

## Parking Reimagined Draft Requirements for Discussion

Below are proposed revisions to the minimum parking requirements for the Residential Uses category for discussion purposes. Text proposed to be added is shown as underlined and text proposed to be deleted is shown with a ~~striketrough~~. Some draft rates also have a range under consideration that is noted in the footnotes. The footnotes also contain brief explanations for proposed revisions. No changes are proposed for requirements or uses which do not display striketrough or underlined text. A copy of the existing minimum parking requirements for Residential Uses may be found in [subsection 6100.4 of the Fairfax County Zoning Ordinance](#). A clean version of this document, just showing proposed text may be found on the [Parking Reimagined webpage](#). Questions and comments regarding this document and proposed text additions/deletions, can be emailed to [DPDLDParkingAmendment@fairfaxcounty.gov](mailto:DPDLDParkingAmendment@fairfaxcounty.gov).

RESIDENTIAL USES	
Household Living	
<a href="#">Dwelling, Multifamily<sup>1</sup></a>	<u>1.3 spaces per unit</u> <del>1.6 spaces per unit</del>
<a href="#">Dwelling, Single-Family Attached<sup>2</sup></a>	<u>2 spaces per unit where only 1 such space is required to have convenient access to the street, plus 0.7 space per unit for visitor or shared use</u> <del>2.7 spaces per unit where only 1 such space is required to have convenient access to the street</del>
<a href="#">Dwelling, Single-Family Detached</a> and <a href="#">Accessory Living Unit</a>	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 a to a street Accessory living unit (administrative permit): 1 additional space
<a href="#">Dwelling, Stacked Townhouse<sup>3</sup></a>	<u>2 spaces per unit where only 1 such space is required to have convenient access to the street, plus 0.7 spaces per unit for visitor or shared use</u> <del>2.3 spaces per unit where only 1 such space is required to have convenient access to the street</del>
<a href="#">Group Residential Facility</a>	Applicable rate for the dwelling unit type

<sup>1</sup> Multifamily dwelling requirement under consideration is 1.3-1.6 spaces per dwelling. The proposed requirement is an example of rate rightsizing. The ITE Parking Generation national average parking demand for suburban, non-transit-served multifamily dwellings is 1.3 spaces per unit. Staff is also considering proposing a rate based on number of bedrooms.

<sup>2</sup> The overall rate for single-family attached dwellings is not proposed to be changed from the current requirement of 2.7 spaces per unit. However, the proposed requirement has been adjusted to require that a minimum of 2 spaces be located on the individual lot and the 0.7 spaces per unit be located on common property for shared use. This may potentially increase the required number of spaces because now the 2.7 spaces could be accommodated on a single-family attached lot and not require additional off-street parking.

<sup>3</sup> Reducing the stacked townhouse requirement to 2 spaces per unit or retaining the current rate of 2.3 spaces per unit is under consideration. Also under consideration is requiring 0.3 to 0.7 spaces per unit for visitor or shared parking on common property.

<a href="#">Live-Work Development</a> <sup>4</sup>	<u>Applicable residential rate or as determined by the Board</u>
<a href="#">Manufactured Home</a>	<del>Applicable office rate or as reduced by the Board</del> 1.5 spaces per unit
<b>Group Living</b>	
<a href="#">Congregate Living Facility; Religious Group Living; Residence Hall</a> <sup>5</sup>	<u>1 space per 2 residents</u> <del>1 space per 3 residents, plus 1 additional space for each employee on major shift</del>
<a href="#">Group Household</a> <sup>6</sup>	<u>A group household must provide a sufficient number of spaces to accommodate the parking needs of its residents</u> <del>See subsection 4102.3.F</del>
<del>Religious Group Living</del>	<del>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</del>
<del>Residence Hall</del>	<del>1 space per guest accommodation</del>

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<sup>4</sup> Live-work development is proposed to be based on a residential rate instead of an office rate because this use is intended to be a residential dwelling unit with flexible work space and parking is more consistent with a residential use than an office use.

<sup>5</sup> Congregate living facility, religious group living and residence halls rates have been combined into one rate because the uses share similar characteristics for parking purposes. Range under consideration is 1 space per 2-3 residents.

<sup>6</sup> Group household rate does not change but brings the referenced subsection text into the parking table and deletes the text from subsection 4102.3.F of the Zoning Ordinance.