and services for all people. In older, underserved suburban communities, surface parking areas are a prominent feature of commercial and multifamily residential

properties. By requiring older sites to add or retain unnecessary parking, outdated minimum parking requirements can limit the ability to improve these buildings or provide additional reinvestment opportunities that would benefit the community.

Providing appropriate auto parking requirements and establishing minimum bicycle parking standards creates opportunities for more walkable, bikeable, transit-accessible communities benefiting those who do not own a vehicle or do not wish to drive. Lower parking requirements allow these communities to be planned and designed with greater connectivity and accessibility by non-auto modes.

Simplifying administrative requirements and providing more flexibility where appropriate can reduce costly technical burdens to demonstrate parking supply conformity, which helps small and disadvantaged businesses reduce both the administrative and physical costs of providing parking.

**Access (to Information)** The development of proposed amendment text and right-sized parking requirements is complex. To make the amendment easier to understand, Parking Reimagined has a dedicated webpage to support public access to the project. The website provides project updates, information to support the project, access to virtual meetings, and recordings of previous meetings. In addition to the translation services offered on the webpage, certain presentations were translated into Spanish and Korean and a sign language interpreter was employed for a hearing-impaired participant on the project work group. For the duration of the project, the community was provided with electronic resources for citizen input. To enhance transparency of the process of developing the parking recommendations, staff released draft rates in June 2022 with mark-ups of the current requirement and footnotes explaining the rationale for changes. In November 2022, the entire draft text was released for review and a specialized public feedback portal was provided on the project website for residents to submit detailed comments and questions. The public was provided updated text for review in February, March, and June 2023.

**Affordability.** Creating opportunities for more affordable housing options is a critical goal of the County. Minimum parking requirements play a role in limiting these opportunities. The cost of providing unnecessary parking has a direct effect on the cost of construction and the ability to provide affordable housing. For every required parking space additional capital is needed to fund this development cost which translates to higher rents and purchase prices for housing. Further, dedicating land and structures to unnecessary parking can limit the ability to construct more housing in general (and part of the affordable housing problem is an overall housing supply problem).

Parking research indicates that low-income households, first-time home buyers, disabled people, young adults, single parents, and older people need affordable housing options the most. These are also the groups that generally own fewer autos and are therefore more likely to pay for parking they do not need through higher rents and purchase costs.

In addition to the proposal for lower multifamily residential parking requirements in the tiered framework, staff proposes an option to permit the Board the ability to adjust the parking requirements for an entirely affordable building. This will permit additional housing options for those who need affordable housing and have lower parking demands. Lowering the cost of construction by eliminating unnecessary parking can also create incentives for developers to construct additional affordable housing that would not have been feasible with the current parking rates.

**Collaboration and Engagement.** Parking Reimagined created an engagement plan for this project that included more than 100 meetings with the public, Board committees, community and industry groups, County agencies, and regional and national local government representatives. These meetings included general open houses to discuss the proposal as well as targeted outreach to specific community and industry stakeholder groups. A project work group made up of members of the community was formed to solicit feedback on project proposals. Together, this community engagement led to the inclusion of significant enhancements to the draft proposal, including better accessibility provisions for parking lots, adjustments to parking requirements for adding associated landscaping, accommodations for electric vehicle charging spaces, narrowing the focus of the tiered framework to planned higher density and intensity areas of the County, and other elements of the proposal. The project team met with the Board four times and the Planning Commission five times to update them on the status of the project and solicit feedback. The Parking Reimagined team discussed the project background and goals with the community in eight town halls between October 2021 and February 2022 and discussed project proposals in ten community open houses between June 2022 and June 2023.

**Innovation.** The County has changed dramatically since the parking regulations were last holistically updated in 1988. When proposing updates to the regulation, staff looked at current and future trends in parking supply and demand to enable the County to evolve in line with national and international trends. It is important that regulations have flexibility to be adaptable to a greater variety of circumstances. During the past thirty-five years, the County has changed from primarily a suburban community of single-family homes with shopping centers and office parks. Now the community contains urbanized employment centers, has become a generator of retail sales that are among the highest in the country, and has encouraged residential communities of varying development intensities that are home to a

rapidly growing and increasingly diverse population. Our parking regulations need to relate to activities within that broad range of land use opportunities.

**Sustainability.** The proposed changes to Article 6 create broad opportunities to positively support the goals of Resilient Fairfax and the Community-wide Energy and Climate Action Plan (CECAP). There are no environmental benefits gained from requiring more parking than necessary. Lowering of minimum parking rates results in less required impervious surface for new development and redevelopment. Reducing the footprint of parking allows more efficient use of developed land area that can create opportunities for more landscaped and open public spaces.

Implementation of bicycle parking minimum requirements and standards as a new section of the Zoning Ordinance is included in CECAP's Action 8A which calls for the support, use and improvement of bicycle infrastructure. The implementation of bicycle parking requirements and safer bicycle and pedestrian route standards within parking lots will support non-vehicular travel alternatives.

Another benefit of this project is the opportunity to reduce vehicle emissions, which is a chronic problem in the metropolitan area. Reducing the influence of parking in high density areas creates opportunities to build compact developments that allow people to travel by non-auto modes to access goods, services, and employment. The creation of a tiered parking framework, which reduces parking rates in densely populated areas and around transit hubs, supports CECAP strategy 8 by promoting the use of existing and proposed public transportation.

Reduced parking requirements decreases required impervious parking infrastructure across all portions of the county. Decreasing impervious surface reduces heat island effects. It provides opportunities to convert surface parking to natural planting areas or areas with lower heat retention properties. It also encourages repurposing of surface parking to provide better stormwater management and mitigation infrastructure during development or redevelopment. This reduces nonpoint source pollution which enters our ecosystem through stormwater runoff from surface parking areas. Staff is proposing a new parking adjustment option that will allow a reduction of parking rates below minimum requirements in exchange for conservation or enhancement of greenspace and tree canopies. These efforts support strategies in Resilient Fairfax.

**Placemaking.** Placemaking is, in part, about protecting and preserving the fabric of existing neighborhoods and building new vibrant, mixed-use, pedestrian friendly urban centers. Reducing the need and influence of parking enhances placemaking opportunities, creating places where people want to be, such as the Cap One development in Tysons, Reston Town Center, and the Mosaic District. Lower minimum parking requirements create prospects for

better choices in parking design and availability with redevelopment, such as fitting parking under or behind buildings so the space between the building and the street can be activated, which makes sites more accessible to pedestrians and micromobility vehicles such as bicycles and scooters.

## **PROPOSED CHANGES**

This project has evolved since August of 2021 with input provided by the project consulting team, regional and national municipality experiences, staff discussions, research and analysis and, importantly, community feedback.

### **Tiered Framework**

When Parking Reimagined was initiated, it was recognized that Fairfax County has unique qualities but also has similarities to other jurisdictions. The County planning framework supports high density urban centers well-served by transit, as well as large areas that are low density suburban and even rural in character. In planning this project, staff wanted to ensure that parking requirements reflected this geographic diversity. Our discussions with other municipalities captured similar jurisdictions, such as Montgomery County, Maryland, and Charlotte/Mecklenburg County, North Carolina. Staff also wanted to understand the effectiveness of parking reform for more urban areas such as Arlington and Alexandria, Virginia. National and local resources were reviewed to better understand and develop parking requirements that fit the character of the county. This led to the development of the proposed tiered framework that applies parking requirements to various areas of the county based on factors such as the type and availability of transit and allowable density of development. The tiered framework is the most critical new component of Parking Reimagined and is discussed in more detail under subsection 6100.5 below.

### **Right-Sizing Rates**

Another critical component of this project is right-sizing parking rates for individual land uses. Survey and research data collected within the County demonstrate that many sites have more parking than needed for average, and even peak, demand periods. Site surveys of 14 local drive-through restaurants showed an average peak parking demand of 18 spaces and an average parking supply of 44 spaces. Surveys of local standalone pharmacy retail uses during 30 separate weekday and weekend time periods indicate an average parking demand of 22 spaces and an average parking supply of 81 spaces. National data sources, such as Parking Generation, 5<sup>th</sup> Edition published by the Institute of Transportation Engineers (Parking Generation), reinforce parking demand data for this and other uses which informed the development of baseline parking rates.



## **Bicycle Parking**

Establishing minimum parking requirements for bicycles is essential to encourage this mode of transportation as an alternative to auto travel. While the County has a policy and guidelines for bicycle parking supply and design, the requirements are not mandatory, but are used during the entitlement process as a guide for proffer commitments proposed by the applicants. The proposed additions to the Ordinance will strengthen the County's ability to secure bicycle parking infrastructure through entitled development and by-right redevelopment initiatives. The proposed requirements are discussed in more detail in Subsection 6102 below.

## **Summary of Proposed Text**

Given the broad scope of changes and reorganization, staff is proposing a full repeal and replacement of the current Article 6 provisions. The new Article 6 consists of three sections, Section 6100, Parking Requirements; Section 6101, Loading Requirements; and a new Section 6102, Bicycle Parking Requirements. There are six subsections within Section 6100 including Table 6100.2 which contains the revised parking rates for all uses in the Zoning Ordinance. Minor edits from the previous versions for grammar and plain English are incorporated in the proposed text. The significant changes from the current provisions are summarized here:

### **Subsection 6100.1: Applicability**

This subsection provides general guidance indicating when parking is required for both new and expanded uses. The significant changes from the current requirements include:

- In the PDH, PDC, PRC, PRM, and PCC Districts, the provisions of Article 6 currently have general application as determined by the Director of Land Development Services (LDS). This discretionary authority is proposed to be removed, subjecting all uses to the same base parking rates.
- To encourage electric vehicle use, a new provision is proposed to permit administrative reductions of minimum parking requirements to accommodate placement of electric vehicle parking infrastructure.
- To create opportunities for parking lot landscaping, a new provision is proposed to permit an administrative adjustment of minimum parking requirements to facilitate meeting the minimum parking lot landscaping requirements. The adjustment will be applied to existing parking lots that are included in proposals for site changes, not for new development. For example, if a proposed upgrade to an existing site would otherwise require additional parking, this provision could allow the parking to be adjusted so that landscaping can be maintained or enhanced. Currently, the Zoning Ordinance only allows an applicant to

request a modification to reduce the landscaping requirements to accommodate the minimum required parking.

- Providing flexibility for property owners and tenants to change uses without constructing additional parking unless the proposed change would require parking that exceeds the higher of 10 percent or ten spaces.
- New provisions are added that define when a parking tabulation must be submitted and expand the categories of uses where tabulations, and thus additional parking, are not needed with changes in use for existing buildings. Too often, parking tabulations or modest additional required parking have inadvertently created a burden to small businesses to establish or expand a desired use.

### **Subsection 6100.2 Off-Street Parking Standards, Layout and Design**

This subsection is primarily focused on parking lot design. The significant changes from current regulations include:

- New language requiring dedicated pedestrian routes within parking lots connecting the primary building entrance to an abutting pedestrian facility for new and redevelopment sites that increase the required number of parking spaces. This will provide safer walking access to site buildings for patrons parking in the lot as well as for pedestrians and bicyclists accessing the site from abutting streets.
- Expansion of the ability to use tandem parking (two vehicles parking one behind the other). The change allows tandem parking for two spaces assigned to a single multifamily dwelling unit, for parking of company vehicles, and for valet parking. It also allows the Director to administratively approve other tandem parking requests based on a review of an operation and management plan of the spaces. Currently tandem parking is only allowed for single-family detached and attached residential uses countywide and for sites in Tysons that utilize the Planned Tysons Corner (PTC) parking rates.

### **Subsection 6100.3 Calculation of Off-Street Parking**

General standards for calculating parking are provided in this section to support the minimum parking requirements defined in subsection 6100.4. Significant modifications from current regulations include:

- Changes to the rounding requirements when a parking tabulation results in a fraction. Currently, rounding up to the next whole number is required (i.e., if the calculated parking is 4.3 spaces, five spaces are required). The proposed change now rounds down to the lower whole number. For example, if the calculated parking requirement is 4.8 spaces, four spaces

will be required. Generally, this will result in one less parking space when calculating parking for single uses or a shopping center, and for a site that is not a shopping center but has multiple uses, rounding down could result in one less space per use.

- Modifications to clarify that outdoor dining and seasonal display areas associated with a specific use are not included in the parking calculation (ie., parking is not required to be provided for those areas).
- New language requiring the number of accessible spaces be determined by the base rate requirements in Table 6100.2. These requirements will not be adjusted to the number of provided spaces approved in accordance with subsection 6100.5 (Tiered Framework) or subsection 6100.6 (Adjustments). Using the base rate in Table 6100.2 to calculate the number of accessible spaces will help ensure that an adequate number of accessible spaces will remain available even with a reduction in the total number of spaces.

#### **Subsection 6100.4 Minimum Required Off-Street Auto Parking and Stacking Spaces**

This section contains revised minimum auto off-street parking requirements for all uses identified in the Zoning Ordinance as well as stacking requirements for drive-through uses. Draft rates were first released to the public in June 2022. There have been minor revisions to the minimum requirements since June 2022 based on additional research and feedback from stakeholders. A comparison of the current rates contained in Article 6 and proposed revised rates with notes is available in the attachments and on the project [website](#).

Overall, the proposed rates were evaluated and modified to incorporate simplification and right-sizing. Many rates within broader use categories such as commercial and industrial uses are proposed to be standardized. Most of the common uses and their rates are also tailored to a single variable that is easily determined, such as building square footage. The proposed rate adjustments are based on data and experience nationally, regionally, and within the County.

Summary of notable changes include:

**Agricultural and related uses** rate updates are limited to simplifying the language with no substantive changes.

#### **Residential uses**

- Single-family detached: No changes are proposed to rate for single-family detached dwellings in the base rate.

- Single-family attached and stacked townhouse development: In response to community feedback about parking availability in single-family attached and stacked townhouse communities, the overall rate of 2.7 spaces per unit for single-family attached and 2.3 spaces per unit for stacked townhouses is proposed to remain the same in the base rate. However, an option has been included to require a portion of the parking requirement (0.2 spaces per unit for single-family attached and 0.3 spaces per unit for stacked townhouses) be dedicated to visitor or shared use (i.e. not located in a unit's private garage or driveway). The current single-family attached residential rate of 2.7 spaces per dwelling unit was established in 2007. Single family attached units had a requirement of 2 spaces per unit in 1978 and 2.3 spaces per unit in 1988. Stacked townhouses were parked as multifamily (1.6 spaces per unit) by interpretation until 2021; with the adoption of zMOD the current rate of 2.3 spaces per unit was established.

As an example, a development of 100 single-family attached units would require 270 parking spaces. Currently, all these spaces could be provided within private garage and driveway spaces. With this proposal, at least 0.2 space per unit, or a total of 20 spaces, would be required to be allocated as visitor or shared spaces and located in a common area (not in garages or driveways).

- Multifamily: Parking requirements in multifamily developments was a significant topic of discussion with this project. The current minimum parking requirements for multifamily dwellings units, not located in a Transit Station Area (TSA) or the PTC District, is 1.6 spaces per unit. The base minimum parking requirements for multifamily dwellings was last changed in 1988. Staff proposes that the base minimum parking requirement for multifamily dwellings be reduced to 1.3 spaces per unit, with an advertised range of 1.3 to 1.6 spaces per unit. This proposal is informed by national parking demand survey data such as Parking Generation published by the Institute of Transportation Engineers (ITE) as well as jurisdictional peer reviews which were performed by our consultant Nelson\Nygaard. The Parking Generation publication has extensive data surveying more than 100 sites stratified by location, transit availability, and affordability, among other factors. The staff recommendation of 1.3 spaces per unit is consistent with the national average demand in Parking Generation for a multifamily development in a general urban/suburban location with no transit availability. Further, average parking demand is lower for multifamily developments that are in higher density and intensity urban locations, adjacent to rail transit. Surveys performed by ITE show a direct correlation between density, distance to rail transit, affordability, and average parking demand for multifamily developments. Less parking is generally required for multifamily development near rail transit.

Community concerns were raised regarding the impact of proposed reduced parking rates for multifamily dwellings within tiered areas such as revitalization areas, TSAs, TODs and the PTC District. In response staff has made the following changes:

- Staff now recommends that the Revitalization area multifamily dwelling rate be based on a per dwelling unit rate instead of a per bedroom rate. The newly proposed revitalization parking rate for multifamily is 80 percent of the base rate or 1.04 spaces per dwelling unit.
  - The proposed maximum parking requirements for multifamily dwelling units in the PTC District have been raised. This update ensured that the proposed maximum parking requirements for multifamily in the PTC District are not lower than current maximum requirements.
- Congregate living, religious group living, and residence halls: These rates are proposed to be modified to have a simplified and consistent rate of one space per two residents and remove parking based on employees, because employee needs can be inconsistent during the life of a building.

**Public, institutional, and community use** rates are updated for most uses. Many rates are proposed to be revised to a square footage requirement based on the floor area of the building rather than number of employees or occupancy load. Building square footage is constant; whereas the number of employees can fluctuate, making it harder to grant use permits that are based on this variable. There are some uses where the size of the building may not be the best indicator of the parking demand, and those cases other factors were used to determine the appropriate rate.

