

**FAIRFAX COUNTY PLANNING COMMISSION  
LAND USE PROCESS REVIEW COMMITTEE  
THURSDAY, FEBRUARY 10, 2022**

PRESENT: John C. Ulfelder, Dranesville District, Chairman  
John A. Carter, Hunter Mill District, Vice Chairman  
Mary D. Cortina, Braddock District  
Peter F. Murphy, Springfield District  
Timothy J. Sargeant, Commissioner At-Large  
Candice Bennett, Commissioner At-Large  
Phillip A. Niedzielski-Eichner, Providence District  
Daniel G. Lagana, Lee District

ABSENT: Julie M. Strandlie, Mason District

OTHERS: Evelyn D. Spain, Sully District  
Andres Jimenez, Commissioner At-large  
Michael Davis, Land Development Services  
Rachel Flynn, County Executive's Office  
Leslie Johnson, Department of Planning and Development  
Austin Gastrell, Department of Planning and Development  
William Mayland, Department of Planning and Development  
Christopher Forinash, Consultant, Nelson/Nygaard Consulting Associates  
Keisha Strand, Planning Commission Senior Deputy Clerk, DCS

ATTACHMENTS:

- A. PARKING REIMAGINED PRESENTATION
- B. WORK GROUP MEMBERS
- C. NATIONAL PEER REVIEW
- D. REGIONAL PEER REVIEW

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Chairman Ulfelder called the meeting to order at 7:31 p.m. in the Board Auditorium of the Fairfax County Government Center, 12000 Government Center Parkway, Fairfax, Virginia 22035.

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Commissioner Ulfelder stated that the first order of business was the approval of minutes.

Commissioner Niezielski-Eichner MOVED TO APPROVE THE FOLLOWING LAND USE AND PROCESS REVIEW COMMITTEE MEETING MINUTES:

- NOVEMBER 18, 2021

Commissioner Sargeant seconded the motion, which carried by a vote of 8-0. Commissioner Strandlie was absent from the meeting.

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Commissioner Ulfelder stated that the committee would discuss the Zoning Ordinance Amendment regarding Parking Requirements. He also stated that materials related to the meeting was available on the committee webpage for review.

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Deputy County Executive, Rachel Flynn, introduced the topic of discussion. She indicated that she was happy for the Planning Commission LUPR Committee to discuss this amendment. Ms. Flynn also directed the committee to keep in mind the theme of placemaking and people being the core of the plan.

Michael Davis, Department of Land Development Services, gave a presentation on the Zoning Ordinance Amendment regarding Parking Requirements, a copy of which is included in Attachment A, which covered the following topics:

- Background;
- Activities to Date;
- Goals;
- Conceptual Project Framework;
- Next Steps; and
- Commission Feedback.

There was a discussion between Mr. Davis; Ms. Flynn; Leslie Johnson; Department of Planning and Development; Chris Forinash, Nelson\Nygaard Consulting Associates; and multiple Committee members on the following issues:

- Outreach to community and civic engagement groups;
- Ways to articulate the need and purpose of the project for public understanding;
- The economic impact on businesses where there is a fee to park or there is not enough parking;
- Determining an approach to find the correct size parking for different uses;
- Consideration for pickup and delivery services;
- How the project fits into and is impacted by the Comprehensive Plan;
- How future changes in zoning may impact parking;
- Using the ideas of smart growth for compatibility with the needs of future generations as well as the current needs;
- Shared parking between churches, schools, and townhomes;
- The use of visual outreach for public and civic engagement task force;
- Creating a tiered approach to focus on placemaking;
- Some jurisdictions have removed parking requirements due to the needs of small businesses;
- Small businesses issues with establishing parking for older buildings;
- Accessibility issues not included in the public facilities manual remain an issue;
- Adding some individuals from the disabled community to the task force; and

- Consideration to big trucks accessing buildings for online ordering pickups.

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At the conclusion of the meeting, Chairman Ulfelder announced that the Land Use Process Committee was adjourned.

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CLOSING

February 10, 2022

The meeting was adjourned at 8:38 p.m.  
John Ulfelder, Chairman

An audio recording of this meeting is available in the Planning Commission Office,  
12000 Government Center Parkway, Suite 552, Fairfax, Virginia 22035.

Minutes by: Keisha Strand

Approved: May 12, 2022

*Jacob Caporaletti*

Jacob Caporaletti, Clerk  
Fairfax County Planning Commission

County of Fairfax  
Commonwealth of Virginia

The foregoing instrument was acknowledged before me this 13 day of May, 2022, by  
Jacob Caporaletti.

*[Signature]*

Signature of Notary

Notary registration number:

7114113

Commission expiration:

January 31, 2024





PLANNING & DEVELOPMENT



FAIRFAX COUNTY  
LAND DEVELOPMENT  
SERVICES



# **Parking** **Reimagined**

Off-Street Parking and Loading Regulations



# Agenda

- Background
- Activities to Date
- Goals
- Conceptual Project Framework
- Next Steps
- Commission Feedback



# Activities to Date

- Municipality discussions
- Community engagement
- Research and analysis
- Stakeholder and work group meetings
- Meetings with county agencies



# Project Goals

- Outreach and community engagement
- Incorporate current experience and innovations
- Analyze best practices
- Streamline review and approval



# Outreach and Community Engagement

- Positive feedback on the need to review parking requirements
- Walkability is an important factor
- One-size-fits-all approach is not appropriate for Fairfax County
- Relationship between development intensity, transit service, and parking demand is important
- More data is desired on parking trends

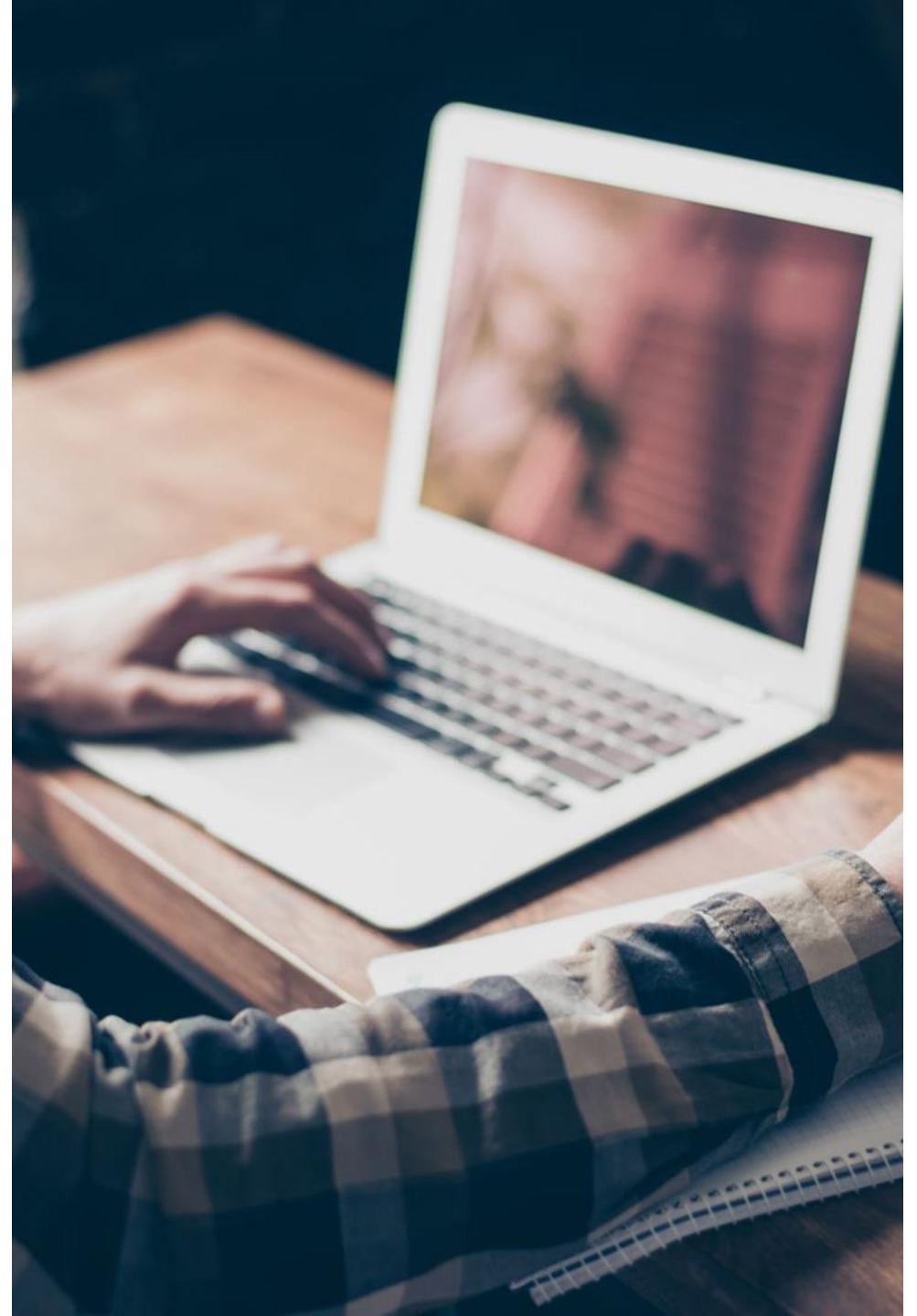
# **P**arking Reimagined

Project website:

<https://www.fairfaxcounty.gov/planning-development/zoning-ordinance/parking-reimagined>

Website has:

- White paper with project details
- FAQs
- Presentation materials
- List of upcoming meetings
- Other background information



# Current Experience and Innovation

## Fair Oaks Mall Now



## Fair Oaks Mall Future



Source: Taubman Company LLC

# Analyze Best Practices

- Consolidate requirements for similar uses
- Base parking rates on building square footage vs employees
- Update parking rates for certain uses
- Apply a single rate for mixed uses in office/industrial building



# Streamline Review and Approval

- Explore modifications to better accommodate changes in uses
- Examine tabulation requirements
- Review processes for parking reductions
- Examine opportunities for automatic reductions





# Peer Review

- Relationship of multimodal i.e. carshare, bikeshare (Montgomery County)
- Basing requirements on proximity to transit (Somerville, MA)
- Maximum parking requirements in certain districts (Somerville, MA)
- Publicly available parking (Montgomery County)

# Conceptual Framework

## Tier 1

- Example: Low density/intensity areas (single family and low intensity commercial areas)
- Most of the county would likely fall under this tier
- Simplify and correct rates
- Permit modest reductions in transit areas



# Conceptual Framework

## Tier 2

- Example: Medium density/intensity uses (Fairfax Corner)
- Allow reductions in non-transit areas
- Significantly reduced minimum requirements in transit areas
- Maximums for most uses in transit areas



# Conceptual Framework

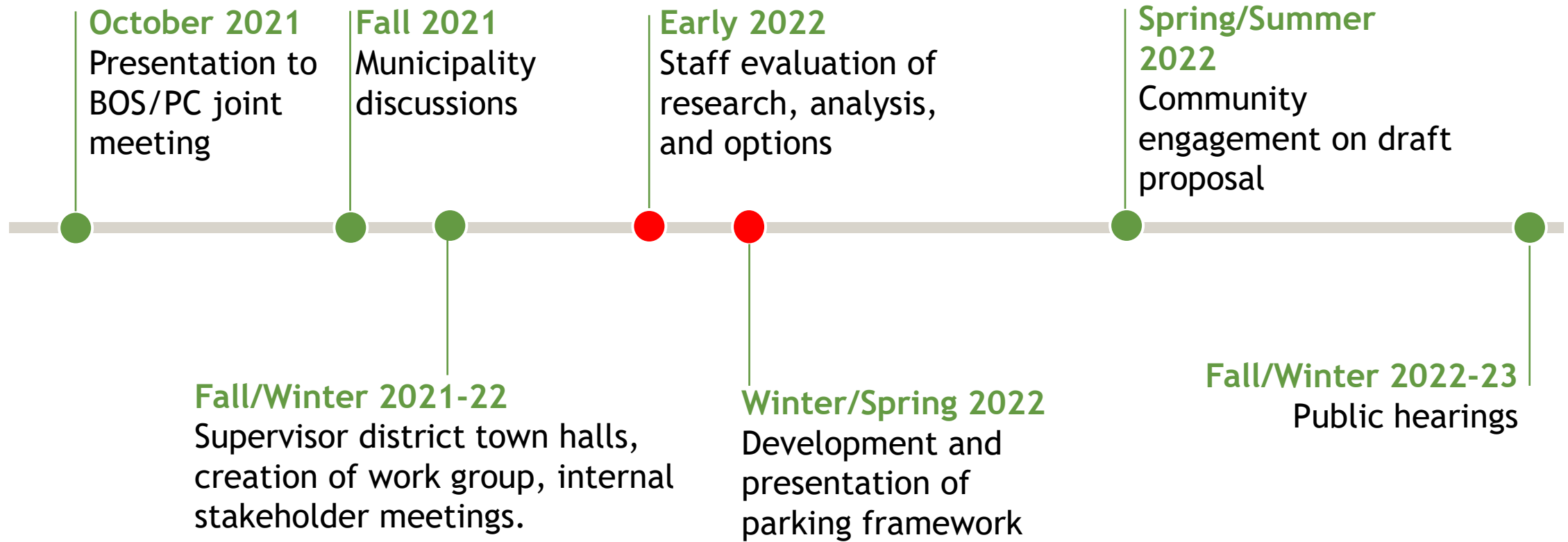
## Tier 3

- Example: High Density/Intensity Development (Tysons)
- Limited minimum parking requirements
- Maximum parking requirements for most uses





# Project Timeline





# Next Steps

- Continue engagement with community and focus groups
- Further refine the conceptual framework
- Prepare draft framework and engage stakeholders including the Board of Supervisors, Planning Commission, industry and community



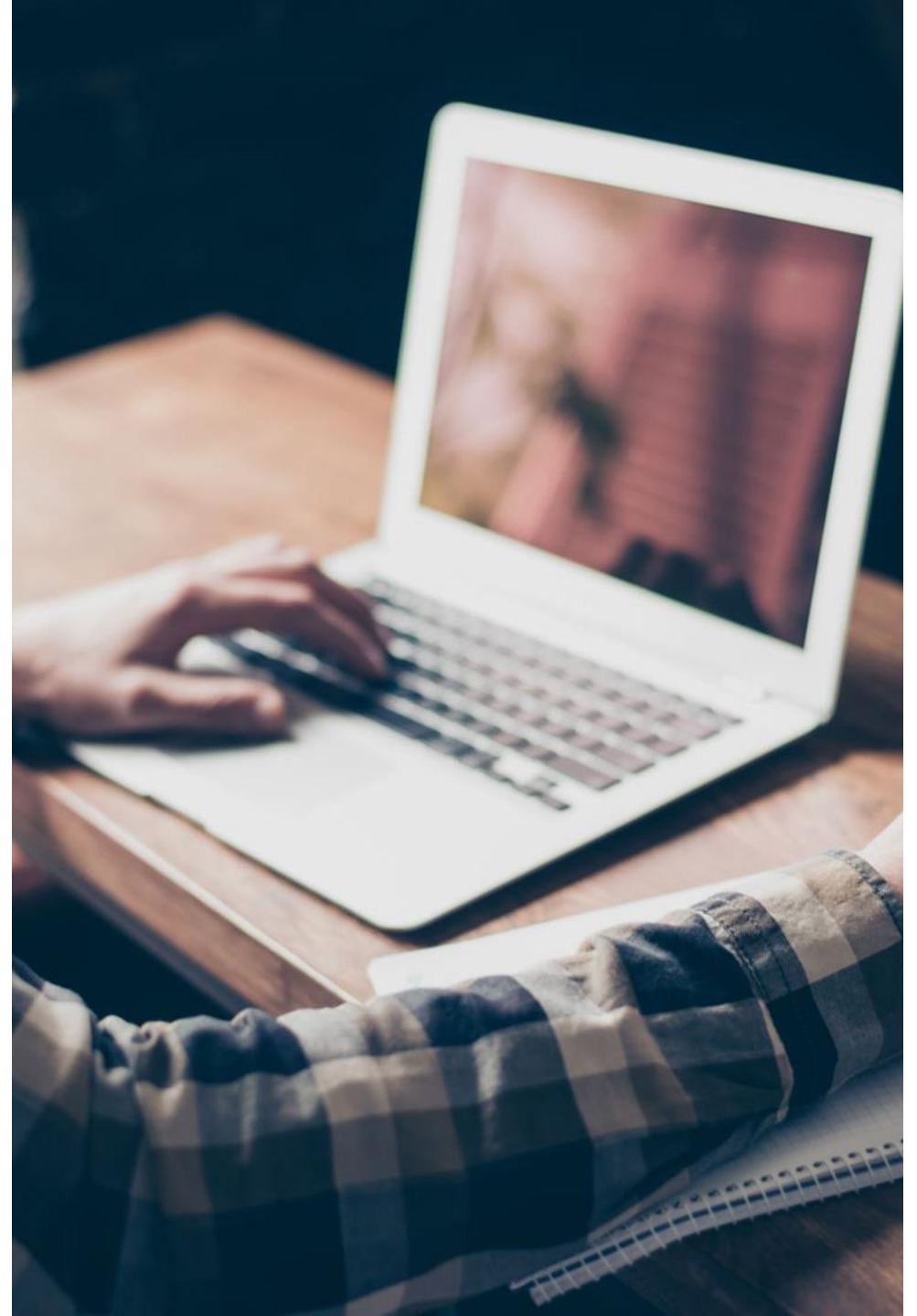
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## **Parking Reimagined Work Group Members**

### **Braddock District:**

- Mindy Culver- Employed by a condominium board in Annandale.

### **Dranesville District:**

- Sally Horn- Representative for the Greater Tysons Citizens Coalition (GTCC).
- Jenn Longmeyer-Wood – Member of the McLean Citizens Association (MCA) Planning & Zoning Committee.

### **Hunter Mill District:**

- Gary Maupin – Transportation committee representative for the Reston Planning Task Force.

### **Lee District:**

- Renko R. Hardison – Citizen representative on the Affordable Dwelling Unit Advisory Board.

### **Mason District:**

- Fred O. Cornett, Jr. – Senior VP for HHH Properties Corp, business owner with extensive experience in shopping center management, marketing, development, and leasing.
- Donna Jacobson - President of Lafayette Village Community Association in Annandale, Virginia. Member of the Annandale Central Business District Planning Committee (ACBDPC) of the Annandale Chamber of Commerce. Treasurer of Friends of Holmes Run, a nonprofit environmental group.

### **Mount Vernon District:**

- Les Williams – President of the Mount Vernon Square Townhomes Community Association, background in small business consulting.
- Claudia Rumberger – Community activist from the Lorton area.

### **Providence District:**

- Doug Shuster - President, Emerging Markets Infrastructure LLC; Principal, Tuatara Group LLC. Background in Transportation and smart cities.
- Devin Pharr - Community lead and on the board of the Providence District Council.

### **Springfield District:**

- Member Forthcoming

### **Sully District:**

- Habib Fatmi - Manager of the Sully ADAMS mosque and is also a resident of Centre Ridge (both present unique parking challenges).

- Bob Cochran - Civil engineer at VIKA firm, has extensive experience with development in Tysons.

**Chairman's Office:**

- Evan Goldman – Residential Developer working as a principal for EYA building firm.
- Howard Albers – Board member for the Fairfax Association for Better Bicycling (FABB).



## MEMORANDUM

**To:** Michael Davis, Parking Program Manager, Land Development Services  
**From:** Nelson\Nygaard  
**Date:** December 27, 2021  
**Subject:** Task 3.2: National Peer Review - Parking Zoning Ordinance

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### Montgomery County, MD

#### Context



Like Fairfax County, Montgomery County in Maryland incorporates several communities that have grown around demand for convenient access to Washington, DC. For several decades, it has strategically guided that development toward key transit corridors. Much of this began by creating Parking Lot Districts (PLD) in several communities expected to grow into urban centers based on this regional rail access. The cornerstone of the PLD program, was investments in public parking facilities that could both accommodate park-and-ride demand and facilitate commercial and residential growth by minimizing their need for on-site parking.



## Key Countywide Practices

### Baseline Requirement Reductions

Beginning in 2010, the County has been refining, and ultimately reducing, its Countywide, baseline minimum parking requirements for most uses.<sup>1</sup> Along with the reduced parking minimums, parking maximums were implemented in the existing Parking Lot Districts and in newly adopted Reduced Parking Areas, as described in greater detail in the sections below.

The number of vehicle parking spaces required depends on the land use, the type of zone the development is in, and whether the property is located in a Parking Lot District or Reduced Parking Area. Parking maximums are also established in Parking Lot Districts and Reduced Parking Areas to limit unnecessary new parking development. Developments in a Reduced Parking Area may apply to have more vehicle parking spaces than the baseline maximum under specific circumstances.

Figure 1 Sample Selection of Minimum and Maximum Parking Requirements in Montgomery County Code

Use or Use Group	Agricultural, Rural Residential, Residential, and Industrial Zones	Commercial/Residential and Employment Zones		
		Within A Parking Lot District or Reduced Parking Area		Outside of a Parking Lot District or Reduced Parking Area
		Baseline Minimum	Baseline Maximum	Baseline Minimum
Educational (Private)	0.25 / Student (16+), 1 / Employee	0.15 / Student (16+), 0.25 / Employee	0.25 / Student (16+), 0.5 / Employee	0.25 / Student (16+), 0.5 / Employee
Eating and Drinking	10 / 1,000 sq. ft. of patron use	4 / 1,000 sq. ft. of patron use	12 / 1,000 sq. ft. of patron use	4 / 1,000 sq. ft. of patron use
Office	2.80 / 1,000 sq. ft.	2 / 1,000 sq. ft.	3 / 1,000 sq. ft.	2.25 / 1,000 sq. ft.
Residential: 1-unit, 2-unit, townhouse	2 / Dwelling unit	1 / Dwelling unit	2 / Dwelling unit	2 / Dwelling Unit
Residential: Multi-Unit, 2-bedroom dwelling	1.5 / Dwelling unit	1 / Dwelling unit	1.5 / Dwelling unit	1.5 / Dwelling unit
Retail	5 / 1,000 sq. ft.	3.5 / 1,000 sq. ft.	6 / 1,000 sq. ft.	5 / 1,000 sq. ft.

### Conditional Requirement Reductions

#### All Zones

- Shared Parking – A proposed development with more than one use can use the Urban Land Institute Shared Parking Model to determine the required parking spaces, rather than the baseline parking table for each use.
- Car-Share Parking – Spaces occupied by established car-share providers count as two spaces toward minimum requirements for Residential uses, and as three spaces for Commercial uses.

<sup>1</sup> <https://gqwash.org/view/31366/montgomery-parking-requirements-looser-but-not-enough>

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- Unbundled Parking – Multi-family housing projects at which all on-site parking is paid for separately from dwelling-unit leases/purchases, can provide as little as 0.5 spaces for efficiencies and 1-bedroom units, and 0.75 spaces for larger units and Townhouses.

### Commercial/Residential and Employment Zones Only

Within Commercial/Residential and Employment Zones, the County code provides several additional opportunities for developers to reduce their parking requirements.

- Rideshare Parking – Dedicated carpool and vanpool spaces count as three spaces toward minimum requirements for Office uses.
- Bike-Share Facility – A bike-share facility, with a minimum of 10 bikes, counts as 3 spaces toward minimum requirements for all uses.
- Changing Facilities – The number of vehicle parking spaces may be reduced by 3 spaces for each additional changing facility provided above the minimum that includes a shower and lockers.

### For Shared Parking for Mixed-Use

Developers can use the Urban Land Institute’s Shared Parking Model to demonstrate shared-parking efficiencies at proposed projects to secure a reduced minimum requirement.

## Other Practices

### Bike Parking Requirements

The County has established minimum bicycle parking requirements for several common land use categories. The minimum requirement also articulates how much of the minimum requirement must be met through “long-term” parking facilities (sheltered, secure, and appropriate for commuter and resident use), as a percentage of the minimum. The table below outlines a selection of these requirements (note: the numbers identified as “maximums” represent the “maximum possible requirement” not a limit on how much bike parking can be provided).

**Figure Sample Selection of Minimum and Maximum Bicycle Parking Requirements in Montgomery County Code**

Use or Use Group	Agricultural, Rural Residential, Residential, and Industrial Zones		Commercial/Residential and Employment Zones	
	Minimum (Maximum)	% Long-Term	Minimum (Maximum)	% Long-Term
Educational (Private)	0.05 / Student (50 max), 0.10 / Employee (15 max)	Student: 0% Employee: 85%	0.05 / Student (50 max), 0.10 / Employee (15 max)	Student: 0% Employee: 100%
Eating and Drinking	1 / 10,000 sq. ft. (10 max)	15%	1 / 10,000 sq. ft. (10 max)	15%
Office	0.5 / 5,000 sq. ft. (100 max)	85%	1 / 5,000 sq. ft. (100 max)	85%
Residential: Multi-Unit Living, 10+ Units Only	0.35 / Dwelling unit (100 max per building)	95%	0.5 / Dwelling unit (100 max per building)	95%
Retail	0.75 / 10,000 sq. ft. (50 max)	15%	1 / 10,000 sq. ft. (50 max)	15%

## **Car-Share Parking Requirements**

Beyond crediting car-share spaces toward minimum parking requirements, as noted above, the County requires any new development providing at least 50 spaces of on-site parking to offer parking to established car-share providers, on a “right of first refusal” basis, according to how much on-site parking is provided, as follows:

- 50 – 149 spaces: 1 car-share space to be offered,
- 1 additional car-share space to be offered for every 100 on-site spaces more than 149, or fraction thereof, up to a maximum requirement of 5.