Specific changes include:

- Adult day support center, adult day care, and childcare centers: Staff is proposing a simplified rate based on square footage of the building and not on the number of children or adults.
- Educational uses: A lower minimum parking requirement at high schools is recommended because high schools can limit parking for students and effectively manage their parking. Most college and university uses are co-located within an office building; thus, the rate is aligned to be consistent with the office rate. Colleges that have sports facilities or residences halls require special exception approval and parking requirements can be determined as part of the review of the proposal.
- Independent living facilities: Staff is proposing an increased parking requirement from 0.25 spaces per unit (one space per four units) plus one space per employee to 0.75 spaces per

unit consistent with the continuing care facility requirement. Previously this use was limited to individuals 62 years and older and tended to have a lower vehicle usage. Now residents can be 55 years of age and staff has proposed a rate consistent with the requirement that had been previously established for continuing care facilities.

- Religious assembly: Parking is proposed to be increased in residential zoning districts from one space per four seats to one space per three seats based on a review of past special permit approvals where the minimum parking approved is an average of one space per 2.6 seats. However, the requirement that a school, child-care center, or specialized instruction center be parked separately (when located with a religious assembly use) is removed. Religious assembly and education use typically have different peak operating hours and the parking requirements have routinely been modified through approval of a shared parking agreement when these uses are co-located. The proposed change results in the same parking rates without the need for the administrative approval of a shared parking agreement. For religious assembly in commercial and industrial areas the rate is proposed to remain the same to provide flexibility to establish these uses in non-traditional locations.
- Light and heavy utility facilities: Staff is proposing to remove the parking requirement for due to limited or no full-time staff related to these uses.

**Commercial uses** were modified to establish a consistent rate of 4 spaces per 1,000 square feet for most retail and service uses.

- Shopping center: The rates are proposed to be aligned with retail uses and with changes to regional mall parking requirements adopted by the Board in 2019. Data associated with retail parking demand gathered with the regional mall parking analysis in 2019 combined with documented changes in shopping behavior over the last 35 years which corresponds to the advent of online shopping informs proposals for simplifying and lowering rates for retail uses. This is further supported by parking demand surveys nationally and within the County.
- Restaurant: The rate is simplified and lowered based on survey data from national and county sources. Trends in take-out and food delivery services were also considered, noting some shifting from longer restaurant dining to more short-term, high parking space turnover pick-up and delivery activities.
- Office: Pre-pandemic national and local survey data indicated a trend toward off-site working arrangements for office locations. The expansion of telework technology enhanced this capability. In the 2019 American Community Survey by the US Census, approximately 30 percent of County residents did not drive alone to work. Further, seven percent of County residents were working from home. In numbers of people working from home, this

percentage grew by 44 percent between 2002 and 2019. Altogether, this data demonstrates that a lower minimum parking requirement for offices is appropriate.

**Industrial Uses** are proposed to be updated to have a consistent rate of 1 space per 1,000 square feet of gross floor area or 1 space per employee, whichever is less, for most uses. This will permit uses to be easily changed without the need for burdensome parking tabulations or delay in issuance of a nonresidential use permit, while maintaining adequate parking supply.

#### **Subsection 6100.5 Tiered Framework and Planned Tysons Corner (PTC) District – Off-Street Parking Requirement**

This subsection defines the new tiered framework and its applicability to parking requirements in areas of higher intensity and greater mixed-use development. The current PTC parking requirements are proposed to be incorporated into the tiered framework with updates as noted below.

The framework creates parking tiers that are aligned with the county's planned urban development areas, as defined in the Comprehensive Plan. In the suburban residential and low-density commercial areas of the County, most travel requires a car. In the highest density and intensity areas, such as areas near Metrorail stations, more options for travel exist as these areas are better served by transit and tend to be more walkable. These higher density areas also have a mix of uses to serve employment, residences, retail services, and entertainment that are closely located to one another, accommodating more foot and bicycle travel. Parking requirements should be oriented to the character of these diverse areas. In this approach, minimum parking requirements are higher in more car-dependent areas. Less parking is required in areas where non-auto travel options make personal vehicle ownership and use more discretionary.

In the tiered framework, single-family attached and stacked townhomes have minimum rates that reflect the reduced parking demand in higher density areas but recognize a separate visitor/overflow parking supply is needed. In lowering the minimum rates for these unit types, it is acknowledged that less parking demand is expected with the opportunities for multi-modal transport and a variety of amenities in closer proximity.

The multifamily minimum requirements proposed for Transit Station Areas, Transit Oriented Development and the Planned Tysons Corner District within the tiered framework were based on number of bedrooms instead of a per unit rate. Survey data indicates that the number of bedrooms is better correlated to car ownership and, thus, parking demand. People who live in one-bedroom units own fewer cars than those in three-bedroom units. The bedroom ratios better tailor the parking supply to the expected demand. In discussions with our consultant, they indicated that a bedroom ratio is best applied in higher density areas to align with

multifamily development activities that concentrate studio and one-bedroom apartments in these areas.

The tiered framework is outlined below:

- **Base Rate.** These are the baseline parking rates for all uses in the County that are found in the tables in subsection 6100.4. Most of the land area in the County is subject to these base rates. These rates will be the basis from which reduced minimum requirements are proposed in the tiers below.
- **Suburban Centers.** These areas include the Dulles Suburban Center, Fairfax Center and Merrifield Suburban Centers as defined by the Comprehensive Plan. Suburban Centers are generally better served by transit than lower density areas of the County. In addition, these areas are more likely to have mixed-use development opportunities that modestly reduce the need for vehicle parking by creating walkable and bikeable connections within and between developments. Simply put, the built densities and infrastructure required with development in Suburban Centers (sidewalks, crosswalks) allow someone to walk from their place of work to get lunch. Recognizing that development in these areas creates an ability to reduce parking need, this tier proposes a rate of 90 percent of the base parking requirements for nonresidential uses and multifamily dwellings. No reduction for single-family detached, single-family attached or stacked townhouses is proposed within this tier.
- **Revitalization Areas.** This tier includes areas defined or designated as Commercial Business Centers (CBCs), Commercial Revitalization Areas (CRAs) or Commercial Revitalization Districts (CRDs), the urban core of the Fairfax Center Suburban Center (which includes Fair Oaks Mall and Fairfax Center) and the suburban neighborhoods located between the CBCs in the Richmond Highway Corridor as defined by the Comprehensive Plan. As recognized in current regulations, lower parking requirements can be an incentive to revitalize these older commercial areas; in addition, these areas have or are planned for concentrated mixed-use development and may have a higher availability of transit facilities. Under this proposal, Revitalization areas would be permitted a by-right rate of 80 percent of the base parking requirements for nonresidential uses. Lower parking requirements from the base rates are proposed for single-family attached and stacked townhouses and a new rate is proposed for multifamily dwelling units of 80 percent of the base rate.

The proposed parking requirement at 80 percent of the base requirement for nonresidential uses in this tier is in harmony with existing zoning ordinance provisions which already permit a 20 percent parking reduction for nonresidential uses in CRDs and in the Lake Anne CRA. All CBCs, except for Kingstowne and Lincolnia, are partially or fully located with Commercial Revitalization Districts. Currently only the Richmond Highway CRD reduction is



automatic, and the other CRDs and Lake Anne require separate approval by the Board of Supervisors. The CRD parking reduction approval process can average six months, from initial application to final Board approval. Making the proposed 80 percent rate automatic for all CBCs, CRAs, CRDs and the Fairfax Center Urban Core Area, will promote revitalization by reducing required parking for certain uses, while enhancing the predictability and flexibility of development and use permitting reviews.

- **Transit Station Area/Tysons Urban Center.** This tier includes the designated Transit Station Areas (TSA) and areas of the Tysons Urban Center outside the Transit Oriented Development (TOD) areas and not zoned to the PTC District. A TSA is defined in the comprehensive plan and surrounds a TOD area that is immediately adjacent to a Metrorail station.

The proposed lower minimum parking requirement for TSAs and areas within the Tysons Urban Center is consistent with the greater concentration of development expected in these areas and their proximity to TOD areas. TSAs are planned for higher development density and intensity than Suburban Centers and CRDs or CBCs. The availability of rail transit as an alternative to personal vehicle travel is expected to offset the higher intensity of development within the TSA. By extension, this is also expected to reduce parking demand. The County's expectation for higher intensity development in these areas is aligned with the compact, mixed-use, walkable development envisioned for Tysons, Reston and the other TSAs. Studies of parking in mixed-use developments with access to rail transit demonstrate less parking demand. Metrorail is available for longer distance trips, local street-level bus transit is available in higher density/intensity areas to serve local trips, and more opportunities for employment, living, entertainment, and retail services are within walking, biking, and ridesharing distance.

Under this proposal, TSAs and areas within Tysons Urban Center would be permitted a by-right rate of 70 percent of the base minimum parking requirements for nonresidential uses. Lower parking requirements from the base rates are proposed for single-family attached and stacked townhouses and a new rate is proposed for multifamily dwelling units based on bedrooms. In 2018, the Zoning Ordinance was amended to permit a 20 percent reduction of minimum parking requirements for all commercial uses, except restaurants, which are located within a designated TSA. That amendment also allowed reduced parking rates based on the number of bedrooms for multifamily dwellings and stacked townhomes. The proposed modifications are consistent with previous actions to recognize that parking requirements in TSAs are less than baseline rates.

- **Transit Oriented Development (TOD)** Properties located within a TOD or Transit Development District, as defined by the Comprehensive Plan, are included in this tier. As

such, they share similar characteristics as TSAs, but the allowable densities and intensities are greater, and this development is specifically designed to enhance Metrorail usage. TOD areas are typically within one-quarter to one-half mile of the Metrorail station, which is the distance most people are willing to walk to access a rail station. Development in these areas is planned and designed with the intent of de-emphasizing auto travel in favor of multi-modalism. Also, these areas have a mix of closely located high density employment, living, entertainment, and retail service options within one-quarter to one-half mile. These are areas planned for high urban densities. Thus, with rail transit and basic amenities within walking distance, less parking is both needed and desired. Less parking is desired because the reason for planning and building mixed-use development in these locations is to maximize modes of travel other than a personal vehicle. Building excess parking with easy personal auto access encourages driving and counters this intent. These are the areas where parking innovation is necessary. A by-right rate of 60 percent of the base rate for nonresidential uses would be permitted here. Lower parking requirements from the base rates are proposed for single-family attached and stacked townhouses and a new rate is proposed for multifamily dwelling units based on bedrooms. In addition, property owners would have the option of adopting a framework for parking consistent with the current PTC District, which allows the elimination of some minimum parking requirements and imposes a maximum parking requirement. This would be approved in conjunction with a rezoning or through a staff-administered opt-in process.

- **PTC District – No Minimum Parking Requirement/Maximum Requirement.** This tier includes areas zoned to the PTC District within the Tysons Urban Center, considered the County's 'downtown'. The Tysons Urban Center allows the highest amount of development density and intensity in the County. The planned character of the urban center is entirely a TOD with higher intensity nodes at the Metrorail stations. Thus, parking requirements for planned and approved development adjacent to the Metrorail nodes should be the most innovative of any area in the County. Design and implementation of quality non-auto modes of travel are more essential than auto access in these nodes, diminishing the need for an ample and free supply of parking. This is consistent with the designation of this area as an urban core. As proposed, parking for uses zoned to the PTC District would be regulated generally with the existing PTC parking regulations, although staff made some rate adjustments to residential and hotel parking requirements to be consistent with the TOD recommendations. The PTC rates continue to reflect minimum requirements for many uses and re-affirms maximum parking rates.

#### **Subsection 6100.6 Adjustments to Minimum Required Off-Street Parking**

This section contains options to adjust, or reduce, the parking supply for a development site. Currently, parking adjustments are in two subsections of Article 6 and divided between those which can be approved by the Director of LDS and those that must be approved by the Board.

This amendment proposes that all adjustments be consolidated into one subsection and expands the potential adjustments that may be considered. As proposed by staff, the Director would be granted full authority to approve shared parking reductions. The Director would also be allowed to approve transit reductions up to 30 percent, with a range for consideration of 30 to 50 percent. All other reduction options are reserved for Board approval. Overall, the proposed modifications to Article 6, particularly the implementation of the tiered framework, are expected to reduce the frequency of parking adjustments.

All proposed adjustments, whether considered by the Board or the Director, require an official request to be prepared and submitted by a professional engineer and subject to technical review by staff. The adjustment options in the Zoning Ordinance have defined criteria that must be demonstrated to qualify for Director or Board consideration of the adjustment; these criteria include factors such as empirical data indicating sharing of parking can occur or proximity to transit. All adjustment proposals undergo an analysis by staff with technical expertise in parking dynamics. Staff recommendations are based on an evaluation of the request based on the ordinance requirements and the technical elements of the proposal. Currently, in proposals requiring Board consideration, no public hearing is required. However, adjustments associated with land use actions are addressed as part of the public hearings on the land use proposal.

The adjustment provisions are discussed below.

### **Shared Parking**

The current provisions allowing shared and off-site parking opportunities are consolidated into a new subsection. Revisions include a new option to calculate a standard shared parking adjustment for all uses identified in the Zoning Ordinance. The process to determine shared parking is based on industry criteria and is like that used by other local and Virginia jurisdictions.

### **Transit-Related**

Where sites are served by transit but do not fit into the tiered framework, adjustments may still be appropriate. New language provides a standard allowable transit adjustment of ten percent based on specific criteria. It also provides an option for a greater than ten percent adjustment if the minimum criteria expected in the standard reduction is met and the applicant can meet at least two additional criteria.

### **Affordability**

A new parking adjustment option for entirely affordable residential buildings is provided based on affordability criteria of 70 percent of the Area Median Income (AMI). National surveys from Parking Generation show that an affordable development has a lower demand for parking. The

adjustment permits the Board to take into consideration the context of the development and requires the applicant to justify an adjustment of the requirement.

### **Public Parking**

Currently parking adjustments are allowed based on availability of nearby public parking lots. This language is simplified to allow adjustments for any publicly maintained parking, including the potential for on-street metered parking. Further, it allows the availability of commercially operated public parking to be a justification for an adjustment request.

### **Public Benefit**

New language is proposed to permit the Board to adjust the required parking for sites that possess elements that have a public benefit, such as historic designations or environmental elements worthy of preservation or enhancement, that may conflict with meeting the minimum parking requirements. This adjustment allows these factors to be considered in relationship to the minimum parking requirements for a site.

### **Unique Characteristics**

A modification is proposed to the subsection allowing the Board to approve other parking adjustments based on the unique characteristics of the use to also allow the unique characteristics of the site to be considered.

### **Other Revisions**

The airport adjacent adjustment that is permitted in the current Zoning Ordinance is proposed to be deleted. No proposals for this type of adjustment have recently been filed and the proposed suburban center base rate that would apply to the Dulles Suburban Center, which is effectively the only area in the County where this option applies, will compensate for the elimination.

A new provision has been added to draft subsection 6100.6 to address community concern regarding potential adverse impacts of an approved parking adjustment. A parking utilization study may be required if the Board or Director determines that a parking adjustment has resulted in inadequate site parking or has created adverse off-site impacts, which includes an expectation of remedies if an adjustment has such an impact. These remedies are expected to rely on parking management actions rather than building additional parking. These actions can include valet parking, internal parking controls, or an off-site shared parking agreement to address peak parking demand.

### **Section 6101 Off-Street Loading**

The loading requirements are proposed for modification to simplify and modernize the minimum requirements which remain almost unchanged since 1978. Currently only 29 uses are

identified in the Zoning Ordinance for specific loading space requirements. The loading requirements are proposed to be grouped by use categories and most uses will be required to provide a loading space or an adequate receiving facility. The proposed amendment does not require a 15-foot wide by 25-foot-long loading space for uses under 10,000 square feet. When loading spaces are not required an adequate receiving facility may be required and can include a reserved parking space, pull off areas or other concepts to accommodate short term drop off without impacting parking or traffic circulation. These adequate receiving facilities are intended to serve smaller delivery vehicles as well as short term drop offs such as food or package delivery and would thus not need to meet the minimum loading space requirement. Typically loading spaces due to their size are in the rear of buildings and do not facilitate quick pick up and drop off. An adequate receiving facility would help facilitate these activities near the front of the business without blocking parking spaces, travel aisles, or accessible spaces. The loading space requirements are proposed to be lowered, which reflects current practice and an analysis of frequently waived requirements. Lowering the loading space requirements will provide for flexibility in site design and potentially reduce impervious areas, while addressing the actual need for short term drop off.

### **Section 6102 Bicycle Parking Requirements**

The project team worked with the Fairfax County Department of Transportation to establish new proposed minimum bicycle parking requirements. The proposal establishes minimum standards for the type and location of bicycle parking spaces. The required number of bicycle parking spaces is based on either a percentage of the required baseline auto parking spaces or a minimum number of spaces. In both cases, the minimum bicycle parking requirement increases as automobile parking minimums decrease within the tiered framework, reflecting enhanced abilities to use this mode of transportation within higher density and intensity development areas. Overall, minimum bicycle parking requirements are expected to encourage more biking as the community will be better assured that bicycle parking will be available for their use at a destination. Recently, staff revised the proposal to recommend a higher percentage of bicycle parking for residential uses.