## **Key Target Area Practices**

### **Parking Lot Districts**

#### **Parking Benefit Districts**

Well before Metrorail service began operations, Montgomery County planners anticipated that certain areas in the then largely rural and agricultural county would begin urbanizing — particularly along its borders with the District of Columbia. Part of the planning response was to establish a set of parking lot districts (PLDs) in areas anticipated to grow most rapidly. Within each PLD, County-parking revenues are channeled into and enterprise fund to maintain a public parking system. And, from early on, PLD managers realized that success would require a focus on more than simply providing ample supply.

Today, the PLD program operates most of the public parking in the County’s two largest cities, Bethesda and Silver Spring. This public inventory includes all on-street spaces and numerous off-street facilities in each city. These public inventories provide a shared pool of parking resources for the benefit of all area businesses. They also provide a viable alternative to on-site parking requirements and provide the County numerous opportunities to mitigate traffic levels and commute patterns, and to promote alternative modes.

The primary purpose of the PLD program is the provision of managed, cost-effective, strategically located, public parking facilities to serve as an alternative to small, inefficient, accessory facilities. One of the program’s purposes is to preserve traditional, dense, mixed-use commercial centers from the negative impacts of over-parked private development. The PLD program has also provided several additional, sustainable-growth benefits, not limited to the following:

- Capacity to manage parking demand via centralized control over policies and pricing,
- Capacity to capture and direct parking revenues toward local investments,
- Support for infill development and investment,
- Capacity to manage the design and functionality of most parking facilities, including the location of the facilities and their access points to minimize conflict with predominant automobile, transit, bicycle, and pedestrian traffic patterns,
- More welcoming conditions for customers and visitors — fewer “Thou Shalt Not Park Here” signs throughout the district,
- Re-captured land and redevelopment opportunities through shared supply efficiencies.

Each PLD has its own “enterprise” fund within the County’s general fund. Each PLD’s enterprise fund receives all public parking revenue collected within its boundaries — including all on-street meters, off-street parking facilities, and parking-related fines. Each year, a significant portion of this revenue distributed to the following County programs.

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- Urban Districts — Sidewalks, lighting, and other pedestrian and beautification enhancements, focused on Bethesda, Silver Spring, and Wheaton commercial centers
- Transportation Management Districts — The County's TDM program, focused on reducing drive-alone commute rates within several of the County's urban centers, including Bethesda and Silver Spring
- The Montgomery County Mass Transit Fund – Which provides funding for several DOT-managed transit services across the County

## **Reduced Parking Areas**

Provisions for “Reduced Parking Areas” were added in the 2014 update to the Zoning Code, which provide additional limits on parking in areas outside of the Parking Lot Zones. Reduced Parking Areas encompass properties not in a PLD that are located in:

- Commercial Residential, Commercial Residential Town, Life Science, or Employment Office Zones, or
- Within 1 mile of a transit station or stop in a Commercial Residential Neighborhood, Neighborhood Retail, or General Retail Zone.

Like PDLs, Reduced Parking Areas have both a minimum number of required spaces and a maximum number of allowed spaces. However, developments within Reduced Parking Areas cannot make a payment in lieu of parking spaces, as they can in PDLs. Additionally, developments within the Areas can file to exceed the maximum number of spaces allowed.

## **Key Code Complementary Practices**

### **Resident Parking Permit Areas**

Parking permit areas can be established in cases wherein it is deemed that public facilities and land uses which result from government actions, including zoning, cause nonresidents to park on streets in certain residential neighborhoods. Further, the County Executive must consider the creation of a parking permit area upon petition by the residents of a given area. The conditions of consideration for establishing parking permit areas are outlined in the County code.

## **Implementation Considerations (from interviews)**

- The 2014 rewrite lowered parking rates for non-residential uses countywide, and created lower parking minimums and established parking maximums in reduced parking areas (mixed use activity centers and proximity to rail transit). Montgomery County is in early discussions about reducing parking requirements for certain residential uses in residential zones but the recommendations have not been commented on by the Planning Board or County Council yet.

## **Lessons Learned (from interviews)**

- Staff started an Urban Loading and Delivery Management project in 2020 to look specifically at loading and delivery vehicle needs in urban and mixed use areas. Parking studies usually do not go in-depth on loading and curb issues.



## Somerville, MA



### Context

Somerville, Massachusetts, a relatively population- and transit-dense inner-ring suburb located just north of the central Boston core, updated its 30-year-old zoning code in 2019 after a seven-year review and engagement process. The updated Somerville zoning code expands on the concept of land-use and is based on urban-form districts; the first municipality in the greater Boston area to do so. The update aims to allow for increased transit accessible development while preserving traditional residential housing.

There are five categories of urban-form based zoning districts in the Zoning Code:

- Residential Districts include Neighborhood Residential and Urban Residential districts. Neighborhood Residential districts are characterized by one-, two-, and three-unit homes with rear yard space and are almost entirely residential. Urban Residential districts are also almost entirely residential, characterized by multi-unit buildings with shared outdoor space.
- Mid-Rise Districts are subdivided into districts based on number of stories, from three to six, and are primarily commercial and mixed-use with buildings set close to sidewalks that support pedestrian activity and primarily serve local needs.
- High Rise Districts are characterized by moderate to large high-rise buildings that serve mainly commercial and mixed-use purposes for both the immediate area and broader metropolitan region.
- Commercial Districts include fabrication districts, the commercial core, commercial industry, and commercial business. These districts are all entirely commercial, but heights, uses, and purposes vary widely across them.



- Special Districts include five distinct districts with unique purposes and codes.

## Key Citywide Practices

### Baseline Requirements

The code applies either a parking minimum or a parking maximum to development sites, depending on whether the development is located within a designated “Transit Area”. As defined in the code, a Transit Area includes all Commercial-zoned lots within a quarter-mile of a transit station and all Residential-zoned lots within a half-mile of a transit station. Developments that are determined to be within a Transit area are subject to maximum parking allowances, while those that are determined to be outside of a Transit Area are subject to minimum parking requirements.

Parking standards are relatively consistent across all districts except for four special districts which have their own unique parking requirements. A sample selection of parking requirements for the most common land uses can be found in Figure 2.

Figure 2 Sample Selection of Minimum and Maximum Parking Requirements in Somerville County Code

Land Use	Outside of a Transit Area (Minimum Parking Requirement)		Within a Transit Area (Maximum Parking Requirement)	
	Residential Districts	Mid-Rise, High Rise, and Commercial Districts	Residential Districts	Mid-Rise, High Rise, and Commercial Districts
Educational	3 / classroom	3 / classroom	1.5 / classroom	1.5 / classroom
Business Support Services	Use not permitted	1 / 600 square feet	Use not permitted	1 / 900 square feet
Food & Beverages	Use not permitted	1 / 500 square feet	Use not permitted	1 / 300 square feet
General Office	Use not permitted	1 / 650 square feet	Use not permitted	1 / 900 square feet
Residential: Household Living	1 / dwelling unit	1 / dwelling unit	None	1 / dwelling unit
Retail: Consumer Goods	1 / 1500 square feet	1 / 750 square feet	None	1 / 1500 square feet

These requirements impact new developments and do not impact non-compliant parcels already developed.

The four special districts that vary from this table are the Powderhouse School, Assembly Square Mixed-Use, Civic, and Tufts University districts. In the Powderhouse School and Assembly Square Mixed Used Districts all new private vehicle parking spaces must be provided as public parking.

### Conditional Requirement Reductions

#### For Shared Parking

Parking minimums may be reduced for developments that propose to share a lot between multiple businesses or buildings on the same block. The reduction amount is calculated based on uses at different times of day, as shown in Figure 3. Each “X” represents parking space requirements for commercial uses, and each “Y” represents the requirements for residential uses. The new, reduced parking requirement is equal to the highest number in the Total column.

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**Figure 3 Somerville Mixed-Use Parking Calculation Table**

Time of Day	Commercial	Evening Commercial	Residential	Total
6am – 9am	(X) * 25%	(X) * 0%	(Y) * 100%	= sum of this row
9am – 7pm	(X) * 100%	(X) * 50%	(Y) * 65%	= sum of this row
7pm – 11pm	(X) * 25%	(X) * 100%	(Y) * 100%	= sum of this row
11pm – 6am	(X) * 0%	(X) * 25%	(Y) * 100%	= sum of this row

## Other Practices

### Bicycle Parking Requirements

The minimum number of long-term and short-term bike parking is prescribed for each use in each development district. Bicycle parking minimums exist for most uses, with the exception of residential lots in Residential Districts and group living uses. Other than residential living, bicycle parking requirements are consistent across districts. Unlike automobile parking requirements, bicycle parking requirements are not contingent upon the development's proximity to a Transit Area. A sample selection of bicycle parking requirements is shown in Figure 4.

**Figure 4 Sample Selection of Short-Term and Long-Term Bicycle Parking Requirements in Somerville County Code**

Use	Short-Term	Long-Term
Educational	1 / classroom	4 / classroom
Business Support Services	1 / 2,500 square feet	1 / 10,000 square feet
Food & Beverages	1 / 1,000 square feet	1 / 5,000 square feet
General Office	1 / 20,000 square feet	1 / 3,000 square feet
Household Living (excl. RDs)	0.1 / dwelling unit	1 / dwelling unit
Retail: Consumer Goods	1 / 2,500 square feet	1 / 10,000 square feet

The location, design, and size guidelines for short-term and long-term bicycle parking are defined in the code and guided by Association of Pedestrian and Bicycle Professionals (APBP) standards. Short-term bicycle parking, defined as spaces generally used for less than two hours, includes bicycle racks and bicycle lockers and must be located close to the entrance of the building. Long-term bicycle parking is meant for storage for more than 2 hours and must be secure and sheltered from the elements, located within the building or an accessory unit nearby.

### Mobility Management Plans

A distinctive version of a Transportation Demand Management plan, the City's new zoning code requires a mobility management plan (MMP), for:

- Development of any building type with fifty thousand (50,000) gross square feet or more of commercial floor area.
- Development of any multi-tenant building that has non-residential uses with a combined total of fifty (50) or more employees.
- Non-residential uses with fifty (50) or more employees.
- Development of any building with twenty (20) or more total dwelling units.

- Hotel or Hostel uses with fifty (50) or more rooms or beds.
- Commercial parking uses
- Master Plan Special Permits

An MMP must be submitted to the city prior to or in conjunction with development review applications and projects will only be granted construction permits upon approval. The MMP engages developers to commit to controlling the percentage of vehicle trips generated by the development project to 50% or less, by identifying a proposed mobility program and transportation demand management services to meet this goal. There are several required programs and services that a property must provide to their tenants, such as an on-site transportation coordinator, unbundled parking, preferential parking for carpool/vanpool, and guaranteed ride home. The required measures vary slightly by proposed land use, with commercial uses with the longer list of required measures.<sup>2</sup> After construction and occupancy, annual reporting and monitoring, including surveys and counts of vehicle trips and parking occupancy, is required.

## Key Target Area Practices

### Overlay Districts

The Somerville zoning ordinance also introduced three types of overlay districts, two of which, as follows, contain their own parking requirement provisions. The overlay districts either supplement or supersede the provisions of the districts upon which they are superimposed, and in the event of conflicting provisions the overlay districts provisions are followed.

#### Small Business Overlay Districts

Small Business Overlay districts are designed as a mechanism to implement recommendations for commercial development in the city's long-term strategic plan, by creating, maintaining, and enhancing locations appropriate for neighborhood- and community-serving businesses. Uses permitted within this type of overlay district have lower minimum and maximum vehicle parking requirements, for both inside and outside of Transit Areas, than the standard district ratios. Despite having lower automobile parking requirements, the short-term and long-term bicycle parking requirements remain roughly aligned with standard district requirements.

#### Master Planned Development Overlay Districts

Master Planned Development Overlay districts are designed as a mechanism to implement recommendations for transformational redevelopment and design-based neighborhood and station area plans (identified in the code as sub-areas) as identified in the city's long-term strategic plan. Off-street parking requirements are designed to encourage master planning by a large landowner within the district. In total, the code identifies eight (8) sub-areas in areas of the city with redevelopment potential.

In general, parking requirements are laid out for each individual sub-area separately, including district-level maximums on total parking and on reserved (not shared or publicly accessible) spaces. However, the following provisions apply to all sub-areas, unless otherwise noted:

- All parking provided must be structured underground parking.

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<sup>2</sup> <https://www.somervillema.gov/sites/default/files/mmp-standard-submittal-requirements.pdf>

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- The maximum number of permitted spaces in a sub-area is reduced by the number of existing spaces provided on any lot in the same sub-area.
- The maximum number of off-street spaces may be exceeded by special permit if:
  - Need is verified through a County-provided model, and
  - A Transportation Management Association (TMA) is established for the sub-area with authority to set prices and policies for any parking provided as a commercial service in the sub-area.
- The maximum number of reserved spaces may be increased with the payment of a fee, set as established by a fee schedule that is updated annually by the planning board.
- The approval of any special permit to build parking is assigned an expiration date, and the parking spaces must be built before the expiration date of the special permit approval.