### **Miscellaneous Sections**

The following proposed additions or changes to other Zoning Ordinance provisions are necessary to align with the repeal and replacement of Article 6, Parking and Loading.

- Minor Variations: Subsection 8100.5.A(2)(a), permits minor variations of certain specific types of proffered features to be modified without a public hearing. A new provision is proposed to allow the addition of parking and loading spaces to a proffered plan as a Minor Variation. It is proposed to allow a 10 percent increase in area for parking and loading spaces subject to the ability to meet open space requirements and not materially adversely

impact site landscaping and stormwater management facilities. A range of 10 up to 30 percent is proposed to be advertised for the Board's consideration.

This new provision will make it significantly easier and economical for older single-family attached communities to propose additional parking spaces. Many of these communities were developed at a time when the minimum parking requirement was either 2 spaces or 2.3 spaces per unit instead of the 2.7 spaces per unit currently required. In addition, many of these communities lack garage parking for individual units and are unable to provide reserved parking without the addition of spaces.

- Commercial Revitalization Districts: The CRD currently permits a 20 percent reduction of nonresidential parking spaces with Board approval (by-right in Richmond Highway CRD) in subsection 3102.3.E(2). The tiered framework proposes to make this reduction standard for all CRDs, and it is relocated to subsection 6100.5. Therefore, staff proposes to delete the CRD parking provisions in subsection 3102 including removal of parking adjustments related to mixed-use developments as well as the ability to use shared off-site parking spaces. These concepts are captured in revised subsection 6100.6 and can be applied in CRDs. Furthermore, a special exception reference to permit alternative parking locations is proposed for deletion since subsection 6100.6 permits alternative locations to be approved by the Board or the Director and subsection 3102.3.B(6) permits a blanket special exception to modify or waive standards for CRDs.
- Definitions: Staff is proposing to standardize the definition of parking lots and parking structures, and the proposed revisions reflect these changes. Definitions are proposed for loading spaces, bicycle parking, tandem parking, valet parking, parking tabulations, and stacking spaces.
- Miscellaneous: The draft removes the phrase "and stacking" from certain use standards. The uses identified include restaurants, carryout restaurants, convenience store, vehicle fueling stations, and goods distribution hubs. These uses do not have stacking spaces related to drive-through facilities. Subsection 4102.6.K(4)(b) related to parking for a craft beverage establishment is deleted since the parking requirement is captured in subsection 6100.4.

## **Appendix 1**

The Appendix includes provisions related to previous approvals and applications in process.

- Existing or approved developments would continue to be regulated under the parking requirements in place at the time of their approval. These developments also can use the new requirements. Opting for the new requirements may require a new site plan, parking

redesignation plan or an amendment to the entitlement if parking was subject to a specific proffer or condition.

- Applications in process would be permitted to be reviewed under the current Zoning Ordinance subject to approval being granted within twelve months of adoption of the proposed requirements.
- Existing developments that do not meet the parking requirements would be permitted to add additional parking but would need to meet all other requirements of the Zoning Ordinance and any proffered or development conditions.

## SUMMARY

The proposal to repeal and replace the entirety of Article 6 is an opportunity to modernize the County's parking requirements, incorporating a continuum of development patterns, from low intensity suburban to high intensity, transit-oriented urban. The changes to minimum parking rates reflect current and anticipated trends in parking demand within the County. The tiered framework places parking needs in the context of highly urbanized and multi-modal nodes of development.

Significantly reducing unnecessary parking requirements in Metrorail station areas creates a return on the County's investment in rail transit by aligning non-auto transportation options with transit access. Reducing unnecessary parking supports placemaking as identified in the strategic plan and fosters a built environment where members of the community want to gather and where businesses can grow. Less parking is needed where more non-auto transportation options exist. Also, building unnecessary parking induces more auto trips, undermining non-auto transportation options.

The proposed administrative changes are designed to provide an easier and more standardized process for determining parking requirements. Simplifying parking requirements, creating predictability, and reducing required parking supply will be a time and cost savings to citizens and businesses, benefiting the County's diverse mix of industries and enhancing reinvestment in the community.

The proposed changes reduce unnecessary parking, support the Strategic Plan and One Fairfax goals and address inefficient use of valuable land area. Land has a high value in Fairfax County and the provision of an ample separate supply of parking diminishes the best value of that land area. More efficient use of auto parking provides opportunities to increase its value through redevelopment, creating additional green space, or provision of assets such as affordable housing or space for community activities. De-prioritizing parking allows these other initiatives

to flourish, which enhances benefits to the whole community. More productive uses of land area that is otherwise devoted to parking adds value to the County's tax base, creating revenue that allows the County to provide or expand services to its residents. Decisions on parking must be balanced with the greatest value of available land area.

Staff recommends approval with a delayed effective date of January 1, 2024, to facilitate additional training for staff, applicants, and other stakeholders before the requirements become fully effective. Additionally, updates to related websites, necessary submission materials and other documents are required. Text changes to the Zoning Ordinance and related software applications will need to be implemented during this time period.

#### **ATTACHMENTS**

1. Proposed Draft Text
2. Parking Comparison with notes
3. Loading Comparison with notes



**#1 INSTRUCTION:** Repeal and Replace Article 6 with the following text. Advertised options are included (*in parentheses, italics and bold*). When an option is presented as a range the Board may approve any number within the advertised range. In subsection 6100.4, the proposed rate is considered the high end of the option, unless otherwise noted, and the Board may approve a lower rate than proposed rate, even if a specific option is not noted.

## 6100. Off-Street Parking

## Attachment 1

### 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 (**10 up to 30 percent**) for a parking lot existing as of (effective date of ZOA 112.2-2023-xx) 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 (**10 up to 30 percent**) increase or an increased requirement of more than 10 spaces (**5 up to 15 spaces**) in the on-site parking supply.
  - (c) When a site contains two or more uses, the increases 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 (**10 up to 30 percent**) or more than 10 spaces (**5 up to 15 spaces**), additional parking is required for the increase above 10 percent (**10 up to 30 percent**) or 10 spaces (**5 up to 15 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 4100.2, 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) Changes in site layout or expansion of a structure exclusively to provide an accessibility improvement.
  - (g) Changes 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 **(20 up to 100)** 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 **(10 up to 50 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 **(10 up to 50 spaces)**.

The Director may adjust the minimum off-street parking requirements by the minimum number of spaces necessary up to 20 percent **(10 up to 50 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 will be rounded down to the lowest whole number. 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 down to the lowest whole number prior to adding the sum of all uses to determine the required parking. ***(Option for Board to consider standard rounding: 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 greater than 0.5.)***
- 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. 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.
- E. 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.
- F. 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.
- G. Electric vehicle charging spaces that are accessory to a use are included in the calculation of the required number of parking spaces.
- H. 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 minimum number of spaces required for the use or building prior to any adjustments permitted in subsections 6100.5 or 6100.6.
- I. 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
<b>AGRICULTURAL AND RELATED USES</b>	
<b>Agricultural and Related Uses</b>	
Agricultural Operation	No minimum requirement
Agritourism	<p><b>When by right:</b> No minimum requirement</p> <p><b>When by administrative permit:</b> Subject to the Zoning Administrator's determination that a parking plan demonstrates adequate parking is provided on-site.</p> <p><b>When by SE:</b> 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><b>When by right:</b> No minimum requirement</p> <p><b>When by SE:</b> 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	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.
<b>RESIDENTIAL USES</b>	
<b>Household Living</b>	
Dwelling, Multifamily	1.3 spaces per unit <b>(1.3 up to 1.6 spaces per unit)</b>
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 <b>(Options for Board's consideration: 2.7 spaces per unit or 2.7 spaces per unit of which up to 0.7 spaces per unit is located on common property and available for visitor or shared use)</b>
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 <b>(Options for Board's consideration: 2 spaces per unit or up to 2.7 spaces per unit of which up to 0.7 spaces per unit is located on common property available for visitor or shared use)</b>
Group Residential Facility	Applicable rate for the dwelling unit type
Live-Work Development	Applicable residential rate
Manufactured Home	1.5 spaces <b>(2 spaces)</b> per unit
<b>Group Living</b>	
Congregate Living Facility	1 space <b>(No minimum up to 3 spaces)</b> per 3 residents
Group Household	See subsection 4102.3.F



**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Minimum Parking Requirement
Religious Group Living	1 space <b>(No minimum up to 3 spaces)</b> per 3 residents
Residence Hall	1 space <b>(No minimum up to 3 spaces)</b> per 3 residents
<b>PUBLIC, INSTITUTIONAL, AND COMMUNITY USES</b>	
<b>Community, Cultural, and Educational Facilities</b>	
Adult Day Support Center	2 spaces <b>(No minimum up to 3 spaces)</b> per 1,000 square feet of gross floor area
Alternate Use of Public Facility	See most similar use
Child Care Center	2 spaces <b>(No minimum up to 3 spaces)</b> per 1,000 square feet of gross floor area
Club, Service Organization, or Community Center	6 spaces <b>(No minimum up to 8 spaces)</b> 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	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 <b>(1,000 feet up to one half mile)</b> walking distance of the pool. <b>(Option: No minimum requirement)</b> Tennis Club: 2 spaces per court Recreation Club: 6 spaces <b>(No minimum up to 8 spaces)</b> per 1,000 square feet of gross floor area
Convention or Conference Center	5 spaces <b>(No minimum up to 5 spaces)</b> 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	Library: 4 spaces <b>(No minimum up to 7 spaces)</b> per 1,000 square feet of gross floor area Park: See Quasi-Public Park, Playground, or Athletic Field School: See School, Private 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.
Religious Assembly	1 space per 3 seats <b>(1 space per 4 seats)</b> in the principal place of worship when located in R district or 1 space per 4 seats in the principal place of worship when located in a P, C or I district
Religious Assembly with Private School, Specialized Instruction Center, or Child Care Center	1 space per 3 seats <b>(1 space per 4 seats)</b> in the principal place of worship when located in R district or 1 space per 4 seats in the principal place of worship when located in a P, C or I district



**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Minimum Parking Requirement
School, Private	Elementary and Intermediate School: 1 space per faculty member and other full-time employee plus 4 spaces for visitors High School: 1 space per employee, plus 5 spaces per 100 students based on total maximum enrollment ( <b>Option: 1 space per faculty member and other full-time employee and 0.3 spaces per student</b> )
Specialized Instruction Center	2 spaces per each 3 employees ( <b>Option: 2-4 spaces per 1,000 square feet of gross floor area</b> )
<b>Funeral and Mortuary Services</b>	
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
<b>Health Care</b>	
Adult Day Care Center	2 spaces ( <b>No minimum up to 3 spaces</b> ) 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 ( <b>No minimum up to 1.3 spaces</b> ) 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
<b>Transportation</b>	
Airport	Determined by the Board based on an analysis of expected parking demand
Helipad	No minimum requirement
Transit Facility	No minimum requirement
<b>Utilities</b>	
Solar Power Facility	No minimum requirement
Utility Facility, Heavy	No minimum requirement
Utility Facility, Light	No minimum requirement
Wireless Facility	No minimum requirement
<b>COMMERCIAL USES</b>	
<b>Animal-Related Services</b>	
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.

**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Minimum Parking Requirement
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 <b>(No minimum up to 5 spaces)</b> per 1,000 square feet of gross floor area
Veterinary Hospital	2 spaces per 1,000 square feet of gross floor area
<b>Food and Lodging</b>	
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, whichever is less
Hotel or Motel	1 space <b>(No minimum up to 1.5 spaces)</b> per rental unit or guest room
Restaurant	8 spaces <b>(No minimum up to 10 spaces)</b> per 1,000 square feet of gross floor area
Restaurant, Carryout	4 spaces <b>(No minimum up to 5 spaces)</b> per 1,000 square feet of gross floor area
Restaurant with Drive-Through	6 spaces <b>(No minimum up to 12 spaces)</b> per 1,000 square feet of gross floor area
Retreat Center	1 space <b>(0.75 up to 1.5 spaces)</b> per rental unit or guest room
<b>Office and Financial Institutions</b>	
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 <b>(No minimum up to 3.6 spaces)</b> per 1,000 square feet Greater than 50,000 square feet of gross floor area: 2 spaces <b>(No minimum up to 3 spaces)</b> per 1,000 square feet
Office in a Residential District	3 spaces <b>(No minimum up to 3.6 spaces)</b> per 1,000 square feet
<b>Personal and Business Services</b>	
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
<b>Recreation and Entertainment</b>	
Banquet or Reception Hall	8 spaces <b>(No minimum up to 10 spaces)</b> per 1,000 square feet of gross floor area
Campground	No minimum requirement

**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Minimum Parking 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 ( <b><i>Option: No minimum up to 4 spaces per 1,000 square feet of gross floor area</i></b> ) Commercial Swimming Pool: 1 space per 4 persons lawfully permitted in the pool at one time Theater: 1 space per 3 seats ( <b><i>No minimum up to 1 space per 5 seats</i></b> )
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 ( <b><i>No minimum up to 5 seats</i></b> )
Entertainment, Public	8 spaces ( <b><i>No minimum up to 10 spaces</i></b> ) 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 ( <b><i>No minimum up to 5 spaces</i></b> ) per 1,000 square feet of gross floor area
Health and Exercise Facility, Small	4 spaces ( <b><i>No minimum up to 5 spaces</i></b> ) 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. ( <b><i>Option: No minimum requirement for Neighborhood Parks and Urban Parks. Remainder of parks, Determined by the Director</i></b> )
Smoking Lounge	4 spaces ( <b><i>No minimum up to 6 spaces</i></b> ) per 1,000 square feet of gross floor area
Stadium or Arena	1 space per 3 seats ( <b><i>No minimum up to 5 seats</i></b> )
Zoo or Aquarium	As determined by the Board or BZA
<b>Retail Sales</b>	
Convenience Store	4 spaces ( <b><i>No minimum up to 5 spaces</i></b> ) per 1,000 square feet of gross floor area
Drive-Through, Other	4 spaces ( <b><i>No minimum up to 5 spaces</i></b> ) per 1,000 square feet of gross floor area
Drive-Through Pharmacy	4 spaces ( <b><i>No minimum up to 5 spaces</i></b> ) per 1,000 square feet of gross floor area
Drug Paraphernalia Establishment	4 spaces ( <b><i>No minimum up to 5 spaces</i></b> ) per 1,000 square feet of gross floor area
Garden Center	4 spaces ( <b><i>No minimum up to 5 spaces</i></b> ) 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 ( <b><i>No minimum up to 5 spaces</i></b> ) per 1,000 square feet of gross floor area

**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Minimum Parking Requirement
Retail Sales, General	4 spaces <b>(No minimum up to 5 spaces)</b> per 1,000 square feet of gross floor area
Retail Sales, Large	4 spaces <b>(No minimum up to 5 spaces)</b> per 1,000 square feet of gross floor area
<b>Vehicle-Related Uses</b>	
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 <b>(No minimum up to 5 spaces)</b> 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
<b>INDUSTRIAL USES</b>	
<b>Freight Movement, Warehousing, and Wholesale Distribution</b>	
Data Center	2 spaces <b>(No minimum up to 3 spaces)</b> per 1,000 square feet of gross floor area of office space associated with the use
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 <b>(No minimum up to 3 spaces)</b> 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
<b>Industrial Services and Extraction of Materials</b>	
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

**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Minimum Parking Requirement
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
<b>Production of Goods</b>	
Craft Beverage Production Establishment	8 spaces ( <b>No minimum up to 10 spaces</b> ) 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
<b>Waste and Recycling Facilities</b>	
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
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 ( <b>No minimum up to 4 spaces</b> ) per 1,000 square feet of gross floor area
>100,000 but ≤800,000 square feet gross floor area	3 spaces ( <b>No minimum up to 4 spaces</b> ) 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 **(25 up to 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 <b>(8 up to 10 stacking spaces)</b> per bay or stall for an automated establishment
Drive-Through Financial Institution	4 stacking spaces <b>(4 up to 5 stacking spaces)</b> for each drive-through lane, including drive-through ATM
Drive-Through, Other	4 stacking spaces <b>(4 up to 5 stacking spaces)</b> for each drive-through window
Drive-Through Pharmacy	4 stacking spaces <b>(4 up to 5 stacking spaces)</b> for each drive-through window
Restaurant with a Drive-Through	11 total stacking spaces <b>(8 up to 11 total stacking spaces)</b> 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 <b>(80 up to 100 percent)</b> of the parking rate established in Table 6100.2 <b>(1.3 up to 1.6 spaces per unit or up to 1.0 space per bedroom)</b>
Dwelling Multifamily – ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	90 percent <b>(80 up to 100 percent)</b> 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 <b>(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)</b>
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. <b>(1 up to 2.7 spaces per dwelling unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</b>
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. <b>(1 up to 2.3 spaces per dwelling unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</b>
Dwelling, Stacked Townhouse - ADU Development	
Dwelling, Multifamily	80 percent <b>(70 up to 90 percent)</b> of the per unit parking rate established in Table 6100.2 <b>(0.6 space (0.4 to 0.8 spaces) per bedroom)</b>
Dwelling, Multifamily - ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	80 percent <b>(70 up to 80 percent)</b> 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 <i>(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)</i>
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. <i>(1 up to 2.7 spaces per unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</i>
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. <i>(1 up to 2.3 spaces per unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</i>
Dwelling, Stacked Townhouse- ADU Development	
Dwelling, Multifamily	0.4 space <i>(0.4 up to 0.8 space)</i> per bedroom <i>(or 60 up to 80 percent of the per unit parking rate established in Table 6100.2)</i>
Dwelling, Multifamily - ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	70 percent <i>(60 up to 80 percent)</i> 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 <i>(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)</i>
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. <i>(1 up to 2.7 spaces per unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</i>
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. <i>(1 up to 2.3 spaces per unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</i>
Dwelling, Stacked Townhouse- ADU Development	
Dwelling, Multifamily	0.3 space <i>(0.3 up to 0.7 space)</i> per bedroom <i>(or 50 up to 70 percent of the per unit parking rate established in Table 6100.2)</i>
Dwelling, Multifamily – ADU Development	
All other Residential Uses	In accordance with Table 6100.2
All other Nonresidential Uses	60 percent <i>(50 up to 70 percent)</i> 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 ¼ mile to Metro Station Entrance* (TOD District)		More than ¼ to ½ 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 (1 up to 1.75)	2.2	1 (1 up to 1.75)	2.2	1 (1 up to 2)	2.5	1.3	2.7
Stacked Townhouse		1 (1 up to 1.5)	1.9	1 (1 up to 1.5)	1.9	1 (1 up to 1.7)	2.1	1.3	2.3
Multifamily	Per bedroom	0.2 (0 up to 0.4)	1.3 space for first bedroom and 0.3 space per additional bedroom	0.2 (0 up to 0.4)	1.3 space for first bedroom and 0.3 space per additional bedroom	0.3 (0 up to 0.4)	1.4 space for first bedroom and 0.3 space per additional bedroom	0.4	1.4 space for first bedroom and 0.3 space per additional bedroom