Additionally, a Mobility Management Plan is required for all Master Plan Special Permits and must be approved by the Director of Mobility before being granted this permit.

## **Key Code Complementary Practices**

### **Parking Permit Areas**

Somerville residents who wish to park their car on the street must have a residential parking permit for their designated zone, and can buy up to two visitor passes for guests. However, a new policy went into effect in January 2020 that restricts the use of parking permits in Transit Areas. Residents of new developments in Transit Areas will not be eligible for a residential parking permit, except in Neighborhood Residential districts. Exceptions are available for persons with disabilities, occupants of affordable units, and in other extenuating circumstances.

### **Curbside Parking Management Program**

The City of Somerville's Parking Department is in the process of completing a full, digitized inventory of its curbside assets and regulations, to be maintained in a format that can be managed, accessed, and updated by City staff in order to respond to the dynamic changes in curbside access needs and opportunities that it has experienced over the last several years. The inventory will be followed by a comprehensive utilization assessment focused on multimodal mobility and parking patterns in business, transit, and residential areas, with outcome used to align the City's curb management policies with the City's Climate Forward and Vision Zero plans. The digital inventory, and periodic utilization assessments will be used to shift curbside management priorities – for short-term and resident parking, commercial and passenger loading, bike and shared-mobility corrals, etc. – as needs, opportunities, and demand patterns evolve. This will become a critical component of supporting Somerville's efforts to continue its rapid growth without commensurate increases in development-based parking supplies.

## **Implementation Considerations**

- A key strategy for the new code scaling changes to context, and focusing its most ambitious changes – establishing maximums, eliminating minimums -- on transit-served areas, making more modest changes – reducing minimums -- in other areas.



## **Lessons**

- It was generally thought among those developing the new code that fully repealing minimum parking requirements, citywide, was not politically viable; but a proposal to do so fell just one vote shy of being passed.
- The City has not received significant pushbacks on the maximums in the general code, though there has been some frustration among non-residential developers with the overlay-district maximums.
- Generally, residential development has increasingly been providing parking below maximums.
- The overlay-district restrictions on reserved parking spaces have been less controversial, the developers (and some in the community) just want more total parking.

## **Key Practices for Fairfax Consideration**

- Focus transformative changes on growth, transit-served locations.
  - Creating two levels of scaled transformation: 1) transit-served areas, citywide, and 2) overlay districts where the context is right for more ambitious changes
- Incentivizing the public sharing of non-residential parking, to create more resiliency for parking infrastructure in walkable, multimodal, urban growth districts.

## Mecklenburg County (Charlotte), NC



### Context

Over the past decade plus, Mecklenburg County has been characterized by rapid population, employment, and commercial activity growth, particularly in the City of Charlotte, following the introduction of a transformative passenger rail service serving the city region. The success of the passenger rail service, and plans for its continued expansion, has been the primary catalyst towards prioritizing development strategies and activities towards creating, supporting, and maintaining transit-oriented development (TOD). The zoning code framework of Mecklenburg County is the Charlotte-Mecklenburg Unified Development Ordinance (UDO). Charlotte also has a separate zoning ordinance that is currently being combined into the UDO. Mecklenburg County does not have its own ordinance.

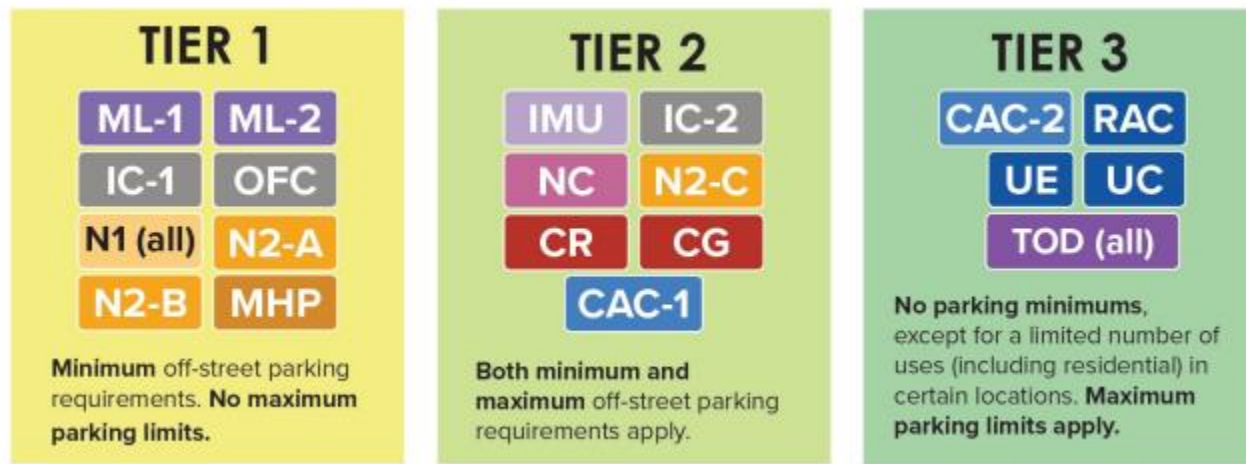
Charlotte and Mecklenburg County are currently working to pass the UDO. The first draft was released in October 2021. The UDO is intended to simplify, consolidate, and update Charlotte's development regulations. Charlotte's development standards previously were found in eight separate ordinances, and the UDO combines the zoning ordinance, subdivision ordinance, tree ordinance, Chapter 19 (streets and sidewalks), floodplain regulations, soil erosion and sedimentation control regulations, post construction stormwater regulations, and driveway/access standards into one document. The UDO draft also aligns development standards with the Charlotte Future 2040 Comprehensive Plan. Article 3 of the draft UDO introduces zoning districts and parking regulations. Article 12 contains the Transit Oriented Development Zoning Districts. These zoning districts were one of the first action items in the

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UDO process and were adopted in April 2019 and amended in October 2019 and June 2020. While these districts were created before the full draft of the UDO, they have been brought into the UDO.

In the current Charlotte zoning ordinance, parking is presented in a parking rates table (Table 12.202).<sup>3</sup> There is one rate per each land use, and there are no tiers or transit areas. The UDO introduces parking in Article 19. These parking rates have been updated to include minimums and maximums. The UDO also introduces a new three-tier system based on zoning districts. Tier 1 has only parking minimums. Tier 2 has parking minimums and parking maximums. Tier 3 has very few minimum parking requirements and parking maximums. Parking minimums in Tier 3 are only required for multi-family buildings and restaurants and bars.

Figure 5: Charlotte UDO Parking Tiers<sup>4</sup>



## Key Countywide Practices

### Conditional Requirement Reductions

#### For Shared Parking

Joint use of up to half of required parking spaces may be permitted for multiple uses occupying the same or adjacent parcels if the developer can demonstrate that there will not be substantial overlap in hours of operation or demand for the shared spaces. Sharing of spaces by uses located on different parcels must be guaranteed by a legally binding written agreements between the owners and users of the parking areas.

<sup>3</sup> [https://charlottenc.gov/planning/Rezoning/Documents/Revised%20Zoning%20Ordinance/ZoningOrd\\_Chapter12.pdf](https://charlottenc.gov/planning/Rezoning/Documents/Revised%20Zoning%20Ordinance/ZoningOrd_Chapter12.pdf). Page 12-27.

<sup>4</sup> [https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide\\_Final.pdf](https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide_Final.pdf)

## Other Practices

### Loading

For developments outside of TOD zones, loading spaces are to be provided at the rates shown in Figure 6, and are determined by the land use and gross floor area of development, with larger developments of certain types required to provide spaces for full-length semi-trucks.

Figure 6 Mecklenburg County Loading Requirements (Non-TOD Areas)

Land Use	Gross Floor Area (Square Feet)	Loading And Unloading Spaces Required	
		10 feet X 25 feet	10 feet X 50 feet
Office, Restaurant	10,000 – 99,999	1	0
Hotel or Motel	100,000 – 149,999	0	1
	150,000 and over	0	2
Retail Establishment	0 – 4,999	1	0
Shopping Center, or any Industrial use:	5,000 – 19,999	0	1
	20,000 – 49,999	0	2
	50,000 – 79,999	0	3
	80,000 – 99,999	0	4
	100,000 – 149,999	0	5
	150,000 and over	0	6

### Bicycle Parking Requirements

The minimum number of short-term and long-term bike parking stalls required for each use is defined in the ordinance, as are bike parking design standards. For many uses, particularly non-residential uses, the required number of short-term spaces is defined as a set percentage of the number of automobile parking spaces. A sample selection of bicycle parking requirements is shown in Figure 4.

Figure 7 Sample Selection of Bicycle Parking Requirements in Charlotte Zoning Ordinance

Use	Short-Term	Long-Term
Multi-family dwellings	None	2, or 1space per 20 units
Universities, colleges, or junior college	2 spaces per principal building except for dormitories	2 spaces per principal building except for dormitories
Offices	2, or 1 per 10,000 square feet, or per CMPC review	5% of auto parking
Retail establishments	12,000 square feet, or 1 per 25 employees, or 30 maximum spaces	5% of auto parking, or 50 spaces max
Manufacturers and warehouses	2, or 1 per 40,000 square feet	1% of auto parking



## For Carpool Spaces

Developments that would require at least 100 spaces to serve institutional, office and industrial uses on a parcel are eligible to reduce their requirement provided a minimum of 15% of required parking spaces are dedicated to carpool vehicles. In this case, the remaining number of parking spaces can be reduced by 2 for each carpool space provided.

## Key Target Area Practices

### Uptown Mixed-Use District

The Uptown Mixed Use District (UMUD) establishes minimum standards for design and development in Downtown Charlotte (known locally as “Uptown”).

### Baseline Requirement Reductions

Parking is only required in the UMUD for new land uses meeting conditions shown in **Figure 8**. Existing floor area in renovated and rehabilitated buildings, and all other uses and conditions not listed in **Figure 8** are exempt from parking requirements.

All new parking spaces can be provided on-site, or at off-site locations up to 1600 feet from the permitted use, and new parking will not be allowed to have vehicular access directly from or to the Transit Mall, with minimal exceptions.

**Figure 8** Uptown Mixed Use District Parking Requirements

Land Use	Condition	Minimum Parking Requirement
Office	Contains more than 20,000 square feet of gross floor area and is located on lots with a street frontage greater than 40 feet on any single street	• Up to 200,000sf GFA: 0.5/1000sf GFA
Commercial		• 200,001-500,000sf GFA: 0.75/1000sf GFA
		• 500,001-800,000sf GFA: 1.0/1000sf GFA
		• Over 800,000sf GFA: 1.25/1000sf GFA
Hotels and motels	All	0.5/room
Dwellings	All types	1/DU
Dwellings	B&B's	2 spaces
Dwellings	Boarding Houses	2 spaces

## Transit Oriented Districts

Distinct code regulations and parking standards designed to promote transit-oriented development (TOD) are currently articulated in Chapter 15 of the Unified Development Ordinance, which was adopted in April 2019 and amended in 2020.<sup>5</sup> This chapter's key regulations affecting how future projects in these districts are likely to address parking supply and management, as well as related mobility impacts, are outlined below. There are four TOD district classifications, and each district has different parking rates for low, medium, and high density development.

<sup>5</sup> [https://charlotteudo.org/wp-content/uploads/2020/01/TOD-ZoningOrdChapter15\\_corrected\\_01\\_2020.pdf](https://charlotteudo.org/wp-content/uploads/2020/01/TOD-ZoningOrdChapter15_corrected_01_2020.pdf)

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District	Description
TOD-TR Transit Transition Zoning District	“The TOD-TR Transit Transition Zoning District is appropriate for parcels near moderate intensity rapid transit stations and streetcar stops to transition from higher intensity Transit Oriented Development Zoning Districts to adjacent existing neighborhoods, or in transit neighborhoods where the rehabilitation and reuse of buildings is important to preserving the existing character and scale.” <sup>6</sup>
TOD-CC Transit Community Center Zoning District	“The TOD-CC Transit Community Center Zoning District is appropriate for parcels near moderate-intensity rapid transit stations and streetcar stops. Its lower maximum building heights, and less stringent design standards are intended to accommodate and encourage transit oriented and transit supportive development in transit station areas where there is not a current market demand for more intense development. These station areas are generally further from Uptown.” <sup>7</sup>
TOD-NC Transit Neighborhood Center Zoning District	“The TOD-NC Transit Neighborhood Center Zoning District is intended for use in existing or future transit station areas and near streetcar stops as a transition from a higher intensity TOD-UC Zoning District to adjacent existing neighborhoods, or where the rehabilitation and reuse of existing structures is important to preserving the character of established neighborhoods.” <sup>8</sup>
TOD-UC Transit Urban Center Zoning District	“The TOD-UC Transit Urban Center Zoning District is appropriate for parcels near high-intensity rapid transit stations and streetcar stops. Of the Transit Oriented Development Zoning Districts, the TOD-UC Zoning District will permit the greatest building heights, demand the uppermost level of site and architectural design, permit the least amount of vehicle parking, and require the most urban form of streetscape and public realm. This zoning district should be used on sites closest to transit stations and a limited number of streetcar stops where the highest density and most intense uses are envisioned.” <sup>9</sup>

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<sup>6</sup> [https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide\\_Final.pdf](https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide_Final.pdf). Page 11.