**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 ¼ mile to Metro Station Entrance* (TOD District)		More than ¼ to ½ mile to Metro Station Entrance* (TOD District)		Non-TOD Districts	
		Min	Max	Min.	Max	Min	Max	Min	Max
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

**(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:
  - a.** In the Tysons Transit Oriented Development (TOD) Districts, no on-site parking is required, and the rates in Tables 6100.2 and 6100.3 are the maximum number of parking spaces permitted.
  - b.** In the Tysons Non-TOD Districts, the minimum number of parking spaces required is based on 70 **(60 up to 80)** percent of the specified rates established and the maximum number of parking spaces permitted is based on 110 percent of such specified parking rates.
- (2)** Required parking and loading spaces must be provided in an above- or below-grade parking structures to the maximum extent practicable.
- (3)** After the parking plan is approved, no additional parking is required for a change in use, if the mix of uses is in substantial conformance with the approved final development plan.
- (4)** Parking approved by the Board in accordance with a parking plan may be provided on a different lot from the use in accordance with subsection 6100.6.B.
- (5)** A property not zoned to the PTC District may opt into the PTC District parking requirements in 6100.5.E. under the following criteria:
  - (a)** The property is located in an area identified in the Comprehensive Plan as the Tysons Urban Center.
  - (b)** The property is located in an area identified in the Comprehensive Plan as a Transit Oriented District or a Transit Development District wherein the TOD District rates in Table 6100.9 will apply.
  - (c)** A parking plan must be submitted meeting the requirements of subsection 6100.5.E(1)(a), and;
    - 1.** If part of a rezoning, development plan, PRC plan or special exception plat, or proffer or condition amendment if this specifies the number of spaces to be provided on a site, then the request requires Board approval,
    - 2.** If part of site plan or parking redesignation plan, then the request requires approval by the Director.

**F. PTC District Special Exception for Increase in Parking**

- (1)** The Board may approve a special exception to allow an increase in parking in the PTC District above the parking maximums in Table 6100.9 when the applicant has demonstrated to the Board's satisfaction that:
  - (a)** The proposed uses cannot be adequately served by the combination of allowed parking, transit access, shared parking arrangements and similar means.
  - (b)** The increase in the number of parking spaces will not hinder or preclude the achievement of the Transportation Demand Management (TDM) goals for the property or the Tysons Urban Center, as set forth in the Comprehensive Plan.
  - (c)** The additional parking is needed for one of the following reasons:
    - 1.** The design of a parking structure necessitates the construction of additional parking. To qualify under this provision, the additional parking spaces must be available for public use for at least 12 hours a day, five days a week.
    - 2.** The applicant is proposing a use with unique parking needs to justify an increase in the parking rate.
    - 3.** The need for an increase in parking is the result of a change in previously approved shared parking, valet, or shuttle arrangements. To qualify under this provision, the additional parking spaces must be available for public use for at least 12 hours a day, five days a week.
    - 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 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 reduction will not adversely affect the site or the adjacent area.
- (2) Unless otherwise stated, the Director may approve adjustments to the minimum parking requirements in accordance with subsections 6100.6.B and up to 30 percent **(Option to consider 30 up to 50)** percent less than the minimum requirement in accordance with subsection 6100.6.C.
- (3) With the exception of subsection 6100.6.B, any parking adjustment greater than 30 **(Option to consider 30 up to 50)** percent or otherwise not approved by the Director may be approved by the Board.
- (4) 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.
- (5) 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.
- (6) 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
<b>Residential (Multifamily, Live-Work and Independent Living Facility)</b>	60%	100%	90%	100%
<b>Public, Institutional, and Community Uses</b>	100%	25%	25%	5%
<b>Religious Assembly and Religious Assembly with Private School, Specialized Instruction Center, or Child Care</b>	100%	100%	100%	100%
<b>Office</b>	100%	5%	5%	5%
<b>Hotel</b>	80%	100%	80%	100%
<b>Restaurant, Craft Beverage Production Establishment and Entertainment, Public</b>	50%	80%	80%	100%
<b>Other Commercial Uses and Shopping Centers</b>	60%	90%	100%	70%
<b>Industrial Uses</b>	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, must be submitted and be approved by the Director to ensure continued availability of the spaces.
- (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 ~~that~~ the sum of the hourly parking demand of the uses on the adjacent 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 Adjustments**

- (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 facility stop consisting of 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 adjustment permitted under subsection 6100.6.C.(1) above, or greater than the percentage adjustment allowed in subsection 6100.5, may be approved if the requirements of subsection 6100.6.C.(1) above are met and the applicant demonstrates the adjustment is proportional and includes at least two of the following supporting elements:
  - (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 **(10 up to 30 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 **(5,000-25,000)** 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 **(5,000-25,000)** 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 greater than 0.5.

**M.** An adequate receiving facility, as determined by the Director, is required for all structures under 10,000 **(5,000 up to 25,000)** 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. Adequate receiving facilities are not subject to the size restrictions for loading spaces in subsection 6101.2 above and may include, but are not limited to, the following:

- (1) Reserved parking space for loading activities.
- (2) Pull off area along the curb that does not restrict vehicular movement.
- (3) Area within the structure for loading activities.
- (4) Undeveloped areas of the parcel not designated for parking or landscaping and not necessary for vehicle, pedestrian, or bicycle circulation.

### 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 **(5,000 up to 25,000)** 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"><li>No more than 2 loading spaces are required for a structure.</li></ul>
Multifamily-ADU Development	
Congregate Living Facility	
Residence Hall	
PUBLIC, INSTITUTIONAL, AND COMMUNITY USES	
Public, Institutional, and Community Uses	1 space per each 100,000 square feet of gross floor area, except that: <ul style="list-style-type: none"><li>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</li><li>No more than 5 loading spaces are required for a structure in any other area.</li></ul>
COMMERCIAL USES	
Office, Hotel, and Commercial Indoor Recreation	1 space per each 100,000 square feet of gross floor area, except that: <ul style="list-style-type: none"><li>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</li><li>No more than 5 loading spaces are required for a structure in any other area.</li></ul>



**Table 6101.1: Minimum Required Off-Street Loading Spaces**

Use	Minimum Loading Requirement
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"> <li>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</li> <li>No more than 5 loading spaces are required for a structure in any other area.</li> </ul>
<b>INDUSTRIAL USES</b>	
Industrial Uses	<p>1 space per each 50,000 square feet of gross floor area except that:</p> <ul style="list-style-type: none"> <li>No more than 5 off-street loading spaces are required for a structure.</li> </ul>

- 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 number is rounded up to the nearest whole number. 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. ***(Option for Board to consider standard rounding: 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.)***
- 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 ***(25 up to 75 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 ***(50 up to 100 feet)*** of the main entrance to the building.
    - (b) When located in a storage facility, bicycle spaces must be within 100 feet ***(100 up to 300 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 ***(1 up to 10)*** bicycle spaces.
  - (3) Change of use or expansion of a use resulting in a requirement of more than five additional ***(1 up to 10)*** 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
<b>AGRICULTURAL AND RELATED USES</b>	
Agricultural and Related Uses	2 spaces <b>(2 up to 12 spaces)</b>
<b>RESIDENTIAL USES</b>	
Dwelling, Multifamily	<ul style="list-style-type: none"> <li>10 percent <b>(3 up to 10 percent)</b> of the required vehicle parking spaces; or</li> <li>15 percent <b>(5 up to 15 percent)</b> 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</li> <li>20 percent <b>(10 up to 20 percent)</b> 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</li> </ul>
Residence Hall	
All other Residential Uses	
	No minimum requirement
<b>PUBLIC, INSTITUTIONAL, AND COMMUNITY USES</b>	
Club, Service Organization, or Community Center	<ul style="list-style-type: none"> <li>5 percent <b>(3 up to 10 percent)</b> of the required vehicle parking spaces; or</li> <li>10 percent <b>(5 up to 15 percent)</b> 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</li> <li>15 percent <b>(10 up to 20 percent)</b> 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</li> </ul>
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"> <li>2 spaces <b>(2 up to 4 spaces)</b>; or</li> <li>4 spaces <b>(2 up to 8 spaces)</b> 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</li> <li>8 spaces <b>(6 up to 12 spaces)</b> 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</li> </ul>
<b>COMMERCIAL USES</b>	
Commercial Recreation, Indoors	<ul style="list-style-type: none"> <li>10 percent <b>(3 up to 10 percent)</b> of the required vehicle parking spaces; or</li> <li>15 percent <b>(5 up to 15 percent)</b> 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</li> <li>20 percent <b>(10 up to 20 percent)</b> 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</li> </ul>
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"> <li>1 space per 20 provided vehicle parking spaces; or</li> <li>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</li> </ul>
All Other Commercial Uses	<ul style="list-style-type: none"> <li>2 spaces <b>(2 up to 4 spaces)</b>; or</li> <li>4 spaces <b>(2 up to 8 spaces)</b> 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</li> </ul>

**Table 6102.1: Minimum Required Bicycle Parking Spaces**

Use	Minimum Requirement
All Other Commercial Uses	<ul style="list-style-type: none"> <li>8 spaces <b>(6 up to 12 spaces)</b> 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</li> </ul>
<b>INDUSTRIAL USES</b>	
Industrial Uses	<ul style="list-style-type: none"> <li>2 spaces <b>(2 up to 4 spaces)</b>; or</li> <li>4 spaces <b>(2 up to 8 spaces)</b> 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</li> <li>8 spaces <b>(6 up to 12 spaces)</b> 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</li> </ul>

The following proposed changes are required to align with the repeal and replacement of Article 6, Parking and Loading. The proposed changes are based on the provisions of the adopted Zoning Ordinance in effect as of May 10, 2023. Additions are shown as underlined while deletions are shown as ~~strike through~~.

**#2 INSTRUCTION: Delete “off-street parking, loading” in subsection 2105.1.D(1)**

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

**#3 INSTRUCTION: Update the references in subsection 2105.6.C(2)(b) and 2105.6.C(5)(c)**

- (b) Additional off-street parking and loading requirements in the PTC District are included in Section 6100 ~~6102~~.
- (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 ~~6102~~. 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.

**#4 INSTRUCTION: Replace parking “lots” with parking “areas” in subsection 3101.6.B(1)(c), subsection 4102.8.F(2), (4), (6), (7), subsection 8101.2.C(1)(c)4, section 9102 and 9103. Replace “surfacing” material with “surface” material in subsection 4102.8.F(2).**

**Subsection 3101.6.B(1)(c) Administration of Historic Overlay District Regulations**

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

**Subsection 4102.8.F(2), (4), (6) and (7) Interim Off-Street Parking in Metro Station Area standards when permitted by special exception**

- (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 ~~surfacing~~ 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 ~~area~~ ~~surfacing~~ surface materials from entering the abutting street.
  2. Temporary paved sidewalks must be provided within and adjacent to the parking lot ~~area~~ at all locations where significant pedestrian traffic is anticipated.
  3. Safe and convenient pedestrian access must be provided from the parking lot ~~area~~ to the station entrance.
  4. The ~~surfacing~~ surface material must be maintained in good condition at all times.

- (4) 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 area 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 area 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 area 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 area with adjacent property and the surrounding vicinity. The Board may require the preservation of any natural screening and plant materials.

**Subsection 4102.GG(7) Garden Center standards when permitted by special exception**

- (7) All off-street parking lots areas, including aisles and driveways 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 8101.2.C(1)(c)4 Zoning Map Amendments**

- 4. The on-site vehicular and pedestrian circulation system, including the location and width of all streets, driveways, entrances to parking lots areas, 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 areas, 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 areas, and parking structures, the location and width of walkways, bicycle and bridle paths, and all trails required by the Comprehensive Plan;

## Section 9102 General Terms

### 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 bay, 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 areas, 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.

**#5 INSTRUCTION: Revise subsection 3102.3.E(2)(a), (b), (c) and (d) as follows.**

## Subsection 3102.3.E(2) Commercial Revitalization Districts Standards Applicable to All Commercial Revitalization

### (2) Parking

The off-street parking and loading, and private street requirements of subsection 5107 and Article 6 apply, except as follows:

- ~~(a)~~ In the Richmond Highway CRD, the minimum off-street parking requirements for all nonresidential uses may be reduced by 20 percent.
- ~~(b)~~ In all other CRDS, the minimum off-street parking requirements for nonresidential uses may be reduced by up to 20 percent by the Board, subject to conditions it deems appropriate. The applicant must demonstrate to the Board that the reduction furthers the goals of the CRD as set forth in the Comprehensive Plan, including economic vitality, appearance and function. A request for this reduction in minimum off-street parking requirements may also be considered in conjunction with a rezoning or special exception application. The parking reduction established in Section 8102 is not applicable.
- ~~(c)~~ For a mixed-use development in a PDC or PRM District, the minimum off-street parking requirements for residential and nonresidential uses may be reduced by the Board in accordance with Article 6. The applicant must demonstrate to the Board that the reduction furthers the recommendations of the Comprehensive Plan for the area and that the reduction will not adversely affect the site or the adjacent area.
- ~~(d)~~ The provisions of subsection 6100.1 are applicable, except that where there are practical difficulties or if the public safety or public convenience would be better served by parking spaces that are not located on the same lot or a lot contiguous to the use to which it is accessory. The Director, acting on a specific request for a nonresidential use, may authorize an alternative location subject to appropriate and the following:
  - ~~1.~~ The required spaces are permanently available because of agreements or arrangements approved by the Director; and
  - ~~2.~~ The Director is satisfied that the required spaces are generally located within 500 feet walking distance of a building entrance to the use served by the spaces, or that there are off-site with valet or



~~shuttle service access subject to agreements or arrangements that will ensure the operation of those services without any adverse impacts on the site of the parking spaces or the adjacent area.~~

~~(e) With special exception approval in accordance with subsection 8100.3, the Board may approve an alternative location that conforms with the provisions in subsection (d) above.~~

~~(f) that the The, in a CRD District, the front setback requirement standard in subsection 6100.2.A(3) which requires does not apply to off-street parking spaces that are located on the ground and open to the sky to be located no closer than ten feet to any front lot line does not apply in CRD Districts.~~

**#6 INSTRUCTION: Delete “and stacking” in subsections 4102.5.G(5), 4102.H(4), 4102.5.CC(6), 4102.5.NN(12), 4102.6.B(8)**

**Subsection 4102.5.G(5) Restaurant standards when permitted by special exception**

**(5)** Parking ~~and stacking~~ 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) Restaurant, Carryout Standards when permitted by special exception**

**(4)** Parking ~~and stacking~~ 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) Convenience Store standards when permitted by special exception**

**(6)** Parking ~~and stacking~~ 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.NN(12) Vehicle Fueling Station standards when permitted by special exception**

**(12)** Parking ~~and stacking~~ 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) Goods Distribution Hub standards when permitted by special exception**

**(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, ~~and stacking~~ of vehicles.

**#7 INSTRUCTION: Delete subsection 4102.6.K(4)(b) and renumber accordingly.**

**4102.6.K(4) Craft Beverage Production Establishment Standards when permitted by special exception**

**(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)** Parking for the portion of the establishment devoted to production activities must be provided in accordance with the parking requirements for a manufacturing establishment in accordance with subsection 6100.3.E. Parking for a tasting room must be provided in accordance with the requirements for a craft beverage production establishment in accordance with subsection 6100.3.E; and~~

**(b)** ~~(c)~~ 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.

**#8 INSTRUCTION: Replace parking “facilities” with parking “lots” in subsection 5100.2.Q.1(h)**

**Subsection 5100.2.Q.1(h) Major Underground Utility Easements**

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

**#9 INSTRUCTION: Update the subsection reference in subsection 5108.7.I.**

**Subsection 5108.7.I Waivers and Modifications to Transitional Screening and Barriers**

- I. The adjoining land is in a residential district and is used for off-street parking as permitted by the provisions of subsection ~~6100.2.B~~ 6100.1.C.

**#10 INSTRUCTION: Add new paragraph 7 to subsection 8100.5.A(2)(a), Minor Variations Approved by the Board without a Public Hearing, as follows:**

7. To add parking or loading spaces if the request:
- A. Does not exceed ten percent (**Board option to consider 10 to up to 30 percent**) of the area occupied by the approved parking lot; ~~and~~
  - 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. ~~Any parking added under this provision is subject to~~ Satisfies the parking lot landscaping requirements of subsection 5108.5.

**#11 INSTRUCTION: Amend subsection 9102 to add the following definitions in their alphabetical order**

**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.

**#12 INSTRUCTION: Amend Appendix 1 to add the following**

**B. Amendments Adopted After May 10, 2023**

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

- (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 (effective date of the amendment), the applicant/owner are entitled to review under the provisions of the Zoning Ordinance as amended through (date prior to adoption of ZO 112.2-2023-x), if: (a) approval is granted within twelve months of (effective date of the amendment), 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-x. Applicant/owner may elect to have the above applications reviewed in their entirety with the provisions of ZO 112.2-2023-x.
- (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 (effective date of the amendment), the applicant/owner may continue under their previous approval or elect to utilize the requirements of ZO 112.2-2023-x, 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 its being in 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.

**Parking Requirement Comparison**

Below is a comparison of the current requirement and the proposed revisions along with updated notes for the reason of the change. The proposed rates and notes were made available to the public in July 2022, and these are updated based on most recent version. Options are presented in **bold** and *italics*.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces			
Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
<b>AGRICULTURAL AND RELATED USES</b>			
<b>Agricultural and Related Uses</b>			
Agricultural Operation	No minimum requirement	No minimum requirement	No Change
Agritourism	<b>When by right:</b> No minimum requirement <b>When by administrative permit:</b> Subject to the Zoning Administrator's determination that a parking plan demonstrates adequate parking is provided on-site <b>When by SE:</b> Based on a review of each proposal to include such factors as the number of spaces required to accommodate employees and visitor parking.	<b>When by right:</b> No minimum requirement <b>When by administrative permit:</b> Subject to the Zoning Administrator's determination that a parking plan demonstrates adequate parking is provided on-site. <b>When by SE:</b> Based on a review of each proposal to include such factors as the number of spaces required to accommodate employees and visitor parking.	No Change
Farm Winery, Limited Brewery, or Limited Distillery	<b>When by right:</b> No minimum requirement <b>When by SE:</b> Based on a review of each proposal to include such factors as the number of spaces required to accommodate employees and visitor parking.	<b>When by right:</b> No minimum requirement <b>When by SE:</b> Based on a review of each proposal to include such factors as the number of spaces required to accommodate employees and visitor parking.	No Change
Stable, Riding or Boarding	As determined by the Director, based on a review of each proposal to include such factors as the number of spaces to accommodate employees, horse trailers, students, customers, and guests anticipated to be on-site at any one time, and the availability of areas on-site that can be used for auxiliary parking in times of peak demand.	Based on a review by the Board or BZA of each proposal to include such factors as the number of spaces to accommodate employees and visitor parking and the availability of areas on-site that can be used for auxiliary parking in times of peak demand.	This use requires the approval of an SE/SP. The number of spaces would be determined on a case-by-case basis by the Board of Supervisors or the Board of Zoning Appeals, as applicable, eliminating a determination by the Director of Land Development Services.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
<b>RESIDENTIAL USES</b>			
<b>Household Living</b>			
Dwelling, Multifamily	1.6 spaces per unit	1.3 spaces per unit <i>(1.3 up to 1.6 spaces per unit)</i>	The Institute of Transportation Engineers (ITE) Parking Generation national average parking demand for suburban, non-transit-served multifamily dwellings is 1.3 spaces per unit.
Dwelling, Single-Family Attached	2.7 spaces per unit where only 1 such space is required to have convenient access to the street	2.7 spaces per unit of which 0.2 spaces per unit is located on common property and available for visitor or shared use <i>(Options for Board's consideration: 2.7 spaces per unit or 2.7 spaces per unit of which up to 0.7 spaces per unit is located on common property and available for visitor or shared use)</i>	No change to the total requirement. The proposal does require a portion of the spaces to be available for visitor or shared uses and they would not be permitted to be located on an individual lot. One space with convenient access to the street relocated to subsection 6100.1.
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, where only 1 such space is required to have convenient access to a street Accessory living unit (administrative permit): 1 additional space	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	No Change One space with convenient access to the street relocated to subsection 6100.1.
Dwelling, Stacked Townhouse	2.3 spaces per unit where only 1 such space is required to have convenient access to the street	2.3 spaces of which 0.3 spaces per unit is located on common property and available for visitor or shared use <i>(Options for Board's consideration: 2 spaces per unit or up to 2.7 spaces per unit of which up to 0.7 spaces per unit is located on common property available for visitor or shared use)</i>	No change to the total requirement. This proposal does require a portion of the spaces to be available for visitor or shared uses and they would not be permitted to be located on an individual lot. One space with convenient access to the street relocated to subsection 6100.1.
Group Residential Facility	Applicable rate for the dwelling unit type	Applicable rate for the dwelling unit type	No Change

**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

<b>Use</b>	<b>Current Minimum Parking Requirements</b>	<b>Proposed Minimum Parking Requirement</b>	<b>NOTES</b>
Live-Work Development	Applicable office rate or as reduced by the Board	Applicable residential rate	Revised to base the rate on the residential rate versus the office rate. This use is intended to be a residential dwelling unit with flexible workspace and parking is more consistent with a residential use than an office use.
Manufactured Home	1.5 spaces per unit	1.5 spaces ( <b>2 spaces</b> ) per unit	No Change
<b>Group Living</b>			
Congregate Living Facility	1 space per 3 residents, plus 1 additional space for each employee on major shift	1 space ( <b>No minimum up to 3 spaces</b> ) per 3 residents	Revised to remove additional parking for employees. Many facilities do not permit residents to have vehicles and number of employees is based on a ratio to the number of residents. This use requires a special exception in conventional districts or is shown on a development plan in planned districts thereby permitting individual review of the use.
Group Household	See subsection 4102.3.F	See subsection 4102.3.F	No Change
Religious Group Living	1 space per 2 sleeping accommodations based on the occupancy load of the building, plus 1 additional space for each manager or employee on major shift	1 space ( <b>No minimum up to 3 spaces</b> ) per 3 residents	Revised to be consistent with other group living facilities. Revision will result in a reduced parking requirement. This use requires a special permit in conventional districts or is shown on a development plan in planned districts thereby permitting individual review of the use.
Residence Hall	1 space per guest accommodation	1 space ( <b>No minimum up to 3 spaces</b> ) per 3 residents	Revised to be consistent with other group living facilities. Revision will result in a reduced parking requirement. This use requires a special exception in conventional districts or is shown on a development plan in planned districts thereby permitting individual review of the use.

**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
<b>PUBLIC, INSTITUTIONAL, AND COMMUNITY USES</b>			
<b>Community, Cultural, and Educational Facilities</b>			
Adult Day Support Center	1 space per 4 adults, based on the maximum number of adults licensed to attend the center, or other amount as the Board may require as part of an approved rezoning or special exception	2 spaces <b>(No minimum up to 3 spaces)</b> per 1,000 square feet of gross floor area	Proposed conversion from number of adults to a square footage of the building to simplify the application of the rate. The proposed rate is consistent with child care centers.
Alternate Use of Public Facility	See most similar use	See most similar use	No Change
Child Care Center	Maximum daily enrollment of 99 children or less: 0.19 spaces per child Maximum daily enrollment of 100 or more children: 0.16 spaces per child	2 spaces <b>(No minimum up to 3 spaces)</b> per 1,000 square feet of gross floor area	Proposed conversion from number of children to a square footage of the building to simplify the application of the rate. The proposed rate is generally consistent with the 'per child' rate. The ITE Parking Generation rate is also generally consistent.
Club, Service Organization, or Community Center	1 space per 3 persons based on the occupancy load, plus 1 space per employee on major shift	6 spaces <b>(No minimum up to 8 spaces)</b> per 1,000 square feet of gross floor area	Proposed conversion from occupancy load and employees to a square footage of the building.
College or University	Determined by the Director based on 1 space per faculty and staff member and other full-time employee on major shift, plus a sufficient number of spaces to accommodate the anticipated number of students and visitors who will drive to the institution at any one time, including consideration of the occupancy load of all classroom facilities, auditoriums and stadiums, the availability of mass transportation, and the availability of areas on-site that can be used for auxiliary parking in times of peak demand.	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	This use is often located in leased office space, having similar parking demand as office. If the use includes other facilities typically found on a campus, such as residence halls or stadiums they will be parked at the applicable rate. Furthermore, State colleges and universities are not subject to the Zoning Ordinance.



Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Community Swim, Tennis, and Recreation Club	<p><b>Community Pool:</b> 1 space for every 7 persons lawfully permitted in the pool at one time, plus 1 space per employee on major shift. The Director may reduce this standard based on the number of members who are within a reasonable walking distance of the pool.</p> <p><b>Tennis Club:</b> 4 spaces per court, plus required spaces for affiliated uses, such as restaurants.</p> <p><b>Recreation Club without swimming or tennis:</b> determined by the Director</p>	<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 <b>(1,000 feet up to one half mile)</b> walking distance of the pool. <b>(Option: No minimum requirement)</b></p> <p><b>Tennis Club:</b> 2 spaces per court</p> <p><b>Recreation Club without swimming or tennis:</b> 6 spaces <b>(No minimum up to 8 spaces)</b> per 1,000 square feet of gross floor area</p>	<p><b>Community Pool:</b> Retained the same rate with the removal of additional parking for employees.</p> <p><b>Tennis Club:</b> Lowered the rate based on assumption that not every court will be used for doubles play with everyone driving separately.</p> <p><b>Recreation Club without swimming or tennis:</b> Revised to provide a specific rate that is consistent with a community center.</p>
Convention or Conference Center	1 space per 3 persons based on the occupancy load, plus 1 space per employee on major shift	5 spaces <b>(No minimum up to 5 spaces)</b> per 1,000 square feet of gross floor area	Proposed conversion from occupancy load and employees to a simplified rate based on the square footage of the building. The proposed rate is based on input from the project consultant.
Cultural Facility or Museum	1 space per 300 square feet of gross floor area	3 spaces per 1,000 square feet of gross floor area	Current requirement requires 3 spaces per 900 square feet and proposed is 3 spaces per 1,000 square feet. This is a standardization to 1,000 square feet base when parking is based on the size of the building.
Public Use	<p>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> <p><b>Library:</b> 7 spaces per 1,000 square feet of gross floor area</p> <p><b>Park:</b> See Quasi-Public Park, Playground, or Athletic Field</p> <p><b>School:</b> See School, Private</p>	<p><b>Library:</b> 4 spaces <b>(No minimum up to 7 spaces)</b> per 1,000 square feet of gross floor area</p> <p><b>Park:</b> See Quasi-Public Park, Playground, or Athletic Field</p> <p><b>School:</b> See School, Private</p> <p><b>All Other Public Uses:</b> 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>	<p><b>Library:</b> Proposed lower rate based on ITE Parking Generation indicates average parking demand for libraries is at 3.5 spaces per 1,000 square feet of gross floor area.</p> <p><b>Park:</b> See Quasi-Public Park for rate</p> <p><b>School:</b> See School, Private for rate</p> <p><b>All Other Public Uses:</b> No Change</p>



Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Religious Assembly	1 space per 4 seats in the principal place of worship	1 space per 3 seats ( <b>1 space per 4 seats</b> ) in the principal place of worship when located in R district or 1 space per 4 seats in the principal place of worship when located in a P, C or I district	The residential district rate is proposed to be increased based on a review of previous approvals where the rate was established on average at 1 space per 2.6 seats. No change to the rate in P, C and I districts.
Religious Assembly with Private School, Specialized Instruction Center, or Child Care Center	The sum of the parking requirements for each use	1 space per 3 seats ( <b>1 space per 4 seats</b> ) in the principal place of worship when located in R district or 1 space per 4 seats in the principal place of worship when located in a P, C or I district	The rate no longer requires separate parking requirement for school, child care or specialized instruction center as these uses traditionally operate during non-peak worship services creating an inherent shared parking relationship.
School, Private	Determined by the Director based on the occupancy load of all classroom facilities, auditoriums and stadiums, proposed special education programs, and student-teacher ratios, and the availability of areas on-site that can be used for auxiliary parking in times of peak demand; but in no instance less than: <b>Elementary or Intermediate:</b> 1 space per faculty and staff member and other full-time employee on major shift, plus 4 spaces for visitors; or <b>High School:</b> 0.3 space per student, based on the maximum number of students attending classes at any one time	Elementary and Intermediate School: 1 space per faculty member and other full-time employee plus 4 spaces for visitors High School: 1 space per employee, plus 5 spaces per 100 students based on total maximum enrollment ( <b>Option: 1 space per faculty member and other full-time employee and 0.3 spaces per student</b> )	<b>Elementary and Intermediate School:</b> No Change <b>High School:</b> Minimum rates are primarily based on staff and visitor parking analysis using information from Fairfax County Public Schools (FCPS). FCPS manages student parking at high schools with parking permits and can restrict the number of students permitted to park onsite. It is expected that private schools manage their parking similarly.
Specialized Instruction Center	2 spaces per each 3 employees on major shift, plus a sufficient number of spaces to accommodate all persons anticipated to be on-site at any one time under normal operating conditions.	2 spaces per each 3 employees	The proposed change is a simplification of the current rate. These uses are frequently established in shopping centers and industrial flex sites where parking can be shared.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
<b>Funeral and Mortuary Services</b>			
Cemetery	As determined by the Director, based on a review of each proposal to include such factors as the number of spaces required to accommodate employees and visitor parking.	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.	There is typically not separate parking for visitors to the cemetery unless associated with a funeral home, office or maintenance facility.
Crematory	1 space per employee on major shift, plus 1 space per company vehicle and piece of mobile equipment	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is a simplification of the rate.
Funeral Home	1 space per 4 seats in the main chapel or parlor, plus 1 space per 2 employees on major shift, plus 1 space for each vehicle used in connection with the business	1 space per 4 seats in the main chapel or parlor	This is a simplification of the rate.
<b>Health Care</b>			
Adult Day Care Center	1 space per 4 adults, based on the maximum number of adults licensed to attend the center, or other amount as the Board may require as part of an approved rezoning or special exception	2 spaces <b>(No minimum up to 3 spaces)</b> per 1,000 square feet of gross floor area	The proposed rate is consistent with child care center due to similar operational characteristics.
Continuing Care Facility	0.75 spaces per separate unit or bed approved on the development plan	0.75 spaces per separate unit or bed approved on the development plan	No Change
Independent Living Facility	1 space per 4 dwelling units, plus 1 space per 1 employee or staff member on major shift, or such greater number as the Board may require	0.75 spaces <b>(No minimum up to 1.3 spaces)</b> per unit	Independent living facilities were previously limited to residents 62 years and older. This was reduced to residents 55 and older therefore more residents are likely to own cars. The proposed rate is consistent with the rate for a continuing care facility.
Medical Care Facility	<b>Hospital:</b> 2.9 spaces per bed licensed by the State, plus additional or fewer spaces as deemed necessary based on specific analysis for each site.	<b>Hospital:</b> 2.9 spaces per bed licensed by the State	<b>Hospital:</b> Simplified requirement to not require a special analysis for each proposal. Also, this use requires Board of Supervisors review.