<sup>7</sup> [https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide\\_Final.pdf](https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide_Final.pdf). Page 11

<sup>8</sup> [https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide\\_Final.pdf](https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide_Final.pdf). Page 11

<sup>9</sup> [https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide\\_Final.pdf](https://charlotteudo.org/wp-content/uploads/2021/11/UDO-Reference-Guide_Final.pdf). Page 11

## Baseline Requirement Reductions

No vehicle parking is required for any use in any TOD District, except for most food and beverage uses and live performance venues within 200 feet of a single-family residential zoning district which must provide 2 spaces per 1k SF of GFA plus 50% of the floor area of any outdoor dining area.

## Other Practices

### Bike Parking

All uses in TOD Districts are required to provide a minimum of two short-term bicycle spaces, but individual uses are not required to provide more than 30 short-term spaces. Long-term spaces are required for all uses in TOD districts that require more than three total bicycle parking spaces. Long-term spaces must be provided as a minimum percentage of its total space requirement. This allows developments the flexibility to provide nearly all of their bicycle parking spaces as long-term spaces, save for the minimum two short-term spaces that are required of all developments.

The minimum number of total and long-term bicycle spaces required for each land use is outlined in **Figure 9**. Notably, the code includes bicycle parking requirements for open space uses, transit stations (which requires the entire minimum be provided as long-term), and parking lots and structured parking facilities wherein parking is the principal use.

**Figure 9 Transit Oriented District Bicycle Parking Requirements**

Principal Use	Minimum Bicycle Spaces	Required Long-Term Spaces
Residential Use (Not required for single-family attached)	1/5 dwelling unit, or 1/4 rooms for congregate living	80% of required bicycle spaces
Commercial	1/1,500sf GFA	25% of required bicycle spaces
Institutional & Governmental	500sf	25% of required bicycle spaces
Educational - Pre-School/Kindergarten	1/8 classrooms	25% of required bicycle spaces
Educational - Primary or Secondary	1/4 classrooms	25% of required bicycle spaces
Public Health & Social Service	1/5 dwelling unit, or 1/4 rooms for congregate living	25% of required bicycle spaces
Parking Lot or Structured Parking Facility (Principal Use)	1/25 motor vehicle spaces	25% of required bicycle spaces
Transit Station	8 minimum	8 minimum
Open Space Use	2 per acre	25% of required bicycle spaces

### Flexible Maximum Linked to Public Benefits

The Transit Oriented Development Districts code includes an incentive to provide public parking by limiting the amount of on-site parking that can be provided for most land uses (Maximum Vehicle Parking Spaces) but allowing developers to include more parking if a significant share of the parking will be available for public use, as described below:

- Visitor parking in multifamily residential development can exceed the maximum by 10 spaces, or 10% of the number of dwelling units on-site, whichever is greater.

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- Supplies can exceed the maximum by up to 50% if any one of the following conditions are met:
  - 10% of the total number of spaces are provided for public use 24 hours a day and seven days a week.
  - 20% of the total number of spaces are provided for public use as shared spaces available from 8:00 a.m. to 6:00 p.m., Monday through Friday.
  - 20% of the total number of spaces are provided for public use as shared spaces available from 6:00 p.m. to 8:00 a.m., seven days a week

This policy encourages new projects to include parking that can help meet the longstanding and expanding public parking supply deficit, particularly in a market where many developers are likely to seek approval for supplies that exceed the “maximums” now allowed in these districts. City staff noted that developers were supportive of the maximums with these flexible options to exceed the maximum.

### Loading

In TOD Districts, the loading requirement process is simplified compared to the Countywide standards. All non-residential uses are required to provide the same number of loading spaces, based on the size of the development. For residential uses, only multi-family developments with more than 50 dwelling units are required to provide loading space.

In TOD Districts, the loading requirement process is simplified compared to the Countywide standards. All non-residential uses are required to provide the same number of loading spaces, based on the size of the development. For residential uses, only multi-family developments with more than 50 dwelling units are required to provide loading space.

**Figure 10 Mecklenburg County Loading Requirements (TOD Districts)**

Non-Residential Uses	
Gross Floor Area (Square Feet)	Loading Space Requirement
Less than 50,000	None
50,000 - 150,000	1
More than 150,000	1 per additional 100,000 sf in excess of 150,000 sf
Multi-Family Residential Uses	
Dwelling Units	Loading Space Requirement
Fewer than 50	None
50 or more	1

## Code Complementary Practices

- Comprehensive Plan: Charlotte is creating a new comprehensive plan, the Charlotte Future 2040 Comprehensive Plan. This plan sets out a vision for the future of Charlotte’s development. The UDO is the key implementation tool for the vision set out in the 2040 plan.

## Implementation Considerations

- In locations where there are parking maximums, there are ways to exceed parking maximums. Developers were more comfortable with the maximums when Charlotte introduced options to provide parking above the maximum rate.



## **Lessons Learned**

Charlotte has four categories of TOD district. Each has different minimum parking requirements based on the density of development, access to transit, and level of adjacent development. The different parking rates for low, medium, and high-density development allow for flexible maximums.



## MEMORANDUM

**To:** Michael Davis, Parking Program Manager, Land Development Services  
**From:** Nelson\Nygaard  
**Date:** January 6, 2022  
**Subject:** Task 3.2: Regional Peer Review - Parking Zoning Ordinance

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## City of Alexandria, VA



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### Context

Located on the western side of the Potomac River approximately five miles south of Washington, D.C., Alexandria is an independent city in Virginia. Alexandria is known for its rich history and its walkable lifestyle. Public parking is available throughout the downtown area, but rush hour traffic means that street parking restrictions are strictly enforced. Alexandria's economy is influenced by the federal government, with many residents working for the US federal government, the US military, or a private contractor to the US government. Many residents commute into Washington D.C., using both transit and single-occupancy vehicles.

### Key Citywide Practices

#### Baseline Parking Requirements

The City of Alexandria's zoning code outlines standards and guidelines for the provision and design of off-street parking spaces in Article 8 – Off-Street Parking Requirements. The city provides both parking minimums and parking maximums. Alexandria has had two rounds of relatively recent parking changes. In 2013, the Alexandria City Council directed staff to update parking regulations. The first phase in 2015 looked at multi-family residential requirements and created a modest parking reduction for multi-family apartments. The second phase was commercial uses. The main element of the second phase was to lower overall parking rates required for different types of parking in commercial areas and offer more consistency and more specific uses. This second phase reduced parking ratios and added a provision that exempts any development from minimum parking requirements if the minimum is 2 spaces or less. It is targeted at trying to address parking requirements in older parts of the city. Rates vary across the city, with additional flexibility around transit areas. There have been some anecdotal negative impacts

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from the commercial parking updates, with spillover parking from developments with under one parking space per unit of parking.

**Figure 1 Sample Selection of Minimum and Maximum Parking Requirements in Alexandria City Code**

Land Use	Minimum Spaces Required
Dwelling, Multifamily	1/8 <sup>th</sup> of a space per bedroom within TSA 1 per bedroom outside TSA
Club, Service Organization, or Community Center	One space for each 200 square feet of floor area
School	<b>Elementary:</b> one space for each 25 classroom seats
	<b>High:</b> one space for each 10 classroom seats
Transit Facilities	N/A
Restaurant	<b>Within TSA Min:</b> 1.0 spaces per 1,000 square feet of floor area <b>Within TSA Max:</b> 3.0 spaces per 1,000 square feet of floor area <b>Outside TSA Min:</b> 0.75 spaces per 1,000 square feet of floor area <b>Outside TSA Max:</b> 4.0 spaces per 1,000 square feet of floor area
Office	<b>Within TSA Min:</b> 0.25 spaces per 1,000 square feet of floor area <b>Within TSA Max:</b> 1.5 spaces per 1,000 square feet of floor area <b>Outside TSA Min:</b> 0.75 spaces per 1,000 square feet of floor area <b>Outside TSA Max:</b> 2.25 spaces per 1,000 square feet of floor area
Goods Distribution Hub	1 space for each 400 square feet of office area of all floors plus 1 parking space for each three employees in excess of 20.



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Shopping Center, 100,000 to 400,000 GFA	<p><b>Within TSA Min:</b> 0.25 spaces per 1000 square feet of floor area</p> <p><b>Within TSA Max:</b> 3 spaces per 1000 square feet of floor area</p> <p><b>Outside TSA Min:</b> 0.75 spaces per 1,000 square feet of floor area</p> <p><b>Outside TSA Max:</b> 4 spaces per 1000 square feet of floor area</p>
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## Conditional Requirement Reductions

### Shared Parking

Shared parking may be used to satisfy minimum parking requirements for two or more uses provided that:

- An application is filed with the director of planning and zoning.
- A shared parking agreement is submitted outlining the uses, the square footage occupied by each use, the location of the parking facility and the number of spaces that each use would share.
- If the uses are not on the same property, the distance between the shared parking facility and the off-site uses is no more than 1,000 feet.
- The shared parking is sufficient to meet the minimum amount required for all uses according to this calculation:
  1. Determine minimum parking requirements for each individual use
  2. Multiply each amount by the corresponding percentages in the table below:

Time Period	Weekday Daytime	Weekday Evening	Weekend Daytime	Weekend Evening
Office	100%	5%	5%	5%
Hotel	80%	100%	80%	100%
Medical Care Facility, Amusement Enterprise, Theaters/Auditoriums/Assembly halls, Specific Commercial, and General Commercial	60%	90%	100%	70%
Restaurant	50%	80%	80%	100%
Residential	60%	100%	90%	100%

3. Sum total requirement for each use for each time period
4. The time period with the highest value will be the required minimum for the shared parking. Only the land uses listed in the shared parking calculations table are eligible for shared parking.

While Alexandria allows shared parking, some developers have chosen not to share parking. In the North Potomac Yards development, Virginia Tech did not want to share parking with the rest of the development.

## **Other Practices**

### **Transportation Demand Management**

Section 11-702 of Alexandria's Zoning Code establishes a transportation management program. The transportation management plans are required to maximize the mobility of all users by encouraging transit use, ridesharing, and pedestrian and bicycle transportation to minimize single occupancy vehicle trips. In addition to transportation management plans, section 11-703 establishes a TDM fund for the City of Alexandria. The fund is intended to promote and create transportation alternatives to single occupancy vehicles. Any payment to the city as a result of a transportation management plan site use plan will be deposited into the TDM fund. The fund will be used for expenditures identified by the director of transportation and environmental services in their annual report to the city on the TDM program.

### **Parking Waivers**

Within the Old and Historic Alexandria District, access to all parking is required be provided from an alley or interior court. Upon finding that it is clearly not feasible to provide such access, a waiver for part or all of any parking requirement may be granted by the planning commission as part of its site plan review or, if no site plan is required, by the director.

## **Implementation Considerations**

- There were concerns from both Alexandria's City Council and the Alexandria community around multi-family apartment parking rates. Alexandria's City Council had a general desire to understand the effects of requiring too much parking and the community wanted a rationale for why the city was pursuing specific changes. Staff tried to make a logical rationale for each change that was offered. For example, access to transit will decrease demand for parking, or parking is expensive to provide and affects the affordability of housing. Alexandria was able to satisfy a lot of concerns, but now has a fairly complex set of overlapping criteria for multi-family apartments.
- There are overlapping concerns of spillover parking into neighborhoods. This was not explicitly part of the City's study, but there was an ongoing parking study in Old Town meant to look at how Alexandria manages parking districts.
- Parking monitoring requirements are not codified in the zoning code but are included in standard conditions. Alexandria can request parking data at any time, but the city has struggled with how to manage this with developers and has not taken advantage of this yet.

## **Lessons Learned**

- Alexandria is continuing to receive requests from developers for overall parking reductions. For example, a development with a lot of affordable units came in at under 1 space per unit despite not being near transit currently. Upon build-out the city is hearing anecdotal reports of a full parking garage with spillover parking on the streets.
- Alexandria has not been able to streamline the approval process. Larger, multi-family buildings need approval by the council regardless, so no time is saved by the city.