**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Medical Care Facility	<b>Institution providing intensive special medical or mental care:</b> 1 space per 2 patients, based on the occupancy load, plus 1 space per employee or staff member on major shift <b>Assisted Living or Nursing Facility:</b> 1 space per 3 residents, plus 1 additional space for each employee	<b>Institution providing intensive special medical or mental care:</b> 1 space per 2 patients <b>Assisted Living or Nursing Facility:</b> 1 space per 3 residents	<b>Institution providing intensive special medical or mental care:</b> Many facilities do not permit residents to have vehicles and number of employees is based on a ratio to the number of residents. <b>Assisted Living or Nursing Facility:</b> Many facilities do not permit residents to have vehicles and number of employees is based on a ratio to the number of residents.
<b>Transportation</b>			
Airport	1 space per employee on major shift, plus 1 space for each vehicle used in connection with the facility, plus sufficient space to accommodate the largest number of vehicles anticipated to be on-site at any one time	Determined by the Board based on an analysis of expected parking demand	This use is not expected to occur frequently and deserves a site-by-site review of parking demands.
Helipad	A minimum of 5 spaces for commercial helistops and a minimum of 2 spaces for non-commercial helistops	No minimum requirement	No minimum parking required due to limited or no full-time staff. The operator can determine the parking need for the facility.
Transit Facility	No minimum requirement, or as determined by the Board or Director	No minimum requirement	No minimum parking is permitted now and proposed to remain due to limited or no full-time staff. The operator can determine the parking need for the facility.
<b>Utilities</b>			
Solar Power Facility	1 space per 1.5 employees on major shift, plus 1 space per company vehicle	No minimum requirement	No minimum parking requirement due to limited or no full-time staff. The operator can determine the parking need for the facility.
Utility Facility, Heavy	1 space per 1.5 employees on major shift, plus 1 space per company vehicle	No minimum requirement	No minimum parking requirement due to limited or no full-time staff. The operator can determine the parking need for the facility.
Utility Facility, Light	1 space per 1.5 employees on major shift, plus 1 space per company vehicle	No minimum requirement	No minimum parking requirement due to limited or no full-time staff. The operator can determine the parking need for the facility.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Wireless Facility	No minimum requirement	No minimum requirement	No Change
<b>COMMERCIAL USES</b>			
<b>Animal-Related Services</b>			
Animal Shelter	<b>5,000 square feet of gross floor area or less: 10 spaces</b> <b>Greater than 5,000 square feet of gross floor area: 10 spaces;</b> plus additional spaces as determined by the Director, based on the number of spaces required to accommodate employees and visitors anticipated to be on-site at any one time. Gross floor area does not include any outdoor exercise or dog run area that is enclosed by a roof or fencing material.	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.	The current rate equates to 2 spaces per 1,000 square feet and this is a standardization of using 1,000 square feet when parking is based on the size of the building.
Kennel	<b>5,000 square feet of gross floor area or less: 10 spaces</b>	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.	The current rate equates to 2 spaces per 1,000 square feet and this is a standardization of using 1,000 square feet when parking is based on the size of the building.
Kennel	<b>Greater than 5,000 square feet of gross floor area: 10 spaces;</b> plus additional spaces as determined by the Director, based on the number of spaces required to accommodate employees and visitors anticipated to be on-site at any one time. Gross floor area does not include any outdoor exercise or dog run area that is enclosed by a roof or fencing material.	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.	The current rate equates to 2 spaces per 1,000 square feet and this is a standardization of using 1,000 square feet when parking is based on the size of the building.
Pet Grooming Establishment	1 space per 200 square feet of gross floor area	4 spaces <b>(No minimum up to 5 spaces)</b> per 1,000 square feet of gross floor area	The current rate equates to 5 spaces per 1,000 square feet. The proposed rate is consistent with the retail sales rate.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Veterinary Hospital	<p><b>5,000 square feet of gross floor area or less:</b> 10 spaces</p> <p><b>Greater than 5,000 square feet of gross floor area:</b> 10 spaces; plus additional spaces as determined by the Director, based on the number of spaces required to accommodate employees and visitors anticipated to be on-site at any one time.</p> <p>Gross floor area does not include any outdoor exercise or dog run area that is enclosed by a roof or fencing material.</p>	2 spaces per 1,000 square feet of gross floor area	The current rate equates to 2 spaces per 1,000 square feet and this is a standardization of using 1,000 square feet when parking is based on the size of the building.
<b>Food and Lodging</b>			
Bed and Breakfast	2 spaces per single-family dwelling, where only 1 such space is required to have convenient access to a street; plus 1 space per guest room	Applicable single family dwelling rate plus 1 space per guest room	<p>No Change</p> <p>One space with convenient access to the street relocated to subsection 6100.1.</p>
Catering	1 space per employee on major shift, plus 1 space per company vehicle and piece of mobile equipment	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	Rate is aligned with production facility parking requirements.
Hotel or Motel	1 space per rental unit, plus 4 spaces per 50 rental units, plus required spaces for restaurants, assembly rooms, and affiliated facilities as determined by the Director.	1 space <b>(No minimum up to 1.5 spaces)</b> per rental unit or guest room	Proposed rate is a simplification of the current rate and would require slightly less parking.
Restaurant	<p>Unless otherwise provided in subsection 6100.4.D:</p> <p><b>Gross floor area of less than 5,000 square feet:</b> 10 spaces per 1,000 square feet and 10 spaces per 1,000 square feet of outside seating area in excess of 20 outdoor seats.</p>	8 spaces <b>(No minimum up to 10 spaces)</b> per 1,000 square feet of gross floor area	Proposed rate combines indoor and outdoor seating, which offsets total parking demand based on seasonal use. Rate is based on data sampling from ITE Parking Generation and local restaurant surveys. Many restaurants are located in shopping centers which provide shared parking opportunities.

**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Restaurant	<p><b>Gross floor area of more than 5,000 square feet:</b> 11 spaces per 1,000 square feet and 11 spaces per 1,000 square feet of outside seating area in excess of 32 outdoor seats.</p> <p>Spaces designated for curb-side pickup cannot be counted toward the minimum required number of parking spaces.</p>	8 spaces <b>(No minimum up to 10 spaces)</b> per 1,000 square feet of gross floor area	Proposed rate combines indoor and outdoor seating, which offsets total parking demand based on seasonal use. Rate is based on data sampling from ITE Parking Generation and local restaurant surveys. Many restaurants are located in shopping centers which provide shared parking opportunities.
Restaurant, Carryout	<p>Unless otherwise provided in subsection 6100.4.D:</p> <p>6.5 spaces per 1,000 square feet of gross floor area</p>	4 spaces <b>(No minimum up to 5 spaces)</b> per 1,000 square feet of gross floor area	Proposed rate is consistent with retail sales use.
Restaurant with Drive-Through	<p>Unless otherwise provided in subsection 6100.4.D:</p> <p><b>Gross floor area of less than 5,000 square feet:</b> 12 spaces per 1,000 square feet, plus 12 spaces per 1,000 square feet of outside seating area in excess of 20 outdoor seats.</p> <p><b>Gross floor area of more than 5,000 square feet:</b> 12 spaces per 1,000 square feet, plus 12 spaces per 1,000 square feet of outside seating area in excess of 32 outdoor seats.</p> <p><b>Stacking spaces:</b> 11 for the drive-through window, with a minimum of 5 spaces designated for the ordering station. Such spaces must be designed to not impede pedestrian or vehicular circulation on the site or on any abutting street.</p> <p>Spaces designated for curb-side pickup cannot be counted toward the minimum required number of parking spaces.</p>	6 spaces <b>(No minimum up to 12 spaces)</b> per 1,000 square feet of gross floor area	General local survey data shows an average peak period demand of 6 spaces per 1,000 SF for this use. Average daily demand is less than 6 spaces per 1,000 square feet. The minimum requirements for stacking spaces are relocated to Table 6100.4.
Retreat Center	1 space per rental unit, plus 4 spaces per 50 rental units, plus required spaces for restaurants, assembly rooms, and affiliated facilities as determined by the Director.	1 space <b>(0.75 up to 1.5 spaces)</b> per rental unit or guest room	Proposed rate is consistent with the proposed Hotel rate.

**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
<b>Office and Financial Institutions</b>			
Alternative Lending Institution	4 spaces per 1,000 square feet of gross floor area	4 spaces per 1,000 square feet of gross floor area	No Change
Drive-Through Financial Institution	4 spaces per 1,000 square feet of gross floor area for customer service, lobby, and teller area, plus additional space as required for any associated offices. Stacking spaces: 8 in front of the first window and 2 in front of each additional window; except that 5 may be permitted in front of each of the first 2 windows, provided that both windows remain open when the drive-through facility is operational.	4 spaces per 1,000 square feet of gross floor area	Simplification of the rate with no change in expected parking. The minimum requirements for stacking spaces are relocated to Table 6100.4.
Financial Institution	4 spaces per 1,000 square feet of gross floor area for customer service, lobby, and teller area, plus required spaces for any associated offices	4 spaces per 1,000 square feet of gross floor area	Simplification of the rate with no change in expected parking.
Office	<b>50,000 square feet of gross floor area or less:</b> 3.6 spaces per 1,000 square feet <b>Greater than 50,000 but less than 125,000 square feet of gross floor area:</b> 3 spaces per 1,000 square feet <b>125,000 square feet of gross floor area or more:</b> 2.6 spaces per 1,000 square feet The size of the office building is based on the definition of gross floor area as set forth in Article 9. Where more than one office building is located on a lot, gross floor area is based on each individual building and not on the total gross floor area of all buildings on the lot. Gross floor area as qualified in Subsection 6100.3 is used to determine the required number of parking spaces. Buildings connected by structures such as atriums, awnings, breezeways, carports, garages, party walls, or plazas are not considered one building.	50,000 square feet of gross floor area or less: 3 spaces <b>(No minimum up to 3.6 spaces)</b> per 1,000 square feet Greater than 50,000 square feet of gross floor area: 2 spaces <b>(No minimum up to 3 spaces)</b> per 1,000 square feet	The proposed requirement is consistent with the pre-Covid regional and national trends for office parking as included in ITE Parking Generation with an average rate of 2.4 spaces per 1,000 square feet.



**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Office in a Residential District	3.6 spaces per 1,000 square feet	3 spaces <i>(No minimum up to 3.6 spaces)</i> per 1,000 square feet	Proposed rate to be consistent with a smaller office building
<b>Personal and Business Services</b>			
Business Service	1 space per 300 square feet of gross floor area	4 spaces per 1,000 square feet of gross floor area	Current requirement is 3.3 spaces per 1,000 square feet. Rate is proposed to slightly increase to be consistent with other personal and business services.
Household Repair and Rental Service	1 space per 200 square feet of gross floor area	4 spaces per 1,000 square feet of gross floor area	Current requirement is 5 spaces per 1,000 square feet. The proposed rate is slightly lower and consistent with the retail sales use.
Massage Therapy Establishment	1 space per 200 square feet of gross floor area	4 spaces per 1,000 square feet of gross floor area	Current requirement is 5 spaces per 1,000 square feet. The proposed rate is slightly lower and consistent with retail sales.
Personal Service	1 space per 200 square feet of gross floor area	4 spaces per 1,000 square feet of gross floor area	Current requirement is 5 spaces per 1,000 square feet. The proposed rate is slightly lower and consistent with the retail sales use.
<b>Recreation and Entertainment</b>			
Banquet or Reception Hall	1 space per 3 persons based on the occupancy load; plus 1 space per employee on major shift	8 spaces <i>(No minimum up to 10 spaces)</i> per 1,000 square feet of gross floor area	Proposed rate is consistent with the proposed restaurant rate.
Campground	As determined by the Board or BZA	No minimum requirement	Parking would typically be provided at the individual campsites. This use is subject to approval by the Board of Zoning Appeals and additional parking could be required if determined necessary.
Commercial Recreation, Indoor	<p><b>Generally:</b> 1 space per 3 persons based on the occupancy load; plus 1 space per employee on major shift</p> <p><b>Bowling Alley:</b> 4 spaces per alley, plus 1 space per employee on major shift, plus such additional spaces as may be required herein for affiliated uses such as restaurants</p>	<p><b>Generally:</b> 1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less</p> <p><b>Bowling Alley:</b> 2 spaces per alley <i>(Option: No minimum up to 4 spaces per 1,000 square feet of gross floor area)</i></p>	<p><b>Generally:</b> Simplification of the rate to recognize these uses may have large space requirements</p> <p><b>Bowling Alley:</b> Simplification and lowering the rate based on assumption that not every alley will be used by four bowlers with everyone driving separately.</p>



**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Commercial Recreation, Indoor	<b>Commercial Swimming Pool:</b> 1 space per 4 persons lawfully permitted in the pool at one time, plus 1 space per employee on major shift <b>Theater:</b> 0.3 space per seat or similar vantage accommodation	<b>Commercial Swimming Pool:</b> 1 space per 4 persons lawfully permitted in the pool at one time <b>Theater:</b> 1 space per 3 seats <i>(No minimum up to 1 space per 5 seats)</i>	<b>Commercial Swimming Pool:</b> Simplification of rate by removing additional parking for employees. <b>Theater:</b> Simplification of rate
Commercial Recreation, Outdoor	<b>Generally:</b> 1 space per 3 persons based on the occupancy load plus 1 space per employee on major shift <b>Swimming Pool, Commercial:</b> 1 space per 4 persons lawfully permitted in the pool at one time, plus 1 space per employee on major shift	<b>Generally:</b> 1 space per or 1 space per 1,000 square feet of gross floor area, whichever is less <b>Commercial Swimming Pool:</b> 1 space per 4 persons lawfully permitted in the pool at one time	<b>Generally:</b> Simplification of the rate to base it on 1,000 square feet of gross floor area and to be consistent with retail uses. <b>Commercial Swimming Pool:</b> Simplification of rate by removing additional parking for employees.
Entertainment, Adult	0.3 space per seat	1 space per 3 seats <i>(No minimum up to 5 seats)</i>	This is a simplification of the rate.
Entertainment, Public	1 space per 3 persons based on the occupancy load, plus one space per employee on major shift	8 spaces <i>(No minimum up to 10 spaces)</i> per 1,000 square feet of gross floor area	Proposed rate is consistent with the proposed restaurant rate.
Golf Course or Country Club	1 space per 4 members based on maximum anticipated membership	As determined by Board based on anticipated membership and employees on major shift	These uses require special exception approval by the Board. Therefore, the parking requirement should be based on an evaluation of the anticipated membership and amenities to be provided.
Health and Exercise Facility, Large	1 space per 3 persons based on the occupancy load, plus 1 space per employee on major shift	4 spaces <i>(No minimum up to 5 spaces)</i> per 1,000 square feet of gross floor area	Proposed rate is consistent with the retail use rate.
Health and Exercise Facility, Small	1 space per 3 persons based on the occupancy load, plus 1 space per employee on major shift	4 spaces <i>(No minimum up to 5 spaces)</i> per 1,000 square feet of gross floor area	Proposed rate is consistent with the retail use rate.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Marina, Commercial	As determined by the Director, based on a review of each proposal to include such factors as the number of spaces required to accommodate employees of the greatest shift, visitor parking, maximum number of members and the number of boat slip	No minimum requirement	In conventional zoning districts commercial marinas may only be established through approval of a special permit or special exception. When located in a planned district, the use is only permitted when shown on a development plan, PRC plan, or through Board approval of a special exception. Therefore, the parking proposed can be evaluated during the review of the application.
Marina, Private Noncommercial	As determined by the Director, based on a review of each proposal to include such factors as the number of spaces required to accommodate employees of the greatest shift, visitor parking, maximum number of members and the number of boat slips.	No minimum requirement	In conventional zoning districts commercial marinas may only be established through approval of a special permit or special exception. When located in a planned district, the use is only permitted when shown on a development plan, PRC plan, or through Board approval of a special exception. Therefore, the parking proposed can be evaluated during the review of the application.
Quasi-Public Park, Playground, or Athletic Field	<p><b>Neighborhood Parks:</b> Determined by the Director based on access to the park and the walking distance to the park from the surrounding development; the location of the park and the density of the surrounding development served; and the type and size of the proposed recreation uses or facilities.</p> <p><b>Urban Parks:</b> No parking is required, provided such parks consist of urban style plazas, miniparks, and greenways, including trails, located within, contiguous to, or immediately across the street from urban, suburban and community business centers as defined in the plan, are oriented to pedestrian or bicycle use by the resident work force and adjacent residents, and provide open space and pedestrian oriented amenities.</p>	<p>No minimum requirement.</p> <p><b><i>(Option: No minimum requirement for Neighborhood Parks and Urban Parks. Remainder of parks, Determined by the Director)</i></b></p>	Neighborhood and urban parks would typically be located within walking distances of most users and parking could be provided on a case-by-case review of the need by the park operator or manager. For larger parks, the operating agency has criteria that are used to determine parking needs, therefore no minimum requirement is recommended.

**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Quasi-Public Park, Playground, or Athletic Field	<b>Community, District, Countywide and Regional Parks:</b> As determined by the Director, based on the parking requirements for the most similar type of use or facility set forth herein.	No minimum requirement. <i>(Option: No minimum requirement for Neighborhood Parks and Urban Parks. Remainder of parks, Determined by the Director)</i>	Neighborhood and urban parks would typically be located within walking distances of most users and parking could be provided on a case-by-case review of the need by the park operator or manager. For larger parks, the operating agency has criteria that are used to determine parking needs, therefore no minimum requirement is recommended.
Smoking Lounge	1 space per 3 persons based on the occupancy load; plus 1 space per employee on major shift	4 spaces <b>(No minimum up to 6 spaces)</b> per 1,000 square feet of gross floor area	Proposed rate is consistent with the retail use rate.
Stadium or Arena	0.3 space per seat or similar vantage accommodation	1 space per 3 seats <b>(No minimum up to 5 seats)</b>	Simplification of the rate
Zoo or Aquarium	As determined by the Board or BZA	As determined by the Board or BZA	No Change
<b>Retail Sales</b>			
Convenience Store	6.5 spaces per 1,000 square feet of gross floor area Spaces designated for curbside pickup cannot be counted toward the minimum required number of parking spaces	4 spaces <b>(No minimum up to 5 spaces)</b> per 1,000 square feet of gross floor area	Proposed rate is consistent with the proposed retail use rate.
Drive-Through, Other	As required for the most similar use, plus 5 stacking spaces in front of each drive-through window	4 spaces <b>(No minimum up to 5 spaces)</b> per 1,000 square feet of gross floor area	Proposed rate is consistent with the proposed retail use rate. The minimum requirements for stacking spaces are relocated to Table 6100.4.
Drive-Through Pharmacy	1 space per 200 square feet of net floor area for the first 1,000 square feet, plus 6 spaces per each additional 1,000 square feet, plus 5 stacking spaces in front of each drive-through window	4 spaces <b>(No minimum up to 5 spaces)</b> per 1,000 square feet of gross floor area	Proposed rate is consistent with the proposed retail use rate. The minimum requirements for stacking spaces are relocated to Table 6100.4.
Drug Paraphernalia Establishment	1 space per 200 square feet of net floor area for the first 1,000 square feet, plus 6 spaces per each additional 1,000 square feet	4 spaces <b>(No minimum up to 5 spaces)</b> per 1,000 square feet of gross floor area	Proposed rate is consistent with the proposed retail use rate.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Garden Center	<p><b>Commercial Districts:</b> 1 space per 200 square feet of net floor area for the first 1,000 square feet, plus 6 spaces per each additional 1,000 square feet</p> <p><b>Residential Districts:</b> 1 space per 200 square feet of net floor area for the first 1,000 square feet, plus 6 spaces per each additional 1,000 square feet, plus 1 space per 500 square feet of outdoor sales/display area to include greenhouses used for the sales/display of plant materials, plus 1 space per employee on major shift and company/commercial vehicle and sufficient space for the parking of any related equipment for landscape contracting services as an accessory component; or as modified by the Board based on the specific characteristics of the garden center use such as the size, scale, or type of accessory uses, when it is demonstrated that fewer parking spaces would adequately serve the site.</p>	4 spaces ( <b><i>No minimum up to 5 spaces</i></b> ) 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	Proposed rate is consistent with the proposed retail use rate.
Pawnshop	1 space per 200 square feet of net floor area for the first 1,000 square feet, plus 6 spaces per each additional 1,000 square feet	4 spaces ( <b><i>No minimum up to 5 spaces</i></b> ) per 1,000 square feet of gross floor area	Proposed rate is consistent with the proposed retail use rate.
Retail Sales, General	<p><b>Generally:</b> 1 space per 200 square feet of net floor area for the first 1,000 square feet, plus 6 spaces per each additional 1,000 square feet</p> <p><b>Furniture or Carpet Store:</b> 1 space per 500 square feet of net floor area, plus 1 space for each employee on major shift</p>	4 spaces ( <b><i>No minimum up to 5 spaces</i></b> ) per 1,000 square feet of gross floor area	County surveys of standalone retail sites indicate an average parking demand of 3 spaces per 1,000 gross square feet. The project seeks to treat a variety of retail-type uses similarly for parking requirements, therefore 4 spaces per 1,000 gross square feet is proposed for these broader retail categories.

Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Retail Sales, Large	<p><b>Generally:</b> 1 space per 200 square feet of net floor area for the first 1,000 square feet, plus 6 spaces per each additional 1,000 square feet</p> <p><b>Furniture or Carpet Store:</b> 1 space per 500 square feet of net floor area, plus 1 space for each employee on major shift</p>	4 spaces ( <b><i>No minimum up to 5 spaces</i></b> ) per 1,000 square feet of gross floor area	Proposed rate is consistent with the proposed retail use rate.
<b>Vehicle-Related Uses</b>			
Car Wash	4 spaces per bay or stall; plus 1 space per employee for a self-service establishment, or 1 space per employee on major shift, plus sufficient area for 10 stacking spaces per bay or stall for an automated establishment.	As determined by the Board	This is a special exception review and case by case review of parking needs can be done as part of the entitlement. The minimum requirements for stacking spaces are relocated to Table 6100.4.
Commercial Off-Street Parking	No minimum requirement	No minimum requirement	No Change
New Vehicle Storage	No minimum requirement	No minimum requirement	No Change
Truck Rental Establishment	1 space per 500 square feet of enclosed sales and rental floor area, plus 1 space per 2,500 square feet of open sales and rental display lot area, plus 1 space per employee on major shift, but never less than 5 spaces. When the enclosed office, sales, and rental area or employees are shared with another use for which parking has been provided, only the open sales and rental display area is required to be separately parked.	2 spaces per 1,000 square feet of enclosed sales and rental floor area	This is a simplification of the current rate using the standard required spaces based on 1,000 square feet of the use and elimination of the separate parking for employees since this is not a consistent number.
Vehicle Fueling Station	2 spaces per service bay, plus 6.5 spaces per 1,000 square feet of gross floor area devoted to the retail use, but never less than 5 spaces	2 spaces ( <b><i>No minimum up to 5 spaces</i></b> ) per service bay, plus 4 spaces per 1,000 square feet of gross floor area devoted to retail sales	Proposed rate retains the service bay requirement and aligns the retail use to the retail rate.

**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Vehicle Repair and Maintenance, Heavy	2 spaces per service bay, plus 1 space per employee on major shift	2 spaces per service bay	Retains the service bay rate and eliminates the additional requirement for employees consistent with the approach to base parking on a standard that does not frequently change.
Vehicle Repair and Maintenance, Light	1 space per 200 square feet of net floor area, plus 2 spaces per service bay, plus 1 space per employee on major shift	2 spaces per service bay	Retains the service bay rate and eliminates the additional requirement for employees consistent with the approach to base parking on a standard that does not frequently change.
Vehicle Sales, Rental, and Service	1 space per 500 square feet of enclosed sales and rental floor area, plus 1 space per 2,500 square feet of open sales and rental display lot area, plus 2 spaces per service bay, plus 1 space per employee on major shift, but never less than 5 spaces	2 spaces per 1,000 square feet of enclosed sales and rental floor area	Retains the square footage rate and eliminates the additional requirement for employees consistent with the approach to base parking on a standard that does not frequently change.
Vehicle Transportation Service	Based on the size and maximum number of company vehicles stored on-site with a minimum of 1 space per 1 employee on major shift, plus 1 space per company vehicle stored on-site.	1 space per 1 employee on major shift	Simplified rate to eliminate company vehicle requirements. Company vehicles will still be required to be parked onsite by another section of the ordinance.
<b>INDUSTRIAL USES</b>			
<b>Freight Movement, Warehousing, and Wholesale Distribution</b>			
Data Center	1 space per 1.5 employees on major shift, plus 1 space per company vehicle	2 spaces <b>(No minimum up to 3 spaces)</b> per 1,000 square feet of gross floor area of office space associated with the use	The proposed rate is consistent with the proposed office rate. In Data Centers the amount of building gross floor area devoted to servers and other equipment is much higher compared to the amount of gross floor area devoted to office use and employees which generates the need for parking, therefore the minimum parking requirement as proposed is based on the amount of office space in the building.

**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
Freight Distribution Hub	1 space per 1.5 employees on major shift, plus 1 space per company vehicle but with a minimum of 1 space per 1,000 square feet of gross floor area	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
Goods Distribution Hub	1 space per 1.5 employees on major shift, plus 1 space per company vehicle but with a minimum of 1 space per 1,000 square feet of gross floor area	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
Self-Storage	3.2 spaces per 1,000 square feet of gross floor area of office space associated with the use plus 1 space per employee on major shift, and 2 spaces for a resident manager. The width of travel aisles for vehicular access and loading and unloading are subject to the approval of the Director	3 spaces <b>(No minimum up to 3 spaces)</b> per 1,000 square feet of gross floor area of office space associated with the use	The proposed rate is consistent with the proposed rate for a smaller office.
Warehouse	1 space per 1.5 employees on major shift, 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 of gross floor area	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
Wholesale Facility	1 space per 1.5 employees on major shift, plus 1 space per company vehicle, but with a minimum of 1 space per 1,000 square feet of gross floor area	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.



**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

Use	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
<b>Industrial Services and Extraction of Materials</b>			
Building Materials Storage and Sales	1 space per 1.5 employees on major shift, 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 of gross floor area	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
Contractor's Office and Shop	1 space per 1.5 employees on major shift, 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 of gross floor area	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
Extraction Activity	As determined by the BZA	As determined by the BZA	No Change
Petroleum Products Storage Facility	1 space per 1.5 employees on major shift, plus 1 space per company vehicle	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
Specialized Equipment and Heavy Vehicle Sale, Rental, or Service	1 space per 500 square feet of enclosed sales and rental floor area, plus 1 space per 2,500 square feet of open sales and rental display lot area, plus 2 spaces per service bay, plus 1 space per employee on major shift, but never less than 5 spaces	1 space per 1,000 square feet of enclosed sales and rental floor area	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
Storage Yard	1 space per 1.5 employees on major shift, 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 of gross floor area	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.



**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

<b>Use</b>	<b>Current Minimum Parking Requirements</b>	<b>Proposed Minimum Parking Requirement</b>	<b>NOTES</b>
Vehicle Storage or Impoundment Yard	1 space per 1.5 employees on major shift, 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 of gross floor area	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
<b>Production of Goods</b>			
Craft Beverage Production Establishment	1 space per 4 seats where seating is at tables, plus 1 space per 2 seats where seating is at a counter, plus 1 space per 2 employees. This rate applies to outdoor seating in excess of 20 outdoor seats for an establishment with a gross floor area of less than 5,000 square feet, or to outdoor seating in excess of 32 outdoor seats for an establishment with a gross floor area of 5,000 square feet or more	8 spaces <i>(No minimum up to 10 spaces)</i> per 1,000 square feet of gross floor area, excluding area devoted to the production and processing of craft beverages	The minimum requirement is revised to park only the tasting area of these establishments, which generates the primary parking demand. The minimum requirement for the tasting area is based on the proposed revised restaurant rate.
Production or Processing	1 space per employee on major shift, plus 1 space per company vehicle and piece of mobile equipment	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
Production or Processing, Heavy	1 space per employee on major shift, plus 1 space per company vehicle and piece of mobile equipment	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
Small-Scale Production Establishment	<b>C-3, C-4, C-5, C-6, C-7, C-8, PDH, PDC, PRM, and PRC Districts:</b> 1 space per employee on major shift, plus 1 space per company vehicle and piece of mobile equipment, but with a minimum of 1 space per 1,000 square feet of gross floor area	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.

**Table 6100.2: Minimum Required Off-Street Vehicle Parking Spaces**

<b>Use</b>	<b>Current Minimum Parking Requirements</b>	<b>Proposed Minimum Parking Requirement</b>	<b>NOTES</b>
Small-Scale Production Establishment	<b>I-3 District:</b> 1 space per employee on major shift, plus 1 space per company vehicle and piece of mobile equipment	1 space per employee or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
<b>Waste and Recycling Facilities</b>			
Junkyard	1 space per 1.5 employees on major shift, 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 of gross floor area	1 space per employees or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
Mixed Waste Reclamation Facility	1 space per 1 employee on major shift, plus 1 space per company vehicle	1 space per employees or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
Recycling Center	1 space per 1 employee on major shift, plus 1 space per company vehicle	1 space per employees or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.
Solid Waste Disposal Facility	1 space per 1 employee on major shift, plus 1 space per company vehicle	1 space per employees or 1 space per 1,000 square feet of gross floor area, whichever is less	This is the proposed standard rate for industrial uses. It is proposed to determine parking by square footage of the facility or employees due to variations in the ratio of building size to employees. Company vehicles will still be required to be parked onsite by another section of the ordinance.

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

Shopping Centers	Current Minimum Parking Requirements	Proposed Minimum Parking Requirement	NOTES
≤100,000 square feet gross floor area	4.3 spaces per 1,000 square feet of gross floor area	4 spaces <b>(No minimum up to 4 spaces)</b> per 1,000 square feet of gross floor area	County surveys of standalone retail sites indicate an average parking demand of 3 spaces per 1,000 gross square feet. The project seeks to treat a variety of retail-type uses similarly for parking requirements, therefore 4 spaces per 1,000 gross square feet is proposed for these broader retail categories.
>100,000 but ≤400,000 square feet gross floor area	4 spaces per 1,000 square feet of gross floor area	3 spaces <b>(No minimum up to 4 spaces)</b> per 1,000 square feet of gross floor area	Based on analysis of retail parking activities and the size of retail centers, a minimum of 3 spaces per 1,000 gross square feet is proposed.
>400,000 but ≤800,000 square feet gross floor area	4.8 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	2.5 spaces per 1,000 square feet of gross floor area	No change. The current rate was adopted by the Board in 2019.

## Tiered Framework

### Suburban Centers

This planning area designation currently does not have a separate parking requirement and all uses are parked per current Table 6100.1.

TABLE 6100.5: Suburban Center Parking Requirements			
Use	Current Minimum Parking Requirement	Proposed Minimum Parking Requirement	Notes
Dwelling, Multifamily	1.6 spaces per dwelling unit	90 percent <b>(80 up to 100 percent)</b> of the parking rate established in Table 6100.2 <b>(1.3 up to 1.6 spaces per dwelling unit or up to 1 space per bedroom)</b>	The Board has the option to reduce multifamily parking or keep the same base rate. As proposed, 90 percent of the proposed 1.3 base rate is 1.17 spaces per dwelling unit.
Dwelling, Multifamily – ADU Development			
All Other Residential Uses	In accordance with the Table 6100.1	In accordance with Table 6100.2	No change (The table reference number is different but is the same use-based table.)
All Other Nonresidential Uses	In accordance with the Table 6100.1	90 percent (80 up to 100 percent) of the parking rate established in Table 6100.2 and 6100.3.	The Board has the option to reduce non-residential use parking or keep the same base rate. As proposed, it would permit the use of 90 percent of base rate (10 percent less) for nonresidential uses in accordance with the use-based table or shopping center table.

### Revitalization

The Zoning Ordinance permits a 20 percent reduction for nonresidential uses in the Commercial Revitalization Districts (CRD) and the Lake Anne Commercial Revitalization Area subject to Board of Supervisor approval (Richmond Highway CRD is by-right). The proposed amendment recommends a new rate of 80 percent (20 percent reduction) of the base rate by-right and expands to Merrifield Commercial Revitalization Area, Community Business Centers, Suburban Neighborhoods in the Richmond Highway Corridor and the Urban Center of Fairfax Center. New rates for residential uses are also proposed.

**TABLE 6100.6: Revitalization Area Parking Requirements**

Use	Current Minimum Parking Requirement	Proposed Minimum Parking Requirement	Notes
Dwelling, Single Family Detached	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, where only 1 such space is required to have convenient access to a street	2 spaces per unit <b><i>(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)</i></b>	Retains two spaces per unit but does not require an additional space if located on a private street.
Dwelling, Single Family Attached	2.7 spaces per unit where only 1 such space is required to have convenient access to the street	1.8 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use. <b><i>(1 up to 2.7 spaces per dwelling unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</i></b>	The Board has the option to reduce this parking or keep the same base rate. A 100-unit development would require 180 spaces of which 30 spaces would need to be on common property for shared or visitor use.
Dwelling, Single-Family Attached – ADU Development			
Dwelling, Stacked Townhouses	2.3 spaces per unit where only 1 such space is required to have convenient access to the street	1.8 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use. <b><i>(1 up to 2.3 spaces per dwelling unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</i></b>	The Board has the option to reduce this parking or keep the same base rate. A 100-unit development would require 180 spaces of which 30 spaces would need to be on common property for shared or visitor use.
Dwelling, Stacked Townhouses – ADU Development			
Dwelling, Multifamily	1.6 spaces per unit	80 percent <b><i>(70 up to 90 percent)</i></b> of the per unit parking rate established in Table 6100.2 <b><i>(0.6 space (0.4 to 0.8 spaces) per bedroom)</i></b>	The Board has the option to reduce this parking or keep the same base rate. The total number of bedrooms in a multifamily building would determine the minimum number of parking spaces. Revised to recommends per unit rate instead of a bedroom rate.  Based on 1.6 spaces per unit, 320 spaces are required for a 200-unit apartment building. As proposed at 80 percent of the proposed base rate of 1.3 spaces per unit is 1.04 spaces per unit and 208 spaces are required.
Dwelling, Multifamily – ADU Development			
All Other Residential Uses	In accordance with Table 6100.1	In accordance with Table 6100.2	No change

**TABLE 6100.6: Revitalization Area Parking Requirements**

All Other Nonresidential Uses	The minimum off-street parking requirements for nonresidential uses may be reduced by up to 20 percent	80 percent <b>(70 up to 80 percent)</b> of the parking rate established in Table 6100.2 or 6100.3	The proposed rate of 80 percent of the base is consistent with the current 20 percent reduction for revitalization areas. The proposed change in the rate is by-right and will not require administrative action by the Board.
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## Transit Station Areas

**TABLE 6100.7: Transit Station Area Parking Requirements**

Use	Current Minimum Parking Requirement	Proposed Minimum Parking Requirement	Notes
Dwelling, Single Family Detached	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, where only 1 such space is required to have convenient access to a street	2 spaces per unit <b>(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)</b>	Retains two spaces per unit but does not require an additional space if located on a private street.
Dwelling, Single Family Attached	2.7 spaces per unit where only 1 such space is required to have convenient access to the street	1.3 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use. <b>(1 up to 2.7 spaces per dwelling unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</b>	The Board has the option to reduce this parking or keep the same base rate. A 100-unit development would require 130 spaces of which 30 spaces would need to be on common property for shared or visitor use.
Dwelling, Single-Family Attached – ADU Development			
Dwelling, Stacked Townhouses	0 or 1 bedroom: 1.3 spaces per unit 2 bedrooms: 1.5 spaces per unit 3 or more bedrooms: 1.6 spaces per unit	1.3 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use. <b>(1 up to 2.7 spaces per dwelling unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</b>	The Board has the option to reduce this parking or keep the same base rate. A 100-unit development would require 130 spaces of which 30 spaces would need to be on common property for shared or visitor use.
Dwelling, Stacked Townhouses – ADU Development			