## Arlington County, VA



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### Context

Arlington County's coordinated policy approach to land use and transportation planning has allowed it to grow rapidly over the last 40 years without major expansions in its highway networks and with minimal traffic growth. In that time, the County's rapid population and economic growth has been largely concentrated within corridors served by Washington Metropolitan Area Transit Authority (WMATA) rapid rail transit, particularly the areas around the Rosslyn, Courthouse, Clarendon, Virginia Square, and Ballston stations. The zoning ordinance was last amended in April 2021.

### Key Countywide Practices

#### Parking Requirements

Arlington County's zoning code outlines standards and guidelines for provision and design of off-street parking spaces in Article 14. Parking requirements and regulations have not been substantially updated in decades in Arlington. The largest updates came in 2013 for commercial parking requirements and 2018 for residential parking requirements. Arlington has undertaken smaller updates to parking requirements, such as updating requirements for accessory dwellings in 2017. In the residential parking update in 2018, there was some discussion of removing parking minimums, but it was ultimately not recommended. An element of the non-inclusion was in part the want of the County to enable a level of

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negotiating ability in site plan development which would have been removed if there zero parking minimums. Minimum parking requirements for a sampling of common land uses are outlined below.

**Figure 2 Sample Selection of Minimum and Maximum Parking Requirements in Arlington County Code**

Land Use	Minimum Spaces Required
Dwelling, Multifamily	1 & 1/8 for each of the first 200 dwelling units in any structure, 1 space for each unit above 200
Club, Service Organization, or Community Center	1 per each 3 seats or other accommodations or other accommodations for attendants or participants
School	<b>High School:</b> 1 per each 10 students of design capacity. Plus 1 space for each 10 fixed seats, or other vantage accommodation for spectators, for public assembly; plus 1 per 50 sq. ft. of floor area for auditoriums, multipurpose rooms, gymnasium, or other facilities used for public assembly but having no fixed seating arrangement specified
	<b>Elementary and Middle School:</b> 1 per each 7.5 students of design capacity for employee parking plus 1 space for each 40 students of design capacity for visitor parking
Transit Facilities	Determined by Zoning Administrator based on most similar use
Restaurant	1 per each 6 seats (in addition to all parking space provided for service to patrons while seated in automobiles)
Office	1 per each 150 sq. ft. for first 5,000 sq. ft. in each building plus 1 per each 200 sq. ft. for next 10,000 sq. ft.; plus 1 per each 250 sq. feet for area in excess of 15,000 sq. ft.
Goods Distribution Hub	Determined by Zoning Administrator based on most similar use
Shopping Center, 100,000 to 400,000 GFA	N/A

## Other Practices

### Transportation Demand Management

Mixed-use districts and site plan standards in the Arlington County zoning ordinance require TDM plans for development. Guidance in section 14.3 Parking and Loading states that TDM plans must demonstrate that the potential adverse impacts of parking demand will be mitigated through TDM strategies to offset parking demand. Arlington County has an additional Arlington County Commuter Services Transportation Demand Management Plan. The current version is updated through the 2018-



2023 fiscal years. While not codified in a TDM plan, county staff indicated that parking provision is a form of TDM that they use. Less parking creates less demand for cars on the road.

### **Shared Parking**

In determining parking requirements for developments, the County Board may consider the adequacy of a shared parking management plan. Special planning area regulations for areas like the Clarendon Revitalization District require a shared parking plan and provisions for shared parking. Additionally, the Columbia Pike Form-Based Code requires all commercial parking to be shared parking.

## **Key Code Complementary Practices**

### **Comprehensive Plans**

Bicycle parking requirements are not included in the Arlington County Zoning Ordinance. Arlington County includes bicycle parking goals in the Master Transportation Plan, *Bicycle Element*, adopted in April 2019. Parking in-lieu fees are not included in the Arlington County Zoning Ordinance. Arlington County includes in-lieu fees as part of policies and implementation actions in the Master Transportation Plan: Parking and Curb Space Management Elements, adopted in 2009.

### **Columbia Pike Special Revitalization District Form Based Code**

The Columbia Pike Special Revitalization District Form Based Code is an optional zoning tool and property owners retain the zoning rights under the existing zoning. Use of the Form Based Code is selected through the filing of an application for development under the Form Based Code. If this Code is used, development proposals shall comply with all provisions of this Code.

### **Special Exemption Approval Process**

Arlington's special exception approval processes are intended to help redevelop metro corridors. A combination of input from the development community and input from other stakeholders gives staff feedback to look at changing requirements in the special exemption process.

## Henrico County, VA

### Context

Henrico County is in Central Virginia, approximately 100 miles from Fairfax County. It is bordered by the City of Richmond. There is no incorporated community in Henrico, but it is part of the Greater Richmond Region. Henrico purchases public bus service from Greater Richmond Transit Company. Two major Interstate highways run through the County. Interstate 95 is a major North/South highway and is one of the busiest roads in the Country. Interstate 64 is an East/West highway ending in the Tidewater area of Virginia.

### Key Countywide Practices

#### Baseline Parking Requirements

Henrico County's Zoning Code is included in Chapter 24 of the Henrico County Code. The new zoning ordinance was adopted in June 2021 and went into effect on September 1, 2021. Minimum parking rates were lowered, particularly for office uses. Henrico experienced challenges with small, nonconforming sites. The new Zoning Ordinance includes a provision for graduated compliance for nonconforming sites when a building addition or a change of use increases the parking requirement.

Minimum parking requirements for a sampling of common land uses are outlined below.

Land Use	Minimum Spaces Required
Dwelling, Multifamily	2 spaces per dwelling unit; 1 space per dwelling unit in an age-restricted community
Club, Service Organization, or Community Center	3 spaces per 1,000 square feet
School	Under 11th grade: 1 space per 8 students design capacity 11th and 12th grades: 1 space per 2 students design capacity
Transit Facilities	In accordance with facility plan
Restaurant	10.0 per 1,000 sf GFA including outdoor dining area
Office	2.5 spaces per 1,000 square feet
Goods Distribution Hub	2 spaces per 1,000 square feet of office area
Shopping Center, 100,000 to 400,000 GFA	N/A

## Other Practices

### Transportation Demand Management

Henrico specifies transportation demand management and reduction strategies that allow for a reduction in off-street parking.

- Transportation Demand Management Plan: The Planning Director may, through approval of a Transportation Demand Management (TDM) plan, authorize up to a 30 percent reduction in the minimum number of off-street parking spaces required by Sec. 24-5110, Minimum Number of Off-Street Parking Spaces, for nonresidential uses having a floor area of at least 25,000 square feet, including nonresidential components of mixed-use developments, in accordance with the following standards. The TDM Plan must provide the following TDM activities:
  - A Guaranteed Ride Home program that offers emergency ride services to each employee with an allowance of no fewer than four rides per year, which an applicant may establish to serve the development or in partnership with other developments or uses.
  - Written notice to all employees of available transportation and ride-sharing options.
  - Formation of transportation demand reduction programs such as carpooling, vanpooling, ridesharing, subsidy of employee bus passes, teleworking, and shuttle service programs.
- Transit accessibility: A five percent reduction in the minimum number of off-street parking spaces required by Table 5110: Minimum Number of Off-Street Parking Spaces, may be approved for uses located within one-eighth mile of any station, stop, or other transit facility served by scheduled transit with weekday peak-level frequencies of 15 minutes or less and weekday off-peak frequencies of 20 minutes or less at the time of approval.

### Shared Parking

Mixed-use developments may apply for a parking reduction using shared parking. The following methodology will be used to calculate the required parking:

- The applicant must determine the minimum parking required for each principal use in the development in accordance with Table 5110: Minimum Number of Off-Street Parking Spaces.
- The applicant must apply the time-of-day demand factors for each principal use in accordance with Table 5113: Shared Parking Time-of-Day Parking Ratios.
- The applicant must calculate the sum of each column in the resulting table (rounding up all fractions). These sums represent the total estimated shared demand for each time period throughout a typical day.
- The highest of the sums of the columns may be used as the minimum amount of parking required for the development.

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**Table 5113: Shared Parking Time-of-Day Parking Ratios**

Use Classification, Category, or Type	Weekdays			Weekends		
	2 AM to 7 AM	7 AM to 6 PM	6 PM to 2 AM	2 AM to 7 AM	7 AM to 6 PM	6 PM to 2 AM
Office	20%	100%	20%	5%	10%	0%
Residential	100%	60%	100%	100%	80%	100%
Retail sales	0%	100%	80%	0%	100%	60%
Personal service establishments	20%	100%	40%	0%	60%	0%
Eating establishments	20%	80%	100%	20%	80%	100%
Hotel or motel	100%	60%	100%	100%	60%	100%
Schools	10%	100%	80%	10%	20%	10%
All other uses	100%					

### Bicycle Parking

Henrico's new parking ordinance includes new minimum bicycle parking standards. These apply to all new development and any expansion or alteration of a building existing prior to September 1, 2021, if the expansion increases the building's gross floor area by 50 percent or more, or if the alteration involves 50 percent or more of the building's gross floor area (including interior alterations). A five percent reduction in the minimum number of off-street parking spaces required by Table 5110: Minimum Number of Off-Street Parking Spaces, is allowed for developments that comply with the bicycle parking standards in Sec. 24-5122, Bicycle Parking Standards, and provide both of the following: additional bicycle parking spaces that are secure and either enclosed or covered (indoor or locker) equal to at least five percent of the number of vehicle parking spaces provided; and shower and dressing areas for employees.

**Table 5122: Minimum Bicycle Parking Standards**

Principal Use Type	Minimum Required Bicycle Parking Spaces	
	CMU District	All Other Districts
Residential Uses		
Dwelling, multifamily	1 per 20 du	1 per 40 du
Dormitory	1 per 10 bedrooms	1 per 20 bedrooms
Other residential uses	No minimum	
Public, Civic, and Institutional Uses		
School, elementary or secondary	1 per 20 students planned capacity	1 per 40 students planned capacity
Passenger terminal, surface transportation	In accordance with facility plan	In accordance with facility plan
Other Public, Civic, and Institutional uses	No minimum	
All other use classifications		
All other uses	No minimum	

## **In-Lieu Parking**

In an urban mixed-use district, the developer applicant may submit a provisional use permit for a parking plan in lieu of minimum parking requirements. Section 24-92.5 focuses on the Westwood Redevelopment overlay district. In lieu of compliance with minimum parking requirements, a development or redevelopment may provide parking within 1000 feet of the main entrance of the building to which it is allocated or a parking study must be submitted containing the parking allocation for the property.

## **Electric Vehicle Parking and Charging**

Up to ten percent of the required number of off-street parking spaces may be used and designated as electric vehicle (EV) charging stations, subject to the standards in Sec. 24-4416, Accessory Electric Vehicle Level 1, 2, or 3 Charging Station. The Planning Director may approve the use and designation of additional required parking spaces as EV charging stations, provided that such additional spaces will count as only one-half of a parking space when computing the minimum number of parking spaces required. EV charging stations must be contiguous to spaces clearly marked for electric vehicles

## **Implementation Considerations**

- This new code has more flexibility in terms of shared parking and unusual uses. Under the old ordinance, Henrico had few tools to approve shared parking, deferred parking, or other flexible tools.
- Henrico's Board of Supervisors did not struggle to give up authority. They wanted the increased flexibility.
- There were no citizen concerns on parking. The old minimum requirements were so high that there weren't many areas where people thought there wasn't enough parking.

## **Lessons Learned**

- Henrico did not do an independent study of parking, but developers over the past decade made it clear that Henrico was overparked. Henrico never had, and still does not have, a parking maximum but requirements were reduced to more "normal" requirements.
- Henrico has some small sites with no parking that were developed in the 1930s. When these undergo a change of use, the developer has to increase parking. It's an idea of gradual increase for parking for nonconforming uses. This helped to fill some buildings that were vacant for a long time.



## Loudoun County, VA

### Context

Loudoun County is located 25 miles outside of DC in Northern Virginia. It borders on Fairfax County. Loudoun County has a strong rural and service economy. Loudoun's rural economy includes equine industry worth \$78 million and a growing wine industry. The county's service economy includes companies like MCI, Inc. and Telos. Loudoun County also houses over 60 data centers, estimated to carry 70% of global web traffic. Loudoun County is also home to Dulles International Airport, on the border of Loudoun County and Fairfax County. WMATA's Silver Line metro extension will extend into Loudoun County.

Loudoun County is currently in the process of updating their zoning ordinance. In September 2019, Loudoun County's Board of Supervisors voted to update the current zoning ordinance from 1993 to implement the Loudoun County 2019 General Plan. The revised zoning ordinance is scheduled to be presented to the Board of Supervisors in 2022.