**TABLE 6100.7: Transit Station Area Parking Requirements**

Dwelling, Multifamily			<p>The current rate is not a per bedroom rate, but a dwelling unit rate based on the bedroom type. The Board has the option to reduce this parking based on bedrooms only or reduce the parking between 80 and 60 percent of the rates in current Table 6100.2. Applying the proposed rate of 0.4 spaces per bedroom, if a 200-unit building had 100 1-bedroom units and 100 2-bedroom units, this equals 300 bedrooms. A minimum of 120 spaces would be required. If the Board elects to use the per unit option of 70 percent of the proposed base rate of 1.3 spaces per unit (0.91), 182 spaces are required.</p>
Dwelling, Multifamily – ADU Development	<p>0 or 1 bedroom: 1.3 spaces per unit  2 bedrooms: 1.5 spaces per unit  3 or more bedrooms: 1.6 spaces per unit</p>	<p>0.4 space <b>(0.4 to 0.8 spaces)</b> per bedroom <b>(or 60 up to 80 percent of the per unit parking rate established in Table 6100.2)</b></p>	
All Other Residential Uses	In accordance with Table 6100.1	In accordance with Table 6100.2	No change
Offices	<p>0 to 0.25 miles from a metro station entrance along an accessible route: 2 spaces per 1,000 square feet of gross floor area.</p> <p>More than 0.25 miles from a metro station entrance along an accessible route: 2.3 spaces per 1,000 square feet gross floor area</p>	<p>70 percent <b>(60 up to 80)</b> of the parking rate established in Tables 6100.2 or 6100.3.</p>	<p>To simplify the rate, the current exception for restaurants and the separate rates for office are excluded. All nonresidential uses would be parked at 70 percent of their base rate.</p> <p>A 200,000 square foot office building has a proposed base rate of 2 spaces per 1,000 square feet. This requires 400 spaces. As proposed, 70 percent of the base rate will require a minimum of 280 spaces.</p>
All other commercial uses, except restaurants	80 percent of the parking rate established in Tables 6100.1 or 6100.2		
All Other Nonresidential Uses	The minimum off-street parking requirements for nonresidential uses may be reduced by up to 20 percent		

## Transit Oriented Development

**TABLE 6100.8: Transit Oriented Development Parking Requirements**

Use	Current Minimum Parking Requirement	Proposed Minimum Parking Requirement	Notes
Dwelling, Single Family Detached	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, where only 1 such space is required to have convenient access to a street	2 spaces per unit <b><i>(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)</i></b>	Retains two spaces per unit but does not require an additional space if located on a private street.
Dwelling, Single Family Attached	2.7 spaces per unit where only 1 such space is required to have convenient access to the street	1.3 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use. <b><i>(1 up to 2.7 spaces per dwelling unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</i></b>	Retains the same rate proposed for transit station areas.
Dwelling, Single-Family Attached – ADU Development			
Dwelling, Stacked Townhouses	0 or 1 bedroom: 1.3 spaces per unit 2 bedrooms: 1.5 spaces per unit 3 or more bedrooms: 1.6 spaces per unit	1.3 spaces per unit of which 0.3 space per unit is located on common property and available for visitor or shared use. <b><i>(1 up to 2.7 spaces per dwelling unit of which up to 0.3 space per unit is located on common property and available for visitor or shared use)</i></b>	Retains the same rate proposed for transit station areas.
Dwelling, Stacked Townhouses – ADU Development			
Dwelling, Multifamily	0 or 1 bedroom: 1.3 spaces per unit 2 bedrooms: 1.5 spaces per unit 3 or more bedrooms: 1.6 spaces per unit	0.3 space <b><i>(0.3 to 0.7 spaces)</i></b> per bedroom <b><i>(or 50 up to 70 percent of the per unit parking rate established in Table 6100.2)</i></b>	The Board has the option to reduce this parking based on bedrooms only or reduce the parking by between 70 and 50 percent of the rates in current Table 6100.2. Applying the proposed rate of 0.3 spaces per bedroom, if a 200-unit building had 100 1-bedroom units and 100 2-bedroom units, this equals 300 bedrooms. A minimum of 90 spaces would be required. If the Board elects to use the per unit option of 60 percent of the proposed base rate of 1.3 spaces per unit (0.78), 156 spaces are required.
Dwelling, Multifamily – ADU Development			



**TABLE 6100.8: Transit Oriented Development Parking Requirements**

All Other Residential Uses	In accordance with Table 6100.1	In accordance with Table 6100.2	No change
Offices	0 to 0.25 miles from a metro station entrance along an accessible route: 2 spaces per 1,000 square feet of gross floor area.  More than 0.25 miles from a metro station entrance along an accessible route: 2.3 spaces per 1,000 square feet gross floor area	60 percent <b>(50 up to 70)</b> of the parking rate established in Tables 6100.2 or 6100.3.	Transit oriented developments are typically within ¼ mile of Metro. Currently this area has the same rate as a transit station area. The same rate proposed for transit station areas is applied.
All other commercial uses, except restaurants	80 percent of the parking rate established in Tables 6100.1 or 6100.2		
All Other Nonresidential Uses	The minimum off-street parking requirements for nonresidential uses may be reduced by up to 20 percent		

### PTC District

The proposed edits to the PTC rates are noted below in strikethrough and underlines.

PTC Minimum and Maximum Required Off-Street Vehicle Parking Spaces										NOTES
Use	Per unit, <u>bedroom</u> , 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	<del>1.75</del> <u>1</u> <b>(1 up to 1.75)</b>	2.2	<del>1.75</del> <u>1</u> <b>(1 up to 1.75)</b>	2.2	<del>2</del> <u>1</u> <b>(1 up to 2)</b>	2.5	<del>2</del> <u>1.3</u>	2.7	The minimum rate is proposed to be lowered to be slightly lower than the TOD rate of 1.3 spaces per unit.
Stacked Townhouse		<del>1.5</del> <u>1</u> <b>(1 up to 1.5)</b>	1.9	<del>1.5</del> <u>1</u> <b>(1 up to 1.5)</b>	1.9	<del>1.7</del> <u>1</u> <b>(1 up to 1.7)</b>	2.1	<del>1.7</del> <u>1.3</u>	<u>2.3</u>	The minimum rate is proposed to be lowered to be slightly lower than the TOD rate of 1.3 spaces per unit.

PTC Minimum and Maximum Required Off-Street Vehicle Parking Spaces										NOTES
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	
Multifamily	Per bedroom Space(s) per unit	<u>0.2</u> <b>(0 up to 0.4)</b>	<u>1.3 space for first bedroom and 0.3 space per additional bedroom</u>	<u>0.2</u> <b>(0 up to 0.4)</b>	<u>1.3 space for first bedroom and 0.3 space per additional bedroom</u>	<u>0.3</u> <b>(0 up to 0.4)</b>	<u>1.4 space for first bedroom and 0.3 space per additional bedroom</u>	<u>0.4</u>	<u>1.4 space for first bedroom and 0.3 space per additional bedroom</u>	To be consistent with bedroom rate proposals and PTC TOD expectations, the rates are revised. Maximums are revised to reflect current requirements.
0-1 bedroom		<u>1.0</u>	<u>1.3</u>	<u>1.0</u>	<u>1.3</u>	<u>1.1</u>	<u>1.4</u>	<u>1.1</u>	<u>1.4</u>	Applying the proposed rate of 0.2 spaces per bedroom for construction within ¼ mile of a station, if a 200-unit building had 100 1-bedroom units and 100 2-bedroom units, this equals 300 bedrooms. A minimum of 60 spaces would be required.
2 bedrooms		<u>1.0</u>	<u>1.6</u>	<u>1.0</u>	<u>1.6</u>	<u>1.35</u>	<u>1.7</u>	<u>1.35</u>	<u>1.7</u>	
3+ bedrooms		<u>1.0</u>	<u>1.9</u>	<u>1.0</u>	<u>1.9</u>	<u>1.6</u>	<u>2.0</u>	<u>1.6</u>	<u>2.0</u>	
Hotel/Motel	<u>Per rental unit Spaces per 1,000 square feet of gross floor area</u>	none	1.0	none	1.0	none	1.05	<u>0.85</u> <u>0.70</u>	<u>1.08</u> <u>1.10</u>	Converts to per unit consistent with base rate. The non-TOD min. is consistent with the min. TSA rate.
Office	Spaces per 1,000 square feet of gross floor area	none	1.6	none	2.0	none	2.2	<u>2.0</u> <u>1.4</u>	2.4	The Non-TOD minimum rate is consistent with the TSA rate for a large office building.

## Loading Requirement Comparison

## Attachment 3

The following chart compares the current loading requirements with the proposed requirements. Currently only 29 uses are identified as requiring loading spaces. If a use is not identified the loading is required to be provided for the most similar use. If a use is below the minimum square footage adequate receiving facilities are required. Except for adding a few uses the loading space requirements have not changed since 1978.

The proposal groups the loading requirement by classification and provides an exception of office, hotel, motel and indoor commercial recreation within the commercial classification. The Zoning Administrator must no longer determine the loading for a use that was not identified. If a use or building is below 10,000 square feet no loading spaces are required; however, adequate receiving facilities are still required. 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 greater than 0.5.

**Table 6101.1: Minimum Required Off-Street Loading Spaces**

Classification	Use	Cat.	Current Requirement (Maximum of 5 spaces per use)	Proposed Requirement (Exempts first 10,000 Sq. Ft. of a use)	Notes
<b>Agricultural and Related Uses</b>	No uses Identified	NA	NA	No Minimum Requirement	No Change
<b>Residential Uses</b>	Congregate Living Facility	F	1 space for the first 10,000 square feet of gross floor area, plus 1 space for each additional 100,000 square feet or major fraction thereof	1 space per each 100,000 square feet of gross floor area, except that: <ul style="list-style-type: none"> <li>No more than 2 loading spaces are required for a structure.</li> </ul>	The current requirements require a loading space for the first 10,000 or 25,000 square feet and each additional 100,000 square feet with a maximum of 5 spaces required.  For smaller uses the proposal would either replace the loading space with an adequate receiving facility or reduce the requirement from 2 spaces to 1 space. The proposal also limits loading spaces to no more than 2 spaces for a structure instead of 5 spaces. This reduction was a common approval and was based on the ability for these users to control the loading area and there being no need for 5 loading spaces.
	Continuing Care Facility	NA	One space for the first 25,000 square feet of gross floor area plus one space for each additional building consisting of more than 100,000 square feet of gross floor area, except as may be modified by the Director		
	Dwelling, Multifamily	G	1 space for the first 25,000 square feet of gross floor area, plus 1 space for each additional 100,000 square feet or major fraction thereof		
	Residence Hall	NA	NA		

**Table 6101.1: Minimum Required Off-Street Loading Spaces**

Classification	Use	Cat.	Current Requirement (Maximum of 5 spaces per use)	Proposed Requirement (Exempts first 10,000 Sq. Ft. of a use)	Notes
	All other Residential Uses	NA	NA	NA	NA
Public, Institutional, and Community Uses	College or University	F	1 space for the first 10,000 square feet of gross floor area, plus 1 space for each additional 100,000 square feet or major fraction thereof	1 space per each 100,000 square feet of gross floor area, except that: <ul style="list-style-type: none"><li>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</li></ul>	The current requirements require a loading space for the first 10,000 square feet and each additional 100,000 square feet with a maximum of 5 spaces required.  For smaller uses the proposal would either replace the loading space with an adequate receiving facility or reduce the requirement from 2 spaces to 1 space.  In areas with higher intensity the loading areas are typically controlled and can be lowered. Reduction in loading spaces can also facilitate improved site design.
	Funeral Home	F			
	Independent Living Facility	F			
	Medical Care Facility	F			
	Private School	F	As determined by the Zoning Administrator		
	All other uses	NA			

**Table 6101.1: Minimum Required Off-Street Loading Spaces**

Classification	Use	Cat.	Current Requirement (Maximum of 5 spaces per use)	Proposed Requirement (Exempts first 10,000 Sq. Ft. of a use)	Notes
Commercial Uses	Business Services	C	1 space for the first 10,000 square feet of gross floor area, plus 1 space for each additional 20,000 square feet or major fraction thereof	1 space per each 50,000 square feet of gross floor area, except that: <ul style="list-style-type: none"><li>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</li><li>No more than 5 loading spaces are required for a structure in any other area.</li></ul>	The current requirements require a loading space for the first 5,000 or 10,000 square feet and each additional 15,000 to 30,000 square feet with a maximum of 5 spaces required. As proposed if under 10,000 square feet an adequate receiving facility would be required instead of a loading space. For smaller structures fewer loading spaces would be required.  Example: 100,000 SF building would require 5 loading spaces in each and proposed 2 spaces would be required. If the structure was 250,000 square feet, the current and proposed would require 5 spaces.
	Financial Institution or Drive-Through Financial Institution				
	Household Repair and Rental Service				
	Massage Therapy Establishment				
	Restaurant, Restaurant with Drive-Through, Carryout Restaurant;	D	1 space for the first 10,000 square feet of gross floor area, plus 1 space for each additional 25,000 square feet or major fraction thereof		
	Personal Service	B	1 space for the first 10,000 square feet of gross floor area, plus 1 space for each additional 15,000 square feet or major fraction thereof		
	Retail Sales				
	Vehicle Repair and Maintenance, Light				
	Vehicle Repair and Maintenance, Heavy	A	1 space for the first 5,000 square feet of gross floor area, plus 1 space for each additional 30,000 square feet or major fraction thereof		
	All other commercial uses except those listed below	NA	As determined by the Zoning Administrator		

**Table 6101.1: Minimum Required Off-Street Loading Spaces**

Classification	Use	Cat.	Current Requirement (Maximum of 5 spaces per use)	Proposed Requirement (Exempts first 10,000 Sq. Ft. of a use)	Notes
	Commercial Recreation, Indoor	F	1 space for the first 10,000 square feet of gross floor area, plus 1 space for each additional 100,000 square feet or major fraction thereof	1 space per 100,000 square feet of gross floor area, except that: <ul style="list-style-type: none"> <li>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</li> <li>No more than 5 loading spaces are required for a structure in any other area.</li> </ul>	<p>The current requirements require a loading space for the first 10,000 square feet and each additional 20,000 to 100,000 square feet with a maximum of 5 spaces required. As proposed if under 10,000 square feet an adequate receiving facility would be required instead of a loading space.</p> <p>For a 100,000 square foot building 2 spaces would be required for the commercial recreation and hotel and 5 for office in current ordinance and 1 space as proposed. For a 300,000 square foot office building the current would still require 5 spaces and the proposed would require 3 spaces.</p> <p>Larger uses often have managed loading docks and can control when loading is conducted.</p>
	Hotel or Motel				
	Office	C	1 space for the first 10,000 square feet of gross floor area, plus 1 space for each additional 20,000 square feet or major fraction thereof		
Industrial Uses	Mixed Waste Reclamation Facility;	A	1 space for the first 5,000 square feet of gross floor area, plus 1 space for each additional 30,000 square feet or major fraction thereof	1 space per each 50,000 square feet of gross floor area except that: <ul style="list-style-type: none"> <li>No more than 5 off-street loading spaces are required for a structure.</li> </ul>	<p>The current requirements require a loading space for the first 5,000 or 10,000 square feet and each additional 30,000 square feet with a maximum of 5 spaces required.</p> <p>For smaller uses the proposal would either replace the loading space with an adequate receiving facility or reduce the requirement from 2 spaces to 1 space.</p> <p>Example: 100,00 sf facilitate would require 4 spaces now and 2 as proposed.</p>
	Production and Processing;				
	Specialized Equipment and Heavy Vehicle Sale, Rental, or Service;				
	Warehouse;				

**Table 6101.1: Minimum Required Off-Street Loading Spaces**

Classification	Use	Cat.	Current Requirement (Maximum of 5 spaces per use)	Proposed Requirement (Exempts first 10,000 Sq. Ft. of a use)	Notes
	Wholesale Facility	E	1 space for the first 10,000 square feet of gross floor area, plus 1 space for each additional 30,000 square feet or major fraction thereof	1 space per each 50,000 square feet of gross floor area except that: <ul style="list-style-type: none"> <li>No more than 5 off-street loading spaces are required for a structure.</li> </ul>	<p>The current requirements require a loading space for the first 5,000 or 10,000 square feet and each additional 30,000 square feet with a maximum of 5 spaces required.</p> <p>For smaller uses the proposal would either replace the loading space with an adequate receiving facility or reduce the requirement from 2 spaces to 1 space.</p> <p>Example: 100,00 sf facilitate would require 4 spaces now and 2 as proposed.</p>
	All other industrial uses	NA	As determined by the Zoning Administrator		