### Key Countywide Practices

#### Baseline Parking Requirements

Loudoun County's zoning code outlines standards and guidelines for the provision and design of off-street parking spaces in Article 5: Additional Regulations and Standards. While there have been small revisions to Loudoun County's parking regulations included in Section 5-1100 in the last few years, such as lowering childcare parking ratios in 2019, the last time Loudoun County updated their parking regulations on a much larger scale was with the annual review adopted October 16, 2007. The current zoning code update is attempting to "rightsize" parking, avoiding a "one size fits all approach" to parking minimums by requiring context sensitive parking ratios based upon the different policy areas of the County. In addition, greater flexibility is proposed with parking adjustments and the ability to utilize on-street parking to meet minimum parking requirements. Minimum and maximum parking rates applicable by policy area are being proposed as part of the County's current Zoning Ordinance Rewrite in order to implement the policies of the 2019 General Plan and the 2019 Countywide Transportation Plan. In general, concerns have been raised that state that many of the commercial/office/retail minimum parking ratios are too high and residential minimum parking ratios are too low. Issues also include parking uses that may have multiple uses operating simultaneously in the same building(s), especially in the Rural portions of the County. During the ZOR process, there has been some concern from ZOC regarding draft proposals to require parking maximums and regulations which require minimum amounts of alternative types of modes of transportation on a site.

Minimum parking requirements for a sampling of common land uses are outlined below.

Land Use	Minimum Spaces Required
Dwelling, Multifamily	<b>Studio:</b> 1.25 spaces per dwelling <b>1 Bedroom:</b> 1.5 spaces per dwelling <b>2-3 Bedroom:</b> 2 spaces per dwelling <b>4+ Bedroom:</b> 2.5 spaces per dwelling

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Club, Service Organization, or Community Center	0.25 spaces per person in permitted occupancy approved by the Fire Marshal plus 1 space per employee
School	1 space per classroom and other room used by students plus 0.2 spaces per student over driving age
Transit Facilities	Determined by Zoning Administrator based on most similar use
Restaurant	15 spaces per 1,000 sq. ft. of GFA, minimum of 1 space
Office	4 spaces per 1,000 sq. ft. of GFA for up to 30,000 sq. ft.; then 3.3 spaces per 1,000 sq. ft. of GFA thereafter
Goods Distribution Hub	Determined by Zoning Administrator based on most similar use
Shopping Center, 100,000 to 400,000 GFA	3.5 spaces per 1,000 Sq. Ft. of GFA for centers with up to 400,000 Sq. Ft.

## Other Practices

### Transportation Demand Management

Section 1102 of Article 5 of Loudoun County's zoning code includes adjustments to parking requirements. Subsection 1102(F-5) lists alternative transportation reductions. Alternative transportation options to encourage less single-occupancy vehicle use and a reduction in required parking include transit (up to 20% reduction), carpooling and vanpooling (up to 20% reduction), and shuttle service (up to 10% reduction). A combination of reductions are allowed provided that the total reduction does not exceed 35%.

### Shared Parking

Section 1102(2) of Article 5 of Loudoun County's zoning code includes requirements for shared parking and loading facilities. Cumulative parking requirements for mixed-use occupancies may be reduced when it is determined by the zoning administrator that the parking demand can be provided on the premises.

### Bicycle Parking

Loudoun County includes bicycle parking in section 600, Additional Regulations for Specific Uses, of Article 5. Bicycle parking is only included in the context of schools. Public schools are required to install at least one bicycle rack with space to accommodate at least ten bicycles.

### Parking Waivers

Section 5-1101 of Loudoun County's zoning ordinance includes parking waiver requirements. If fewer than ten spaces or ten percent of spaces are by a change in land use, the zoning administrator may waive additional required parking spaces. The parking waiver must be consistent with the goals of the Loudoun County comprehensive plan.

## **Captive Market**

Parking requirements for retail and restaurant uses may be reduced where it can be determined that some portion of the patronage of these businesses comes from other uses (i.e., employees of area offices patronizing restaurants) located within the same building or a maximum walking distance of 400 feet.

## **Availability of Public Parking**

Parking requirements may be reduced if a property has available to it a sufficient supply of existing under-utilized public parking spaces in both off-street public parking lots and/or on-street public parking spaces, and where the applicant adequately demonstrates that such availability will continue in the future.

## **Code Complementary Practices**

- If a development is near transit, open space, or public housing, Loudoun County will consider reductions in parking. The county has allowed, in some specific instances, for public on-street parking to be counted as part of minimum parking requirements.

## **Implementation Considerations**

- Loudoun County is considering including electric vehicle charging and parking requirements in the updated zoning code. However, there is concern from the community over who will pay for the infrastructure needed for electric vehicles.
- Regulations have been proposed to allow more flexibility for the Zoning Administrator to review and approve parking reductions and modifications based upon best practices seen across other parts of the United States.

## **Lessons Learned**

- There is some community concern and want for developing commuter lots in areas like Sterling. This may be specific to commuting and county staff indicated that there probably wouldn't be a requirement in the zoning code. Loudoun County is building county-owned parking structures near Metro and is encouraging developers to create adequate parking structures near Metro.
- Strengths of the current ordinance include the ability to adjust or modify parking requirements administratively, however, such requests are often very technical in nature and are time consuming. On the other hand, there are still challenges which require modifications to be done legislatively, which is also time consuming and costly. Another challenge is that the review of parking studies and parking plans is a somewhat specialized skillset that some staff may not be familiar with and/or may need training in order to review such requests.

## Prince William County, VA

### Context

Prince William County is approximately 25 miles south of Washington DC and is directly south of Fairfax County. Many Prince William County residents work outside of the county in Washington D.C. and other northern Virginia counties. Prince William County is not served by any WMATA Metrorail lines, but is served by regional Virginia Railway Express commuter rail. Omniride local and metro buses serve the area. Many commuters in Prince William also use “slugging” services to commute into Washington, D.C. for employment. Slugging is unique to the Washington, D.C. metropolitan area. Commuters stop to pick up other passengers to meet HOV requirements on highways between Washington, D.C. and Prince William County.

### Key Countywide Practices

#### Baseline Parking Requirements

Unlike other peer cities, parking requirements for Prince William County are specified in the Prince William County Design and Construction Standards Manual.

Minimum parking requirements for a sampling of common land uses are outlined below.

Land Use	Minimum Spaces Required
Dwelling, Multifamily	<b>Efficiency/studio:</b> 1 space per dwelling <b>One-bedroom unit:</b> 1.5 spaces per dwelling <b>Two or more bedroom units:</b> 2.2 spaces/dwelling <b>Multifamily, high-rise (buildings greater than 50ft. in height):</b> 1 space per 10 units per building. Plus: <b>Efficiency studio:</b> 1 space per unit <b>One-bedroom unit:</b> 1.25 spaces per unit <b>Two or more bedroom units:</b> 2 spaces per unit
Club, Service Organization, or Community Center	1 space per 150 net sq. ft.
School	<b>Elementary and Middle School:</b> 1 space for every 20 classroom seats plus 5 visitor spaces, plus one space for every 5 seats in an auditorium or multipurpose room. <b>High School:</b> 1 space for every 5 students, plus one per faculty member, plus 10 spaces for visitors, plus one space for every 4 seats in an auditorium or multipurpose room
Transit Facilities	The Director of Transportation, with the concurrence of the zoning administrator, shall require a minimum number of parking and loading spaces, based on the most similar use that is listed

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Restaurant	1 space per 100 net sq. ft.
Office	1 space per 250 net sq. ft. of building area; 10 minimum. <b>With ancillary retail or service uses:</b> 1 space per 250 net sq. ft. plus 5%
Goods Distribution Hub	1 space per 1,000 net sq. ft.
Shopping Center, 100,000 to 400,000 GFA	1 space per 200 net sq. ft. up to 50,000 net sq. ft.; then space 1 per 225 net sq. ft. up to 300,000 net sq. ft.; then space 1 per 250 net sq. ft. after that.

## Other Practices

### Transportation Demand Management

Section 602 of the Prince William County Design and Construction Standards Manual includes TDM requirements. A TDM plan is required if the development consists of mixed-use activity centers including a neo-traditional development or transit-oriented development and the applicant is requesting trip generation credits or reductions in conjunction with the proposed development.

### Bicycle Parking

Table 6-13 in Section 600 includes bicycle parking requirements for specific land uses. Section 610.02 regulates overall parking and loading spaces. Bicycle racks, lockers, or docking stations for bike sharing programs must be considered near all existing and proposed transit stops along arterial and collector corridors. If bicycle parking is needed, a minimum of five bicycle parking spaces will be provided at each transit stop.

<b>TABLE 6-13</b> <b>Bike Parking for Specific Land</b> <b>Uses</b>	
<b>Use</b>	<b>Bicycle Parking Spaces Requirements*</b>
Multi-Family Residential	One Space/10 Units
Commercial Retail	One employee space/10,000 square feet of floorarea.
Office	One employee space/10,000 square feet of floor area
Industrial	One employee space/25,000 square feet of floorarea
Institutional Uses Libraries, Schools (including colleges and universities) Government Facilities	To be determined in consultation with the Prince William County Public Schools and the Prince William County Department of Transportation.
<b>Note:</b> Bicycle parking is a defined space or facility set aside for storing bicycles, including bike racks, striped pavement and bike lockers.	



## **Parking Waivers**

Section 610.03 of the Prince William County Design and Construction Standards Manual includes requirements for the parking credit allowance. The Director of Transportation may authorize a parking credit upon the request of the property owner. Up to thirty percent (30%) of the required parking spaces may be waived when the use is located in an area of development that is so intense that normal individual demand will not be generated. Credit may be given for parking spaces required for one use when parking spaces required for another use on the same lot, or on an adjacent lot, can be used because of a difference in normal operating hours.

## Montgomery County, MD



### Context

Montgomery County is located about 25 miles away from Washington, D.C. and shares its southern border with Fairfax County. Part of the planning response to rapid urbanization in Montgomery County was to establish a set of parking lot districts (PLDs) in areas anticipated to grow most rapidly. Within each PLD, County-parking revenues are channeled into an enterprise fund to maintain a public parking system. And, from early on, PLD managers realized that success would require a focus on more than simply providing ample supply. Today, the PLD program operates most of the public parking in its two largest cities, Bethesda, and Silver Spring. This public inventory includes all on-street spaces and numerous off-street facilities in each city. These public inventories provide a shared pool of parking resources for the benefit of all area businesses. They also provide a viable alternative to on-site parking requirements and provides the County numerous opportunities to mitigate traffic levels and commute patterns, and to promote alternative modes.

### Key Countywide Practices

#### Baseline Parking Requirements

Montgomery County's Zoning Ordinance is Chapter 59 of the Montgomery County Code. Parking requirements are included in Chapter 59, Section 6.2.4. The last comprehensive change to the Zoning Code came with the Zoning Code rewrite which was enacted on October 30, 2014. There have been a

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few minor adjustments to parking through Zoning Text Amendments since 2014 including the most recent amendment to bicycle parking and design requirements that took effect August 2020, or special provisions in local overlay zones. The 2014 rewrite lowered parking rates for non-residential uses Countywide, and created lower parking minimums and established parking maximums in reduced parking areas (mixed use activity centers and proximity to rail transit).

Minimum parking requirements for a sampling of common land uses are outlined below. The table below is up to date as of May 2021.

Land Use	Minimum Spaces Required
Dwelling, Multifamily	<b>Studio:</b> 1 space per dwelling; <b>1 bedroom:</b> 1.25 spaces per dwelling; <b>2 bedrooms:</b> 1.5 spaces per dwelling; <b>3 bedrooms:</b> 2 spaces per dwelling
Club, Service Organization, or Community Center	<b>Baseline minimum in agricultural, rural residential, residential, and industrial zones:</b> 2.50 spaces per 1000 sq. ft. of GFA; <b>Within a parking lot district or reduced parking area:</b> minimum is 1.50 spaces per 1000 sq. ft. of GFA, maximum is 2.25 spaces per 1000 sq. ft. of GFA. <b>Outside of a parking lot district:</b> minimum is 2.25 spaces per 1000 sq. ft. of GFA
School	<b>Baseline minimum in agricultural, rural residential, residential, and industrial zones:</b> 0.25 spaces per student (ages 16+) or 1 space per employee. <b>Within a parking lot district or reduced parking area:</b> minimum is 0.15 spaces per student or 0.25 spaces per employee; maximum is 0.25 spaces per student or 0.50 spaces per employee. <b>Outside of a parking lot district:</b> minimum is 0.25 spaces per student or 0.50 spaces per employee
Transit Facilities	<b>Baseline minimum in agricultural, rural residential, residential, and industrial zones:</b> 1.50 spaces per 1000 sq. ft. of GFA. <b>Baseline minimum within a parking lot district or reduced parking area:</b> 1 space per 1000 sq ft of GFA. <b>Baseline maximum:</b> 3 spaces per 1000 sq ft of GFA. <b>Baseline minimum outside a parking lot district or reduced parking area:</b> 1.50 spaces per 1000 sq ft of GFA.

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Restaurant	<b>Baseline minimum in agricultural, rural residential, residential, and industrial zones:</b> 10 spaces per 1000 sq. ft. for patron use. <b>Baseline minimum within a parking lot district or reduced parking area:</b> 4 spaces per 1000 sq. ft. <b>Baseline maximum:</b> 12 spaces per 1000 sq. ft. <b>Baseline minimum outside a parking lot district or reduced parking area:</b> 4 spaces per 1000 sq. ft.
Office	<b>Baseline minimum in agricultural, rural residential, residential, and industrial zones:</b> 2.80 spaces per 1000 sq. ft. <b>Baseline minimum within a parking lot district or reduced parking area:</b> 2 spaces per 1000 sq. ft. <b>Baseline maximum:</b> 3 spaces per 1000 sq. ft. <b>Baseline minimum outside a parking lot district or reduced parking area:</b> 2.25 spaces per 1000 sq. ft.
Goods Distribution Hub	<b>Baseline minimum in agricultural, rural residential, residential, and industrial zones:</b> 1.50 spaces per 1000 sq. ft. <b>Baseline minimum within a parking lot district or reduced parking area:</b> 1 space per 1000 sq. ft. <b>Baseline maximum:</b> 3 spaces per 1000 sq. ft. <b>Baseline minimum outside a parking lot district or reduced parking area:</b> 1.50 spaces per 1000 sq. ft.
Shopping Center, 100,000 to 400,000 GFA	Regional shopping center - 4 parking spaces for each 1000 sq. ft. of gross leasable area

## Other Practices

### Transportation Demand Management

Chapter 42A of the Montgomery County Code, Ridesharing and Transportation Management, includes TDM in Article II. TDM goals are included in Sec. 42A-22. TDM plans may include alternative work hours programs, carpool or vanpool incentives, subsidized transit passes, preferential parking for carpools and vanpools, parking management strategies, peak period or single-occupancy vehicle parking charges, improved transit, bicycle and pedestrian access and safety, telework, share-a-ride districts, and other transportation demand management measures approved by the Director. Car-share parking spaces count as two spaces towards minimum requirements for residential uses and as three spaces for commercial uses. Dedicated carpool and vanpool spaces count as three spaces towards minimum parking requirements for office land uses. A bike-share facility, with a minimum of 10 bikes, counts as three spaces towards the minimum requirements for all uses. TDM plans are required for employers, existing non-residential buildings, new development projects. A TDM report is required every two years. Employers in a share-a-ride district or share-a-ride outreach area may obtain a reduction in its minimum parking requirements if the office participates in the share-a-ride program or other ridesharing incentives.

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## Shared Parking

An applicant proposing development with more than one use can submit a shared parking analysis using the Urban Land Institute Shared Parking Model instead of the parking table included in the Zoning Code. In Commercial/Residential and Employment Zones, the baseline parking minimum or shared parking minimum can be reduced by the non-auto driver mode share percentage goal recommended in the applicable masterplan. Montgomery County also has the Parking Lot District (PLD) program, through which the County operates more than half of the publicly available parking in Bethesda, Silver Spring, and Wheaton, MD. These PLD programs provide shared parking for area businesses and commuters in return for payment of an annual Ad Valorem tax that funds the PLD program.

## Bicycle Parking

Article 59-6 – General Development Requirements includes bicycle parking requirements. Montgomery County regulates bicycle parking minimums. The minimum number of bicycle spaces is included in Table 6.2.4C. It includes bicycle parking minimums for all land uses and zones included in the minimum vehicle parking table. Bicycle parking design standards are included in 59-6.2.6. In terms of TDM programs, a bike-share facility with a minimum of 10 bikes counts as three spaces towards the minimum requirements for all uses.

USE or USE GROUP	Metric	AGRICULTURAL, RURAL RESIDENTIAL, RESIDENTIAL, AND INDUSTRIAL ZONES		COMMERCIAL/RESIDENTIAL AND EMPLOYMENT ZONES	
		Minimum (Maximum)	% Long-Term	Minimum (Maximum)	% Long-Term
RESIDENTIAL					
HOUSEHOLD LIVING					
Multi-Unit Living	Dwelling Unit (20+ Units Only)	0.35 (100 max)	95%	0.50 (100 max)	95%
GROUP LIVING					
Dormitory					
Independent Living Facility for Seniors or Persons with Disabilities	Dwelling Unit (20+ Units Only)	0.25 (50 max)	95%	0.25 (50 max)	95%
Personal Living Quarters					
Residential Care Facility					
CIVIC AND INSTITUTIONAL					
Charitable, Philanthropic Institution	5,000 SF of GFA	1.00 (5 max)	85%	1.00 (5 max)	85%
Cultural Institution	10,000 SF of GFA	0.50 (10 max)	15%	1.00 (10 max)	15%
DAY CARE FACILITY					
Group Day Care					
Day Care Center	5,000 SF of GFA	1.00 (5 max)	85%	1.00 (5 max)	85%
Educational Institution (Private)	5,000 SF of GFA	1.00 (50 max)	15%	1.00 (50 max)	15%
Hospital	25,000 SF of GFA	1.00 (50 max)	85%	1.00 (50 max)	85%
Private Club, Service Organization	10,000 SF of GFA	0.50 (10 max)	15%	1.00 (10 max)	15%
Swimming Pool (Community)	5,000 SF of GFA	1.00 (25 max)	15%	0.50 (25 max)	15%
COMMERCIAL					
EATING AND DRINKING					
Restaurant	10,000 SF of GFA	1.00 (10 max)	15%	1.00 (10 max)	15%
LODGING					
Hotel, Motel	10 Guest Rooms	--	--	1.00 (25 max)	100%
MEDICAL AND DENTAL					
Clinic					
Medical, Dental Laboratory	5,000 SF of GFA	0.50 (25 max)	85%	1.00 (25 max)	85%
OFFICE AND PROFESSIONAL					
Life Sciences					
Office	5,000 SF of GFA	0.50 (100 max)	85%	1.00 (100 max)	85%
Research and Development					
RECREATION AND ENTERTAINMENT					
Conference Center					
Health Clubs and Facilities	10,000 SF of GFA	0.50 (50 max)	15%	1.00 (50 max)	15%
Recreation and Entertainment Facility					
RETAIL SALES AND SERVICE					
Retail/Service Establishment	10,000 SF of GFA	0.75 (50 max)	15%	1.00 (50 max)	15%
INDUSTRIAL					
MANUFACTURING AND PRODUCTION					
Light Manufacturing and Production					
Medical/Scientific Manufacturing and Production	10,000 SF of GFA	0.50 (15 max)	100%	1.00 (25 max)	100%
TRANSPORTATION					
Bus, Rail Terminal/Station	100 average daily riders	3.5 (100 max)	85%	7.00 (100 max)	85%



## **Parking Waivers**

Section 59-6.2.10 of the Montgomery County zoning code regulates parking waivers. Any part of Division 6.2 may be waived by the deciding body if the alternative design standards satisfies section 6.2.1 – the intent of vehicle and bicycle parking is to ensure the adequate parking provided in a safe and efficient manner. Required parking in a PLD cannot be waived. Any request for a waiver in section 6.2.4.B (Minimum Parking Requirements) requires an application.

## **Code Complementary Practices (from interviews)**

- The zoning ordinance does regulate off-street loading and includes tables to calculate how many loading spaces/bays are required based on use and size of use, and has design requirements for what counts as a loading space. Staff started in 2020 an Urban Loading and Delivery Management project to look specifically at loading and delivery vehicle needs in the urban/mixed use areas.

## Prince George's County, MD

### Context

Prince George's County (PG County) is located in the middle of the Baltimore/Washington Corridor. It borders Washington, D.C. to the east and south and is 37 miles south of Baltimore. PG County shares Fairfax County's southeastern border along the Potomac River. PG County is home to the University of Maryland and federal government facilities like Joint Base Andrews and the United States Census Bureau. WMATA's metrorail and metrobus service extends into PG County and the Purple Line is currently under construction. The Maryland Area Commuter Rail has two lines that run through PG County.

### Key Countywide Practices

#### Baseline Parking Requirements

Part 11 of Subtitle 27 of PG County's Zoning Ordinance updated in December 2021 regulates parking requirements. An updated zoning ordinance was passed by the Prince George's County Council in October 2021 and it is set to go into effect in April 2022. The new zoning code updated all parking regulations. The old zoning regulations were written for a suburban county and were not updated as Prince George's County began to urbanize. The predominant changes for the parking update include removing parking minimums from most land uses.

Minimum parking requirements for a sampling of common land uses are outlined below.

Land Use	Minimum Spaces Required
Dwelling, Multifamily	<b>If within a one-mile radius of a metro station:</b> 1.33 spaces per dwelling unit and 0.33 spaces per bedroom in excess of one per unit. <b>Containing at least 90% one bedroom units:</b> 1.5 spaces per dwelling unit and 0.5 spaces per bedroom in excess of one per unit. <b>All others:</b> 2 spaces per dwelling unit and 0.5 spaces/bedroom in excess of one per unit
Club, Service Organization, or Community Center	Determined by uses comprising the community building (such as office, auditorium, eating or drinking establishment, recreational area)
School	<b>Private school which offers instruction at levels below 10th grade (including nurse school and kindergarten):</b> 1 space per 6 students. <b>Private school, 10th grade and above (including adult education):</b> 1 space per 3 students

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Transit Facilities	Determined by the Planning Board (or designee) on a case by case basis, based on location, projected passengers, and accessory uses (such as eating or drinking establishment, newsstand)
Restaurant	<p><b>Eating or Drinking Establishment (including drive-through service or carryout):</b> 1 space per 3 seats plus 1 space/50 sq. ft. of GFA (excluding any area used exclusively for storage or patron seating, and any exterior patron service area).</p> <p><b>Eating or drinking establishment (not including drive through service):</b> 1 space per 3 seats.</p> <p><b>Eating or drinking establishment, permitting music of any kind and patron dancing, with hours of operation that extend beyond 12:00 A.M. excluding adult entertainment.:</b> 1 space per 3 seats or 3 persons legal occupancy, whichever is greater.</p> <p><b>Food Halls:</b> 1 space per 200 sq ft of GFA above the first 3000 sq ft</p>
Office	<p><b>Medical practitioners' office:</b> see medical care facility.</p> <p><b>Office building or office building complex:</b> 1 space per 250 sq. ft. of the first 2,000 sq. ft. of GFA plus 1 space per 400 sq. ft. above the first 2,000 sq. ft. of GFA</p>
Goods Distribution Hub	1 space per 150 sq. ft. of the first 3,000 sq. ft. GFA plus 1 space per 200 sq. ft. of GFA above the first 3,000 sq. ft.
Shopping Center, 100,000 to 400,000 GFA	1 space per 250 sq. ft. of GLA (excluding theaters)

## Other Practices

### Transportation Demand Management

Division 2 of Title 17 of the PG County Zoning Code regulates transportation demand management. The regulations apply to all employers in PG County located within a TDM district. TDM districts may be established through petition or through an Area Master Plan. After a TDM district has been established, a TDM plan must be submitted. Plans must include strategies for trip reduction. Strategies include car and vanpools, transit use incentives, parking fees and disincentives, improved pedestrian and bicycle access and facilities. The Planning Director may approve up to a 25% reduction in the number of spaces typically required for uses that institute and commit to a TDM plan.

### Shared Parking

Section 27A-705 of the PG County Zoning Code regulates parking reductions, which includes shared parking regulations. Applicants wishing to use shared parking must submit a shared parking analysis using the latest edition of the Urban Land Institute Shared Parking Model. Reductions in the total of

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required spaces for shared parking are not permitted unless a shared parking analysis is submitted. Reductions in the total number of spaces for existing developments may be permitted to achieve the goals of the Urban Center District.

### **Bicycle Parking**

Section 27A-707 of the PG County Zoning Code regulates bicycle parking. The code specifies minimum bicycle parking requirements for residential and nonresidential development. All new non-residential developments providing less than 20 vehicle parking spaces must provide 4 bicycle parking spaces for each 10,000 square feet of nonresidential development. A minimum of 4 spaces must be provided regardless of size. All new residential developments providing more than 20 but less than 101 vehicle parking spaces must install a minimum of 10 bicycle parking spaces. Design regulations for bicycle parking are also included in the code.

### **Parking Waivers**

Section 27-585 of the PG County Zoning Code regulates parking waivers. Any of the parking regulations may be waived by the District Council for any land within a parking district. Parking districts can be established through an assessment of parking facilities and future parking needs in a proposed district. The District Council may also exclude any part of the county from minimum parking requirements if other parking facilities are available in the vicinity or provision of parking space is impractical because of the lack of vacant land.

## **Lessons Learned**

- In the new zoning ordinance, set to go into effect in April 2022, TDM will be removed. Few TDM districts have been established under the current program and other tools, like unbundling parking, have been more effective in PG County.
- The parking updates seemed to be relatively uncontroversial and the parking standards were not changed from the drafted ones in the final version. However, County Staff is worried that there are not enough fail-safes included in the parking requirements.